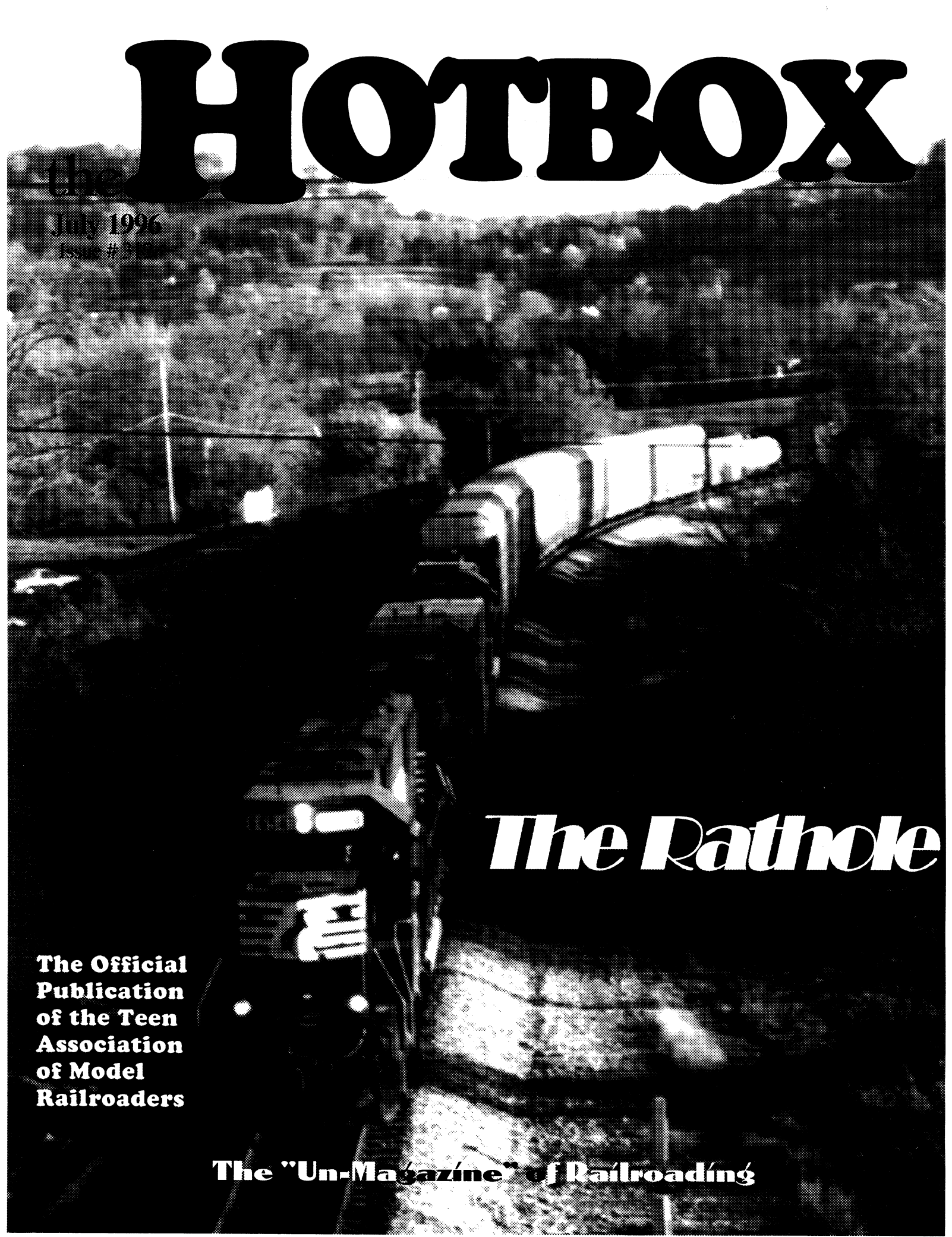


# HOTBOX



the  
July 1996

Issue # 3120

*The Rathole*

**The Official  
Publication  
of the Teen  
Association  
of Model  
Railroaders**

**The "Un-Magazine" of Railroading**

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*On the cover:* A Norfolk Southern freight slips through Elihu, Kentucky last November. The busy NS "Rathole" subdivision is the subject of an article in this issue beginning on page 4.

