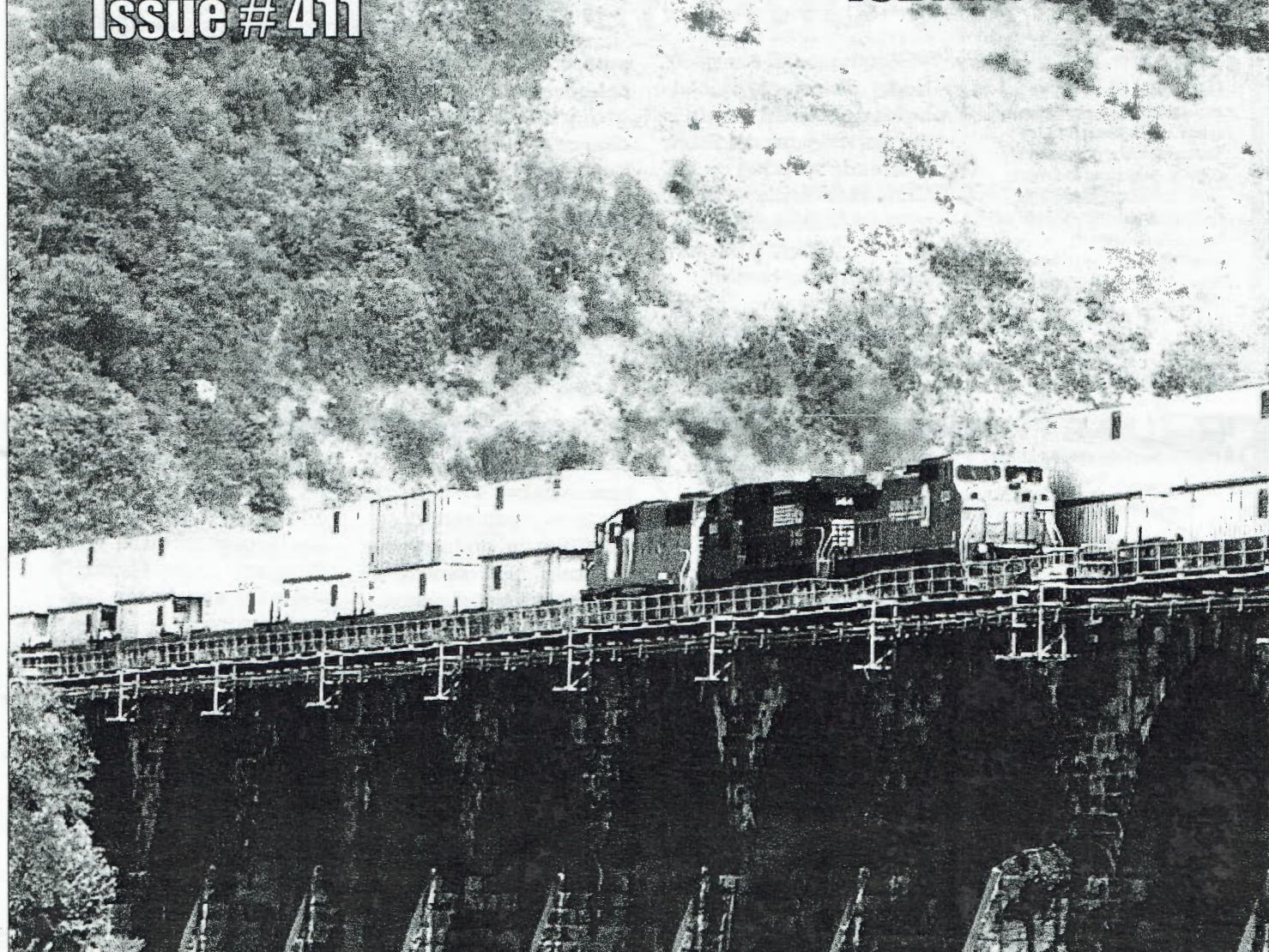


# THE HOTBOX

October 2007  
Issue # 411

ISBN:1093-622X



**THE OFFICIAL PUBLICATION OF THE TEEN  
ASSOCIATION OF MODEL RAILROADERS**

*In your choice of colors!*



**Editor**—Peter Maurath  
**Publisher**—Peter McRath II  
**Contributing Columnist**—  
Steven Goehring  
**Art Director**—Duh Vinci  
**Photographer**—Jay Vecce  
**Librarian**—Carves Shakespearean characters on her pumpkins.

