



THE HOTBOX

Issue No. 443

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Election Issue!



Canadian National 2327 leads a northbound freight bound for the North Green Bay yard across Walnut St. on a quiet Sunday, June 19, 2011. Photograph by Daniel Fiala.

Contributions: Any material that you wish to contribute is welcomed. If you have a million reasons Alco is better than EMD (and it is!), start a monthly column. Photos and drawings just waiting to be shown to the world are very welcome here as well!

I can accept material submitted on DVD, CD, USB drive, Memory Stick, xD, Smart Media, Compact Flash, SD/MMC or paper copy.

To see your work published, send all material to:
Daniel Fiala

Questions? Ring up the Editor at

In regards to this month's cover photo, the railfan hobby can actually be very good for one's health! To make this a bit clearer, on several occasions, I've had to run for all I'm worth in order to be in time to get the best shot of a train. Case in point, I was returning home from church on this particular Sunday, when I noted that there was a train approaching Walnut St. from the south. Being that I was on the east side of the Fox River, I had mother make a very rapid detour across the said bridge and pull into a very well placed side street while yours truly hustled over to the tracks just in time to see the road freight and obtain some fabulous shots of it. More next month on this subject.

Happy Railroading,
The Editor



Hotbox News



From the Wire: Southern France, June 2011:

Old fashioned train robbery.

Motor car used to stop lightening express.

Currency and valuables sought.

(Can you believe it? This is a true story.)

ATTENTION! All memberships will expire December 31.

We are adopting a new system wherein memberships will run from January 1st - December 31st. Forms will be sent along in the December/January *Hotbox*. It is requested that all information be filled in on the forms, especially the telephone number and your house address or P.O. Box number, so we can easily contact you if necessary and that all TAMR publications will be sent by postal mail. Complimentary and lifetime memberships will not be affected.

ATTENTION! All members of the Central Region. Your Representative, Daniel Fiala, has expanded the *Pilot* to a four page newsletter. Right now, however, I'm a little short on photographs from the region. If you could help alleviate this shortage, that would be very much appreciated. All you have to do is send 'em to me and they will be published in the *Pilot*.

ATTENTION! All members! If you are going to move or have a change of address, please contact the Editor by postal mail or telephone. We've had three recent returns of mailings marked "Return to sender: unable to forward" or "No mail receptacle." I cannot send these newsletters to addresses that are not active. If you don't update your information in my file, I cannot insure prompt reception of the TAMR's publications. Thank you for your cooperation.

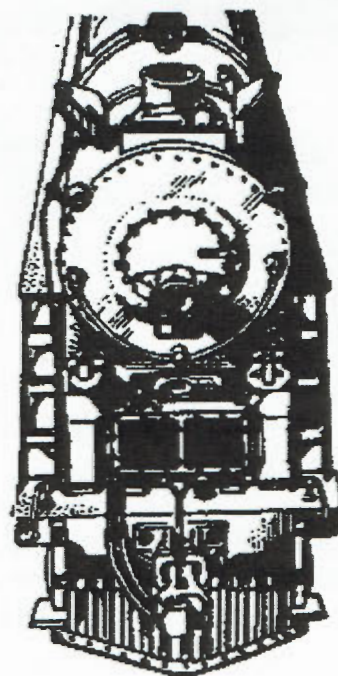
Voting will take place this Month. Ballots are enclosed in this issue of the *Hotbox*. It is asked that you return the ballot no later than one week after reception and that any ballots returned after that period, incomplete or damaged will not be counted. Please folks, let this year be not like so many others were ten, nay, five members cast ballots. Let's build up this organization strong and never again let it fall to the point where it was early this year, being about

thirty days from complete dissolution. It takes but five minutes to decide who to vote for, and forty-four cents to send that precious bit of information to the Editor, thus making your contribution towards a stronger, and hopefully long lasting Teen Association of Model Railroaders.

The TAMR is looking for a new secretary. If you are interested, contact Tim Vermande at: kd5urs@gmail.com or Sawyer Berry at: sbpackernut@gmail.com.

The Railroad Pun of the month.

Around the year 1900, the Southern Pacific was dubbed the "Soup Line", and part of it, in Arizona, the "Gila Monster Route." That's all for this month, tune in next time for more laughs!



