

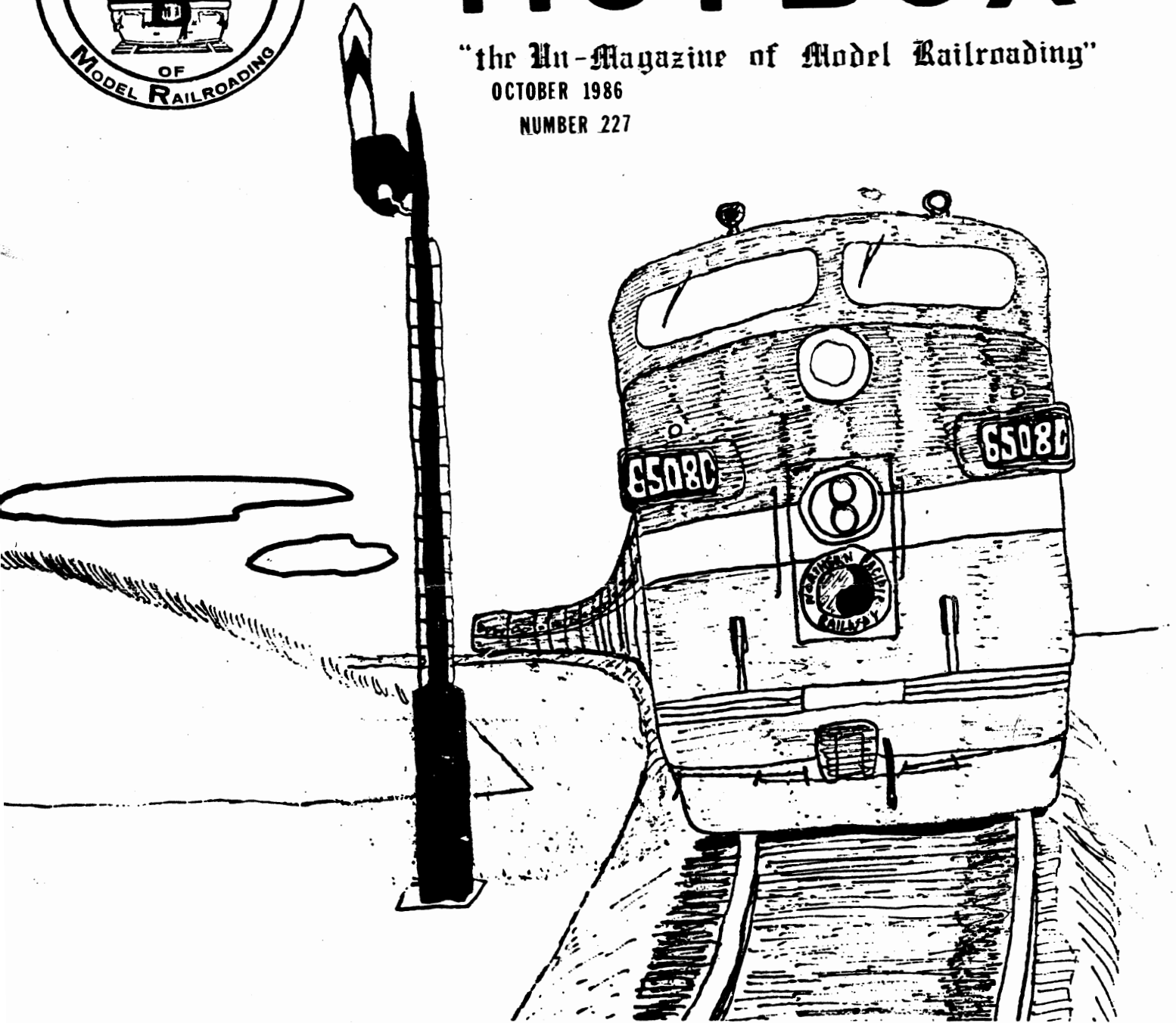


HOTBOX

"the Hi-Magazine of Model Railroading"

OCTOBER 1986

NUMBER 227



INSIDE -- LOOKING BACK - THE LACKAWANNA RR'S

PHOEBE SNOW + PRODUCT REVIEWS



HOTBOX

OFFICIAL PUBLICATION OF THE

Teen Association of Model Railroading

--BILL OF LADING--

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The HOTBOX is issued eleven times a year, June through April, with a special mailing of the Directory of Membership in May.

