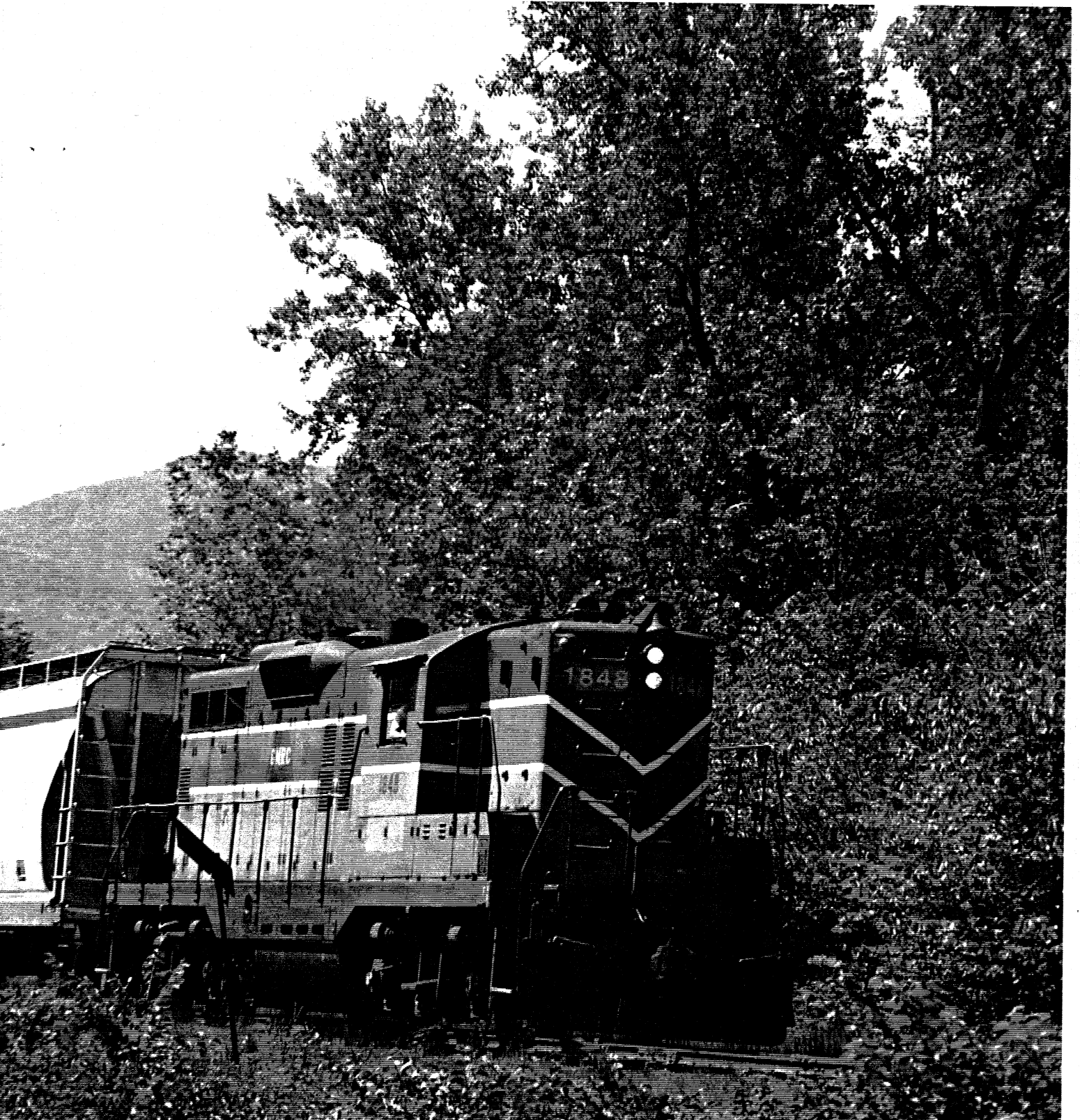


THE HOTBOX

A Publication of the Teen Association of Model Railroaders

March 1995



THE BLUEGRASS LIMITED



June 23, 24, 25
1995

TAMR NATIONAL CONVENTION

THE HOTBOX

The official publication
of the Teen Association
of Model Railroaders

The TAMR Hotbox is the official publication of the Teen Association of Model Railroaders, a non-profit association created to promote, stimulate, foster, and encourage among youth and young persons, the hobby of model railroading, the activity of railfanning, and the preservation of the history, science, and technology thereof.

