

T.A.M.R.

HOTBOX

JANUARY 1990 *4*

In this issue:

UNDER NEW MANAGEMENT!!

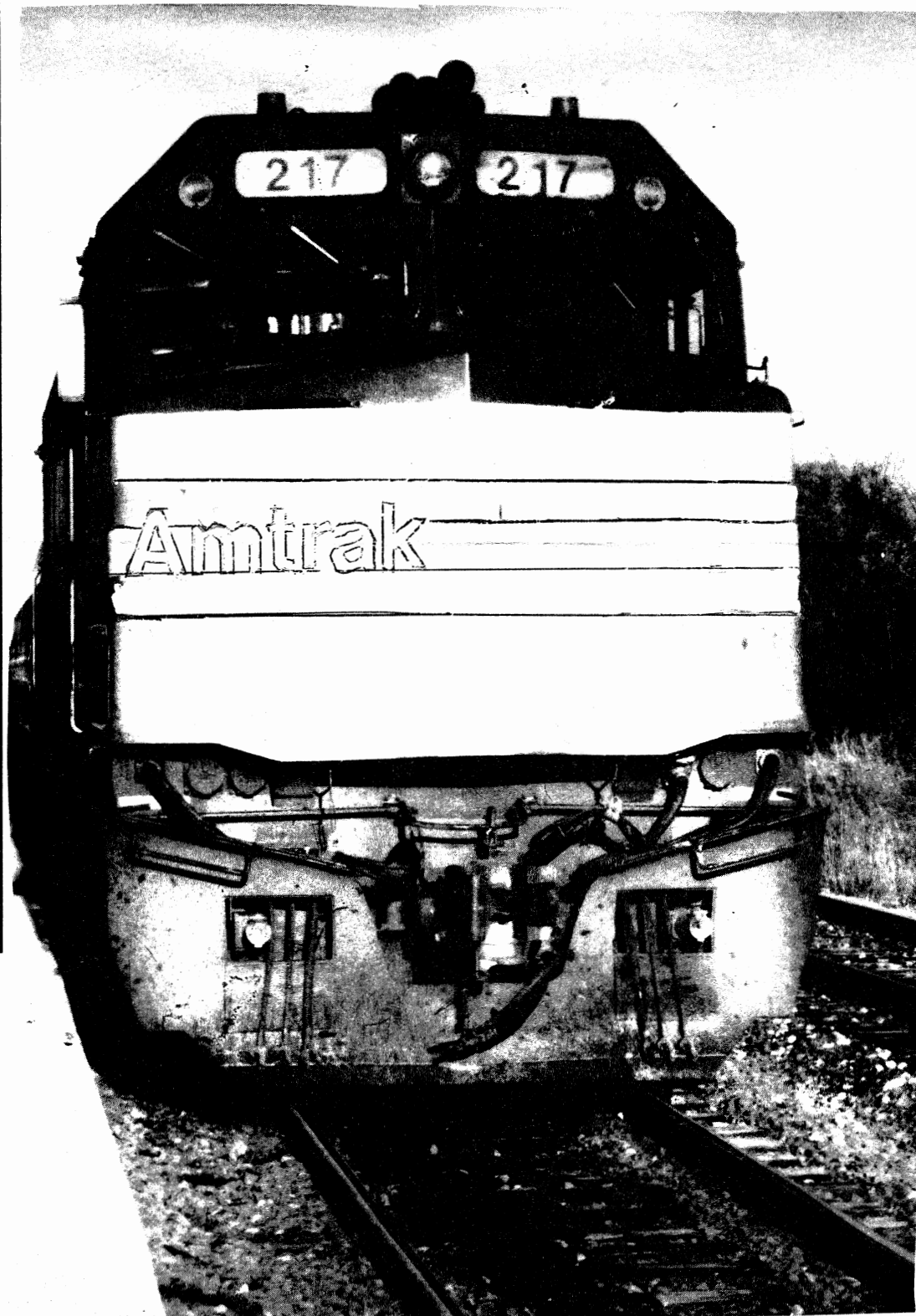
Meet the new staff!!

Alanson & Petoskey RR; an easy-to-model tourist hauler.

We'll introduce you to White Rock R.R.

An update on the TAMR Central Region Modular Layout.

Plus more!!!

