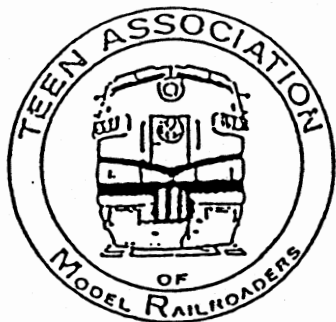


HOTBOX

ISSUE # FEBRUARY 233

THE MAGAZINE OF THE TEENAGE MODEL RAILROADERS





Presidential

Notes

Stan Ujka
4N414 3rd Ave
Addison, Ill
60101

I would like to start this page by congratulating Dave on a GREAT looking issue. I was really impressed with the clean look of the HOTBOX, especially considering that it was only his first issue.

In the last issue, I had mentioned an Executive Board Meeting that was to be held around Thanksgiving. I just thought that I'd let you all know that we did have that meeting, and that we did accomplish things. Editor Dave Chapman, Treasurer Steve Schwenk, Auditor John Huseby, Secretary Dee Gilbert, and myself all attended. We agreed on things like monthly communication with the president, tentative schedules for the HOTBOX, and on certain tasks that each of us was to accomplish. Much of what I was assigned or volunteered to do concerned letter writing. I am still in the process of completing some of these jobs.

Also in the last issue, I brought up the idea of getting involved in the Teen Association and its activities. This issue I would like to expand on that idea by discussing slide and photo trading.

There are a lot of places and different railroads that I would like to railfan, but time and money prevent me from doing this. I would love to take pictures of the Southern Pacific along the Pacific coast and the CSX in Atlanta (or Overpeck, Oh. for that matter!). I haven't been able to do these things, but I have been able to experience this train action through photos taken by other TAMR members. By mailing photos or slides to other members, and hopefully receiving some other ones in return, we can see what railroading looks like across the country. The pictures help in explaining what my latest railfanning adventure was like, or what that train I'm writing about actually looked like. The photos may also come in handy for painting or modeling a certain piece of prototype equipment. I really enjoy opening a letter and finding a slide or photo enclosed. Its fun!

I think it would be good if we started some sort of listing or trading page in the HOTBOX. This would list what kinds of photos members are looking for and what kinds they have to trade. I don't honestly have the free time that I think is necessary to handle this job of listing the "Photo Exchange", but I'd be willing to start it. If any of you would be interested in helping out, please let me know. No experience is necessary, and I think you would enjoy being involved!

I would like to get things started by offering to trade slides or photos with any member who either sends me one, or writes asking for a photo. I have mostly slides, but if you would prefer a photo, let me know. I will accept photos from any railroad and any part of the country. So the next time you're railfanning, take an extra photo of that engine in the fueling facility, or of that slow moving train and send it in. Let's get rolling!

Stan

The History of Lionel Trains

Part One



CONRAIL CABOOSE ROSTER

By John Schodowski.

Why, might one ask, print the Conrail caboose roster? Simple. These cabooses can be seen on trains throughout the U.S. on many different major railroads. Possibly you may want to model a Conrail caboose for your own railroad. The roster is dated for 7/25/85. I hope you enjoy it.

N6A: 18005, 06, 08, 13, 15, 16, 19, 24, 25, 28, 29, 31, 32, 35, 36, 38, 40-44, 46-49, 51, 52, 54, 57, 59-61, 65, 66, 68, 69, 72-74, 76, 77, 80-83, 85, 86, 88-90, 94-97, 18100, 01, 03-08, 11, 13-17, 20, 22, 23, 28, 30, 32, 35-37, 41-44, 46-54, 58, 60, 62, 63, 65, 68-70, 72, 74, 78-80, 82-84, 86-89, 91-93.

N9: 18195, 96, 98-18201, 03-09, 13, 14, 16-21, 23-31, 33, 35, 36, 38-45, 47, 48, 51, 53-60, 62-65, 68-91, 93, 94, 96-18300, 03, 04, 07-09, 12-16, 19-23, 25, 26, 28-31, 34-37, 39-45, 47-56, 58, 60-77, 79-82, 84-90, 92-94.