The Hotbox is issued monthly, twelve issues per year, along with the TAMR Directory of Members in January.

TAMR MEMBERSHIP

Membership in the TAMR includes a subscription to the association's magazine, The Hotbox, the January mailing of the TAMR Directory of Members, and a quarterly regional newsletter, as well as an invitation to attend and participate in all TAMR events. The following categories of membership are available:

Regular (21 and under).....\$15.00
Associate (Over 21).....\$18.00
Over Seas (Outside U.S.A.).....\$20.00
Sustaining (Reg & Assoc).....\$20.00+

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

SUBMISSIONS

The TAMR Hotbox depends entirely on the association's members for its material. If you have articles for publication or want to respond to one of our columns, send your submission to the following people:

The Prime Mover.....David Hadley
TAMR Clinic.....John Reichel
Shoestring Budget.....Peter Maurath
Shortnotes on Shortlines...Aaron Marcavitch
Haulin' Coal.....Brent Johnson
All other submissions.....Hotbox Editor

Guidelines for Submissions

Style, Content- Your own writing style is fine with us; remember you are among friends. If you have grammar trouble, let the editor worry about that. The ideas of what you write are what is important. As far as content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to the majority of readers. The editor reserves the right to choose what gets printed and what does not.

Photos- Please send glossy photos only. Brighter photos with good contrast work best. Photos relating to your articles will enhance

ISSUE #301

March 1995

- In This Issue -

4 The Green Mountain Railroad

Northeast Region Representative Ole Bye tells about this small Vermont shortline railroad.

6 Norfolk Southern Drops Steam

Many railfans were shocked when Norfolk Southern cancelled its steam program permanently. Find out why in on page 6.

8 The MK5000C Locomotive

A look at a very new locomotive in this months installment of "The Prime Mover" series conducted by David Hadley.

10 Building a Layout on a Shoestring Budget

Build an inexpensive water tower from some unusual items in this month's article which originally ran in the April 1993 issue of the HOTBOX.

11 Train Orders

Learn how you can begin training to become the next HOTBOX editor.

Front Cover: Green Mountain Railroad Corp.'s GP-9 #848 takes this months cover spot. Learn more about the GMRC beginning on page 4.

Addresses

President:

Peter Maurath
3119 W. 100
Cleveland, OH 44111

Vice President

Matt Schwerin
218 S. Walnut St.
Wilmore, KY 40390

Secretary:

Curtis Tate
403 Amber Dr.
Somerset, KY 42501

Editor:

Brent Johnson
530 W. Alex Bell Rd.
Centerville, OH 45459

Treasurer:

Brad Beaubien
1508 Harrington Loop
Sgt. Bluff, IA 51054

Pivot Pin:

John Reichel
1800 E. 38th St.
Oakland, CA 94602

Auditor:

David Hadley
836 Forest Dr.
Anderson, In 46011

Northeast Reg. Rep:

Ole Bye
RR2 Box 425
Chester, VT 05143

Central Reg. Rep:

John Wilson
735 W. 3rd St.
Anderson, In 46016

Southern Reg. Rep:

Brandon Hughett
RT1 Box 330
Robbins, TN 37852

Western Reg. Rep:

Michael Acree
9005 E. Lehigh Ave #30
Denver, CO 80237

Can./Int. Reg. Rep:

Mike Yan
6127 - 137th Ave.
Edmonton, Alberta,
Canada T5A OP2

Promotion Dept:

Chris Wagner
616 S. Ashland
LaGrange, IL 60525

them. Please send caption information with your photos. Include: Where, when, how, why, or any other essential information along with the name of the person who took the photo. All photos will be kept unless a SASE is sent along with the prints. Cover photos should be 8x10 or larger with minimum grain.