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The TAMR HOTBOX is the official publication of the TAMR. The TAMR HOTBOX welcomes articles, photographs (B & W ONLY), artwork pertaining to model and/or prototype railroad subjects done in BLACK ink. All items for publication must be recieved 30 DAYS before the first day of the month of publication. All materials submitted become property of the TAMR UNLESS proper postage & packageing are included to insure their safe return. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication. Materials submitted are subject to editing at the discretion of the Editor. No part of this publication may be reproduced, by any means, without written consent from the TAMR Publications Editor; unless members feel that its necessary for the pro-motion of the TAMR and/or personal use.

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EXTRA BOARD

Please welcome these new members----

- M.J. Moran, Montreal, Quebec, Canada
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- Anthony Imbo, Carmel, NY
- Jeff Janos, Conshohocken, PA
- Tom Barrett, Baldwin, FL
- Andrian Sherrill, Knoxville, TN
- Matthew Hanson, Gilbertsville, KY
- John Carson, Houston, TX
- Jonathan Kostenko, Caldwell, ID

Also welcome back these members---

- Donald Lietch, Sarina, Ontario, Canada
- David Holden, St. Louis, Mo

FRONT COVER

A Northern Pacific Streamliner is rounding the curve somewhere out West with the North Coast Limited and it's all captured here by Tom Novitske.



UNION PACIFIC SYSTEM

Union Pacific Railroad
Missouri Pacific Railroad

THE STORY OF PHOEBE SNOW

by Ralph A. Heiss

Phoebe Snow was born in the advertising department of the Lackawanna Railroad in 1900. The idea of Phoebe Snow - a beautiful, young maiden, who could ride from Hoboken to Buffalo without getting her dress dirty, was conceived because the Lackawanna burned only hard coal, and thus had the cleanest passenger trains between Hoboken and Buffalo because the other four only burned soft coal.

The "Phoebe Snow" streamliner represented an investment on the part of the railroad of \$7,500,00. As part of a program to create this fine train, five three unit E-8 diesel locomotives, 25 G2-passenger coaches, 9 sleepers, 2 36-guest diners and 2 observation lounge cars were purchased. The observation-tavern lounge cars were the pride of the train. Each car had a bar and lounge and lounge chairs. Also, each car had a portrait of Phoebe Snow as well as postcards, leafettes and timetables about the train. The "Phoebe Snow" was designed to take the place of the "Lackawanna Limited" which made its maiden trip between Hoboken and Buffalo in 1883, and was claimed by the Lackawanna as the oldest name train in the United States.

The Lackawanna could rightfully claim to be the shortest railroute between New York and Buffalo, including the ferry ride, it measured 396 miles compared to the NYC's 436 and 477 on the Lehigh Valley. Phoebe officially died during WWI when the United States government took control of the nations rails. Even though soft coal was used, Phoebe Snow was remembered by many. In November 1949, the brand new "Phoebe Snow" was introduced. Phoebe could once again travel from Hoboken to Buffalo without getting her dress dirty, but only because diesels pulled the train, not Pacifics or Hudsons with sootless hard coal. Seven Years earlier the Lackawanna adorned box cars with the legend: "Lackawanna-Route of the Phoebe Snow" on them and hoppers carried "The Road of Anthracite" on them.

To push Phoebe's name, little jingles were made up and became very popular. Probably the best one goes as follows :

Says Phoebe Snow
About to go
Upon a trip
To Buffalo
"My gown stays white
From morn till night
Upon the road of Anthracite"

Here are some other jingles-

Her laundry bill
For fluff and frill
Miss Phoebe finds
Is nearly nill
It's always light
Though gowns of white
Are worn on road of anthracite

Each passing look
At nook of brook
Unfolds a flying picture book
Of landscape bright
Or mountain height
Beside the road of anthracite

On time with clock
On bed of rock
The train rides free
From jar or shock
'Tis comfort quite
"To read or write
Upon the road of anthracite

Goodbye to care!
It's time to share
With Phoebe Snow
The towering height
And vistas bright
Which mark the road of anthracite

It's time to go
Where records show
It's cooler ten
Degrees or so
By fahrenheit
Each summer night
Along the road of anthracite

Each cut or fill
'Cross dale or hill
Has made "~~the shortest~~"
Shorter still
Like arrow's flight
I now delight
To speed o'er road of anthracite

I won my fame
And wide acclaim
For Lackawanna's
Splendid name
By keeping bright
And snowy white
Upon the road of anthracite

By the 1960's after the Erie-Lackawanna merger, Phoebe was getting old. On November 27, 1966, Phoebe ceased to exist.