NSH: 18425, 29, 32, 33, 35.

NSK: 18444, 46, 47, 49.

N11: 18450-56, 58-63, 65-67, 69-71, 73-80, 83, 85-99, 18501, 03, 05-07, 09, 10, 13-20, 22-28, 30-54, 56-76, 78-81, 83, 85-93, 96-99.

NSG: 18601-05, 07-10, 12-15, 17, 19, 22-23, 35, 36, 38, 41, 42, 44-52, 54-57, 61, 62, 64-66, 68-73, 76-78, 80, 81, 83, 86-88, 90, 92-98.

N4: 18705, 06, 08-10, 14-28, 32-38, 40-42, 45-50, 52, 54-56, 59, 60.

N4A: 18801-08, 11, 12, 14-16, 18, 19, 21, 22, 24-29, 31, 33, 34, 36, 37, 40-43, 45, 47-53, 56, 57.

N4B: 18860-63, 65-67, 69-72, 74, 76-84, 86, 88, 89.

N5: 19041, 49, 50, 52, 53, 59, 66, 69, 72, 89, 19103, 08, 32, 34, 37, 40, 51, 56, 58, 59, 62, 85, 89, 90, 94, 96, 19206, 17, 33, 35, 44, 52, 67-69, 84, 99, 19325, 28, 33, 34, 43, 56, 58, 64, 84, 87, 95, 99, 19407, 10, 20001, 02, 05, 07, 08, 10, 11, 13, 16, 17, 20, 52, 54, 56, 59, 62, 63, 66-69, 71, 74, 76.

N5B: 19417, 20003, 06, 24, 25, 27-33, 36, 38, 40, 42-44, 46-50, 53, 55, 57, 61, 64, 77, 22797, 22805, 06, 09-19, 21, 22, 24, 26, 27, 29, 32-36, 39, 41, 53, 54, 56-60, 65-68, 75, 78-81, 84-86, 88, 90, 92-95, 97-99, 22905, 09, 10, 13, 19-21, 25, 30, 41, 46, 48, 51, 53, 57, 61, 62, 64-68, 71, 73, 76, 77, 79, 85.

NSA: 19568.

N3A: 19653, 55, 59, 60, 62, 64-70, 73, 74, 76-78.

NE6: 19796-98, 19803, 05, 06, 13, 14, 16, 20, 21, 25, 27, 29, 30, 34, 35, 37, 39-43, 46, 47, 51, 52, 54, 57-59, 62, 64, 65, 69, 70, 72, 73, 75-78, 80, 85, 23800-02, 04-06, 08, 09, 11-13, 17, 22, 32, 62-69, 71-73, 75, 77, 79, 80.

N8D: 19900, 02, 04, 05, 08, 09.

N7B: 21000-02, 05, 06, 08-16, 20, 21, 23-36, 38-45, 48-55, 57, 58, 61, 63-67, 69, 70, 72, 73, 77, 80, 82, 84-87, 89-91, 93-96, 98, 99.

N7D: 21100-02, 04-22, 25, 26, 28-30, 32, 33, 36-43, 45, 46.

N7E: 21152, 65.

N21: 21201-22, 24-39, 41-21313.

N7C: 21496-99

N7: 21500-02, 04, 05, 07-11, 15-17, 20, 22, 24, 25, 33-35, 37, 39, 45, 48-50, 52, 62, 64, 82, 85, 94, 21605, 15, 19, 21, 41, 47, 48, 53, 54, 57, 58, 80, 82-84, 87, 90, 98, 21702, 05, 13, 20, 21, 34, 36, 40, 41, 46, 5355, 59, 63, 65, 68, 76, 91, 92, 95.

N7A: 21513, 14, 19, 21, 26-28, 31, 32, 38, 40-44, 53-56, 58-60, 63, 68, 71-81, 83, 84, 86, 88-93, 95-97, 21600, 01, 06-09, 12, 16, 17, 20, 23-27, 31, 32, 35-38, 42, 44-46, 49, 50, 55, 56, 60, 61, 63-67, 70, 72, 74, 75, 77, 78, 86, 91-94, 99, 21900, 04, 06, 07, 09-12, 14-16, 18, 22-24, 27, 31, 32, 35, 37, 38, 42-44, 47, 49, 50, 58, 60, 62, 67, 69-70, 72-75, 77-82, 84, 88, 90, 97, 98.