The Hotbox Photo Gallery

Fully fifteen years after the Union Pacific purchased the Southern Pacific, SP no. 319 was caught by your Editor on August 2, 2011 at the Canadian National's North Yard in Green Bay, WI.



Photographed by Tim Vermande, in June, 1975, Penn Central 4874, a former Pennsylvania Railroad GG-1, leads this passenger movement at South Amboy, New Jersey .

The Teen Association of Model Railroaders - Established 1968

The TAMR crew are as follows: President - Sawyer Berry; Treasurer - Will Ebbert; Editor & Central Region Rep. - Daniel Fiala; Pivot Pin - Tim Vermande; Northeastern Region Rep. - *Open*; Southern Region Rep. - Radisson McGuire; Western Region Rep. & Promotional Director - Jeff Andreski.



This month: Construction of a helix and staging yard for the Kewaunee Division.

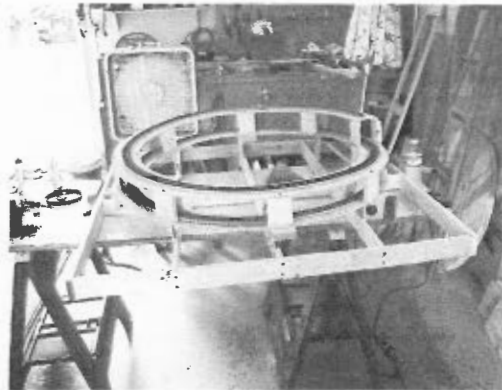
Since my layout is 98% complete, I decided to stir up a little chaos and install a staging yard. This idea alone would be enough to send chills up any veteran model rail's spine, let alone a hare brain idea which called for a helix to be included in the mix. When I started making plans for this layout three years ago, there had been the idea to have staging, but somehow that idea had gotten lost in a sheaf of track plans in my brain. So, this layout was constructed without staging. However, this year I starting going for the idea of realistic operation, so staging and a helix were deemed necessary. Dad and I spent about two months on and off examining and figuring how this would all come together. It was deemed that the staging yard would rest under the main peninsula, a four by ten foot affair, and that the helix would be under the city of Kewaunee. I figured that *some* carving would be required to allow sufficient clearance for the equipment. Ha! I had to carve away all two inches of foam to the same radius of the helix, cut away some forty inches of 1x4 bracing under Kewaunee *and* drop the whole assembly down from resting at 34 1/2" to 33 1/2" in order to fit this behemoth. But, despite all the work, it was a very gratifying project that taught me a lot about planning and engineering. For more in formation on constructing a helix, there is an absolutely grand article entitled *Construct a Simple and Reliable Helix* in the April 2008 *Model Railroader*. The only changes that I made to the construction procedure was that I used 1/4" plywood and cut out full circles rather than using 1/2" furniture grade plywood which would have been very hard on the old pocketbook. However, Mr. Johnston's method is very sound and employs correct engineering from start to finish. I would urge all if possible to follow his article to the letter (which I did for the most part) and the resulting item will last you for years. As you can see from the photos, building a helix is a pretty straight forward affair. The basics are: 1) determining the radius of track that you want (mine is 18" radius) and cutting your plywood road bed in accordance with it; 2) adding together the height of your block and the thickness of your plywood to determine the rise; 3) building a sound frame of 1x3's or 1x4's in the pattern shown; 4) set your grade by dividing by four the height of the block and plywood to find the incremental rise in inches; 5) install the riser block at quarter intervals and attach the road bed to them; 6) install intermediate risers to support the grade and this is the most important part: **make sure everything is level!** I cannot emphasize this enough; 7) lay the track on the first level (I used Bachmann EZ Track ® and Life-Like Power-Loc ® track because this is what I had on hand and that it easily held it's position while I screwed it down); 8) attach by hot glue (high setting) and carpenter's glue the blocks to support the next layer of roadbed ; 9) repeat steps 7 & 8 until you reach the top; and finally, 10) when complete, install connectors made of plywood road bed to connect the helix to your staging and topside lead.



The box frame for the helix consists of a 4'x4' frame with 1'x2' interior squares (remember to take into account the thickness of the wood when measuring the pieces).



Left- the first layer of roadbed 8:30 p.m.

