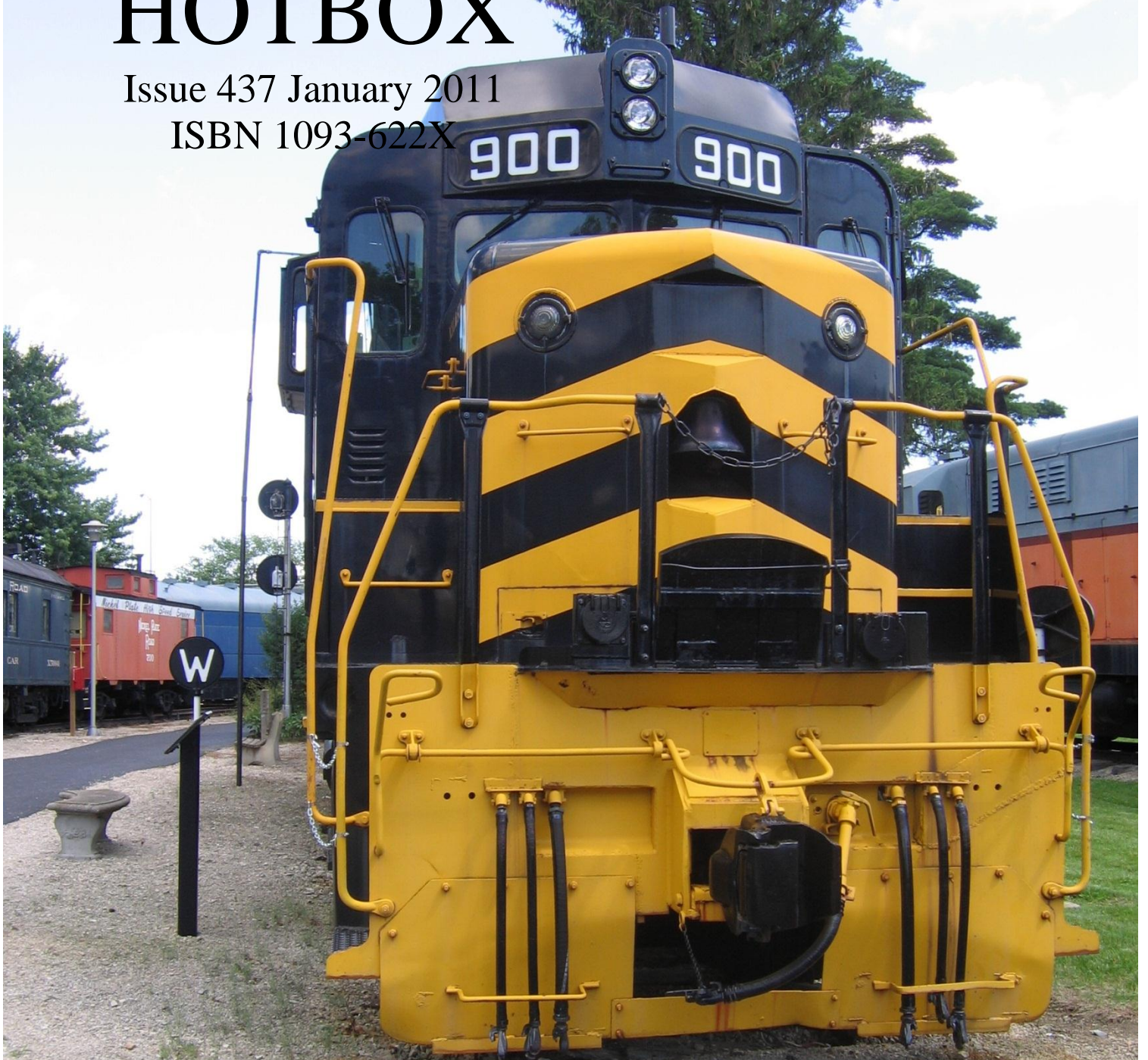


THE HOTBOX

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THE OFFICIAL
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TEEN ASSOCIATION
OF MODEL
RAILROADERS

The Hotbox

Editor: Ben Rechel

Contributors: Hopefully you!

Contributing to The Hotbox:

We are always in need of new material; your submissions are welcome and greatly appreciated!

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 few pages. Pictures are always appreciated.

Columns:

Full of great tips on layout improvement? Got a million reasons EMD is better than Alco? Start a monthly or bi-monthly column.

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 all!

Send all submissions or questions to:

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(email preferred)

Don't forget, this is a club newsletter. Do you have any personal news you'd like to share? (i.e. starting a new layout, winning a soccer tournament, or ruining a desk with spilled decal solvent)

Check us out on the web!

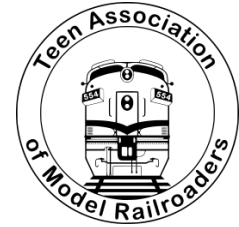
www.tamr.org

Join the TAMR Yahoo news group or the TAMR web ring by contacting pivotpin@tamr.org.