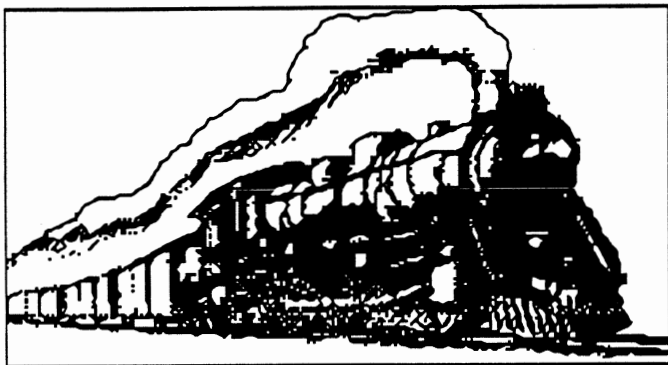


POWER.

POWER TO SURVIVE, BUILD, AND PROSPER.
IT'S ALL IN BLACK AND WHITE.

*NORFOLK SOUTHERN
RED RIVER DIVISION*





BILL OF LADING

The Alanson and Petoskey Railroad

This small tourist hauler uses former Michigan Northern track and is easy to model.

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Introduction to White Rock

This is the layout of our modeling tips editor Roger Balwinski and will be used often to demonstrate techniques.

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Centrak: The Beginning.

The saga of the Central Region's Modular layout begins....

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The Pittsburgh, Marietta, & Ironton R.R.

Part one of the HOTBOX's tour of this O scale layout.

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SECTION BOARD:

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On the Cover:

When private enterprise could no longer handle the burden of running passenger trains the government stepped in and created Amtrak. Representing this corporation in Dearborn, MI on March 27, 1990 is one of Amtrak's F40PHs, number 217.

Photo by Peter Schierloh

HOTBOX
Official Publication of the
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of Model Railroaders

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OVERSEAS(outside N.America).....	\$20.00
SUSTAINING (Regular and Association)	
.....	\$20.00

Please address all renewals, membership applications, address changes, and complaints of non-receipt of TAMR publications to the TAMR Secretary.

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Louisville, KY 40207

All other TAMR/HOTBOX business, except where specifically noted, is handled by the Editor(s). Please address all comments/complaints, articles, photos, etc. to one of the editors.

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"All the news we get, we print"

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SUBMISSION GUIDELINES

STYLE, CONTENT- Your own writing style is fine with us; remember, you are among friends. Grammar trouble? Let the editor's worry about that. The ideas are what's important. As for the content, we will accept anything on modeling, painting, scenery, electronics, layouts, and the prototype. Make sure the subject is interesting to most readers.

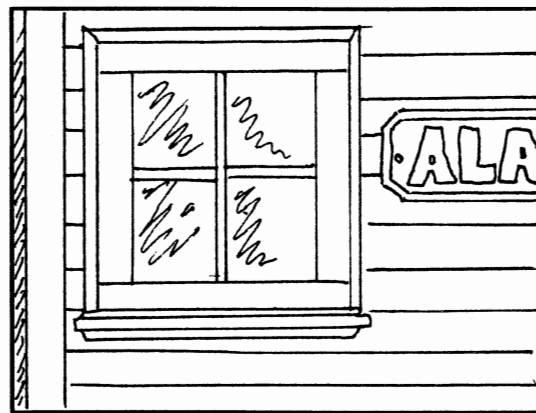
TYPING- All HOTBOX copy is typeset on a computer, so typing is not required. But typing will save the eyes of the editors. If you can't type your article, print it (double-spaced) on lined paper.

ARTWORK- Black ink is preferred but not required. If you send copies please send two. Any artwork or prototype drawings that is to accompany an article can be done by the HOTBOX Staff.

PHOTOGRAPHS- Black and White prints preferred (Color OK), glossy finish, no larger than 8" x 10", no smaller than 2" x 2". Negatives may be needed. All photos must be accompanied by caption material, especially cover material.

The Alanson and Petoskey

A & P



As America's railways tried to cut costs and increase profits, several large Class 1 railways began shedding off less profitable branch lines. In some cases these branch lines were sold to shortlines and regionals, but more often they were simply abandoned. Some of these lines, however, were preserved, usually because of the line's scenic qualities. In order to pay the bills these tiny short lines began running tourist trains. Thus the tourist railway was born.