Artwork-All drawings and artwork must be in black or blue ink. Artwork relating to your articles is gladly accepted. The Hotbox editor is not responsible for lost or damaged artwork. Send SASE if you would like your artwork returned. Please send two copies if possible.

The Green Mountain Railroad Corp.

By Ole Bye

THE state of Vermont purchased the Bellows Falls - Rutland line of the bankrupt Rutland Railroad in 1964 and sold it to Nelson Blout, founder of Steamtown USA. He formed the GMRC to operate that line and ran both the railroad and the museum until his death in 1967.

GMRC then became the independent of the museum and offered its own excursions. Steamtown USA moved to Scranton, Pennsylvania in 1983.

GMRC Today

The railroad operates weekdays except holidays. The crew goes on duty in Bellows Falls seemingly whenever convenient (an annoyance to railfans), anytime from 10 am to 2 pm, at which time one or more of the 1956 products of Lagrange is fired up. After the



RS-1 #405 has the *Green Mountain Flyer* rolling north at Bartonville in the summer of 1994. Ole Bye Photo

yardwork is done and interchanges performed, train XR-1 north departs.

It's next stop might be Chester,

depending on if the crew wants to buy lunch at Lisa's grocery or not. There are no more stops in Chester since the Luzenac-America talc plant switched to trucking instead of railroads.

After that would be Smithsville, where Luzenac-America has another plant that still uses rail service. This is the largest on-line industry on the GMRC. Also in Smithsville is a woodworking factory.

Then on to Mount Holly general store where crew changes are often performed. The train then continues on to Rutland.

More on the GMRC

In the summer the railroad operates a tourist train called the *Green Mountain Flyer* from Bellows Falls to Chester, Vermont and back. Alco RS-1 #405 is used on this train.

In a GMRC train, you would see mostly tank cars and covered hoppers (which might carry talc) as



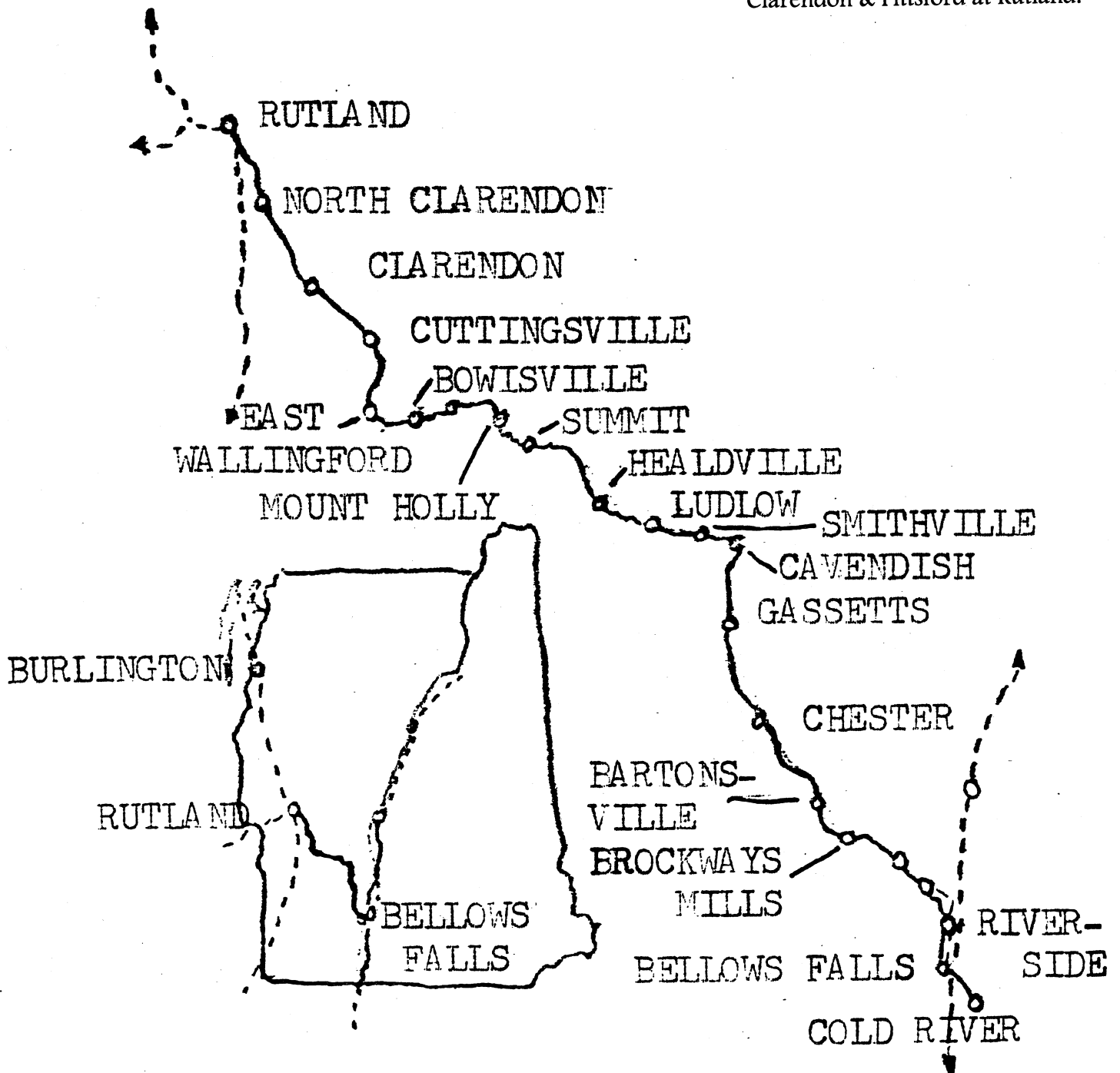
GP-9R has a special ten car passenger train in Chester, Vermont in October 1994. Ole Bye Photo