On the cover: Nickel Plate Road No. 900 at the Mad River Railroad Museum, Bellvue, OH. Peter Maurath photo.

FORM 19

From the editor



Happy new year to all! I hope all are well. I've made my model railroad-related projects and to-do list for the year 2011. I'd like to hear from you all-what's on your list for the new year?

In other news, Wilfred Roberge and I are teaming up to ensure the prompt monthly publication of this newsletter. We hope you enjoy *The Hotbox*!

Ben
Rechel



An in-progress shot of a waterfront diorama I recently finished. Photo by the editor.

The Derailment

The first of a monthly series of an often humorous look at model railroading

The Derailment is the one thing that drives near every hobbyist insane. We are happily working away at our model railroad or having an operation session with friends. Then, as that expensive big boy comes rumbling around the bend, the pilot wheels jump off.

This then causes a chain reaction which ends up with the entire train off the rails. Moments later, the Daylight comes flying around the bend, and shoves 48 PFE reefers out of the way, eventually slamming into the big boy.

Doom. After all the operators have left, we sit on the floor and cry. Here, we sit down and say to ourselves, we will fix this.

We break out the saw, tear out scenery, and start hacking away at the foam risers. Hoping to lower the track and get rid of the kink, we remove chunks. Soon, those static balls of foam litter the scene, not being moved from their statically charged points of vigilance.

Finally, we break out the big boy again, and run it. Miraculously, it passes over the spot again without trouble. We have demolished most of the scenery in our favorite area, but everything runs again. Oh, the things we do for our trains!

-John Gardiner IV



The first train runs on The Badley-Woodard Timber Co. John Gardiner IV photo.



Mulligan Stew

A little of this and that

By Daniel Fiala, TAMR
Central Region
representative

A BRIEF HISTORY OF A FACINATING LITTLE RAILROAD

As far back as the late 1820's, the idea to link Green Bay and the Mississippi River was forming in the mind of a young Morgan L. Martin, (and other prominent citizens), a lawyer who arrived in Green Bay by way of Detroit in 1827. He envisioned a canal which would link the Fox River with the Wisconsin River in the present city of Portage, in south-central Wisconsin. This route would eventually unite the fledgling port city of Green Bay with the Father of Waters. The canal was constructed, but from a capitalistic view, it wasn't very successful. From that point on, though, the focus was on a railroad. Finally on April 12, 1866, a charter was granted by the legislature for the construction of a line from Green Bay to Lake Pepin, where the Mississippi River widens. After many challenges, from engineering to wildfires burning ties stacked along the right of way, the city of Green Bay and the Mississippi were connected on December 18, 1873, as the first train rolled to a stop in East Winona, Wisconsin. What lay ahead for this brave little railroad we can only see through our window of history: serious tragic accidents, fierce competition with other railroads and a few times, near financial ruin. One of these times, in the early 1890's as the railroad, now known as the Green Bay, Winona & St. Paul (it had gone through a previous renaming) was facing trouble once more, local promoters built the Kewaunee, Green Bay & Western, a line which saved the GBW&St.P from complete financial ruin, because now there was a

direct link to Lake Michigan and Eastern outlets. The Kewauneeline indeed gave the GBW&St.P financial stability because the railroad could now get its flour shipments to the East much quicker than before. But one thing that helped to secure the future of the railroad was a new thing coming together at the yards of the Craig Shipbuilding Co. of Toledo, Ohio. It was a 260' oak monster built for transporting railroad cars on the open, sometimes wild waters of Lake Michigan. Before this vessel was constructed, the way to get freight across the lake, anywhere by water for that matter, was to load the cargo on a break-bulk steamer. This was a laborious process which involved unloading freight from the railroad cars and then re-loading it on the ship. But when the Ann Arbor No.1 was launched on September 15, 1892, it was the beginning of the end for break-bulk steamers. Some six weeks later when the sister ship, Ann Arbor No. 2 was launched, Ann Arbor president James Ashley had seen his dream become a reality: carferries crossing Lake Michigan carrying the products manufactured in the Midwest to the East quickly and without delay. This "Kewaunee Gateway" was to, in time, make the GB&W a very important bridge route, allowing shippers to bypass the Chicago congestion and get their products to their destinations quickly.

Over the years the railroad was often looked at by others as a attractive addition to their own mileage. But thankfully, that did not occur at least until the later 1970's. At that time the GB&W was bombarded by requests for sale, by Burlington Northern (this offer proposed to leave the GBW in one piece, which was the best in the eyes of the board until Itel came along) but then an offer came from an allied Soo-Milwaukee Road-Chicago & Northwestern (which is probably the first time these three ever came together on anything!). But the second offer was rejected because the railroad would have been severed at the junction points of the owning railroads so they could serve the industries from there. The president and

board of directors didn't really consider selling until Itel Corp., of San Francisco until Brae Corp.(a railcar leasing firm), entered the fray. They both proposed to purchase the railroad and operate it intact. So in 1978, family ownership ceased when H. Weldon McGee retired as president, allowing Itel to take over.

