



# Teen Association of Model Railroaders

# HOTBOX

August, 1992

Issue #272



# FROM THE DESK OF

## Phil Michaels, Editor/HOTBOX

July has passed, and August is here which, although I hate to admit it, means at the end of this month we'll have to go back to sch....Sorry, I just can't bring myself to say it. Of course this is of no concern to most of our older, associate members (although some are still in college). But the bulk of our group will be heading back to...OK, I'll say it, school. Wow, I'm glad that is over with. What I want to mention though, is that you shouldn't let your interest in trains and model railroading drop off just because school is going to start. In fact, I might be doing MORE on my model railroad, the Detroit and Ohio, after school starts. Model railroading is a great hobby, make sure you leave time for it as well as your other daily activities. Now, on to the happenings of the TAMR:

This month is the start of a new promotion called "All Aboard in 92". It's an effort to gain more members and get you current members more active and involved with the promotion of and participation in this association. You'll have lots of fun with it, believe me. And the more creative you get, the more fun you'll have! You can read more about "All Aboard in 92" in the Train Orders column. Please, get involved with this promotion. Our current status, even with many new mem-

bers, is at 106 members. The reason is because we keep losing members who are not renewing. Hopefully, everyone is enjoying TAMR and will want to stay with us for many years to come. There's lots of great things ahead. If we could bring up our membership to at least 150 and keep it there, the Hotbox could be expanded to twelve pages every month!!! And speaking of the Hotbox....

**CHANGES:** I'm not promising anything just yet, but don't be surprised if your September 1992 Hotbox arrives in the mail in LASER PRINT. Those of you who remember Pete Schierloh's editions of the Hotbox remember the quality covers and excellent laser-writer printing that was brought to us each month (although for a short time). Well, I have a friend (believe it or not) who works for our newspaper staff and with her help I should be able to roll off September's issue in laser printing! I have a couple other things in store, but I will keep those in my bag of tricks for now.

Something I haven't yet brought up is the success of the 1992 TAMR National Convention in California. From what I have heard of it, everything went really well, and those attending had a great time. You can read more about the convention happenings on page three.

Next on my agenda of things to tell everyone is new members. TAMR has one new member this month, and we'd all like to welcome him to our association:

Howard Lloyd  
16544 Denevi Lane  
Los Gatos, CA. 95030

Howard is an associate member and was a part of the convention last month. Add his name to the Western Region in your 1992 Directory.

Material for the Hotbox keeps coming, although at a much slower rate than it has been. I'd really like to see some of the neat ideas everyone has on model railroading and railfanning. I mentioned some time ago that I wasn't hearing from you (you know who you are) who promised to write many articles. The first ones I got were fantastic, I think it would be neat to see even more of your great ideas! As the editor of Model Railroader magazine has said on more than one occasion, we need to share our ideas with others in the hobby so that our hobby can grow and become better.

By the way, how many of you caught the article on TAMR member Josh Ashtalosh's Petite Pines Northern in the August 92 MR? Excellent work Josh!!!

## Submissions

If you would like to submit materials for publication to the HOTBOX, just send it in to the HOTBOX Editor at the address listed on page three. Here are some simple guidelines to follow when sending in material:

**Style, content-** Your own writing style is fine with us; remember, you are among friends. Grammar trouble? Let the

editor worry about that. The ideas are what is important. As for content, we will accept anything on modeling, painting, scenery, electronics, layouts, and the prototype. Make sure it will be interesting to majority of readers.

**TYPING-** Typing isn't required, as everything is retyped into a computer, but it does save the eyes of the editor.

**ARTWORK-** Black ink is preferred but not required. Please send two copies.

**PHOTOS-** Black and white prints generally work best, but color is fine. Photos taken in low light don't print well, so try to send brighter prints. Make sure they have good contrast. Please send caption material with your photos. Thank you!!!