The "Phoebe Snow" and Lackawanna may be gone, but they'll always be remembered.

Sheldon King's The Route of Phoebe Snow and Karl Zimmerman's Erie Lackawanna East were both used in writing this article.

Lake Erie

Buffalo

THE ROUTE OF PHOEBE SNOW

Elmira Binghamton, NY

Scranton, PA
Pocono Mnts. ^ ^ ^
Mount Pocono ^ ^ ^
E. Stroudsburg

Delaware River

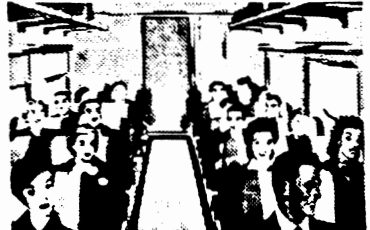
Blairstown, NJ

Dover

Morristown

Hoboken

Hudson River



NEW EASY-CHAIR COACHES



NEW SPACIOUS DINING CAR

Lackawanna's All-New Luxury Streamliner now in Daily Service between

NEW YORK, NEWARK, SCRANTON, BINGHAMTON, ELMIRA and BUFFALO

ONE of the outstanding attractions of THE PHOEBE SNOW is the handsome new Observation-Lounge Car with its wide picture-windows, deep-cushioned chairs and friendly "club" atmosphere. A separate glass-enclosed tavern section, with a smart refreshment bar and cozily arranged tables, invites relaxation and quiet sociability.

streamlined luggage racks and fluorescent lighting... a colorful and spacious new Diner where delicious home-like meals are served at moderate prices. For through travel between New York and Chicago, the westbound PHOEBE SNOW carries a new all-private-room Sleeping Car with 10 roomettes and 6 double bedrooms, each equipped with individually controlled lighting, heating and air-conditioning.

Other features of THE PHOEBE SNOW include new air-conditioned coaches with adjustable lean-back seats, vista windows,

For a thrilling new experience in travel luxury, convenience and comfort, make your next trip on THE PHOEBE SNOW.

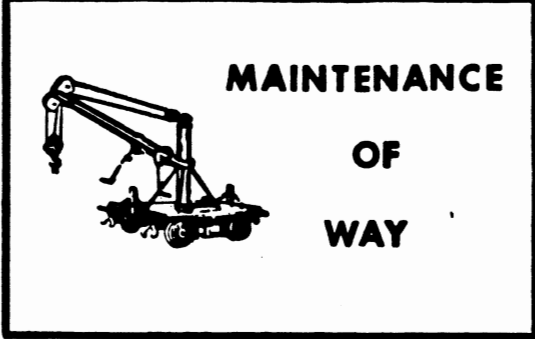
THE PHOEBE SNOW	
(WESTBOUND)	
Lv. Hoboken	10:30 A.M.
Ar. Scranton	1:45 P.M.
Ar. Binghamton	2:57 P.M.
Ar. Elmira	4:09 P.M.
Ar. Buffalo	6:45 P.M.
(EASTBOUND)	
Lv. Buffalo	10:15 A.M.
Ar. Elmira	12:49 P.M.
Ar. Binghamton	2:08 P.M.
Ar. Scranton	3:15 P.M.
Ar. Hoboken	6:30 P.M.

There's Nothing Lacking on the

Lackawanna Railroad

THE ROUTE OF PHOEBE SNOW





M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the Team or the MRRS. Please submit reviews to the MRRS Editor.