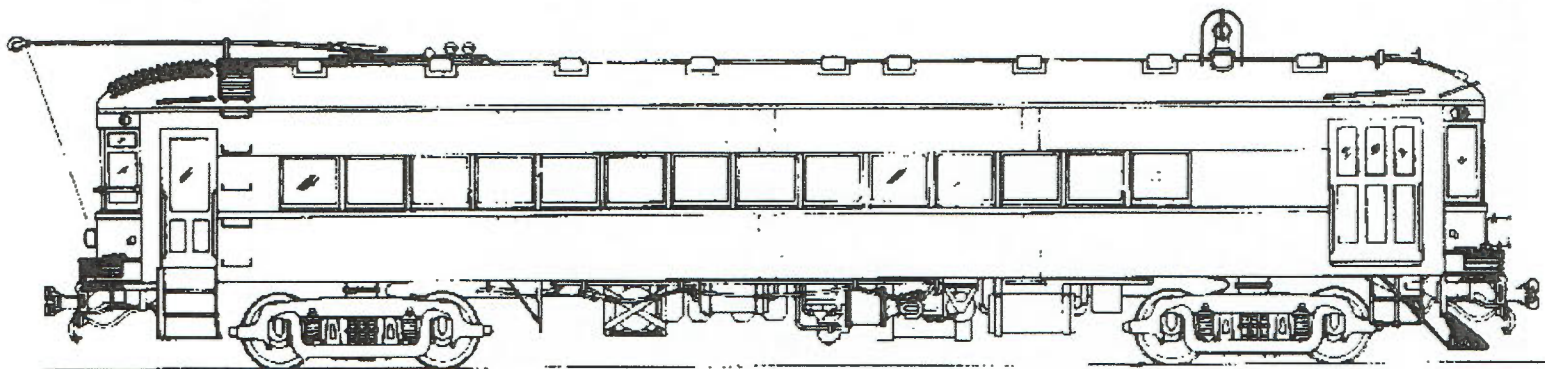


The fun part, installing track and roadbed.



The completed helix.
All photos by Daniel Fiala.