### Submissions

Submissions to the Hotbox will be accepted in any form, written or typed. Typed material is preferred, but not required. If you use a Macintosh with PageMaker or Quark X-Press, material on Mac-formatted 3.5" disks will be gladly accepted.

Articles should be model or train related. Model features need not be about trains, but anything that could be modeled.

Articles should be accompanied by photos or drawings or both. Drawings should be in dark black ink. The editor will draw artwork if you are unable to produce quality work. Photos should be prints, any size, slides will not be accepted. Photos should be accompanied by a description, name of the photographer, date and location of photo and any other information. They should have very good contrast, be more light than dark, be in focus, and have good composition. Write your description on the back of the photo, please.

Product Reviews should be accompanied by photos of the product, a brief description, steps of construction, any tips for construction or use, and the good

and bad points of the product.

Train Places need to be accompanied by a map of the area, directions to reach the site, a photo or two, a description of the area, approx. train frequency, good access locations, etc. For more information see the "Hot Spots" sections in *Trains* magazine.

A very welcome feature article is layout tours. Tours should be accompanied with a track plan, photos, a description of the layout, and any other information. If you want any material returned, include a self addressed envelope with proper postage.

### About the TAMR

The Hotbox is published every month by the Teen Association of Model Railroaders. Membership to the TAMR includes a subscription to the Hotbox, an invite to all of the numerous conventions and outings we hold, and the opportunity to meet many new people and travel many new places.

Regular (21 & under).....\$15.00  
Associate (over 21).....\$18.00  
Sustaining.....\$20.00+  
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# From the Editor

Wow! What a great convention! We had an incredibly wonderful time! David Hadley, the convention director deserves a lot of thanks for his efforts in arranging the Hoosier Special. It was certainly among the best conventions in the TAMR's history. The next issue of the Hotbox will feature the convention. Send photos and articles about the convention as soon as possible.

I have a new phone number. It is (513) 866-7290. I can also be reached at my old number, but this would be easier. If I don't answer, please leave a message and I will call you back.

It is official that next year's national TAMR convention will be held in Denver, Colorado and hosted by Western Region Rep. Mike Acree. The 1998 national convention will be held in New England and hosted by North-Eastern Rep Ole Bye.

It was decided during this year's annual TAMR board of directors meeting that the schedule of the Hotbox should be changed. It was put on a six-month trial period in which the Hotbox will be published every six weeks instead of every month. Hopefully, this will make the Hotbox better, bigger, and on an actual schedule. Don't worry, you will still receive 12 issues for your \$15.00 membership fees, your membership will last a little longer than a year, now.

Just a reminder that if you send me photos, you must include a SASE with proper postage for them to be returned. Otherwise, the TAMR will assume ownership of them. Also, if at all possible, please send me photographs with articles. The photographs will greatly help your article. Just make sure the photos pertain to the subject matter of the article. Please make SURE that you label each picture with your name, the name of your article and a caption. Also make sure you put your name and the name of the article on each page you send me. I have several articles with no names or missing pages! Thanks.