N20: 22130-39.

NSC: 23000, 01, 03, 06, 07, 10-13, 15, 16, 18-25, 27, 29, 30, 32-37, 39-41, 43, 44, 46, 50-61, 64, 65, 67-73, 75-84, 86-92, 94, 95, 97, 99-23101, 03, 04, 06-08, 10-18, 20, 22, 23, 25, 26, 28-37, 39-41, 43-49, 51, 52, 55, 57, 58, 61, 64, 66, 68-74, 76-79.

NB: 23200-16, 19-25, 30, 31, 33-35, 37-41, 43, 44, 46-48, 52-57, 49-62, 83, 85, 87-91, 93, 94, 96, 98-23301, 03-07, 09, 10, 12, 14, 16, 17, 19, 21-24, 33, 35-37, 39, 42, 46, 47, 49-51, 53, 54, 56, 59, 60, 62-68, 70, 72-76, 78-80, 82-85, 87-89, 91, 93-23402.

NBB: 23505, 08, 09, 11-13, 15, 19, 28, 30, 31, 33, 36, 40, 41, 44, 48, 52, 60, 67, 70, 75, 76, 78, 81, 84, 97, 98, 23605, 11, 13, 20.

NBA: 23622, 23, 25, 26, 31, 32, 38, 40, 43, 44, 47, 48, 51, 53, 55, 57, 59, 60, 62, 65, 67, 69, 76, 79.

N10: 24000-14, 16-26, 28-34, 36-43, 45-49.

N12: 24500-04, 06, 09-12, 14-18, 20-49.

The following is a list of the cabooses that are work equipment. These cabooses are taken from any class and put into work service. The class in () is the class the the cabooses was taken from. Most of the work cabooses are painted gray.

CAB: 30008 (N5), 46101 (N3), 46106 (N3), 46127 (N5), 46128 (N5), 46132 (N5), 46133 (N5), 46137 (N5), 46141 (N5), 46142 (N5), 46152 (N5), 46161 (N5), 46163 (N5), 46168 (N5D).

The following is a list of totals not including the work cabooses.

N6G: 74 N4: 42 N5G: 72 N7C: 4 N10: 46 N4A: 42 NSH: 5 N7D: 39
N11: 129 N4B: 24 NSK: 4 N7E: 2 N12: 45 N5: 75 N6A: 114 NB: 129
N20: 10 NSA: 1 N7: 72 NBA: 25 N21: 111 NSB: 113 N7A: 142 NBB: 34
N3A: 17 NSC: 138 N7B: 74 NBD: 6 N9: 162

TOTAL CABOOSSES: (not including work) 1,751

TOTAL CABOOSSES: (including work) 1,765

John Schodowski.

In 1900 a 20 year old inventor, Joshua Lionel Cowen, concealed a small electric motor and a battery under a simple wooden flat car and sent it traveling around a small circle of brass track. Unknowing to Mr. Cowen, this was the great beginning of Lionel Trains. Since he wanted his new device to dress up a store window, and perhaps even carry merchandise as it went around, Cowen didn't make his first "electric car" look much like a real train.

Instead of working with Harry Grant, he slapped together something resembling an open cigar box and wheels. The corners were dovetailed the wooded sides were stained red and bore the name "Electric Express" in gold letters. The primitive track consisted of metal strips set in wooded ties. The gauge between rails of the new train was 2 7/8". Dry cell batteries were used to power the car. There was no means of regulating the speed of the car.

"I sold my first railroad car not as a toy, mind you;" Cowen later explained, "but as something to attract attention to Ingersoll's windows." 2 This experiment was dubbed the first animated advertisement in New York, outside sandwich boards and live demonstrators. The first red and gold car sold for \$4.00. On the first day of sales with the new "wave" of advertisement it caught many an eye. One customer went into the store, not to buy the goods the "train" was advertising, but the train itself.