GMRC

well as boxcars. If you were to railfan in the middle of the night, you might see several loaded coal hoppers on XR-2 south which are bound for the Central Vermont and eventually the University of Massachusetts.

The GMRC is not exactly a healthy, prosperous railroad, but as quoted by an employee friend, "The wages aren't much, but it's salary you can live on." And the Green Mountain will hang in there, you bet.

Motive Power - 3 GP9s; 1 GP9R; 2 RS-1
Miles of Track - 50.52
Rail Size - 90lb. 5.5 in.
Main Commodity - talc, petroleum
Interchanges - Central Vermont and Guilford at Bellows Falls; Vermont Railway and the Clarendon & Pittsford at Rutland.



NS Drops Steam

October 28, 1994 "Dooms Day" for Norfolk Southern Steam

By David Hadley

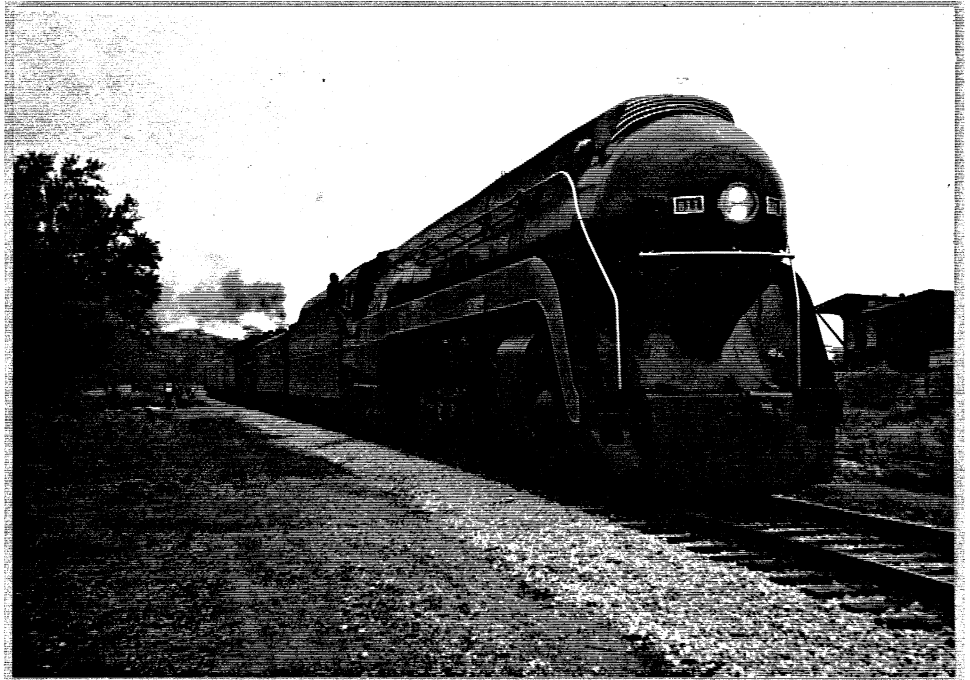
By Now most of you know that the Norfolk Southern Corp. has dropped its 30+ year steam program. I have known about it since November 2, 1994, but no one has written any information about the loss in the HOTBOX.