### CONTRIBUTIONS

Send your check to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material.

Here are a few examples:

#### FEATURE ARTICLES:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated.

#### COLUMNS:

Full of great tips on layout improvement? Got a million reasons EMD is better than GE? Start a monthly, or bi-monthly column. Size same as features.

#### PHOTOS AND DRAWINGS:

Got a great photo collection you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration.

#### SEND ALL SUBMISSIONS, OR HOTBOX QUESTIONS TO:

Peter Maurath

#### OR EMAIL AT:

TAMRHotboxEd@sbcglobal.net

Email address  
Change!

### GET WIRED

Check out TAMR on the web at:

[www.TAMR.org](http://www.TAMR.org)

Or join our online yahoo news group, by contacting:

[pluetpin@TAMR.org](mailto:pluetpin@TAMR.org)

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

If you have a web site relating to trains or model railroading, why not join the TAMR web ring. It costs nothing, and provides a link for all TAMR members to find other TAMR sites. To join, send your e-mail address and web site URL to:

[pluetpin@tamr.org](mailto:pluetpin@tamr.org)

Keyboards on the wall, it must be the future!



October 2007

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# THE HOTBOX

**ON THE COVER:** NS stack train 23M crosses Rockville bridge in Marysville, PA on May 12th, 2006.. Mark MacDougall, photo.

## FORM 19 A message from your editor in chief

Welcome to fall everybody! Summer is official behind us, there's a nip in the air and your neighbor is already working on his Christmas display. Time to head back indoors get to work on the layout and plan for the upcoming train show season. Speaking of shows, Matt Roberts, our esteemed Southern Region Rep. is hosting a TAMR Fall National Convention on October 27-28 around the Austin Model Railroad Jambo-ree. It promises to be a great weekend with TAMR events scheduled along with the show.

While I'm on the subject of shows it may seem like eons away, but the Winter National Convention in tropical Springfield, MA will be here before you know it! Scheduled January 25-28, around the Amherst Railway Society's Big Model Railroad Show this year features a twist courtesy of Convention Director Newton Vezina. Any member who attends the convention can get free admission to the show as long they bring a model caboose. This caboose can be any scale and will automatically be

entered in the WNC's caboose model contest giving the bearer a chance to win prizes for best model. So dig out that Athearn box and fire-up the airbrush, I'll see you in Springfield, with my guaranteed to win PC crummy!

Another quiet month with no new members to welcome. C'mon guys, we only have to the end of the year to get \$15 for every new member we sign-up, not to mention earning TAMRPoints, giving you a chance at a discounted membership and prizes. Lets make the most of this opportunity from Dave Swanson and get as much dough out of him as we can, before he wises up!

I want to thank all the members out there who have come to the HB's rescue this month by providing material. At the end of last month's run, the article file was, well, empty. I put out an APB to all the online members and material poured in. Problem is I don't want to have to do that every month, nor do I want to rely on our older veteran members (where most of the material came



from) to fill this HB, after all this is the TeenAMR. So show us old fogies what you're made of and submit an article today, it doesn't have to be fancy or long, and as long as it's in English, clean, and about trains I'll use it. I also accept pictures (properly framed cover shots are always needed) and cartoons.

Last but certainly not least. Jonathan Schoen, after serving almost four years as our President has resigned due to encroaching obligations with school and life. His full resignation has been printed on page four. Effective immediately VP Steven Goehring will assume the role of President throughout the remainder of Jonathan's term which ends next year. On behalf of the TAMR we thank you Jonathan for your years of service, see ya trackside.