# August, 1992

## Bill of Lading:

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## On the Cover:

**TOP:** Santa Fe "Warbonnet" GP60M number 112 at Santa Fe's Corwith Yard in downtown Chicago, Illinois. This particular unit is looking very dirty and has lost it's gleam since being manufactured in London, Ontario, in June of 1990 by GMDD. Santa Fe was a one-time merger partner with the Southern Pacific and you can see there current schemes are quite different, as at **BOTTOM:** We see SP GP60 9733 taken at Dunsmuir, California on a westbound freight from Oregon, on June 20th, 1992. These units are the same internally and if not for the ICC, would be in the same paint now. (Photos by: Chuck Janda, John Reichel)

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## Next Month:

A new column next month, called TAMR news, will deal with most of what I've been talking about in editorials: the happenings of the TAMR and its respective regions. This will free up the editorial space for actual editorials, so I can bring you more of my views instead of my news. Another new column to appear next month is called TAMR Clinic and is conducted by John Reichel. He'll be looking at the questions of TAMR members and prospectus and doing his best to give them answers. Also, we'll have TAMR financial report for January 1st through July 20th, so everyone can see how TAMR has been operating.

## Convention News...

The TAMR 1992 National Convention, held July 22-26, was a big success. OK, I admit I'm a little biased, as I was one of the organizers. But we had a good turn-out (a pun), and everybody had fun.

Because the National Railway Historical Society was sponsoring a number of steam excursions in San Jose, California, there were lots of opportunities to get nice photographs and videos of big steam engines.

The first day, along with one of our newest members, Carl Crizer, and his family, I watched UP 4-6-6-4 #3985 thunder through Niles Canyon on the way to Stockton. The matched set of yellow UP cars looked fantastic.

The second day, both #3985 and Southern Pacific 4-6-2 #2472 were running. I caught 3985 in Oakland and 2472 at the CalTrain commuter station in Palo Alto. 2472 sped through so fast, I barely had time to photograph it!

The third day, Friday, was the biggest in terms of number of participants. About 15 people came to the pizza party held at my house. Early arrivals watched homemade train videos, after which we checked out progress on the TAMR National Layout in my basement.

Then, Stan Ames, who's on the NMRA Standards Electrical Committee, presented a clinic about standards for command control systems. This was a rare opportunity to preview the clinic before his

presentation at the NMRA National Convention in Columbus, Ohio.

For those of you who don't know, command control is a method for controlling trains independently using microprocessors. Receivers in the locomotives translate command signals that are sent from a controller through the track. This way, you can have several engines running at different speeds and directions at the same time.

Stan's committee has been researching different systems, and they've come up with a winner. The proposed standard system is compatible with the Marklin digital system for a number of reasons. You can also run engines that don't have ... (Continued on page six) ...

# The Milwaukee Road

## West

For many railfans across the United States the Chicago, Milwaukee, St. Paul, and Pacific Railroad Company (CMSTP&P) was the most interesting railroad ever known. Operating what was principally a granger road in the upper midwest at the turn of the century, management of the then financially sound Chicago, Milwaukee, St. Paul, and Pacific Railway decided to construct an extension to the Pacific Coast. This rail line would aid the Milwaukee in gaining a share of long haul traffic and establish it as a transcontinental competitor. Construction for the "Puget Sound Extension" began in South Dakota in 1905 and was completed at Gold Creek, Montana, at an expensive cost. Operations began with steam power through to Tacoma, Washington. The decision to electrify the Rocky Mountain Division from Harlowton, Montana, to Avery, Idaho, was made to conserve resources. The 3,000-volt d.c. electrification was so successful that the CMSTP&P decided to electrify 216 miles of the Coast Division, from Othello to Tacoma, Washington, between 1917 and 1921. Total cost of both projects was \$22 million, a substantial amount in pre-war America.

General Electric helped overcome the expense with "creative financing"; the electrification had a life expectancy of 30 years and was installed to overcome operating deficiencies of steam power on the five mountain grades (Belt, Rocky, Bitterroot Mountains in Montana/Idaho and the Saddle and Cascade Mountains in Washington). The anticipated business never developed, due in part to the opening of the Panama Canal in 1914. Though the electrification did save millions in operating expenses, the Milwaukee Road failed to recover from the initial construction cost of the Pacific extension. As a result, the company fell into bankruptcy for the first time in 1926. During the reorganization that followed, the company changed its

name to the Chicago, Milwaukee, St. Paul and Pacific. This corporate name stayed for the next sixty years.

