

HOTBOX



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HAPPY



HOLIDAYS

HOTBOX
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Teen Association of Model
Railroaders

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Secretary.

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--BILL OF LADING--
Shortline Railroads..page 3

NMRA Clinic Review...page 5
Puzzled?.....Page 5
TAMR Youth Model Contest...page 6
Modeling Tips.....Page 7,8
Product Review.....Page 8,10
Photo Corner.....Page 9
Presidential Minutes....Page 10
Letter From The Editor.page 11

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Welcome Aboard!
(The TAMR welcomes the
following new members: Add
these names to your 1990
directory)

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ON THE COVER:
by John Reichel 5/19/90
Top: Santa Fe Super Fleet FP45
Bottom: SANTA Fe Caboose 5713
999081

Shortline Railroads

THE WACCAMAW COAST LINE STORY

The first railroad that came into Northeastern South Carolina was the Wilmington, Chadbourn & Conway Railroad, which arrived on December 19, 1887 from Chadbourn, SC, but 14 miles east of Conway was the oceanside town of Myrtle Beach, which was in dire need of a railroad. So in 1900, the Conway Seashore R.R. opened a 14 mile line between Conway and Myrtle Beach. The two lines were merged on July 4, 1909, to form the Conway Coast R.R., and one year later the line was purchased, by the Atlantic Coast Line(ACL) Railroad.

The traffic on the line in those days was mostly passenger service to Myrtle Beach. It was very heavy traffic because Myrtle beach is a very popular vacation resort because of this the ACL railroad ran two passenger trains from Myrtle Beach, through Conway, to the ACL mainline at Chadbourn, SC. By 1930, the official railway guide showed a single trip between these points, to total 85.5 miles. In 1936, the passenger train was merged with the freight train, and was operated like that until the early 1950's when it was discontinued.

The freight traffic, on the other hand, was good. There is a good supply of timber in the area, so the main traffic of the railroad included pulpwood, and lumber. There also, were deposits of clay to go along with the timber.

The Atlantic Coast Line ownership of the Conway-Myrtle Beach Line passed to the Seaboard Coast Line(SBD), in 1967, and to the Seaboard System in 1983.

In September, 1984, SBD decided, and was granted by the Interstate Commerce Commission to abandon the line. The Horry (pronounced "Oh-Ree") County purchased the line, and formed the Horry County Railway, which was leased to Willard Formduyal, who was also operating the nearby Marion County R.R., and the Aberdeen & Briar Patch Railway. The service started on November 6, 1984, with a GE 65 Tonner Switcher, and a EMD GP18, where service to the thirteen industries was preserved. Unfortunately,



WCLR Passenger Train
Returning from Myrtle Beach
in October 1990.

their was a lot of disagreements between the county and the operator, so in early November, 1987, the operator was replaced by the Waccamaw Coast Line, where operations began on November 4, 1987. In that same year, the sole connection to that line was sold to Mid-Atlantic Rail, which operates which operates from Conway to Chadbourne, NC, over a portion of the ex-ACL mainline from Whiteville, NC through Chadbourn to Mullins, SC.

The operations are usually six days a week, starting between 6am - 7am, and again in the afternoon, after the arrival of the Mid-Atlantic R.R. train, from Chadbourn, SC. The railroads offices are in Conway in the old ACL Depot just off of the South Carolina Highway 905, on the northside of the Conway business district.

The Waccamaw Excursions, an affiliate of Waccamaw Coast Line, operates passenger excursions over the 14 miles, and plans to run steam trains using the Pec Deo Chapter N.R.H.S.'s 2-6-0 #1031, once it is restored; Also, the company plans to have a dinner train soon operating.

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Engine Number	Manufacturer/Model
1068	EMD/GP18

943	EMD/GP18
1040	EMD/NW2

2480	EMDATSF/CF7
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88-C	EMD/F7A
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4257	EMD/E-8
------	---------

672	EMD/E-8
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4108-C	EMD/FT8
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The freight traffic is still very good, and the railroad now receives stone, coal, beer, limestone, lumber, and brick. The Outbound traffic includes, brick from Waccamaw Brick, and occasional shipments from a crane manufacturing company.