**WELCOME TO AMERICA'S SOON TO BE FASTEST GROWING ARTICLE SENSATION, RAILFAN RANTINGS. IN THIS COLUMN I POSE A QUESTION TO OUR MEMBERS VIA THE TAMR ONLINE GROUP AT YAHOO. AND HOPEFULLY COME AWAY WITH SOME INSIGHTFUL, AMUSING, AND POSSIBLY SILLY ANSWERS. THIS MONTH'S QUESTION:**

## **Name your favorite railroad signal system.**

**Doug Engler, Fulton, NY-** "I prefer the old semaphore system. It looks better and is fun to watch. The newer 3 light signal system is also ok."

**Andrew Matarazzo, Old Bridge, NJ-** "I always liked the Pennsylvania RR's position-light signals. Most, if not all are still in service on Amtrak's Northeast Corridor, all Long Island RR lines (PRR used to own LIRR), and scattered throughout ex PRR branches in the northeast. It's a circular signal head with seven lights on it. Three lights across means stop, three lights diagonally is caution, and three vertical lights is proceed. Amtrak in recent years has added color to these signals, adding red, yellow, and green to the proper lights. These make them look more like the old B&O color position light signals, which are still in service on the New York City subway system's Staten Island Railway, a former B&O branch line."

**David Cenci Peck, MI-** "HMM, how about the 'USS type G'...a tri-light signal with lights mounted in an upside down triangle pattern. These were a fixture used system wide on all GTW main line rails (except the ex DT&I and DTSL), most are still in place. I believe NS is using this type now as well."

**Willie Roberge, Wareham, MA-** "My Favorite RR Signals are the simple to understand 'Traffic Light' RR Signal. The top light is Red, Middle is Yellow/Amber, the bottom is Green. Easy to Understand even for non-Railroaders."

"Another type I like is the Semaphore Signal. I like their 'animated' nature. Other signals I like are 'Smashboard' signals. These were almost like BIG Semaphores that were common at junctions or Diamonds. When the aspect was for the train to 'STOP' and not pass that point, the smash board would liter-

ally have a board blocking the track so if a train over-ran it would literally Smash the Board. The smash boards when down would also have a large round portion usually red displaying a large sign centered over the tracks that says 'STOP'! These were usually seen in New Jersey and were popular on the Pennsylvania- Reading Shoreline RR that later became part of Conrail."

**Matthew Roberts, Leander, TX-** "Either the searchlight signals often used west of the Mississippi, made classic by the ATSF on its line between Chicago and Los Angeles, or the Color Position Lights on the Baltimore and Ohio; much better than the Pennsy position lights. Saw one at the Brunswick, MD, yard, and boy, was it cool!"

**WANT TO JOIN IN THE RANTING? THEN JOIN THE TAMR ONLINE GROUP AT YAHOO GROUPS.COM. SEE PAGE TWO FOR MORE INFO.**

## **CONVENTION NOTICE!**

**Southern Region Rep., Matthew Roberts will be hosting a National Fall Convention the weekend of October 27-28 around the Austin Model Railroad Jamboree. This event will feature layout tours, clinics and more. For more information or reservations, contact Matthew Roberts at the addresses below:**

**Mail:**

**Phone:**

**Email: [msr123@suddenlink](mailto:msr123@suddenlink).**



# A President says farewell...

Fellow TAMR members,

I have an announcement to make, and I fear that most of you will not take this lightly or with open arms. Never the less, it is something that needs to be done and one that I have put off for too long.

I, Jonathan Schoen, hereby resign as President of the Teen Association of Model Railroaders. From this point until elections are held to specify otherwise, the Vice President, Steven Goehring, shall assume the office of President of this organization. Effective immediately, I surrender all responsibilities and powers to him and no longer consider myself to be a member of the Board of Directors.

The reasons this is necessary are simple. Firstly, I have much more demanding things in my life that require time. This includes church, work, school, family, friends, and the recent responsibility of running Campus Crusade for Christ at Moorpark College. Secondly, to put this bluntly, I have lost all manners of patience and passion for this group. I can't run an organization that lives by email and a single newsletter, especially when I have my own organization (mentioned above) that takes much more time and is far more productive.