Till next time,  
Mike Riley

By Curtis Tate  
Photos by the author

# Norfolk Southern's RATHOLE

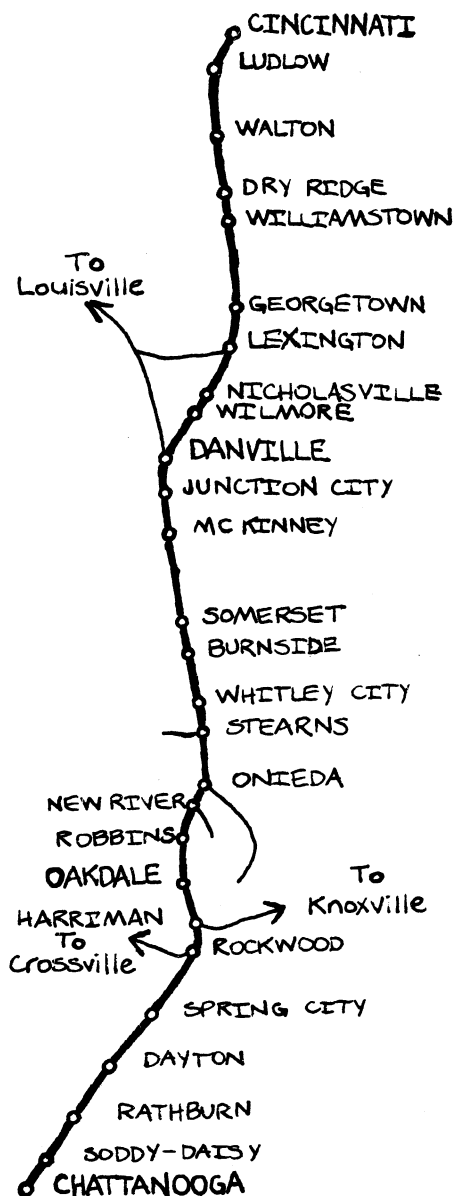
From its beginnings in the mid-nineteenth century to its present operations under Norfolk Southern Corporation, the 338-mile rail line between Cincinnati, Ohio and Chattanooga, Tennessee has earned itself a place in history.

## *History of the Rathole*

The Cincinnati Southern Railway was created by the city of Cincinnati on May 4, 1869. The objective was to build a rail line linking the north and the south, with Chattanooga being the southern terminus. Using an already existing railroad from Cincinnati to Nicholasville, KY, construction began in 1873, Chattanooga was reached by 1879, and trains were operating within a few months. In 1881, the city of Cincinnati, no longer wishing to bear the burden of operating and maintaining its own railroad, leased it to the newly formed Cincinnati, New Orleans, & Texas Pacific (CNO&TP). The CNO&TP went bankrupt and was subsequently taken over by the Southern Railway. To this day, the entire line is still owned by the city of Cincinnati to whom Norfolk Southern pays an annual rental fee.

## *Taming of the Rathole*

The CNO&TP of yesterday was far removed from what it is today. Its builders had accomplished an astonishing engineering feat by conquering the Cumberland Mountains of Kentucky and Tennessee. Though constructed to the highest standards of the time, the line was far from tame. It included steep grades, sharp curves,





Double-stack train at burnside,KY, June 1995

and twenty-three cramped tunnels. The route was properly dubbed "The Rathole". Beginning in 1963, the Southern Railway undertook a massive reconstruction project on the CNO&TP. Huge segments of the line were completely relocated, bypassing grades, curves, and tunnels. The railroad daylighted other tunnels, enlarged one, and bored three new ones. In Tennessee, a spectacular 307 foot-high over the New River replaced the old span. Despite the route's new look of a "high, wide, handsome railroad," the mischevious nickname endured.

### ***Present Operations***

On today's Rathole, one can find a wide variety of traffic. The last Southern Railway passenger trains traversed these rails in 1971, but current operator, Norfolk Southern keeps them shining with between 30 and 40 freights daily. The hottest trains are the Triple Crown Road-Railers. Other high-priority trains included piggy-back and double-stack container trains, automobile trains, and auto parts trains. Grain, chemicals, lumber, appliances, and coal account for the remaining tonnage.



Radio-Controlled mid-train helper and reciever car

The modern-day Rathole has changed dramatically from it's former self. The line was and still is a vital link, and will most certainly remain so in the years to come.



# Norfolk Southern's **RATHOLE**

New GE C40-9 leads southbound freight through Tateville, KY.

*All photos by Curtis Tate*



This set of NS Geeps at Onieda, TN work an evening mine run.



A freight glides through Gradison, KY in November of 1995.

## **Wanna' get involved?**

I don't know if you young members know but after this summer about half of the current members will be leaving for college. TAMR history has shown that this is extremely dangerous to the association. Members get too busy with school and lack on their duties or even worse, forget about the TAMR all together. We can prevent this situation with a little advance preperation.

I will take on the job. I want to hear form those of you officers who are leaving for college as well as you members who want to get involved.

From the officers, I want to know what you do in your position and if you will be able to keep it up once you start college. I would then like to follow up once you start college and make sure you can still carry out your duties.