Finally, the story on the Waccamaw Coast Line shows a small but profitable shortline in Northeastern South Carolina. I hope that you can get to the area to ride the train. The best time to come is Railfan's Day, the first weekend in October.

The following is the Waccamaw Coast Line Locomotive Roster.

Notes
ex-Horry County Ry. #1068, leased from J&D Leasing for 5 months;
exx-SBD #1068;
exxx-L&N 902;
exxxx-L&N #462;
Sold to Republic Locomotive Works.
ex-Norfolk & Western #943
ex-Southern #1040;
exx-SOU #2249;
Owned by Waccamaw Excursions.
ex-ATSF #2480, acquired via Blue Mountain & Reading;
exx-ATSF #2861,
owned by Waccamaw Excursions.
ex-Webber IND. #88C;
exx-Chrome Loco;
exxx-Mllw #88C;
owned by Waccamaw Excursions.
ex-NJT #4257;
exx-CR #425;
exxxx-PC #4257;
exxxx-PRR #5797A;
Owned by Waccamaw Excursions.
ex-Amtrak power car #672;
exx-Amtrak #318;
exxx-PRR #5712;
owned by Waccamaw Excursions.
ex-SOU Heater Car #960602;
exx-SOU #4315;
exxxx-SOU #4108C;
owned by Waccamaw Excursions.

Sources For Article: Waccamaw Coast Line Railroad,
THE SHORT LINE(magazine).

NMRA Clinic for kids a Success

Over 30 boys and girls, ranging in age from 8 to 16, learned about model kit construction in a special clinic at a meet of the NMRA's Coast Division (Pacific Coast Region) in Santa Clara, California, on September 16, 1990.

Each participant received everything needed to build plastic models: an IHC two-story house kit, a Masonite square to mount it on, a bottle of liquid cement, a paintbrush a hobby knife, and a linoleum cutting surface, as well as important safety tips. Establishing good habits was stressed, such as using dykes (nippers) to cut parts from sprues instead of twisting them off. The kids learned a lot about the advantages of liquid cement over the more familiar tube cement.

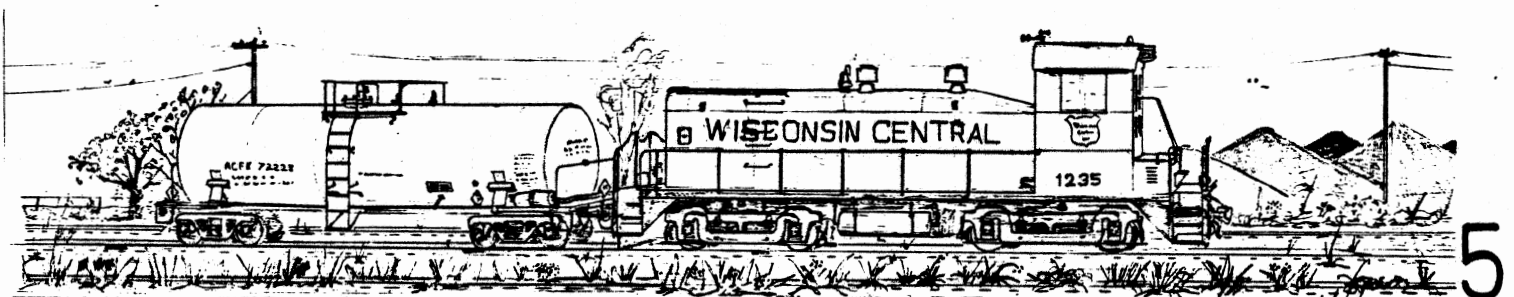
Many NMRA members were on hand to help the kids, who differed greatly in modeling experience. Some older kids were already members of model railroad clubs, and for them the models were fairly easy, but for some younger kids it was quite a challenge. Nobody gave up, and all the houses came out looking nice. Some of the kids even kitbashed variations of the basic design to make their houses different from the others.