Finally, I know that I have failed this group immensely. I could have done a lot better, but I decided to be one of those casual members that I always criticized in the beginning. I am deeply sorry that this happened. That being said, I can no longer bear the responsibility of this organization. You guys will be a lot better without me.

I'd like to thank all the members of this organization that made the last 4 years a blast.

Peter, without you I wouldn't be where I am today. Your friendship, from my first email to MRN to the visit you and Chris made to my home, will have an everlasting impression on my life within or outside of the scope of railfanning. You are the one reason that the TAMR is still standing, and we all owe you more than you know.

Mark and Austin MacDougall, you are two of the most incredible guys I have ever met. Beyond your photography skills, your friendship was incredible and made my journey with the TAMR more enjoyable than it could ever have been. Drop me a line sometime.

Ben Hawken, lets just say I'm still looking forward to that trip to Donner Pass come snowfall that you promised. We can even visit "Joel's Road".

If there's any information you guys need let me know and I'll give it to you. All emails sent to [President@TAMR.org](mailto:President@TAMR.org) I will forward to Steven.

With that, thank you everyone for the enjoyment of the last four years. Long live the Teen Association of Model Railroaders.

Sincerely,

*Jonathan Schoen*



SOON TO BE TAMR PRESIDENT-JONATHAN SCHOEN, ALONG WITH THEN TAMR PRESIDENT, CHRIS BURCHETT, AND PAST PRESIDENT (94-96) PETER MAURATH IN 2004.



# RAILROADS IN NORTHWEST INDIANA GT

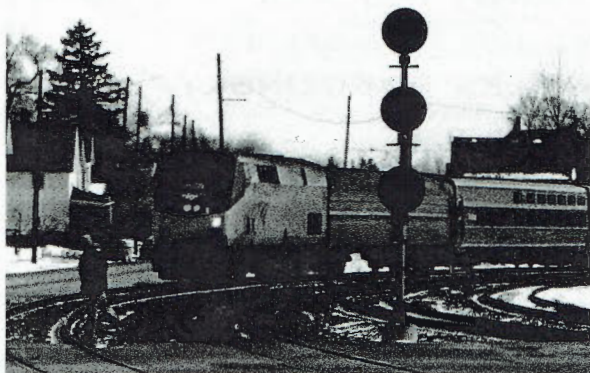


Written By: Charles Warczinsky

All photo's by the author

I'd like to start this with a bit of a preface. I intend this as more than a one-article overview of railroads in the northwestern part of Indiana. Although I'm from the east side of Michigan, I've been attending college in Mishawaka, Indiana for the past four years (strangely enough, it's taking me five years to get a four year degree). Mishawaka is right next to South Bend, Indiana, and my college (Bethel College) is on the east side of the street that forms part of the South Bend/Mishawaka border. Over the course of the past four years or so, I've become somewhat familiar with the railroads in and around the South Bend area. I'd like to take this chance to share some of them with you.

I'd like to begin by presenting the key cities around where my college is located. They'll be a lot easier to identify if you can grab an atlas or similar sized map of the state of Indiana. Using South Bend as a key point of reference, first look at the north end of the state of Indiana. Just below the Michigan border, near the center of the state, you'll notice a number of rather large cities. While none of these cities are as big as Detroit, Chicago or Indianapolis, you shouldn't have much trouble seeing them. The western-most city is South Bend. Right next to South Bend is Mishawaka. There isn't much of a difference between the two on the map, most likely, the biggest difference will be the two different city names. There should be something of a space between the South Bend/Mishawaka spot, and the next city of any size to the east (think of it as about 15 to 20 miles or so). This is Elkhart, Indiana. Just to the southeast of Elkhart is a smaller city, Goshen. To the west, you'll see Lake Michigan, the



THE WESTBOUND LAKESHORE LIMITED ARRIVES IN ELKHART ON A COLD WINTRY DAY.

Illinois border, and Chicago.