Product Review: MRC Tech 11 Dualpower 2800

Many model railroaders begin with a train set, and continue to use the original equipment for some time. Often, the power supply included in the set is not of very high quality and should be replaced soon after the train is up and running. This was my situation a few months after I had begun building my layout. For an upgrade power pack, I opted for Model Rectifier Corporation's Tech 11 Dualpower 2800.

MRC has built up a good reputation as a manufacturer of model railroad power supplies, and their Tech 11 line has been a very successful series. Features of these packs are Proportional Tracking Control (PTC), large power output to run many trains, and "space age" housing of very tough construction.

The PTC system is said to give more precise control of the locomotives on the track. While the pack does perform well, I'm not sure if the PTC really adds anything or not. Power output is very high, and I think this is what really sets these packs apart from others. The 2800 will cause a noticeable differ-

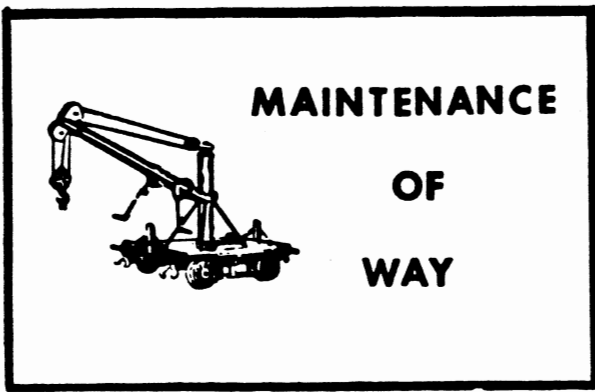
ence in the performance of even low-quality locos. The control knob feels good in the hand, and locomotives respond well to its movements. Control over the entire speed range is precise and the pack always feels powerful and capable.

Without trying to, I put the "space age" housing to a test. While turning a tight corner, I pushed the pack off a table and it fell about four feet onto a hard floor. The 2800 suffered no ill effects from this accident at all. Since it is unlikely that anything much worse will happen on any layout, the Tech 11 series should survive most catastrophes.

One advantage of the 2800 model in particular, is that as the name Dualpower suggests, there are two separate controls in one housing. This allows for independent control of two locomotives and fully supports the common-rail wiring system in which blocks are separated by a gap in only one rail.

All in all, the 2800 power supply is a good buy and a good step up from a train set power pack. Locomotives respond well to control adjustments, and run much more smoothly than with other packs. I would recommend this unit to anyone interested in a good quality dual-control power supply

Submitted by Chris Hogendorn



MAINTENANCE

OF WAY

M of M is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMM or the MOTOX. Please submit reviews to the MOTOX Editor.

This kit is the fourth in a series of ice cooled-type reefers. The kit itself is very easy to build. It contains five separate parts—the roofwalk, ice hatches, floor, frame and trucks.

The sprung Walthers trucks are tricky to build, but instructions are included. These reefers are early to late '60's prototype, and I'm sure they can be modified for a modern layout. They come in 6 different paint schemes—Pacific

Walthers 40ft. Plug Door Reefers
by Ralph A. Heiss

Fruit Express (UP-SP), Rio Grande, Milwaukee Road, Chesapeake and Ohio, Reading, ART (MP-N&W), and undecorated. They have a list price of \$5.50, but I get mine for \$4.40 at the Model Railroad Post Office in New Jersey (see Model Railroader). I purchased one it made a nice little companion to my 50ft. Reading Mechanical reefer. It makes a nice addition to any layout, no matter what era you model.

INTERCHANGE

If you have something to buy, sell or trade, use the INTERCHANGE to get results. Your ad is seen by all TAMM members. Rate: 10¢ per column line (35 spaces), name and address printed free. Send all ads to the MOTOX Editor who is temporarily handling all advertising.

FOR SALE

Erie RR Spikes from 1938, 1934, 1950, 1952 and 1953 for sale.
Contact editor for more information and price.

Modeling Ideas For The Suzie Q

This article is the product of an afterthought of mine, just after I came back from a railfanning trip along the line. I thought what a good follow-up it would be to last month's article, and also lend some good modeling ideas for any model railroad.