In addition to the house kit and tools, which were provided at a substantial discount to the clinic's organizers by a local hobby store, each participant received an additional kit donated by Coast Division members. Some of the kits were a little more challenging than the house model, but the kids were ready thanks to their experience with the houses.

The TAMR plans to work with the NMRA so more events like this can be held. Many participants asked when the event would be repeated. Our Pivot Pin was on hand to distribute TAMR brochures and tell the kids about the group--we should expect a big increase in Western Region membership! Thanks to Rick Selby of MODEL RAILROADER'S Student Fare column for publicizing the clinic and for helping the participants.

Got your attention,
Right.

ZACHARY GOOCH PUZZLED?
According to the SECOND ANNUAL
DIESEL SPOTTERS GUIDE UPDATE, General
Electric built a total of 25 M.A.T.E.'s
(Motors to Assist Tractive Effort) for
the Seaboard Coast Line in 1971-1972 for
use in phosphate trains. Are these
M.A.T.E.'s still in use by the CSX? If
not, what happened to them?
If you know the answer to this
question send it in to the HOTBOX
editors, and we will print the answer
for all to see.



TAMR Youth Model Contest Winners

Waltaby Rails by PETE SCHIERLOH

Today's young modelers are doing some excellent work! TAMR Associate members Tom Matthews and John Reichel had the privilege of judging the TAMR model contest at the NMRA national convention in Pittsburgh, PA, in early August. The contest was open to all modelers under 20 years old, not just to TAMR members.

John Baker (18) took First Place with his nicely detailed diorama of Burlington Northern Milepost 85, winning an Atlas Alco HO diesel donated by Tom Matthews.

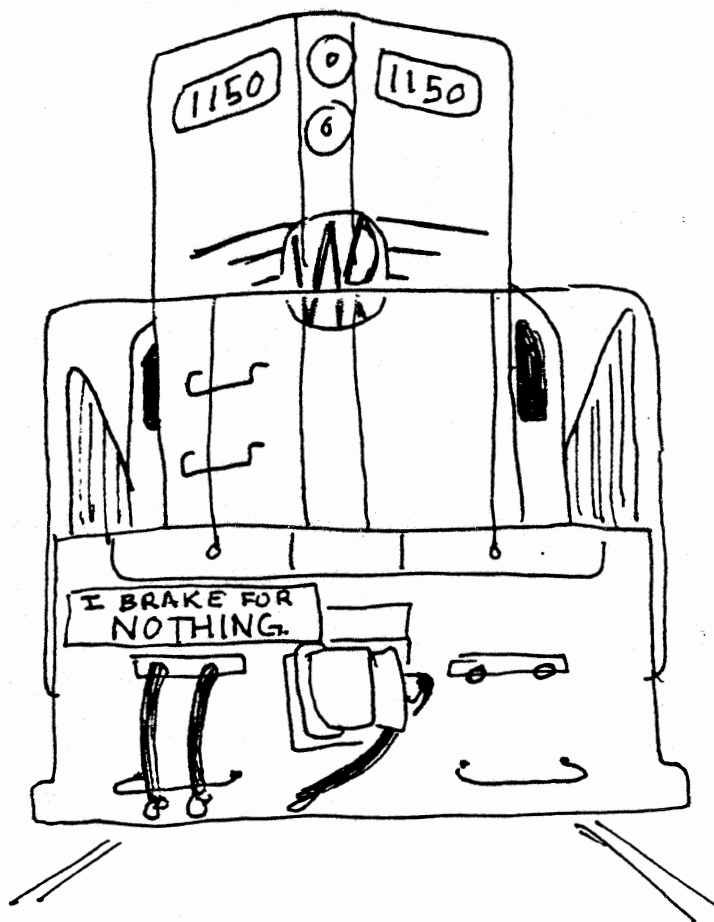
Karl Munroe (16) came in Second with his N scale module of a Southern Pacific locomotive facility, winning an Atlas Alco N scale diesel, also donated by Tom.