Although a number of railroads serve the area, just two of them are Class 1s. Norfolk Southern is the newest company to the area, after purchasing the old New York Central Railroad line through the area. New York Central's Water Level Route east of Chicago passes straight through downtown South Bend, Mishawaka, Elkhart and continues down to Goshen before continuing east. Elkhart is also home to NS's massive Elkhart Yard, which serves as the point of origination and destination for much of Norfolk Southern's interchange traffic in the greater Chicago area.

The other Class 1 railroad which serves South Bend is Canadian National's former Grand Trunk Western Chicago-Toronto mainline. The CN line crosses the NS line in downtown South Bend, as part of a multi-mile long section of elevated, joint trackage. East of downtown South Bend, the CN turns north, crossing the St. Joseph River on a cool looking (old) arch bridge, running straight east for a couple miles through Mishawaka, then runs northeast through Granger, Indiana before crossing the Indiana/Michigan border.

Other railroads serving the area include regional Chicago, South Shore and South Bend, and Elkhart-based short line, Elkhart & Western. The CSS&SB has both freight and passenger operations, although the state of Indiana has taken over the passenger operations via the Northern Indiana Commuter Transportation District. The passenger operation terminates on the west side of South Bend, at the Michiana Regional Airport's main terminal, and operates two, four, six and eight car sets of modern interurban cars, utilizing an overhead catenary system. The Elkhart & Western operates a former NYC branch line on the north side of Elkhart, and is one of a couple shortline operations in the region owned by Pioneer.

I'll conclude this article with the promise of future articles featuring each city, with good places to railfan, things of interest in each town, and photos highlighting some of the action you can catch in each city.●

## THE HOTBOX FUNNY NAME OF THE MONTH

PULLED AT RANDOM FROM THE SOUTHERN REGION  
TELEPHONE DIRECTORY OF THE PENN CENTRAL  
TELECENTRAL PHONE NETWORK, "THERE IS ALWAYS  
TIME FOR COURTESY."

**D. L. HACKENBRACHT**

THIS CONCLUDES THE HOTBOX FUNNY NAME OF  
THE MONTH, PROVIDED BY THE PENN CENTRAL,  
TELECENTRAL PHONE NETWORK. "WHEN YOU ANSWER  
THE PHONE YOU ARE THE COMPANY."



# The Top 7

By: Peter Maurath

## Top Seven ways to get to the Fall National Convention.

*"From the Home office in Cleveland, OH, it's tonight's Top Seven List!"*  
**#7. Rent-a-Llama.**

**#6. The back bumper on a Greyhound bus is pretty wide.**

**#5. Surplus army rocket, ten speed, nuf' said..**

**#4. Swipe your little brother's Power Wheels.**

**#3. Take a new car on an extended test drive.**

**#2. Create your own worm-hole.**

**And the number one way to get to the Fall National Convention...  
 Hijacked Speeder.**

## THE EXTRA BOARD

### New Memberships-0

### Renewals-0

### Expiring Memberships-7

ALEXANDER YASUNA  
 MICHAEL IMMERMANN  
 FRED FREEBOLIN  
 NICHOLAS REILLY  
 ANDY INSERRA  
 ANDREW HANSELMAN  
 CHARLES WARCZINSKY

### Present Member Count- 58↓

*EDITORS NOTE: THIS WILL BE A FEATURE EVERY MONTH SHOWING EVERYONE, WHO'S JOINING, WHO'S STAYING AND WHO'S GOING. IF YOUR NAME IS UP THERE I HOPE IT'S IN THE RENEWAL SECTION OR WILL BE NEXT MONTH.*



# Trains to Nowhere

BY STEVEN GOEHRING

## Looks Better When Loaded

Let's face it: model railroading is, quite frankly, an odd obsession in which otherwise ordinary people spend their time and money attempting to imitate a business that is largely based on making a profit from transportation revenues. Model railroaders are always looking high and low for simple ways to make their layouts more realistic, and as a result, more fun. If we really are modeling an active, profit-making business, wouldn't it make sense to keep revenues in mind when workin' on our railroads?