From you members who want to get involved, I would like to know a little about yourself as well as what position you think you would like to try. The beauty of all this is there is alot of time between the time you take the position and elections. If it works out, great, you can say you have the experience. If it doesn't work out, you will only have to do it for a short time before elections. -Mike Acree, *Western Rgn. Rep.*

## **TAMR Top Seven:**

Top 7 Rejected slogans for Operation Lifesaver:

7. If you want to go and get yourself mauled by an oncoming train, don't let us stop you!

6. We're Smokey the Bear of railway safety

5. Our coloring books are nicer than the ones from natural gas safety.

4. Our new spokesman, Chuck Zehner

3. Trains, blood splattered highway: 'nuff said.

2. We're not related to that darn candy!

And the number one rejected slogna for Operation Lifesaver:

Just don't cross the darn tracks when you're not supposed to!!!

## **Product Reviews:**

Dremel Multi-Pro deluxe kit

For those of you who don't own a motor tool, I highly recommend you read this! A motor tool is a small, compact, high-RPM rotary tool that is incredibly useful for model railroading pruposes. I've heard people say before that they could just use their power drill. To be completely honest, it would be very, well, stupid to attempt to use a power drill for this purpose. You see, the usefullness comes in the controlability, small size, and very high RPM rate. I have yet to see a power drill with a higher RPM than 1000, most are about 850. Most motor tools have a variable speed between 5000 and 30,000. Big difference. Motor tools have alot of uses, from cutting the shells of model locomotives and cars, kit-bashing buildings, cutting rail, drilling holes, polishing metals, milling metal weights, etc. etc. etc. The latest tool from Dremel is the MultiPro. The deluxe MultiPro kit I purchased had 100 bits and attachments, the MultiPro handheld unit, and a MiniMite battery-powered unit. Both performed very well out of the box and were much more powerful than my previous tool. My suggestion to you: buy one now! They retail for \$159 at hobby shops.-Mike Riley

## New Members    New Products

Hans Raab

Eric Butler

Jimmy Spavins

Eric McMillan

Kyle Franz

Athearn has announced several new items in it's SE series. One set includes an SW7 painted for Philadelphia, Bethlehem, & New England and two 50' gondolas. A Ferrocarril del Pacifico (FCP) bay window caboose, and a Nacional de Mexico (NdeM) wide vision and bay window caboose are in the other set.

Design Preservation Models has released it's first "Gold Series" N scale kit, "Wood's Furniture Co.". This kit includes the basic building as well as alot of cast metal and plastic detail parts, such as fork-lifts, water tank, pallets, boxes, smoke stacks, vents, etc. etc. etc. The cost is \$34.98.

Atlas has introduced several new modern intermodal items in N scale. These include 45' trailers, Ford tractors, and Front Runner railcars. See your dealer.

E&C Shops has announced that it will produce an EMD GP9 in HO scale. The model will be avaliable with high nose, low nose, and B-unit versions. It will be powered by a can motor and will feature several add-on details. They should be avaliable by fall, and will cost \$89.95.

Micro Engineering has released their new HO scale Code 83 no. 6 turnouts. They feature nickel-silver rail, realistic spike detail, and positionable headties with low-mounted non-operating switch stands. They are very nice and retail for \$15.95. Avaliable right hand, or left.



# The BUZZBOX

**Everything you ever wanted to know about railcars, and then some!**  
Conducted by Jeremy Conyer

Hello fellow fans of railroading! This is a new column about Maintenance of Way equipment, mainly motor cars (speeders, railcars). I will give history, modeling lessons, and dates of upcoming railcar meets. A nice layout always has an are devoted to MofW equipment because, like the prototype, railroads had section gangs, track layers, and gandy dancers. I will give my opinion on where and how to model these structures, vehicles, and figures in the near future.

The reason for calling this series "The Buzzbox" is because a buzzbox on a Fairmont-powered motor car is an electrical coil that buzzes to tell the operator that the electrical system is working. The coil also tells the sparkplug when to ignite. The Weatherseald Timer on a Fairmont car tells the coil to tell the spark plug to ignite. The timing of the spark will either give the piston more speed or more power.