Brian Hilgert (16) took Third with his HO coal mine module and won a Front Range HO undecorated boxcar.

Charles Gregory (16) was Fourth with an HO Pennsy hopper (with straw filling holes in the side!). He won a Bev-Bel HO Virginian hopper car.

Jason Gregory (16) came in Fifth with his HO recreation of Amtrak's Broadway Limited and won a Mascot scale rule.

Next year's NMRA convention, to be held in Denver June 30-August 7, will feature another TAMR youth model contest. It's not too early to plan what you want to enter. You might win a nice prize!



MODELING TIPS

THAT OVERLOOKED DETAIL

Randy Broadwater

There's a lot involved in getting a layout operational. Benchwork, track, wiring, motive power, . . . After we get trains up and running, we go back and work on the small things - vehicles, scenery, super-detail on that GP38-2, structures, - wait, you missed something. Something just doesn't look right. Could it be your freight car fleet? Are they up to par with the level of detail you've achieved on the rest of the layout? Quite possibly not. A few simple steps can really improve the appearance of things.

The first, and most obvious step, is weathering. I won't go into detail here as MR and RMC have run numerous articles on weathering equipment. And an airbrush is not something you must have to do a good job.

What are you trying to simulate? An Appalachian coal hauler? An Iowa branch line? A bridge route? This will also play a role in weathering, but more important are road names and car types. You'll have an awful hard time convincing others that your road is a CSX-D&H bridge route if half your cars are UP, Santa Fe, and SP. Your fleet should be balanced. One suggested ratio is 40% home road, 30% connections, and 30% other. On the same note, a coal hauler won't look right if only 15% of your cars are hoppers.

Is the lettering on your cars accu-

rate? Do you have cars running around with duplicate numbers? While not important in the earlier stages of getting a layout running, much improvement can be made here. Car numbers can be easily changed with decals, either removing the original number with Solvaset or a lettering remover or blotting out a couple numbers with matching paint. Weathering will cover up any errors. Painting and decalling your own equipment can be a lot of fun. You can probably find someone with an airbrush that will paint equipment for you or allow you to use their airbrush. And decalling really isn't that hard (I didn't believe it until I tried it). It's a neat feeling to be able to model specific locomotives and freight cars you've seen while railfanning. What about other lettering on your cars? A mid-60's era layout should not have equipment with lube plates and ACI labels. On the same note, 80's era boxcars shouldn't have roofwalks.

With a little effort, you'll be amazed at the improvement you can make to your freight car fleet. It really isn't expensive and the fun of doing it is unbelievable. If you have any questions, write me. Any suggestions, write an article. And any free time, work on those freight cars!

**PRODUCT REVIEW:
MICROSCALE DECALS
by Mike Yan**

Edmonton, Alberta, Canada

If there are any Canadian National modelers left out there, you'll probably find Microscale decal sets 87-567 and 87-568 very useful. Set 87-567 is for CN's early black and orange diesels. It contains enough decal material for two locomotives and includes large and small CN "noodles," road numbers, class numbers, and yellow striping. For modern CN modelers like myself, there is set 87-568, which provides the grey "zebra stripes" seen on almost all CN diesels today. There are enough stripes for two locomotives; the set also includes snowplow stripes. Both sets contain detailed instructions and diagrams.

I applied the stripes to two Athearn GP35 shells with excellent results, although it took a sharp X-acto knife and tons of Decal Set and Dullcote to get the decals to work themselves around the shell details. The numbers and the small logos from the other set are very accurate, especially the class numbers. (By the way, the correct class number for CN GP35's is GR-25a, and the road numbers are 4000 and 4001.)

Although the two sets together cost four times as much as other decals, the engine's appearance in the end makes it all worthwhile. I have never seen a more thoroughly detailed set of decals before! I would definitely recommend these sets for anyone who models the modern CN.