One easy way to keep an eye on the business end of railroading is to look at your freight cars. Take a moment and think about modern railroading, particularly double-stack intermodal trains. Seeing an empty container train is unusual in most places. Most stack trains are full of containers, trailers, and the many goodies within those colorful corrugated steel packages. Now think about the little 50' flat cars and gondolas on your post-WWII pike. What's your excuse for always running them empty? That's not doing your railroad any good. Next thing you know, the PC will be taking over, and

that wouldn't do any of us any good (unless your name ends in Maurath.)

Now, let me pause for a minute and prevent a contradiction here. It's a good idea to get some freight car loads for flat cars, gondolas, bulkheads, coal gons, and even boxcars, but this month's column is running on a revenue-making metaphor (\*that means theme based on comparison, not an old-time signal.) It would be really dense of me to recommend that you spend carloads of your real money just to make your railroad look more realistic making fake money. Trust me, finding realistic loads for your rolling stock can be more expensive than finding the rolling stock in the first place. Instead, I'll be trying to come up with sensible and cheap ways to fill empty freight cars. OK, the reality check's over. Highball the discussion.

It's great to see that more and more model train manufacturers are including loads for container cars, flat cars, gondolas, hoppers, and even boxcars. But for those cars that didn't come locked n' loaded, here are some easy-to-model loads and how you can represent them realistically without your piggy bank going bankrupt.

**Automobiles-** Place some Micro Machines or Matchbox cars in double-door

boxcars or flatcars. That was simple, wasn't it?

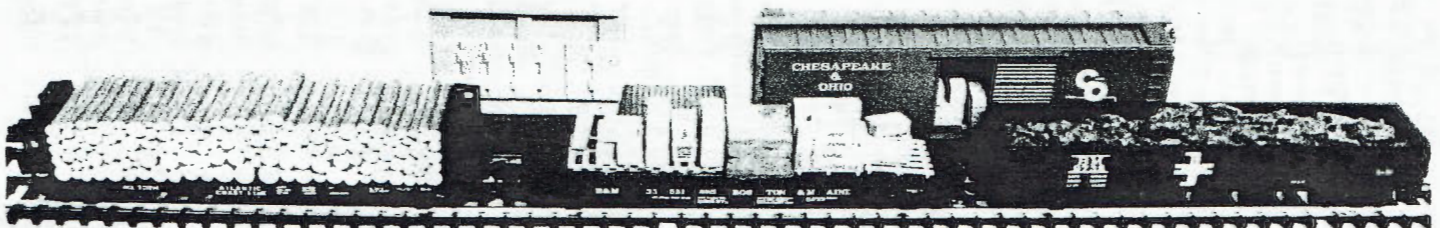
**Boxes & crates-** Life-Like makes a wonderful package of HO scale crates on wooden pallets that also works great for N scale. part #1665. Hide metal boxes in with the Life-Like ones for variety and added car weight.

**Scrap metal-** Browse through your spare parts box or broken cars heap for wheels, doors, axles, and other unnecessary scale hardware. Glue various parts to a strip of thin wood or plastic, cut to fit in a gondola car.

**Logs-** Get sticks of an appropriate thickness and cut them to length with a hobby knife (do not snap them; they look more realistic if cut with a hobby knife.) You can also use lollipop sticks (available from craft stores) for already-cut logs on a bulkhead flatcar.

**Generator or Heavy Appliance-** Take any odd-shaped doodad that looks remotely like a diesel motor or factory machine and put it on a flatcar. You could also use pieces out of a transformer substation or heavy industry building kit.

**Coal or gravel-** This idea's only for the brave ones among you. Try doing the same thing as the scrap load, except now you have to stick on layers of scale gravel or coal (i.e. Like-Like or Woodland Scenics.) You'd better do it right the first time, because it's a real pain when homemade coal loads start shedding like a million cats... ●





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TIM VERMANDE, TAMR PIVOT PIN,

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**COMING SOON TO THE HOTBOX:**

**-Material by the TON!**

**COMING SOON TO THE TAMR:**

**-Fall National Convention in Austin, TX, October 27-28.**

**-Winter National Convention in Springfield, MA, January 25-28.**

**We're on the web!**  
**www.tamr.org**



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