"Joshua L. Cowen, a small bustling choleric man of sixty-seven is perhaps the country's more progressive and farsighted railroader." A magnate of exceptional and refreshing immodesty, he considers his contributions to the industry at least as impressive as those of run-of-the-mill pioneers like James J. Hill and E. H. Harriman, and he feels that Robert R. Young, although

Lionel was not indifferent to the children of the war period, and they produced a cardboard train or "paper" train 12 along with the accessories, such as houses, etc. This particular sales effort was do to keep moral up at home, so that there would be a "train under the Christmas tree" each year.

After the war it was realized that Lionel had made quite a bit of money, from \$3.5 to \$7.2 million in 1943, just from government contracts. As a result of this disclosure the Navy made the company pay \$325,000 for "exceeding what the government determined were it's guidelines for legitimate profits." 13 This type of practice was not uncommon during the war years. Most businesses that had government contracts had to pay back something because of the ruling.

In 1943, Laurence Cowen applied to the United States Maritime Commission asking that Lionel be granted the Commission's "M" Award for Merit. This was for outstanding wartime production. On September 9, 1943, Lionel received the award. 14

After the war ended there was a great demand for realism. 15 Through modern technology, Lionel had reproduced the whistle sounds and the puffing sound and actual "smoke". The whistle effect could be created as the train

ent around the track and came upon "crossings" or stations.¹⁶ The "Smoke" effect came from either dropping small white pills into the engine or a liquid, usually into the smoke stack.¹⁷