Modeling Traction With Andy



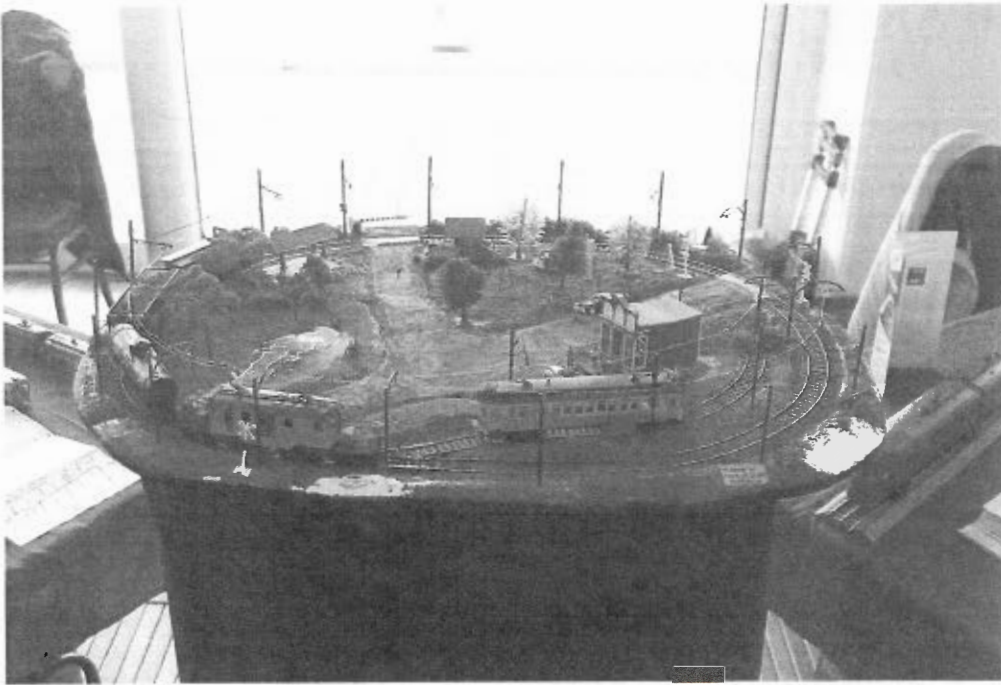
HO traction Modeling - An Introduction

I first would like to start off by introducing myself. My name is Andy Breaker and I'm 20 years old. I have been a model railroader pretty much my whole life thanks to my dad and grandfather. I started modeling US railroads in HO scale with no set theme. I then switched over to British Railways in OO scale modeling no set era. During this time, too, when I was in the 8th grade, I was fortunate to acquire a 2'x2' trolley layout which peaked my interest in modeling traction. I already had an interest in it because of having heavy traction roots where I grew up (more on that later). After the acquisition of that layout, I started to acquire AHM and Bachmann trolleys since I could afford brass at the time. Unfortunately, brass and craftsman kits are the only way to get very high quality traction models so I was left to detail and modify and detail what I had. I eventually started meeting more traction modelers and slowly started to acquire brass models, my first being a CSS&SB combine imported by Nickel Plate Products. I have now built up a fleet of almost seventy traction models, most being from the North Shore Line. What really got me interested in traction modeling was that the models pick up their power from the overhead wires. There are some modelers who have the overhead non-operational, but all of my models are overhead powered which is very appealing to me. Where I grew up also played apart in it. I grew up in Racine, Wisconsin, which was a stop for two separate traction lines - the "North Shore Line" (CNS&M) and "The Milwaukee Electric Railway & Light Co." (TMER&LCo.) - so my Dad has numerous books on those railroads which peaked my interest. It is definitely a different world modeling traction. Reverse loops are no longer a problem, one only needs one or two trolley cars as a good starting point, and if one has a limited space, one can still have a decent layout with some good potential. My 2'x2' layout, for example, is a single track loop with a siding long enough to hold a few extra trolley cars. There is a small pond, a park, a general store and three station stops - Highwood, Braeside and Ravinia Park, all names taken from the North Shore Line's "Shoreline Route." The layout has really given me great joy and still does to this day. I'm continuously upgrading the scenery and the overhead wire. I do have plans to eventually build a layout themed around the Chicago & North Western and the North Shore Line, complete with an interchange between the two railroads. The main theme will be based around my hometown of Racine, where I hope to model the station area of the CNS&M and a mile or so down the track where it interchanged with

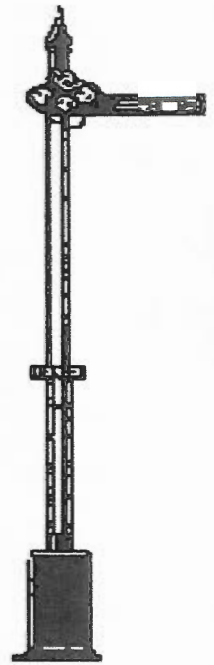
the Milwaukee Road, but I will change history and it will interchange with the C&NW. I have track diagrams of the interchange and have commissioned Mr. John Dornfeld from "Depots by John" to build me a model of the Chicago North Shore & Milwaukee's Racine depot. In a perfect world, I would love to model the interchange in its entirety, but as most prototype locations, they need to be scaled down to fit in a typical basement. We will see what the future holds. I hope that you enjoyed the first installment of this *Traction Modeling* series in the *Hotbox*. Future installments will include how to model overhead wiring, different traction lines and traction models. See you next month!



Two of Andy's interurban on a Chicago South Shore & South Bend car and the other a Chicago North Shore & Milwaukee, await departure from modular club's model of a Union Station complete with the intricate double over head wire. All photographs by Andrew Breaker.



To show that no matter what space may have, it is always possible to model something. This is Andy's 2'x2' traction layout. Isn't it amazing what may be accomplished in that space?



The TAMR Extra Board

Showcasing the work of our members

Part II of Charles Warczinsky's Article: South Bend, Indiana.

Home to the National College Football Hall of Fame, and the University of Notre Dame, South Bend is not your typical mid-size city. Encircled by the US20/US131 freeway bypass, on the south and west, and the Indiana Toll Road (I80/I90) on the north, South Bend is also home to quite a bit of railroad action.

From the joint Canadian National/Norfolk Southern line through downtown, to the South Shore line's relatively cheap alternative to driving to Chicago to the four daily Amtrak stops in the city (2 eastbound trains, 2 westbound trains), South Bend is the host to well over 100 trains each day.