INSPIRATION

There are some very famous tourist railways in the US; the Durango & Silverton, Stratsburg R.R., and the Cass County R.R. However, there are hundreds of "back alley" tourist lines in existence; tell me, how many people have heard of the Toledo, Angola, & Western?

These "back alley" tourist railways are usually three to ten miles in length and the track is generally in a bad to worse condition. The rolling stock these railways use is usually in a sub-par condition also. Because of these conditions the "back alley" railways were sometimes short-lived.

The "back alley" railway that is featured in this article is one of the last remaining parts of the now-defunct Michigan Northern (ex-PC, PRR.). The

Alanson and Petoskey runs north of the city of Petoskey until it reaches the village of Alanson, the trip is about 10+ in length and takes a half hour to travel one way.

For motive power the A&P employs a former SOO LINE NW-1, which was used as ferry pilot for the Mackinac rialway ferry; just a few miles up the line. The A&P employs the idler flat cars used for SOO ferry service and uses a old 40' boxcar for a billboard. The flat cars have been re-worked to carry tourist in the open air. To provide a haven for passengers on a rainy day, the A&P re-worked a Harriman Commuter Coach so that it resembled a observation car. And like any tourist railway the A&P has a collection of two cabooses: one is in regular service, the other is on blocks near the railways terminus.

THE MODEL

The reason I chose a "back alley" railway like the A&P is that I didn't want a scene that engulfed the entire layout. The A&P is only supposed to involve a small corner of a person's layout: enough space for a station, a section of track for a tourist train to park, and an old caboose to spend it's twilight years.

SCENERY

The condition of the landscape

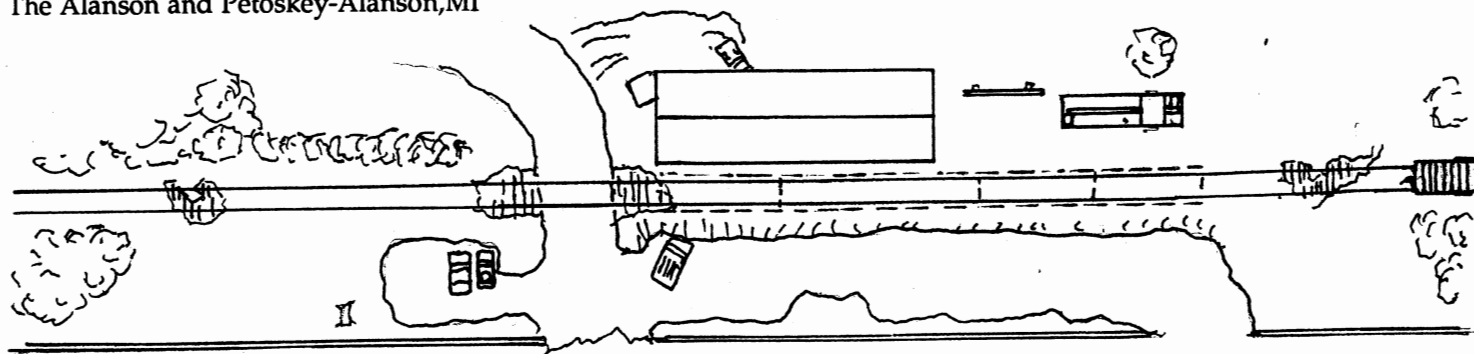
around the station area is dependent on your layout: whether it Arizona or Nebraska. The prototype A&P's track is usually fighting back an onslaught fast growing weeds and even trees! That's northern Michigan for you! So I recommend a combination of Woodland Scenics fine turf, leaning towards the light green side, the farther you get from the track the darker the grass should become. If your railroad is located in Arizona, you would do almost the opposite. The track itself should be code 73 and laid directly to the sub-roadbed (no cork).

The A&P uses the old Alanson Depot to sell tickets and control the railway's happenings. There isn't any commercial models available of this station, however the Atlas station that is so often seen would fit the part perfectly. The Alanson depot is painted white with a gray shingled roof.

Next to the station is a caboose used mainly for storage, this can be portrayed by an Athearn 34' cupola caboose. This caboose is painted bright red with white trim, and is currently lying on the ground with no trucks.

If you look at figure 1 you will see the plan view of the prototype station and the surrounding. Figure 2 illustrates one possible way of laying out this scene on a HO Scale layout.