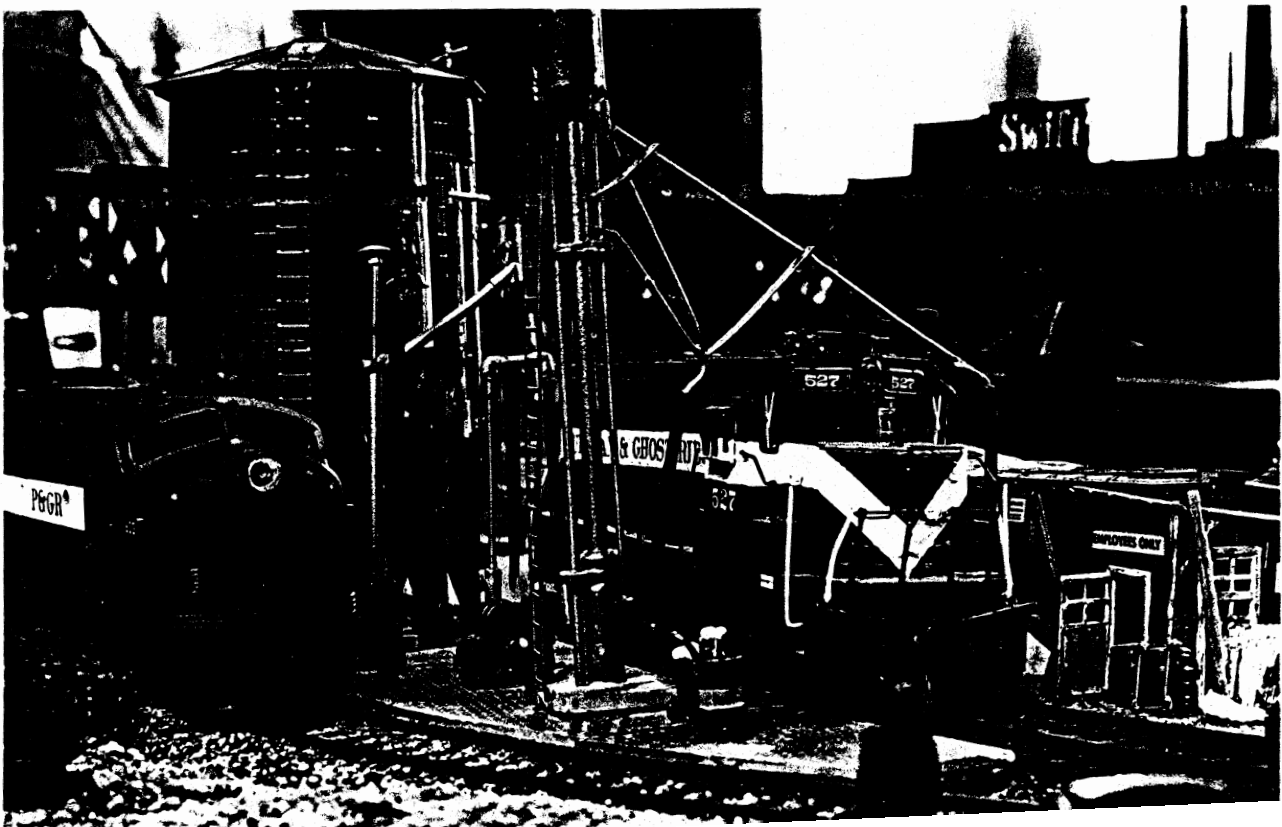
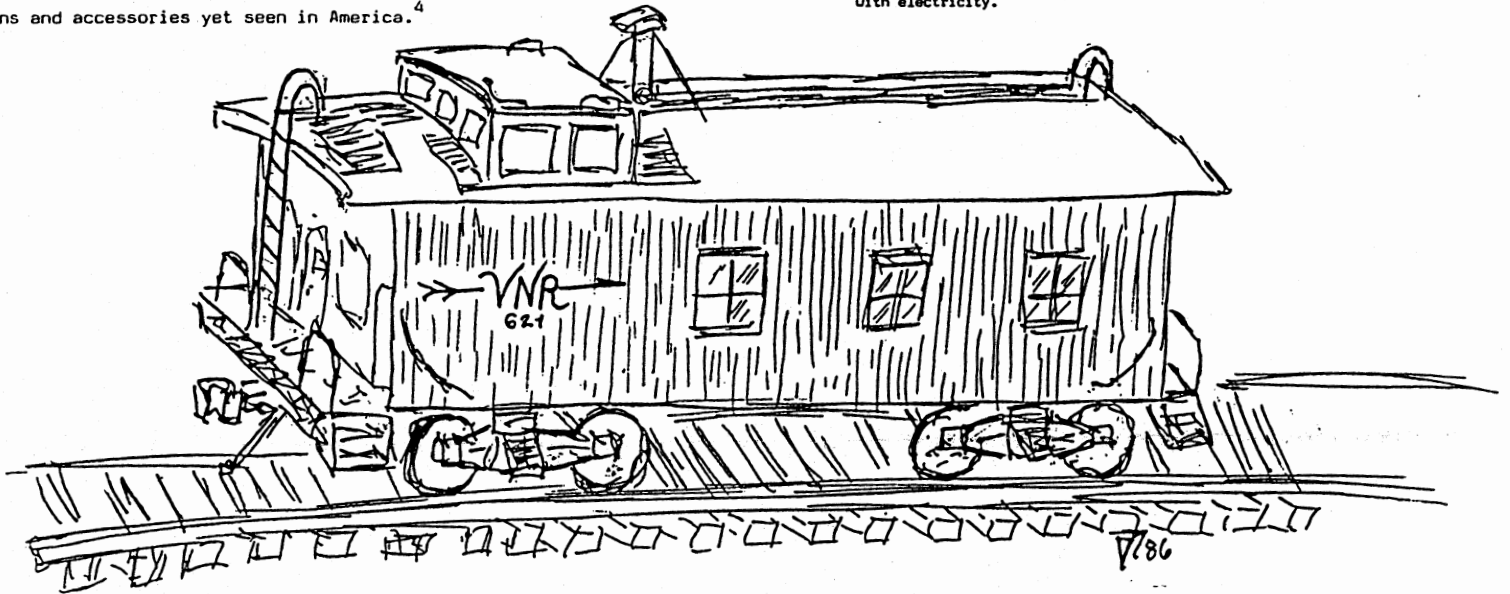
Lionel later developed 2 other scales - O27 and HO. O27 is almost the same gauge as "O", and cars from both sets can run on either track.¹⁸ HO gauge is smaller (almost 1/2 size of O27) and was made from 1957-1967.¹⁹ O gauge, whether Lionel or other brand is the most popular today, because of shooting in the right direction, is still pretty much an upstart. Cowen is (at 67) the Chairman of the Board of Lionel Trains."³