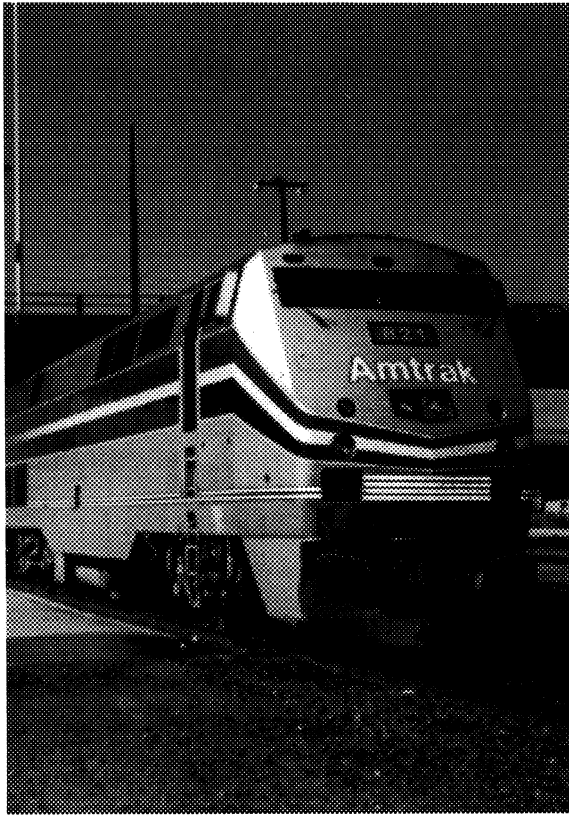
I have gathered this information and much more from my estimated 1,350 hours on the railroad from either operating a railcar or volunteering for various railroad museums. This is hopefully going to be an interesting column. I will do my best to make sure that the information I share with you is correct. If you find any errors, please inform me.

I am currently constructing a 7.5' x 7.5' HO scale layout in my basement. It will eventually be tied to a 4' x 8' through the wall in my room. These will be my first "serious" layouts. When I had my "toy" layout, I was not part of the TAMR and all I had was a 70's book on how to make a 4' x 8' layout and a few Rail Model Craftsman



magazines that were at least eight years old. Now I have subscribed to Model Railroader for a year, have a good friend that owns a hobby shop who gives my plenty of advice, and friends in the TAMR that also give me advice. My layout will hopefully be impressive when it's finished in a couple of years. Next time I will give advice on how to model HO scale motor cars. -J.C.

# Ritchie's Railfannin'

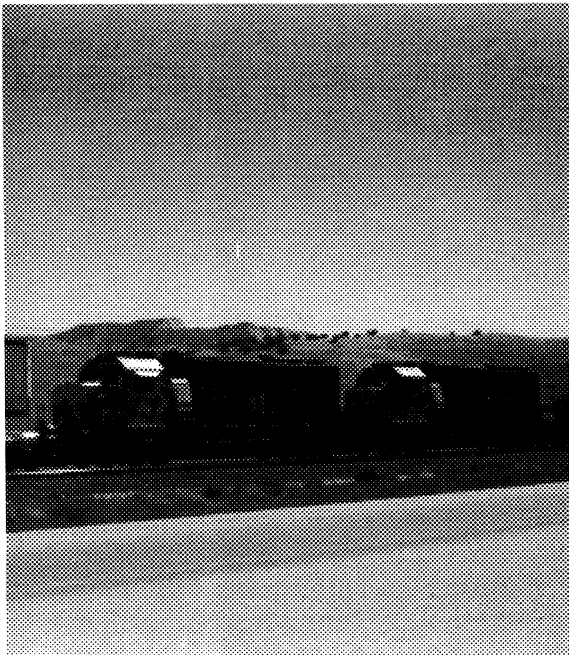


Left- Amtrak's Southwest Chief takes a break in Albuquerque, New Mexico, before continuing it's journey to Las Angeles.

Below- ATSF C40-8W , and two GP10s lead a freight around Tehachepi Pass.

Bottom Left- Just outside of Tehachepi, two Santa Fe helper GP60s prepare for their assault on the Pass.