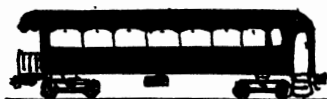
Figure 1
The Alanson and Petoskey-Alanson,MI



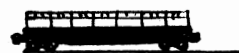
Equipment of the A&P



A&P NW-1 8419
Red, with Yellow lettering
Model Power SW-1
Cat #490-6823



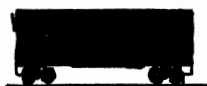
A&P Harriman Conversion
Red with black roof & underbody
Model Power 67' Harriman Observation
Cat #490-9900



A&P Flatcars
Red, with black under body.
Athearn 40' flatcar
Cat#140-1349



A&P Caboose
Red, with black under body
Athearn 34' Cupola
Cat#140-1249



A&P Boxcar
Yellow with Black door and Underbody
Athearn 40' Boxcar
Cat#140-1200

MOTIVE POWER

The motive power for the A&P is simple: A Model Power SW-1 is a dead-ringer for the A&P's NW-1. The locomotive is painted bright red with yellow lettering. The type used for the lettering is called Helvetica Bold Oblique. To find out about making decals for the A&P consult the end of this article.

ROLLING STOCK

The A&P has acquired several odd pieces of rolling stock from the former MN. This includes two Harriman coaches, two flat cars, and a 40' boxcar. The A&P has also acquired a transfer caboose lettered for NW and two regular cabooses from other sources.

Of the two Harriman cars only one has been rebuilt, the other is used for storage and a target for local deer hunters. The rebuilt car is bright red with a black roof. Below the window sills of this car is wood paneling, and the underbody is painted black.

Both of the A&P's flat cars have been modified to accomodate passengers, however only one is used on a regular basis. The flat cars are painted bright red (All the cars used are the same color.) and have a black underbody. The seating arrangements for this car consist of a single row of benches facing out down the center of car. The railway has modified the flatcar's stakes so that they make a railing around the car's occupants.

A caboose is also used during regular service, and is painted the same color scheme as the rest of the train.

The only odd-ball in the bunch is the A&P's 40' Boxcar, it is painted a bright yellow, and when I say bright, I mean this thing glows! The cars doors, however, are painted black along with it's underside. On both sides there is a intricate logo of the Little Traverse Bay Scenic Railway, which is now defunct.

Modeling the A&P's rolling stock is

fairly simple. I have provided a chart above which identifies each car, describes it's color scheme, and provides the name, manufacturer, and Walthers catalog number for an equivalent HO scale model. I have provided two possibilities for almost every car so you can chose to strictly follow the prototype or fit your budget.

Well, that's all folks, I hope you are successful at completing your own rendition of the Alanson & Petoskey.

DECALS FOR THE ALANSON AND PETOSKEY

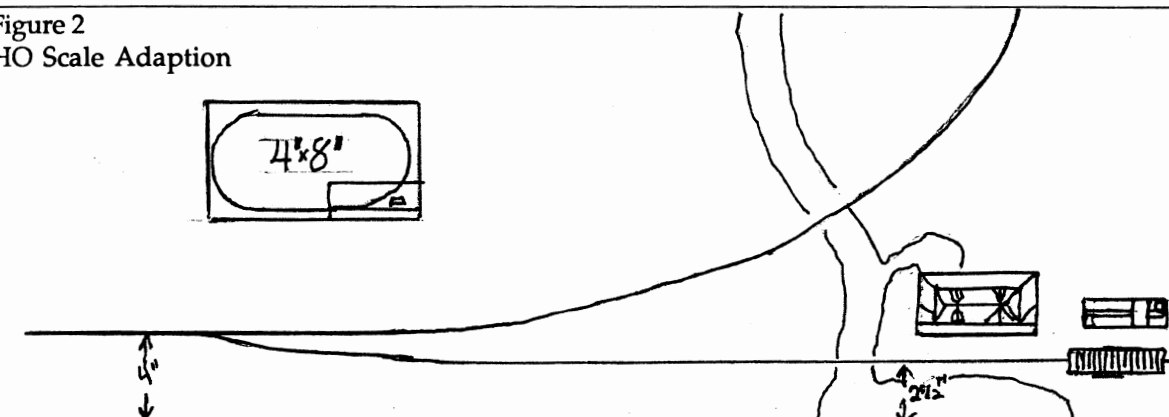
**ALANSON &
PETOSKEY**
**ALANSON &
PETOSKEY**

HO scale.