With the electrified lines in place the Milwaukee Road still struggled for its share of the Pacific traffic. Enormous GE Boxcab electrics and interesting bipolar locomotives handled freight and passenger trains under the wires, while steam powered 2-8-2's, 4-6-2's, 4-8-4's, 4-6-4's, 2-6-2's, and 2-6-6-2's brought them from the Twin Cities over the 227-mile Idaho division gap in the electrification between Avery and Othello. During the depression era, traffic dwindled to the heavyweight Olympian passenger train and one freight over the road in each direction.

Diesels arrived on the scene in the Northwest in 1944 in the form of four-unit EMD FT units assigned to the Idaho division "gap". The heavyweight Olympian was replaced by the streamlined Olympian Hiawatha on June 29th, 1947, with chrome decorated FM Erie-built passenger diesels and the distinctive "sky-top" observation cars, upgrading the road's image. The Cold War era provided

the Milwaukee with new electric locomotives in 1948, a dozen streamlined 2-D+D-2 motors built by GE for the Soviet Union and stranded by a "strategic materials" embargo. The 5530-hp "Little Joes" were all assigned to the Rocky Mountain Division and breathed new life into the aging electrification lines. In 1958, the Little Joes were equipped with controllers to permit them to operate in multiple unit lashups, therefore expanding the locomotives usefulness. Passenger service on the Pacific Extension ended in 1961. The twelve Little Joes, a fleet of 1916-built boxcars, and three steeple cab switchers kept the electrified divisions alive.

By the late 1960's, traffic spiraled down to one or two trains a day; the future looked bleak. The merger proposal of the Hill lines into the Burlington Northern presented the Milwaukee Road with a brief resurgence of business; as a condition to the merger in 1970 new interchange gateways were opened up to the Milwaukee in the Pacific Northwest. **BELOW:** An ex-Milwaukee Road GP40 poses at Blue Island, Ill. This is one of the last remnants of the old CMSTP&P.



Burlington Northern proved to be a much stiffer competitor than the GN or NP had previously been. The Coast Electrification was discontinued and dieselized in November 1972; the Rocky Mountain Division followed suit on June 15th, 1974.

Some Milwaukee Road fans felt this was the beginning of the end for the lines west. Soon after, diesel fuel prices skyrocketed, as well as operating costs; money set aside for track maintenance was deferred and derailments were commonplace. Near the end of the line's existence, the majority of the Pacific Extension was down to ten miles per hour. As a result, serious delays occurred to the only scheduled trains left on the lines, excluding locals and extra movements, eastbound #200 and westbound #201. The Milwaukee Road, with its hand literally tied behind its back, had no choice but to declare bankruptcy once more, and give up the troublesome Pacific Extension. The entire line west of Miles City, Montana, was embargoed on March 20th, 1980. Some portions of the line were sold to BIL, Weyerhaeuser Paper Company, and Potlatch's St. Marie's River Railroad, which are still in use today, but most of the Puget Sound Extension was simply abandoned.

Note that the embargo of the Puget

Sound Extension in 1980 was not the demise of the Milwaukee Road as we used to know it. The core system (revised "Milwaukee II" system) was comprised of all lines east of Miles City, Montana. The line from Miles City to Ortonville, MN., was sold to BN. The line from Headford Junction to Tomahawk, WI., was abandoned in 1980, and pulled up and converted into a recreational trail in 1991. The line from Rapid City, SD., to Winona, MN., via Mason City, Iowa, was turned into the Dakota, Minnesota, and Eastern, a large regional comprised of both Milwaukee and ex-CNW routes.

Wisconsin and Southern Railroad Co. assumed service on July 1st, 1980, of 145 miles of ex-Milwaukee branch lines northwest of Milwaukee. North Milwaukee to Oshkosh, and short branches which reach Menominee Falls, Mayville, Fox Lake, Cambria, and Markesan, WI. Wisconsin and Calumet Railroad Co. owns two ex-MR branches in southern Wisconsin: Janesville to Monroe, and Monroe to Mineral Point (abandoned in 1991). WICT formerly operated under the names Chicago, Madison, and Northern, and Central Wisconsin Railroad Co.