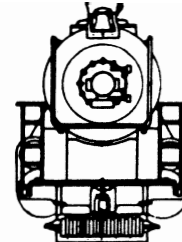
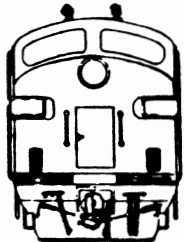
In a way the NYS&W is very unprototypical-one moment it runs through the city, next through the populated suburbs, then through the hilly lake-land area of New Jersey, and then through farmland. This is true really on any railroad, but given the circumstances on the Susquehanna, it's different.

Lets look at the physical modeling parts of the Suzie-Q. The stations that are left, tend to be of standard Erie RR clapboard design, when the Erie owned the Susquehanna. Also, many old whistle posts, mile posts and telegraph poles exist on the western section of the main line. The poles are about 20 feet high with 6 foot cross arms, with 5 contacts on each side. The mile posts are 4 sided with a pyramid top. They all measure the distance to the old Erie RR station in Jersey City, NJ. The whistle and mile posts are about 5 feet tall. The only way I can suggest how to make these is either out of balsa wood and burn in the required markings, or if you're adventurous, cast them from plaster. To make the telegraph poles, take an Atlas telephone/telegraph pole and cut the circular base and the arm

off. Make sure to leave a small amount of pole sticking above the bottom arm. Take a razor saw and scribe some wood tone lines into the pole and arm. Paint the pole and arm a very washed out tan or black, and in some cases grey or white for old poles. If they're new paint, then a burnt sienna color. The two "v" shaped bars should be a rust color, and the glass insulators should be jade green or what ever your prototype uses. Also 2 decrepid water towers with newer makeshift tanks on them survive on the line, which on a model railroad suggests of days gone by.

Signal wise, the Susquehanna used tilting board signals at their big junctions, and used the CTC system from the Erie's big yard in the Jersey meadows to the Susquehanna's own in Little Ferry, only about 15 miles from each other. This New Jersey railroad, which hasn't seen a train on a good portion of its mainline since 1974, is really exciting railfans by using big EMD SD's and Alcos on big 100 car plus trains. During its heyday, its idea of a big train was 3 Alco RS 1's or a 2-10-0 on the point of a 50 car coal train with maybe, one pushing. You can sure bet there hasn't been a more pronounced rebirth like this on any railroad in a long time.

Well, this concludes our look at the NY Susquehanna and Western Railway. So next time you see a stack train go past, look at the reporting marks-I'll bet at least one will say NYS&W!



Well, a happy new year to all members, and this year I hope to get the HB back on track. I recently talked with our President, John Dunn, and we commented on the profusion of Northeast railroad articles and not much else. We came up with a very good solution, first though-get the members to contribute, believe it or not, we here in the Northeast like to read about the Union Pacific or the Florida East Coast Railroad, too. The only reason so much eastern material is available and in the HB right now is because my file for articles is bone dry, and my friends and I here are the main contributors. I thank the members from outside the NE who have taken the time to contribute, even if just a little. I personally would like to see more modeling type articles here, be they painting articles, scenery, buildings or electronics.

Also, how about some stories on members layouts? (MY personal favorite) Of course the occasional railfanning story is always welcome.

Before I close, I'm sure you're wondering when the HotBox will catch up and get into 1987. John Dunn, Dee Gilbert and others are all helping me get back on the right track, and create a quality Hotbox, one which every one will hopefully like.

Just one thing-please don't give up on us now. I know some have, and I'm upset about it. Remember-the Transcontinental Railroad wasn't built in a day, and a back on schedule Hotbox wasn't either. But, it won't take years to rebuild it, only a few months and a lot of member support.

Well, so much for my "State of the Union" address, so enjoy the Hotbox and get those articles in here, please!

**BETWEEN NEW YORK AND
EASTON, BETHLEHEM, ALLENTOWN
PHILADELPHIA**



EFFECTIVE OCTOBER 30, 1966



LAYOUT PLANNING CONTEST

Open to all members of the TAMR

Simply design an HO scale layout to fit in this space (smaller is OK).