The 611 and the 1218

Back when steam was going out and the leftovers of steam were rusting in yards or roundhouses waiting to be scrapped, a man by the name of O. Winston Link, who had captured some of the most popular photographs of the N&W steam in the '40s and '50s went down to the yard to take some pictures. He saw N&W steam engines 1218 class "A" (2-6-6-4) and the "J" 611 (4-8-4). Link found out that the N&W was getting ready to send the locomotives to the scrap yard to become someone's Pepsi can.

So Link talked officials into keeping the locomotives and they were put into secret storage. The steamers were given cosmetic restorations and put into a museum at Roanoke, VA. That was that until twenty years later when the Southern merged with the N&W.

Soon after the merger, a new CEO was hired. Robert Claytor was his name and he once stated, "This is a tribute to the men and women of the N&W who made the 611 the finest steam engine in the world. One of the first projects Claytor undertook was the restoration of the 611 and put it into service. The 1218 would soon follow.



Southern Steam

Back in 1966, W Graham Claytor, the Southern Railway Vice President convinced the BOD and the shareholders to begin a steam program. The Southern soon leased the ex-Southern mikado (2-8-2) #4501. They began running trips using the 4501 which was painted in Southern Green just as the Southern's PS-4 Pacific had once pulled the *Crescent*. The 4501 was never painted green during its freight hauling days.

The Southern steam program was a success selling out trips weeks in advance; such excursions as the Georgia Peach Special were the greatest things to come down the rails in years. The southern continued to lease steam engines and giving them a Southern "face", such as the Texas & Pacific #610, and C&O #2716.

Both these engines ran for a few months, but were sidelined because of fire box trouble. To replace the

2716 the railroad leased ex-NKP Berkshire #765. It was not given a face for the Southern because the SOU and the N&W had just merged. Furthermore, during the mid-1960s, the NKP was taken over by the N&W.

After the 611 and the 1218 were back in service, the NS didn't lease any engines except the 4501 and #765. Because the NS steam program was running almost every weekend, the railroad built shops and hired a steam management group to keep the locomotives running.

Why Did the NS Drop Steam?

First off, the main reason was because Robert Clayton died last year, and he pretty much had the say so on what went on. Secondly, the board of directors persuaded the share holders to drop the program. Lastly, the railroads are afraid of wrecks and some one



Southern made a mistake there is no turning back for sure.

Carl Jenson, the former general steam manager is now in the safety department. Something that is strange is that Mr. Jenson sent me a letter on September 27, 1994 saying their steam was doing good and would be running several excursions at the NRHS National Convention.

A friend of mine chased the last steam excursion in Decemeber, from Chattanooga to Birmingham, and on its fiery move back to Roanoke, something was written on the side of the cab. A crew member put this remark, "I am the thoroughbred of steam -Born to run-Born to be free- Forgive them Lord, for they know not what they do."

might sue, like the lady that spilled coffee on her lap and sued McDonalds for for a few million and got the money.

had all of its internal parts taken out and they will either be sold or scrapped. The shell of the locomotive will be sold for a museum show piece and will never be restored again, in fact the NS doesn't even want it on or near NS property.