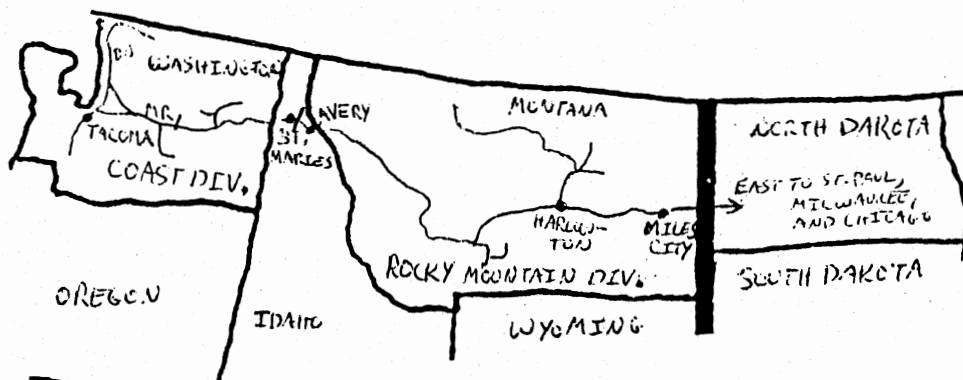
The Milwaukee Road's Puget Sound Extension has been abandoned for twelve years now, the last remnants of the out of service trackage were pulled up in

the mid-1980's; the "Milwaukee II" is also gone, a victim of repeated bankruptcy's due to deregulation and cash flow problems, it was merged into Soo Line Corporation officially in January 1986. Most of the ex-MR trackage in Wisconsin and upper Michigan was conveyed to Lake States Transportation Division in 1987, an operating subsidiary of Soo Line. Lake States was bought out by railroad pioneer and ex-CNW executive Ed Burkhardt and other investors, to form the Wisconsin Central Limited, which he is the President of currently. Though the Milwaukee Road does not exist on paper as an official railroad any longer the memories will live on for all Milwaukee Road die-hards like myself. Milwaukee Road is still very much alive on the sides of boxcars, gondolas, covered grain hoppers, bulkhead flats, coal hoppers, and even a few locos still on the Soo Line roster that have not been outshopped in red and white or the new Candy Apple Red scheme.

If you would like more info. on the Milwaukee Road or have any questions, please bring it to my attention. Either write or call and I'll do my best to help you out.

---Jeremy N. Amundsen  
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## THE PACIFIC EXTENSION





# The Hampshire Railway

## System

Welcome to my railroad, the Hampshire Railway System. This railroad has been in production for as long as I can remember and has been building from the original two, Hampshire and Omaha and Grafton Jct. R.R., to the now huge empire of Worldwide Railroad Companies. The holdings of the WRC range from a small railroad in western Pennsylvania (Waynesburg and Washington), to the mega-rail of the I line from Omaha to Pittsburgh.

The report on these railroads would take more than months so I have chosen to document only the largest, the Hampshire Railway System Company. The HRYS extends from the most northern town of Blair, NE., to the southern town of Omaha, where it connects to the I Line (the I Line is the railroad across Iowa, Illinois, Indiana, and to Pennsylvania) to Pittsburgh and New York. The Hampshire Railway Company consists of 10+ railroads. I will explain a little on each railroad in a sentence or two.

1.) The original, Hampshire and Omaha. This railroad was started in the 1870's as a freight hauling road to carry the grain out of Hampshire and to Omaha. This railroad goes from Omaha to East Benton to Hampshire.

2.) Hampshire Railway System- This portion goes from Hampshire to Nowhere to Rockville. This is the primary grain belt of the railroad.

3.) Missanatok Valley R.R.- This area extends from Hampshire to Casstok to Duvall. This borders the Missouri River.