When Joshua Lionel Cowen was a boy, toy trains were simple and were pushed on the floor or powered by a wind up key, or even pulled on a string. After the first 20 years of the Lionel Corp, they produced the mightiest toy trains and accessories yet seen in America.⁴

Lionel had to develop some kind of a standard for their trains, which all toy trains soon followed. They used the track to work their gauge with. Cowen first train was 2 7/8" wide. This scale or gauge was used by the Lionel Corporation until 1906. Then the company started to use a smaller gauge to save money. This new gauge was called "Standard" gauge or "S" gauge. This "New scale" was 2 1/8" wide, but was advertised as 2". This gauge was used until 1939.⁵

Cowen produced his first known train catalog in 1902. It was no match for today's full color catalog. It was plain, with no color pictures and only a description with a small picture and price was displayed.⁶ In 1903 Cowen came out with the first Lionel car based on an actual railroad engine.

In 1912 transformers were offered in the catalog to control the speed of the trains. Before that "speed had to be controlled, by adding more cars or weights, subtracting dry cells or by inserting dangerous resistance bulbs into the circuit."⁷ Also the "multi-volt" transformer were introduced for homes new with electricity.⁸



FAMOUS NAMES FOR WELL KNOWN RAILROADS
FOR THEIR PASSENGER TRAINS
By John Huseby III

From the early days from when the Railroad's started passenger service on their main lines & branch lines there was the pride of the naming a curtain train, such as the Santa Fe, there famous train was the Super Chief, the Chicago & North Western's # 1 train was the "400". In the Hayday of the railroads passenger service between the 1900's to the 1950's there were many names.

Below is a list of the Railroads in order, and most of their most famous & traveled trains in the U.S.A. If you are trying to find a curtain name for your railroad, and you are trying to base your operations on, I hope this will help you!

Atchison, Topeka & Santa Fe

Tulsa
California Limited
Chief
El Capitan
X-Fare Deluxe-(A high paying Super Chief then)
Grand Canyon
Ranger
San Diegan
Conquistador
Kansas City Chief
Texas Chief
San Francisco Chief
Chicagoan
Kansas Cityan
Golden Gate
Super Chief/El Capitan
Scout
Oil Flyer
El Pasoan
Chicago-Kansas City Flyer
Vally Flyer

Atlantic Coast Line

Florida Special
The Champion
Gulf Coast Limited

Baltimore & Ohio

Capitol Limited
Cincinnati
Columbian
National Limited
Royal Blue
Shenandoah
Great Lakes
Diplomat
Baltimore Special
Ambassador

Boston & Maine

Alouette
Minuteman
Flying Yankee
Bar Harbor Express

Canadian National

The Continental
Ocean Limited

Canadian Pacific

Alouette
Canadian
The Mountaineer
Empress
Trans-Canada Limited

Central New Jersey

Blue Comet

Chesapeake & Ohio

Flying Virginian
George Washington
The Sportsman

Chicago, Burlington & Quincy

Pioneer Zepher
Kansas City Zepher
Burlington & Denver Zepher
Advance Texas Zepher
Buffalo Bill
California Zepher
Colorado Zepher
Texas Zepher

Continued next month, the next page of the List of Famous (and not so famous) Passenger trains.

A LETTER FROM YOUR EDITOR

I'm sure that most of you have a favorite railroad where you always watch trains. I am also sure that you have seen at one time or another, a train that had a locomotive from another railroad in the train's consist. If you wondered why, I'll tell you the reason.

There is a term that is called pool power. This is when one railroad, say the Union Pacific, has a Conrail locomotive in a train. The Conrail locomotive is a pool power unit. There are a couple of reasons for pool power. If a railroad borrowed some locomotives from another railroad, maybe because of a shortage of locomotives, they would pay the other railroad back in equal time with their locomotives.

Let me give you an example. Let's say that the Santa Fe was short on locomotives. They borrowed some Union Pacific locomotives and used them on S.F. trains. When the Santa Fe no longer needed the U.P. units, they returned them to U.P. Now, the Santa Fe owed the U.P. some horsepower hours, the amount that the U.P. units used up on the Santa Fe. The Santa Fe, would then in return, let the Union Pacific use some Santa Fe locomotives until the hours they were used were equal.