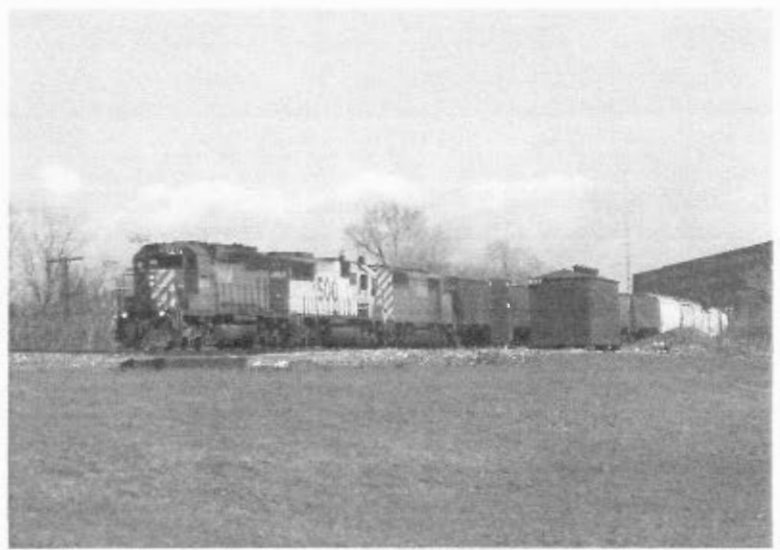
While there are places to see some of the CN/NS joint line action on the east end of the joint line, the action can best be viewed on the west end of the joint line. Thanks to the removal of several large, abandoned factory complexes on the west side of town, the south side of the westernmost section of the joint line is a large and open field, affording excellent opportunities to view and photograph Chicago-bound trains from a location known as Arnold Street. Although Arnold Street can be difficult to identify from the main street south of the joint line (Sample Street), and although it is a bit narrow and ends at a pair of New Jersey barricades, it is the easiest and simplest way to access some of South Bend's greatest railroad action. Keeping in mind the TAMR policy of not trespassing, it is best to park at the end of Arnold Street, clear of the RR access road. The joint line is more than a joint line, in that CN actually crosses from the north side of the NS line to the south side of the NS line via an interlocking. The interlocking is controlled by Norfolk Southern. Also, the vast majority of trains through the interlocking are NS trains. Where I'm from, the scanner is almost an essential part of any good railfan's gear. In the state of Indiana, scanners (capable of

picking up police frequencies) are illegal, unless you have an amateur radio license of any sort. Thus, if you wish to use a scanner while railfanning in the state of Indiana, I'd recommend getting a license, but personally, I've never had a problem using my scanner in the state. In the downtown area, the best frequencies to listen to are (NS) 160.800, (CN) 160.530 and 160.590.

Compared to the old days, when multiple railroads served South Bend and lines ran out of town in several directions, not much is left. There are several industrial customers on the south side of town served by NS, as well as some almost abandoned trackage on the north side of town that, at one time, served Notre Dame. If you get a chance to visit Notre Dame, check out the north side of campus, on the north side of the power house. You'll see the coal yard, complete with (at last check) a pair of almost unused tracks running into the power house area (no public access). At one time, Notre Dame received coal from the NS, and owned and operated it's own diesel locomotive, but a recent check revealed just a couple coal hoppers and a railroad crane on the power house trackage. I've hit on the highlights of the railroads in South Bend. There is more action than I can describe in this space, but this enough to get you started if you visit the city. If you find yourself with plans to visit the area, feel free to contact me, and if I'm available, I'd be more than happy to show you these and other highlights in the area. Next month: Part III



Two BN diesels head up an eastbound train entering the joint track age through downtown South Bend.



A nice selection of Canadian Pacific units (including a former Soo Line unit) leads this westbound train out of downtown South Bend, Indiana.

From the camera of Charles Warczinsky
the rail action of South Bend



A NS unit and a BNSF pumpkin run elephant style eastbound into the joint CN/NS trackage in downtown South Bend, Indiana.
All photographs by Charles Warczinsky



And now from the Peter Maurath File...
I dunno, someone's hamster?

Actually, the photo we want is on the next page.



Now, for the photo from the Peter Maurath File...

Wheeling & Lake Erie no. 4025 comin' on through Bellevue, O., on July 6, 2006.

Chicago & North Western 0-6-0 2615, a modified Proto 2000 model, switches the *Ann Arbor No. 7* in Manitowoc, Wis., early June 1955.

Actually, when Andy Breaker came over to visit, Kewaunee became Manitowoc for the day.

Model by Andy Breaker and photo by Daniel Fiala.



Thank you for tuning into this month's broadcast and see you next time!