4.) Grafton Jct. R.R.- This was also one of the original rails. Chartered about the same time as the H&O, it was not built until 1883. This extends from Grafton Jct. to Rockville to Erinsburg where it connects to the BH.

5.) Grafton, Steelton, Boulton, and Prager Freight Ry.- This railroad is in one of the better coal areas of the state and supports some of the biggest grain processing systems in the state, too. The lines route is self-explained.

6.) Pragerton Jct. State Recreational R.R.- This railroad is in a beautiful portion of the state and cuts through one of the local parks. It also has a small mine and logging companies.

7.) East Benton and Martinsburg- This small railway was independent until about two years ago, when this "river road" was bought by first the Prager Co. then by AARCorp Int., then by WRC. The railroad ships grain and fish by the way of Martinsburg to Keithton to E. Benton.

8.) Deemsburg and Blair Shortline- This railroad is one of the oddities of the entire rail company. It was originally two miles from connecting to Erinsburg and did not connect until last year. Freight was shipped by truck over a road that was classified as a railroad right-of-way! This shipper of coal joined up last year and now goes from Blair to Deemsburg to Erinsburg.

9.) Black Rock Mining Co.- This small rail company is part of the HRYS but is about a 200 mile distance from any other portion of the Hampshire. Black Rock is a coal mining railroad in Montana and goes through Black Rock to Easter Jct.

10.) Connelopy Northern Ry.- Although still registered under Hampshire control it is a "fallen flag" and does not ship anything. In its heyday it went through Austin Mills and Connelopy.

11.) Duvall Terminal Ry.- This is the interchange point for all ships and the Hampshire. It is centered around Duvall Bay.

12.) Steam Bay Tourist R.R.- This R.R. was an abandoned portion of Duvall Terminal. It bought three old locomotives from the Hampshire and was independent for five years before being bought by WRC.

13.) Council Bluffs Yard Extension- This portion is a sub-part of H&O and is the main yards for the I Line. It is centered in Council Bluffs.

This is the entire Hampshire Railway System Company roster. For more information please contact me for full histories of the Hampshire. Thank you.

---Aaron A. Marcavitch  
President, AARCorp Int.  
& Worldwide Rail Co.

Corporate Headquarters: 275 Crago Ave.  
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15370

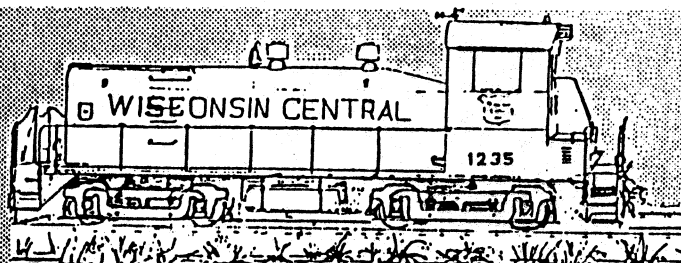
(Convention News: Continued from page 3) receivers, although they can't be controlled independently. The system appears to be more versatile and powerful than the types commonly used in the U.S. Once command control becomes standardized, we can expect prices to come down and products to become more widely available.

Stan likened the need for standards to the problem that can come up with incompatible coupler types. If everybody uses Kadees, everybody can run each other's trains without problems.

We had another special guest: Rick Selby, who does the Student Fare column in Model Railroader. In fact, the August issue of MR contains an article Rick wrote about a TAMR member, Josh Ashtalosh, and his Petite Pines Northern layout. Rick brought some beautiful examples of freight cars and engines he's painted recently. Rick's been very supportive of TAMR, and it was great to have him at the party...(Contin., page 8)

# Train

# Orders



## ALL ABOARD IN '92!!!

From the desk of the TAMR Promotion Department, to all TAMR members:

For those of you who don't know me, my name is Newton Vezina and I'm currently working with the TAMR as acting manager of the Promotional Department. The duties of the Promotional Department as explained by founder Christopher Brindamour, are to: "Promote the hobby of model railroading and the TAMR itself both within and outside of the TAMR. This is done by putting posters and flyers in hobby shops, writing letters to interested people and setting up booths at model railroad shows. It's promoted internally by sponsoring contests."