What Will Happen to the Steam?

The 611 has been taken to the museum in Roanoke and has been put on the same track that it has rested for 20 years. The 1218 has

All of the tools have or were planned to be sold at an auction last January. The old steam shop will be torn down, just in case Norfolk

"Norfolk Southern's steam-Once the thoroughbred of steam, now just a crippled pony - David Hadley

Do not write NS to bring back steam. The company does not want any more letters.



The Morrison Knudsen MK5000c

THIS month's letter was received from Matt Schwerin, who sent me some information from the Morrison Knudsen Corporation. For years they have been rebuilding locomotives for railroads, but recently have actually been making their own locomotives.

The featured locomotive of this month is the MK5000c. The MK is a high performance diesel-electric which uses a Caterpillar 3612®, V-12 prime mover. Like most modern locomotives, the engine rides on roller bearings with a traction support system, a computer controlled 32-bit micro processor. Currently (as of February 1, 1995) there is no diesel that has 5000 horsepower.

The cab has a desk top control center which is standard now of any locomotive with a wide cab.

When you first look at the locomotive it looks more similar to an EMD unit, mostly because of the wind shields on the cab and the cooling system in the back, but it still has a look of its own.

The MK5000c has six traction motors that are DC and one of the locomotive's drawbacks, The AC traction motors have no brush to maintain.

The only railroad that has purchased any of the locomotives, is the Southern Pacific Corporation. MK Rail Corp. has also released a switcher that runs on natural gas, which will appear in a later article.

Modeling the MK5000c

Modeling the engine will either be a great kitbashing project, or drain your pocket book. Overland Models of Muncie, Indiana has

come out with one, item number OMI 6256. I do not have a price on it, but I guess it anywhere from \$600 to \$1000!

If you do feel like taking on a project, i would recommend starting out with an SD60 or an SD70 shell. The trucks are very similar to EMD six axle trucks. The cab will have to be scratchbuilt, unless a detail company comes out with one really soon.

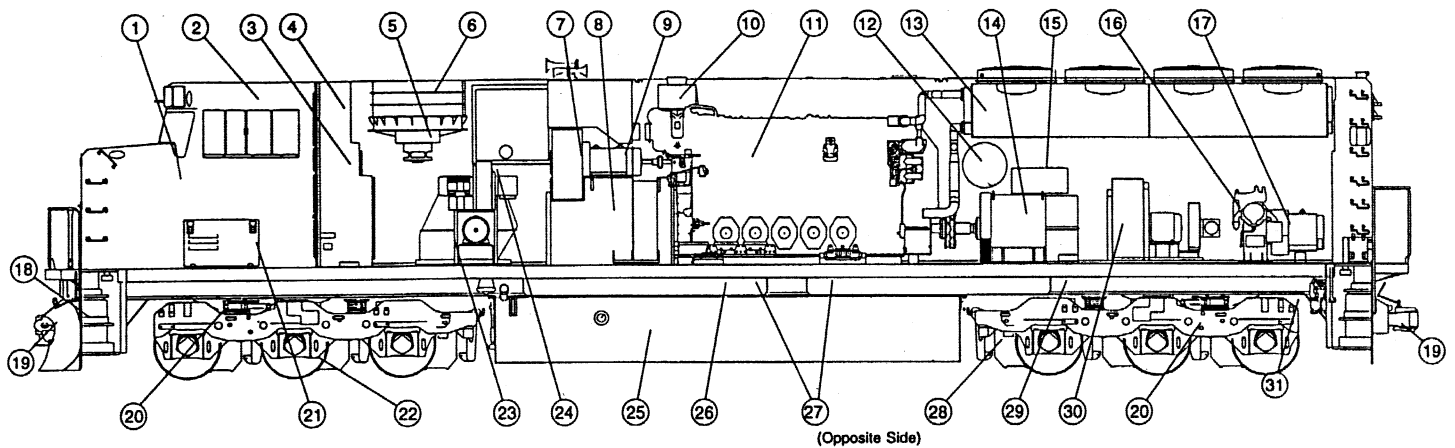
Next Prime Mover: I'll be checking out EMD's rare GP39 and SD18.