Another reason is that some railroads have main lines that connect and they have trains that go over both railroads. Like the Union Pacific and Chicago & Northwestern. The C&NW's main line goes from Chicago to Omaha, Neb. Then the Union Pacific main line goes on to Ogden, Utah. This is one of the busiest main lines in North America. The two railroads save some time and money by using each other's locomotives on trains traveling over the entire system.

Now then, why am I telling you all this? Well, there is a very good reason. Those of you who have your own model railroad, may have friends who also may have their own railroad. You could get some of your friends' locomotives and rolling stock (if you are in the same scale) running off your railroad. It is a lot of fun! My railroad, The Railroad System Railway, connects with other members layouts (this is in our imagination!) and I have some of their locomotives and freight cars on my layout. I have a locomotive and a few freight cars for the Spooner Central, the TAMR's President's layout, Stan Ujka. I also have a locomotive and some cars for Dee Gilbert's layout, the Gilbert Family Lines. Yes, I know, both of those guys are in N scale!! Well, I had to make my own units and cars!!!

Well, nothing new for this issue. Next issue we will have a list of upcoming events for the year and other things.

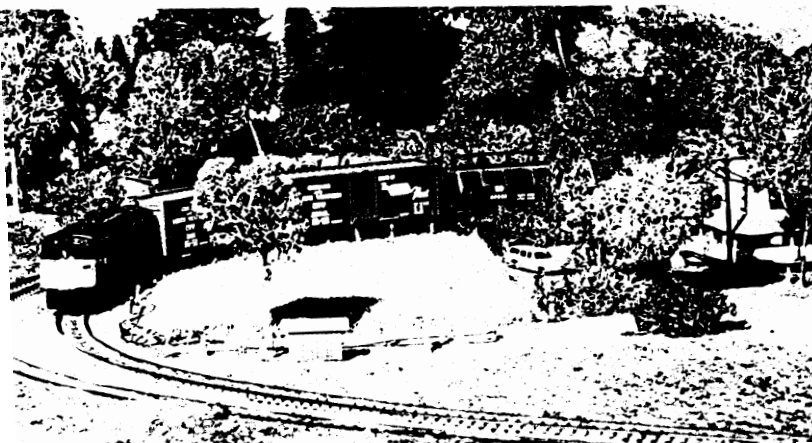
NEWS FLASH*** Dee Gilbert, who lives along the Indiana Harbor Belt saw some brand new EMD locomotives that have come out of EMD's LaGrange plant. He has spotted some SD60's for both Union Pacific and Norfolk Southern. And some of the Southern Pacific's GP60's, too. Those of you who live by these Railroads--keep your eyes open!!!

I hope you like this issue. The reason for the last issue having the number 232-233 and this issue having 233, is: we were going to have double issues, but we are going to have the regular one issue a month again.

So with that, I am going to sign off for now--with one last word. I WANT ALL MEMBERS TO WRITE AN ARTICLE FOR THE HOTBOX. It's fun and it's easy to do. If you like to draw, then send in your best! We like to put in drawings that members have done of trains and other railroad related drawings. So don't delay, send us an article or picture or drawing. The HOTBOX can always use a new young writer sending in a great article to print!

See you next month,

Dave



Wow!, here's a real treat, an old F-unit on the point of a Spooner central train on Stan Ujka's layout.

Photo by Mark K.

GFL

"THE RAILFAN'S DELIGHT"

SANTA FE & SHERIDAN GULF RAILROAD

John Husbey III
311 Lunar Dr.
Round Lake, IL.
60073

During the past few years our Railroad has gone through a lot of changes. Track improvements have been our major objective at the time. The growth of business in the towns of McPherson and Blockton has brought our tri-weekly local new car loads on our Sheridan-Hillsboro, Ks Branch, shared with the Great Northern, who has partly merged with the SF-SG Railway. The farmers have been having Super grain crops to fill the co-op elevators full to the brime. This upswing of grain to handel the extra business. Our super maintained main line through Great Bend-Sheridan, Ks see's 10 scheduled passenger and freight trains daily. Our coal mines at Silver-ton has made a lot of revenue for the SFSG with a daily coal drag. More on our operations in our news bulletin. Ship and travel Santa Fe & Sheridan Gulf!