The latest team effort by the Promotional Department is an exciting and fun new promotion called, "ALL ABOARD IN '92". Here's how it works:

Enclosed with this issue of the HOTBOX is a copy of a flyer that was developed by the ideas and suggestions provided by the members of the TAMR. Make at least 10-30 copies of this flyer and post them in hobby shops, at train conventions, on railfan trips, at schools, YMCA's, or wherever teens hang out at. These flyers are very diverse and can be used in many different ways to promote the TAMR. When used effectively they can produce results that are nothing short of incredible!!!

For example, if each TAMR member gets just one friend or prospectus to sign-up in the TAMR in August, this would double total membership count to approximately 230. Now let's assume that only one-half of the 230 find one prospectus during the second month. This will increase the count well over 300. Be creative, and get one new sign-up each month until Christmas and all you have to do is pass out flyers.

Another example of the power of this promotion is that if 100 TAMR members post only 10 flyers all over the U.S. and Canada, and, using some simple math, this will give TAMR 1000 exposures. Now that's team work!!!

Yes, it sure looks good on paper, and I'm not saying that we're going to gain 1000 new members in a month. However, if everybody who is reading this article pitches in on the promotion, the above will become understated. Live your everyday life as you usually do. Just take some flyers with you on your next trip to the hobby shop, train meet, or railfanning. No matter how much or little time you have, you CAN make a difference and the rewards will return ten times the effort. Let's all team up and make this great organization even better. I dare you ALL to find at least one new member. If you're not careful, you might even have FUN! (Please note before reproducing the flyer, write your initials at the bottom mail-in portion. Each reply will be counted toward an awesome new contest which is to be announced in September, along with phase II of this promotion, when all of the promotional regional assistant managers are in place. The region with the most new memberships by 1993 will be getting extra recognition. I have already heard some of the ideas, and you don't want to miss out. Get serious about this promotion!!!)

In the past I had helped manage the Promotional Department with an Apple Macintosh computer. I have since sold the MAC and started my own business. For resources, at the present time I'm working with a copy machine and a pen. Nevertheless, the most important resource has and always will be the members of the TAMR.

In closing this article, if there is anybody who has any ideas or sugges-

tions that can further improve this promotional effort, OR if you want to be a "Regional Assistant Manager" for the promotion department in your region, write or call me anytime. If you do call, please check your time zone.

The TAMR is a great organization which has been most successful when we all pool together and work as a TEAM. I'm looking forward to the success of the "ALL ABOARD IN '92" promotion. Let's do it, I dare you! HAPPY RAIL-ROADING!

Sincerely,  
Newton Vezina

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I'm really excited about this new promotional effort, too. As Newton has said, our organization is most successful when we work together. Let's make this a really great effort and have fun! Well, I'll just make this an extra note from the editor, as if my column wasn't long enough this month, right? Things are going real well at the Hotbox and our organization is looking up. We're not having any problem getting new members, there are plenty coming in. Our problem is that we are losing old members almost as fast (and sometimes faster) than we are gaining them. If you're thinking about not renewing when your membership comes due, please, stick with it. Right now you are the most important people in the world to us, even if you don't want to write articles, that's OK, at least you are gaining the benefit of a monthly newsletter/magazine, and a source of model railroading friends. We can only make this a greater organization if EVERYONE stays on board, and that is part of the fun and excitement of the "ALL ABOARD IN '92" promotion. I encourage you all to have fun, and most of all, to enjoy your hobby to the fullest, hopefully including the TAMR. I hope to see you all back again in Sep.!!