**MODELING TIPS: MAKING TREES
by Mike Yan**

Edmonton, Alberta, Canada

There are probably as many methods of making trees as there are real trees in the forest, but this is my favorite.

The first step in my tree-building method is to find a small Y-shaped twig outside. Trim it and apply some white glue to the arms. Then comes the most important ingredient: lichen. Tear off two small pieces of lichen from your bag and slide them onto the arms of the twig as if you were putting on a sock. Now, tear out another piece and glue it to the middle part, which is still open (see diagram).

Allow the glue to dry by inserting the "tree" into a piece of Styrofoam®. When the glue is completely dry, dunk the tree in diluted white glue and sprinkle various colours of ground foam onto it. Voila! Your tree is finished!

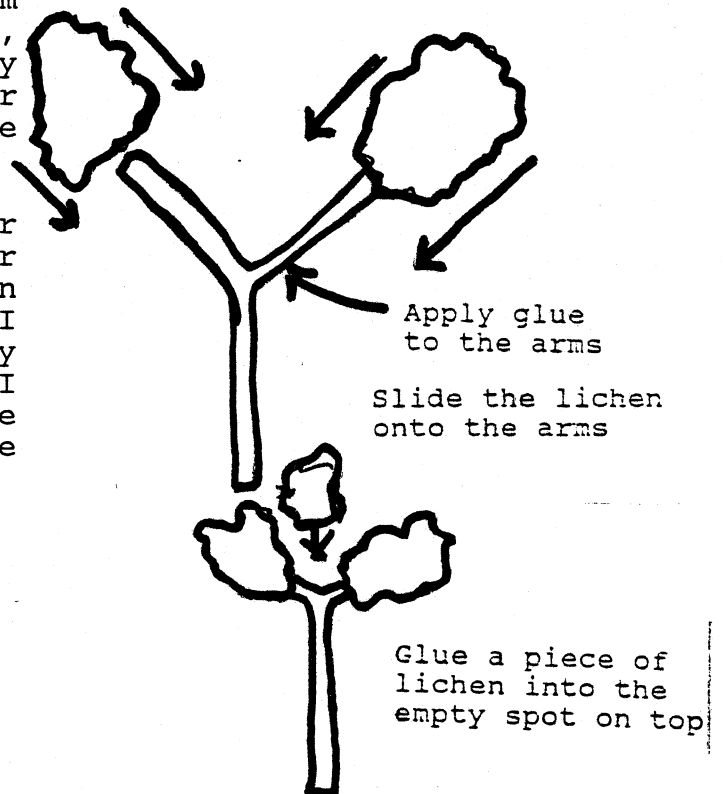


Photo Corner



UP 6-man bunk car 906858 at UP depot, Portola, CA, 9/8/90. This car could be modeled using a 50-foot boxcar, scrap styrene, commercial windows, and an air conditioner from a building kit (photo: John Reichel)

Wallaby Rails
by Pete Schierloh



WP F7 921, available for engineer lessons @ \$60/hr, in operation at Portola, CA, 9/8/90 (photo: John Reichel)

Upcoming Events

A train show will be held April 6, 1991, at St Thomas Aquinas High School, 74 Kelsey St, New Britain, Connecticut 06051, from 9 am to 4 pm. \$2.00 Adults, \$1.00 Students. Contact Peter Oshana, 17 Fairview St, New Britain, CT 06051, (203) 229-4040. **Exhibitors:** Special \$20 per table! Mark your calendars!

Presidential Minutes
Matthew R. Heiman
3815 Stratford Lane
Louisville, KY 40207

First, I would hope that everyone has received their directories by now. If you haven't please let me know. I will be more than happy to send one to you. The TAMR prints these directories in hopes that people will be more than likely to write and call each other about common interests such as scale, or geographical similarities. So, write someone a letter today!

As you may have noticed, the HOTBOX has begun printing a list of all new members. We hope you will drop them a line and welcome them to the TAMR or your region. It is small things like these that can make a new member a renewing member.