For a while after the purchase, things went well, but the slide was coming. First of all, in 1980, the old cross-lake ally, Ann Arbor, bowed out after going bankrupt. Secondly, under Itel owner-ship, the infrastructure of the railroad was allowed to deteriorate. Then, in 1990, carferry service to Kewaunee ceased, causing the GB&W to fall back on on-line industries to sustain itself. Finally, Itel wanted to be out of the railroad business, so it started searching for a buyer of the deteriorated GB&W. They soon found one in the form of the regional Wisconsin Central (formed in 1987). After haggling for sixteen months with the ICC, BLE and the UTU, the Green Bay & Western Railroad ceased to exist at 12:01 a.m., August 28, 1993.

Daniel Fiala photo: Scratchbuilt carferry "Ann Arbor No. 7" on his layout



An important note from the Board of Directors:

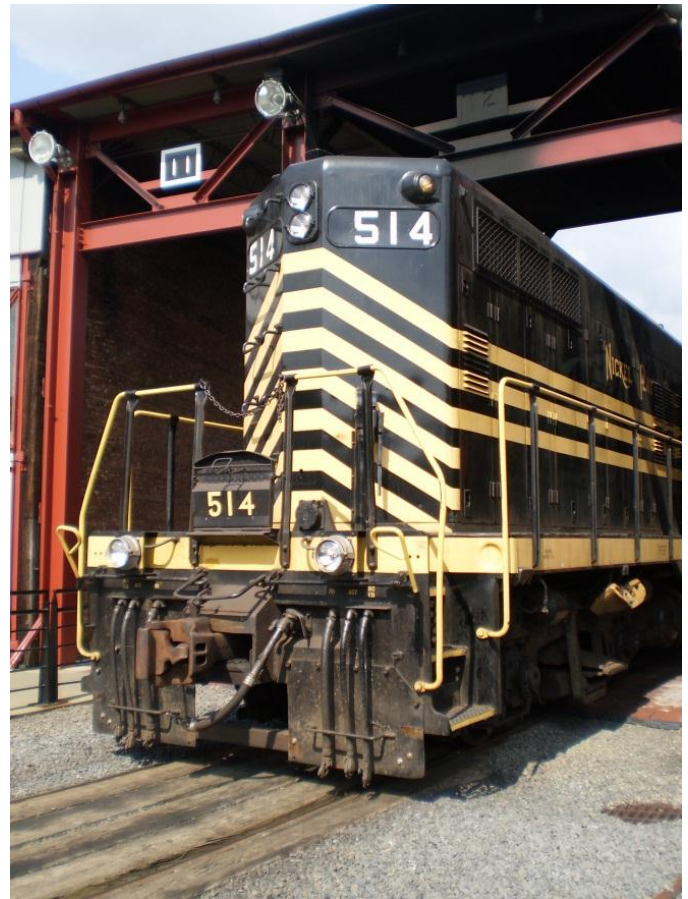
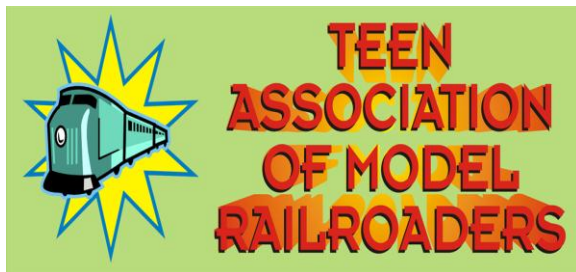
To reduce postage costs to the organization, we are switching to an online version of *The Hotbox*. If you would like to receive this newsletter via postal mail, please contact the editor. Thank you.

The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof. Reprinting of the *Hotbox* is prohibited without the express written consent of the Teen Association of Model Railroaders.

Membership to the TAMR includes an eleven month subscription to the *Hotbox*, the annual directory of members, quarterly regional newsletters and an election to participate in all TAMR events. The available membership categories are as follows: Regular (under 21)-\$15, Associate (21 and over)-\$20, International (outside US)-\$18, and Iron Horse-\$25+
To become a part of the TAMR, or to renew your membership, contact:

Tim Vermande, TAMR Pivot Pin, 3645
Toronto Ct Indianapolis, IN 46268 USA

Membership forms are available online at www.tamr.org



NKP GP-9 No. 514 approaches the turntable at Steamtown National Historic site in Scranton, PA in July of 2009. Ben Rechel photo.

A little humor...

How many train crew men does it take to screw in a light bulb?

None, that the shop crew's job...

Have you heard the old adage about model railroads?

If it works, fix it!

Ha ha ha ☺