The Prime Mover Dept.
c/o David Hadley
836 Forest dr.
Anderson, IN 46011

Phone: (317) 643-8946
Fax: (317) 643-8946

Model Designation.....	MK5000C
Locomotive Type.....	(C-C) 0660
Traction Horsepower.....	5000
Diesel Engine	
Model.....	Caterpillar 3612
Type.....	Turbocharged-aftercooled
Number of Cylinders.....	12
Cylinder Arrangement.....	Vee
Cylinder Bore	
x Stroke.....	11" x 11.8" (280 x 300mm)
Operating Principle.....	Caterpillar 3612
	four-stroke direct injection
Full Speed.....	1000 RPM
Idle Speed (Normal).....	300 RPM
Main Traction Alternator....	KATO series 16P12
Rectified Output.....	8400 amp
Number of Poles.....	16
Nominal Voltage (DC).....	1315
Companion Alternator.....	KATO series 14P6
Number of Poles.....	14
Nominal Voltage (AC).....	440
Frequency.....	35 - 116.6 Hz
Power Rating.....	335kW
Auxiliary Alternator.....	KATO series 14P1
Voltage Rating (AC).....	55
Power Rating.....	25kW

Traction Motors	
Model.....	Motor Coils Series MK1000
Number.....	6
Type.....	DC, Series
	Wound, Axle Hung with
	Roller Support Bearings
Driving Wheels	
Number.....	12
Diameter.....	40"/42" Option
Tread.....	Smooth and Concentric
Dimensions	
Width Over Cab Sheeting.....	10'-0"
Width Over Hand Rails.....	10'-6 5/8"
Height, Long Hood to	
Top of Rail.....	15'-3.5"
Distance Between Coupler Faces.....	73'-4"
Distance, Pulling Face of Coupler	
To Centerline of	
Truck Rotation.....	12'-8"
Distance Between Truck	
Centerlines of Rotation.....	48'
Truck Wheel Base.....	11'-2"
Truck Type	Bolsterless, high adhesion



1. Short Hood
2. Comfort Cab
3. Microprocessor Control System
4. Electrical Control Cabinet
5. Dynamic Brake Fan
6. Dynamic Brake Grids
7. Alternator Blower
8. Traction Alternator
9. Auxiliary Generator (AC)
10. Exhaust Silencers
11. Prime Mover
12. Expansion Tank
13. Radiators
14. Companion Alternator
15. AC Cabinet
16. Air Compressor

17. Air Compressor Motor
18. Snow Plow
19. Coupler and Draft Gear
20. High Adhesion Truck Assembly
21. Battery Box
22. Wheel - 40"
23. Traction Motor Blower - Front
24. Dust Bin Blower
25. 5,400 Gallon Fuel Tank
26. Air Start Reservoir (Opposite Side)
27. Main Air Reservoir
28. Traction Motor
29. Underframe
30. Traction Motor Blower - Rear
31. Air Dryer - Optional

Minimum Curve Negotiation Capability

Truck limit, single unit - 20.6° or
280-ft. radius curve
Coupler limit, to 50-ft. car - 14.6° or
395-ft. radius curve
Coupler limit, two units - 20.6° or
280-ft. radius curve

Air Compressor

Type.....2 Stage
Number of Cylinders.....3
Capacity (At 900 RPM).....254 cu. ft./min.
Air Compressor Cooling.....Water
Lube Oil Capacity.....10.5 gal.

Engine Start SystemAir Storage Battery

Number of Cells.....32
Voltage.....64
Rating (8 Hour).....466 amp. hr.

Supplies

Lubricating Oil Capacity.....246 gal.
Cooling Water Capacity.....340 gal.
Fuel Capacity.....5300 gal.
Sand.....48 cu. ft.

Air Brake Type....Advanced Electronic Control
Axle Load Range.....65,000-70,000 lbs.
Weight on Drivers.....100%



P.O. BOX 73/BOISE, IDAHO U.S.A. 83729
PHONE: (208) 386-5950/FAX: (208) 386-5967

Building a Layout on a \$hoe \$tring Budget

Conducted by Peter Maurath

Build a Water Tower

This BLSSB article was originally published in the April 1993 issue of the HOTBOX. - BJ.