- Sc - SPOONER CENTRAL - Sc -
Addison, Ill ; 60101

The Spooner Central has acquired five ex-Conrail GP 38-2's. These units will guarantee dependable service over our expanded route. Our mainline between Duluth and Minneapolis has been upgraded to 25 mph. For freight moving in the upper midwest, ship it Spooner Central!

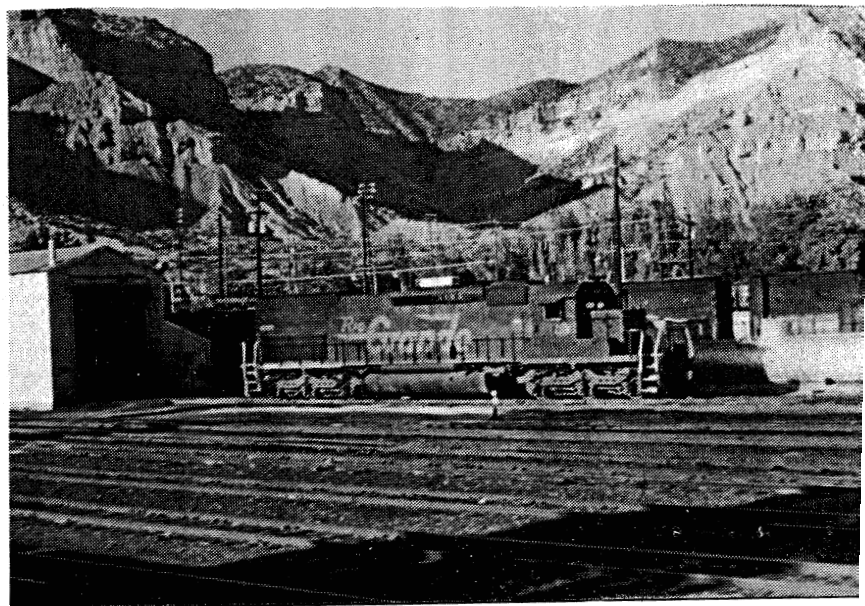
VIDEO IN VHS

"Railroads From Across The Midwest And West". Mixture of Amtrak, ATSF, BN, C&NW, D&RGW, EJ&E Milwaukee, SOO, UP and much more. Also; Weber Canyon, Joint line and Tennessee Pass Action! In full color and sound. \$24.95 105 mtns. Check or money order payable to: John Husbey III
Say you saw my ad in the 311 Lunar Dr.
HOTBOX ! If I have a good Round Lake, IL.
future, I will be offering a 60073
video on TAMR members layouts called the
"TAMR Layout Tour!"

← C&NW SD60's photo
by Stan Ujka.

← Santa Fe Train speeding
through texas, Photo by
Tom Harris- Collection of
Dave C.

← Rio Grande "Tunnel Motor"
photo by Dave C.



PIKE ADS

Take advantage of the HOTBOX's service for TAMR members. Here is your chance to tell others about your Railroad, your modeling efforts or your pike 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, or tongue-in-cheek or even foot-in-mouth. Funny or dead serious, that's your choice. It makes for very 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 for free. Headers can be no longer than 1½ inches by 4 inches long. You can work up the header yourself (black ink on white paper only) or we will prepare one to your specifications for a one time fee of \$ 1,465,689.46 (Just kidding,) it will cost you one dollar. All pike ads should be submitted to the editor with payment. No ad will be printed without payment. Please make checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a particular issue, please try to send it well in advance. So, don't delay, send in a pike as today!

ON DAH POINT

A nice drawing done by Craig Drake of a quiet railroad setting shattered by the passing of two trains. A nice drawing for the Hotbox Cover.

TAMR HOTBOX

P.O. Box 265
Grant Park, Il. 60940

The magazine of the Teenage Model Railroaders



FIRST CLASS MAIL