Finally, if anyone has started thinking about TAMR Convention '91. let me know. I was hoping to have it in the Western region next summer. I thought this would be a good region since it has grown the most over the last year, and we haven't had a convention there for years. Also, the Secretary position is still open. If you have any interest in serving the TAMR and sacrificing a little time,

write me.

Sincerely,
Matthew R. Heiman
TAMR President/Sec.

PRODUCT REVIEW

By Bonnie E. Morgan

Are you modeling a farm on your layout? If you are looking for fine quality figures and vehicles at a reasonable price, I suggest that you check out these two manufacturers: Wiking, and Merten. Both are in your Walther's catalog. All figures are plastic and are painted accurately. The vehicles are molded plastic in the appropriate colors.

Unable to find what I wanted in local hobby stores, I noticed an advertisement for Crescent Station in one of my model railroad magazines and sent for their 'catalog'. In the past year I have ordered several items from them (all HO scale): dairy cows (Merten #2407, set of 6; Merten #702 and #703, cows laying down), farm tractor with two trailers with loads (Wiking #26386). (The tractor even included a farmer sitting in the tractor's cab!); Two sets of working men for my industrial area (Merten #2234 and #2240).

While at a model railroad show recently, I spotted and HO

their pricelisting. Be sure to include a self-addressed, self-stamped envelope. Though their stock is limited, they have excellent prices and fast, courteous service.

LETTER FROM THE EDITOR

This is a double issue because I was late in getting November's issue out, so I thought I would combined it with December's issue. So now you will have plenty to read over the Holidays.

This will be my last issue as the HOTBOX editor, starting in January 1991, the new editor will be Peter Schierloh, and hopefully he can keep it on track, and going according to a monthly schedule, with no lengthy delays. I will continue being a member of the TAMR, and possibly a TAMR Advisor to the HOTBOX to help the editors out, should they need help.

Well, before I go I want to say thank you to all the members who have been regular in sending in articles, and keep up the good work. Also, why don't the rest of you get the nerve and send an article in, long or short.

So I hope we will have a convention next year, so send your ideas to the TAMR President. I also want to wish all TAMR members a very HAPPY

HOLIDAYS.

Sincerely,
John J Rossi

III

TAMR/HOTBOX Editor



By Zachary Gooch

The HOTBOX: Teen Association of Model Railroaders
++++
SUBMITTING TO TAMR HOTBOX (See inside for addresses)
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STYLE, CONTENT--Your own writing style is fine with us; remember, you are among friends. Grammar trouble? Let the editors worry about that. The ideas are what's important. As for content, we will accept anything on modeling, painting, scenery, electronics, layouts, and the prototype. Make sure the subject will be interesting to most readers.

TYPING--Although typing is not required, it will save the eyes of the editors. HOTBOX columns are 35 spaces wide, for two columns on a page. If you cannot type your article, print it (double-spaced) on lined paper.

ARTWORK--Must be BLACK INK ONLY (pen or fine-tip marker; no pencil). If you require drawings to accompany your article, they can be done by our Graphic Artists from your detailed sketches. Please include a scale measure for scale drawings.

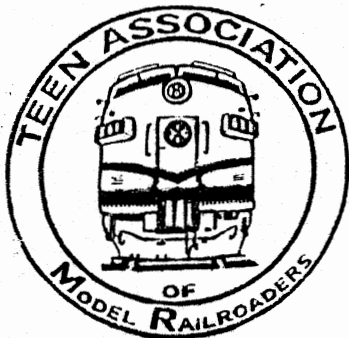
PHOTOGRAPHS--BLACK & WHITE prints preferred (Color OK), glossy finish, no larger than 4" x 5", no smaller than 2" x 2" or 3" x 5". All photos must be accompanied by caption material, especially cover material.

1990 TAMR/HOTBOX Official Publication

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Teen Association of Model Railroaders
c/o TAMR Secretary
Matt Heiman
3815 Stratford Lane
Louisville, KY 40207



FIRST CLASS MAIL



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