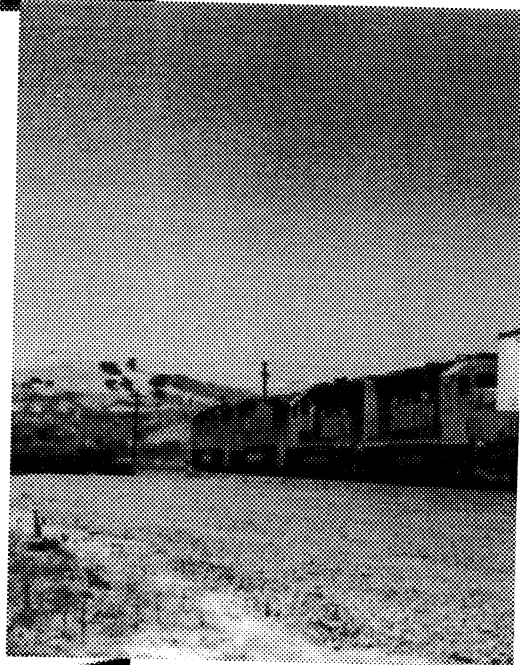
All photos by Ritchie Roesch.





Above- Santa Fe SD40-2 number 5126 waits for an oncoming rain on Tehachapi Pass. The "MKM" marks under the number denote that this unit is leased by Morrison Knudsen.

Right- Led by a GP60M, C40-8W, GP50, and an SD45, a Santa Fe intermodal train rambles through Caliente, California (near the Pass) Just above the lead locomotive you can see where this train was just minutes before.



Below- Burlington Northern SD70MAC 9400 pulls to a stop next to a Chicago, Burlington, & Quincy E5 in January at the Fort Worth, TX Amtrak Station.

All photos by Ritchie Roesch.

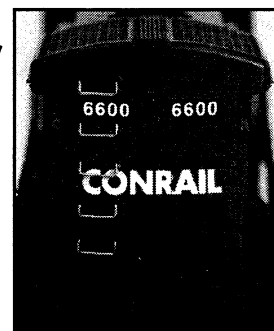


# A BRAND NEW MODERN DIESEL FROM ATLAS



Atlas' HO version of the **GE C30-7** is NOW AVAILABLE! A modern locomotive built in the 1970's, the C30-7 is widely used on railroads today. The new model will have the same high quality mechanism contained in our popular U33/36C locomotives, with all-wheel pick-up, a 5 pole skewed armature motor, and a PC board designed to accept DCC decoders. The locomotive features fine quality, highly detailed moldings; two-turned brass flywheels; blackened metal wheels; Kadee® compatible coupler pockets; printed number boards, and directional lighting. Formed wire grab irons are provided for the modeler to attach (as shown on right).

This large locomotive weighs 20 ounces, and is recommended for use on a 22" minimum radius.



Item#	Roadname	Cab		Item#	Roadname	Cab	
		Road#	Windows Trucks			Road#	Windows Trucks
8600	Undecorated		2 Adirondack	8610	Conrail	6609	4 Adirondack
8601	Undecorated		4 GSC	8611	CSX	7003	2 Adirondack
8602	Santa Fe	8015	2 GSC	8612	CSX	7017	2 Adirondack
8603	Santa Fe	8033	2 GSC	8613	CSX	7057	2 Adirondack
8604	Santa Fe	8076	2 GSC	8614	Norfolk & Western (maroon)	8010	4 GSC
8605	Burlington Northern	5028	4 Adirondack	8615	Norfolk & Western (black)	8025	2 GSC
8606	Burlington Northern	5112	4 Adirondack	8616	Norfolk & Western (black)	8072	2 GSC
8607	Burlington Northern	5509	4 Adirondack	8617	Union Pacific	2501	2 Adirondack
8608	Conrail	6600	4 Adirondack	8618	Union Pacific	2515	2 Adirondack
8609	Conrail	6601	4 Adirondack	8619	Union Pacific	2530	2 Adirondack

For full-color photos, see our web site at [www.atlasrr.com](http://www.atlasrr.com)

For a catalog, send \$2 (\$3 US funds in Can.) to: ATLAS CATALOG, 378 Florence Ave., Hillside, NJ 07205 USA