Here's a detailing tip from an definitely new source. Every city needs a water tower, which is basically a tank on a pole with supports, lights and other details. I came up with a water tower that will work in most scales and is easy to build. Oddly enough, the tower comes from the float ball in a toilet tank. Don't worry, this is clean and fresh water. You can get a hold of one of these as one is thrown out or replaced. Simply unscrew the metal rod attached at the bottom and then select a dowel that will fit on the bottom and set as a supply line. Glue it to the bottom and you are ready for paint. I chose sky blue, but white, grey, or even light green will work. Choose and see which you prefer. Once this is accomplished, add extra supports if you wish. Add the name of your town, railroad, or business it supplies. Then add a small flashing light or a dummy light to the top. Your tower is now finished. If anyone has questions or comments, please write me at my address on page three.

Publishing Interest?

- Do you enjoy desktop design?
- Do you have an interest in journalism?
- Do you have a PC or Mac with a publishing application?
- Would you like to be editor-in-chief of a magazine?

If you answered yes to all these, you could be the next HOTBOX editor. We are currently seeking the person who will lead the TAMR's monthly publication next. If you are dedicated and really enjoy this kind of work, let Brent Johnson know and you can begin training. The current quality standard must be maintained and the mailing consistent.

TRAIN ORDERS

Conducted by Brent Johnson

Training for a New Editor

Perhaps the most active job in the TAMR and perhaps the most rewarding. The job is editor and a big job it is. For that reason, I would not like to maintain this position during my senior year which begins next fall.

I'm bringing up the subject now because we need to start looking for a new editor early and train him or her for the job. This is not a job that you can just jump into and expect everything to go right the first time. This is why I would like to train an editor for the position so we can maintain the quality of our publication through the change of hands.

Suppose more than one person decides they would like to become editor. The solution would be to train both persons and in the end a decision would have to be made on who would be best for the job.

Before jumping on this job opening consider a few things. How much extra time do you have on your hands? How much time do you want to give up? I produce an issue at my leisure over the course of three weeks, have it printed, and stuff, label, and stamp envelopes. By myself that takes about an hour and a half.

It is wise to have a good desktop publishing program (i.e. Microsoft Publisher for IBM or Aldus Pagemaker for Macintosh). A laser printer gives the look of a professional page, but a dot matrix printer will do.

If you are interested, please let me know and we'll start training. - *Brent Johnson.*

TAMR News

With Matt Schwerin moving into the vice-presidential position, we will have a new secretary. Curtis Tate of Somerset, Kentucky will be taking over that position. The transition will be slow, so all flyers and applications must be changed as soon as possible.

Keep sending those articles, the quality and quantity has been great! Next HOTBOX: Convention issue - *Brent Johnson.*

From the Treasurer's Office

The TAMR is in the process of filing for tax-exempt status with the Internal Revenue Service. We are desperately in need of information about our history. We have virtually no archives and documents from days gone by, and would appreciate any help, no

matter how small about our history.

Lifetime members could help greatly in this area. We also need a complete list of officers since 1987. If you served or know anyone who served in the TAMR government from 1988 through the present, please contact me. Along with this, if you know where the convention site has been, even if only the host attended, please tell me. I will even reimburse you for postage!

Past HOTBOXES, Directories, regional newsletters, Teen Trak info, anything is needed. Also I need info about our affiliation with the NMRA. Believe it or not, we know very little about it, so please send me any info you have.

You can e-mail me at TAMRtreas@acol.com. anytime. This tax exempt status will allow your parents to claim membership dues as tax deductible! Thank you for your help!

Address Change

Name _____ Memb. # _____

Old Address _____ City _____ State _____
Zip _____ Phone _____ - _____ - _____

Change to:

New Address _____ City _____ State _____
Zip _____ Phone _____ - _____ - _____

Send Address Change to:

TAMR Secretary

Curtis Tate

403 Amber Dr.

Somerset, Ky 42501