8419 8419

The A&P has only lettered it's NW-1, the lettering above can be sent to a decal maker (look in MR) or photocopied onto Walthers Decal paper.

Figure 2
HO Scale Adaption





A DAY IN THE LIFE OF

WHITE ROCK.

WELCOME TO WHITE ROCK.

To assist everyone in their modeling expeditions the HOTBOX is starting a regular Modeling Tips feature. Most of the techniques described in the following months were learned by the construction of The White Rock Railway. White Rock is the layout of Roger Balwinski, the Hotbox's Modeling Tips Editor. In this article Roger will briefly describe the layout and offer a few suggestions.

- Peter Schierloh

White Rock is a fictitious city along the main line of the Santa Fe railroad in Arizona. Two main tracks pass through a mountain into a city built in the 1950's with modern growth into the 1990's. The town consists of two main roads with a river and a few homes. After the passenger line stops at the train station, it heads on to other locations. After the freight line passes through the city it comes upon a yard consisting of three sidings for storing and unloading freight cars. A little past the siding, the line passes a turnout for a decked turntable with a roundhouse and a spur for engine repair work. After that turnout, the freight line leaves the area.

At least that's the way I plan it to look when it's done. The White Rock will be a new feature in the HOTBOX.

It will contain tips on how to do certain things to comments and notes on how the layout is coming along. That's right, all this stuff is a dream that has just been started, and will be featured here monthly. If I give you a tip and you think you have a better way, write me and I will put it in this article. If you d want to write, see the address at the end of the feature.

White Rock, the layout, has been started, the bench work is half done and the track, for the most part, has been laid. Usaully I will give "how to" tips every month based on what I have learned, but this month I will give a "how not to" tip. What I am talking about is my bench work; currently it resembles several pieces of plywood carefully balanced on free standing 2*4's. If you want advice on doing bench work, ask someone else, do not take my advice on it. To put it in simple terms on how to build bench

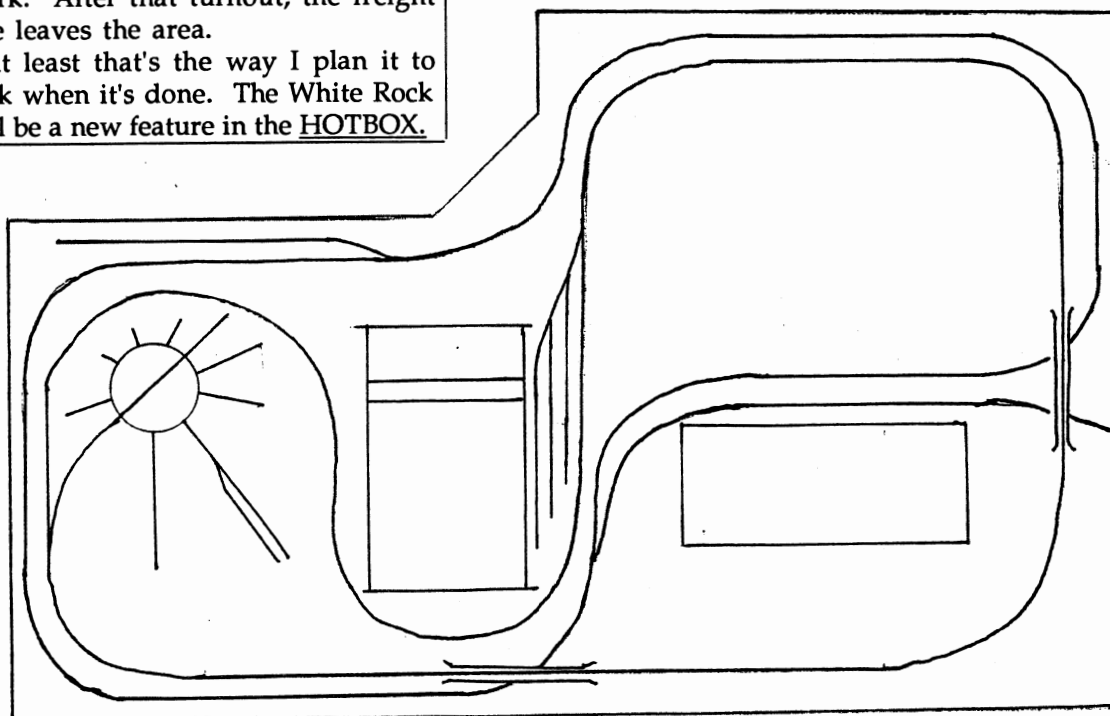
work, I quote Peter Schierloh, Editor of the HOTBOX, "Your bench work should be able to support a truck!" And his bench work probably could hold a truck. So when I say my bench work is half done, I mean I will go back and improve it later.