# The Traction Motor

Conducted By: Zachary Gooch

For most teens there is an uncontrollable, incurable, and highly infectious disease. That disease is known affectionately as "Car Fever". Every time you leave the house, you're on the lookout for fast, powerful, and sporty cars. You horde every last dime you manage to earn to help pay for that dream machine. If you look around on any busy street or highway, you'll notice that almost every car looks nearly the same, Japanese or otherwise. They are all two or four-door sedans with enough streamlining to improve fuel economy. Ford, Plymouth, Chevrolet, Dodge, Honda, Toyota, Mitsubishi...the list goes on and on. The only visible difference between them is the name stuck on the back and a few minor styling details. This concept goes further with industry twins like the Ford Taurus and Mercury Sable, Geo Prizm/Toyota Corolla, etc. The same cars with different names. At least Pontiacs have unique, sporty lines. If you're like me, you wouldn't be caught dead driving one of these boring econo-cars. You want an older car with totally unique styling and a powerful engine with more than four cylinders. A car that people will notice and be impressed by.

So what does all of this have to do with diesels? The same thing has happened to the workhorse of the railroad. When the road-switcher diesels first emerged, every manufacturer had a unique design that easily set itself apart from the others. Baldwin diesels were distinguished by high hoods nearly even with the cab roof and the raised housing around the headlight. Alcos evolved from the original RS1 design with large radiators at the head end of the long hood on either side and a large cooling fan on top. Their later Century-series engines had characteristic blunt short hoods and radiator flarings. The Fairbanks-Morse Trainmaster (my all-time favorite diesel) had a radical carbody

design. Their switchers had full-height hoods to house their massive opposed-piston engines. Even EMD had different if boring styling.

These engines also had characteristics unique to their power plants. The Alcos were noisy and at times blew smoke puffs that rivaled steam engines. Baldwins were low-speed luggers with powerful Westinghouse traction motors and drumming engines. F-M diesels had the totally unique opposed-piston design that was more powerful than any other at the time and triggered the horsepower race. They were known to blow blue smoke when suddenly accelerated.

When builders like Alco and F-M fell and GE emerged to become the sole competitor of EMD, a grim era in diesel design began. Even with GE using an Alco-like carbody and EMD sticking with their pointed-end design, engines became difficult to identify. With EMD's, railfans were forced into counting hood-top fans and access doors. With GE's, a similar door counting was necessary along with identifying vent placement on the radiator flarings. This is rather difficult to do when one of these engines barrels down the tracks at high speed, and I still usually can't tell if an EMD is a -2 or not [Watch for the small window on one of the access doors towards the rear of the engine, but only on the engineer's side. If there's a window there, it's a -2. Definitely a pain to distinguish!---Ed.]

Today, the GE Dash 8 series has become the Pontiac of the diesel industry, with radical design characteristics and unmistakable uniqueness. On the other hand, GM refuses to let go of the boring old pointed-end design. One still must count doors and fans to distinguish an SD60 from an SD50.

Over the years the originality of

diesel locomotive design has blossomed and withered to the point where only GE has survived to revert back to radical styling. Like AMC and other car manufacturers, Alco, F-M, and Baldwin and their unique designs are gone. Just as automobiles with few exceptions are all the same, so now are the diesels.

Next time: Train Layouts: Is it Time to End the Lopp Design?

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(Convention News, cont. from page six)

On Saturday, we didn't do as much. I watched SP 4449 come from Sacramento, and bought a Bachmann Plus #4449, and it rumbled great! Then, to further recreate the NRHS excursion, I bought two Con-Cor 72-ft. UP passenger cars. They're very nice and based on the prototype, so they look almost exactly like the ones I saw!

On Sunday, we saw #4449 and #2472 doubleheading back from Watsonville. We visited the Arvern Bay Terminal layout of Howard Lloyd, featured in the Apr. 91 MR. This is a WWII vintage layout set in the docks and industrial area of New Jersey. Central of New Jersey equipment dominates. Mr. Lloyd's forte is structures. Many are scratchbuilt. In fact, his plans have appeared in model magazines, so you can build them! His Faber's Cyclery building was in the September 1973 MR. Even when he uses kits you can't tell, because he rearranges the parts and scratchbuilds new ones. He recommends Kibri factory kits as a source of walls and parts. He uses parts by Design Preservation Models, one of my favorite companies.

There wasn't time to go to the Tri-City Model Engineer's Layout, so it will have to wait. It's worth seeing, though.

I rate the convention a smashing success. Who wants to host next year's? Ideally, it would be close to a big event. Volunteer to, it's a lot of fun!