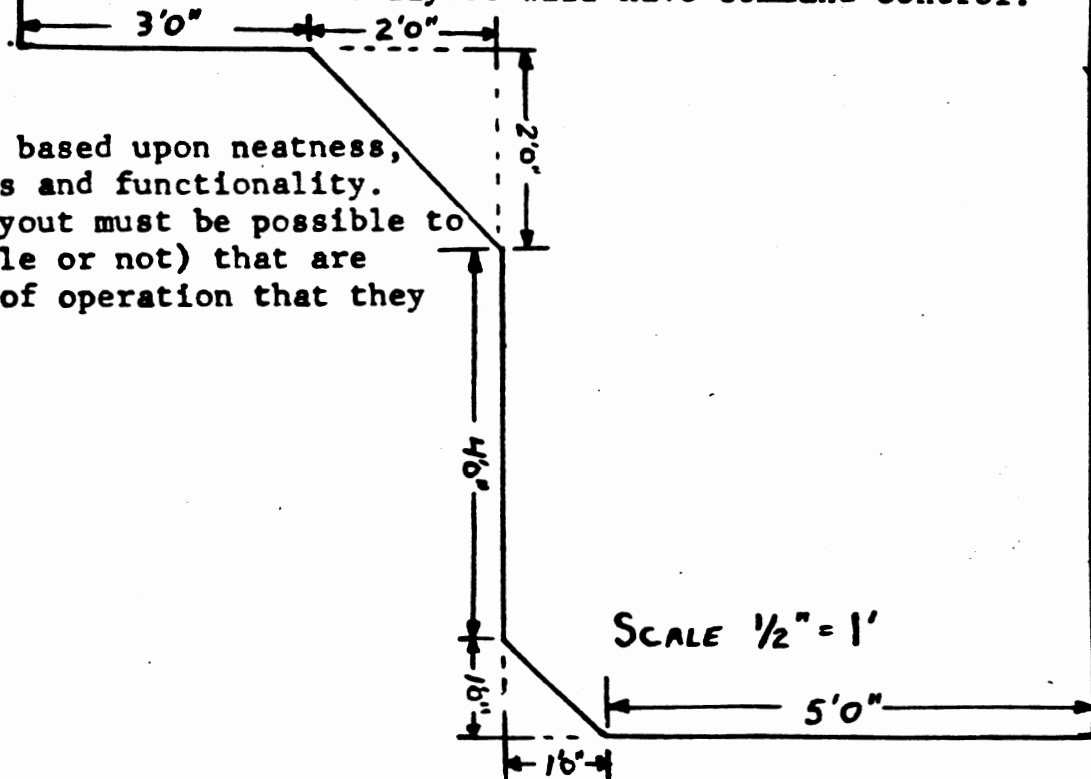
Limitations

- Mainlines; Minimum radius 24"
Turnout minimum #6
- Branchlines; Minimum radius 20"
Turnout minimum #4
- Narrow Gauge; (HO-N3 only)
Minimum radius 16"
Turnout minimum #3

Any scheme of operation (point to point, continuous, loop to loop) is OK.

Any theme of operation (industrial, mountain, passenger, freight) is OK.

Do Not bother to show electrical blocks or controls as the layout will have Command Control.



SCALE 1/2" = 1'

5'0"

1st Prize
ATHERN SD40-2

2nd Prize
ATLAS GP38

3rd Prize
"Layout Planing
for Realistic Oper."

Gift Certificates to
Model Railway Post Office
will be substituted at
winners request.

Prizes will be awarded based upon neatness, originality, completeness and functionality. Keep in mind that the layout must be possible to build with grades (visable or not) that are reasonable for the type of operation that they represent.

Region Newz

Northeastern Region, from Dave Valentine, NE Rep

"The NE Region is hopeful to have a depot out by the beginning of 1987, as we are long over due for one.

NR member Jim Lincoln planned on a mini meet after Christmas to railfan East Deerfield, MA, on the Boston & Maine."

Dave also adds that he has been promoting the NR by writing to possible TAMR members, but nothing has come up as yet.

Editor's note- Only region news received was from the NE region by the press deadline, probably due, I hope, to the holiday mail rush. All regions are encouraged to send in info from their respective regions for inclusion here.



PIKE ADS-

Take advantage of the HOTBOX's latest service for TAMk members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications for a one time fee of a \$1.00.

All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMk. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us what's happening on your railroad or your future plans for expansion.

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Place



FIRST CLASS POSTAGE