My layout will all be controllable from one point. This means complex wiring and switches Here is how I plan for my track layout to look below. Each month I hope to show you more details on the plan as the project are done.

See you next month when I bring you the next installment of "A Day in the Life of White Rock" ○

Send tips to:

Roger Balwinski
8622 Riverdale
Dearborn Hts, MI 48127



DRAFT PLAIN #1
WHITE ROCK R.R.
TRACK PLAN

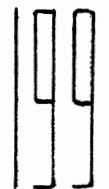
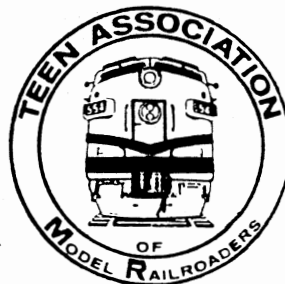
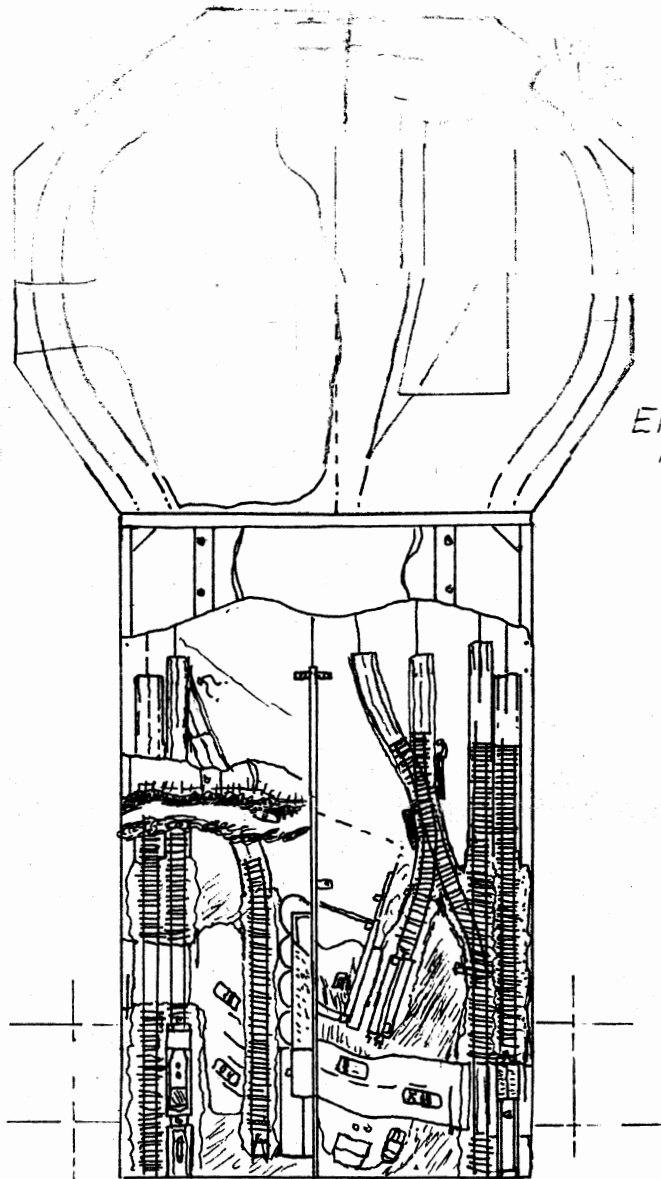
CENTRAK: THE BEGINNING

The rapidly growing Central Region has now formed a HO Scale modular to be set up at shows and at the Teen Association of Model Railroading National Convention. Currently, there are four people involved in the production of the dog bone shaped modular. Peter Schierloh, the Editor of the HOTBOX and the Central Region's PILOT, is the one who launched this project and also is building the two end pieces, each containing two parts, of the dog bone. The middle sections will be four, five, or six feet long and all will be 3 feet wide. The completed layout will contain two separate lines and numerous sidings. The Central Region members involved in the project are: Peter Schierloh, Roger Balwinski, Phil Michaels, Gabriel Sawhney. Soon the Central region plans to add Matt Kirchnfur to the list if he becomes a member of the TAMR. Anyone else in the Central Region interested in building another section of the modular to make it larger can contact Peter with the address listed on the Bill of Lading page.

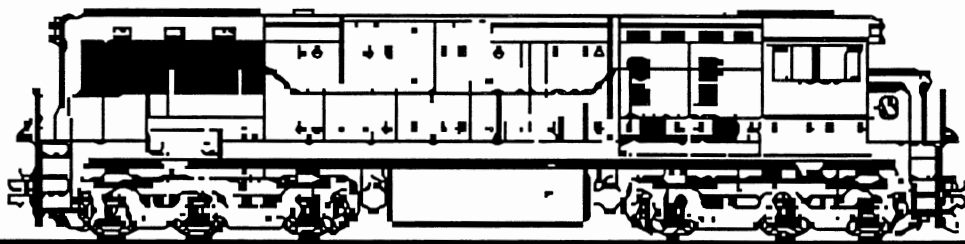
We shall report the progress of Cen-trak lines in the HOTBOX in addition to train shows the layout will be set up at when completed.

Gracefully submmited by:

Roger A. Balwinski



The Pittsburgh, Marietta, & Ironton R.R.



Hello TAMR members. My name is Zachery Gooch. I'm from Bellaire, Ohio, a boom to bust city on the Ohio River near wheeling, West Virginia. I'm 14 years old and have been model railroading for about two years now. You may have noticed in the TAMR Directory that I'm one of the few O-gaugers (Tin-plate). Don't think that just because my trains run on three rail track that I don't care about details. Dependable operation is the first thing I look for in O-gauge trains, but I buy the most realistic and scale equipment I can afford. I have created my

own freelance railroad: The Pittsburgh, Marietta, & Ironton Railroad.

INSPIRATION

My favorite railroad is the CSX, but I also like the Appalachian coal-haulers of the past, such as the Chessie System, Norfolk Western, and Virginian as they were before the formation of mega-railroads. I currently model the CSX, but when I recently got into freelancing, I decided to create my own railroad. After reading about succesful regionals like the Wisconsin Central and the

new Wheeling & Lake Erie, I decided upon a mid-sized regional spin-off following the Ohio River Valley from Pittsburgh to Ironton, Ohio. With many older diesels operating long hood forward and hauling the railroad's primary traffic of coal, the regional will resmbles a mini-N&W. Thus, the P,M,&I was born.

NEXT TIME

In the next issue of the HOTBOX I will conclude the story of the P,M,&I. I will also introduce you to the history of the P,M,&I. See you then!



Wallaby Rails.....

800 gallons
on # 2, please.



TRAIN ORDERS

SURVIVORS....

We'll, I could have "maked believed" that I expected this issue to come out in January, but by the time I typed this editorial into the Mac I knew that I had missed the deadline. Sorry about that folks.

Let me tell you a little about me; I live in Dearborn, MI a very old suburb of Detroit. Dearborn shares a border with Detroit; a city that gave the world GM, Ford, Chrysler, Madonna, Ty Cobb, and Jimmy Hoffa. Detroit, however, is also noted for it's landscape, which resembles Hiroshima after they dropped the "Bomb".

In Detroit the survivor wins, everybody else loses. The

TAMR is not a survivor, because its members, you, are not survivors. And yes, while there are some members out there that do a lot for this club, there are even more members that don't do diddly-di-di. The active members in this club are the survivors, the rest of you are the losers. What are you?

If you are a loser don't stay that way, participation is what this club is all about. The more you get involved, the more fun you have, the better chance you have of being a survivor, the better chance the TAMR has of being a survivor.

If you don't know what you can do to get involved, try contacting you Regional Rep. He or she should have a few ideas, and if you don't know who your regional rep. is, then contact Matt Heimann and find out. There are thing happening in this club it's just that they're not happening everywhere. The Central Region is already half-way in the process of making its own modular railway, and I'm sure it won't take very much for another region to do the same.

But remember: This club needs to be a survivor, so you have to be a survivor. If you lose we all lose, so get invovled, and do something for the TAMR.


PETER SCHIERLOH
HOTBOX EDITOR

"Scraps", a diehard, and aropriately named, Alco fan expresses his personnal opinion of one of C&NW's new SD-60's.

