

TEEN ASSOCIATION OF MODEL RAILROADERS

HOTBOX

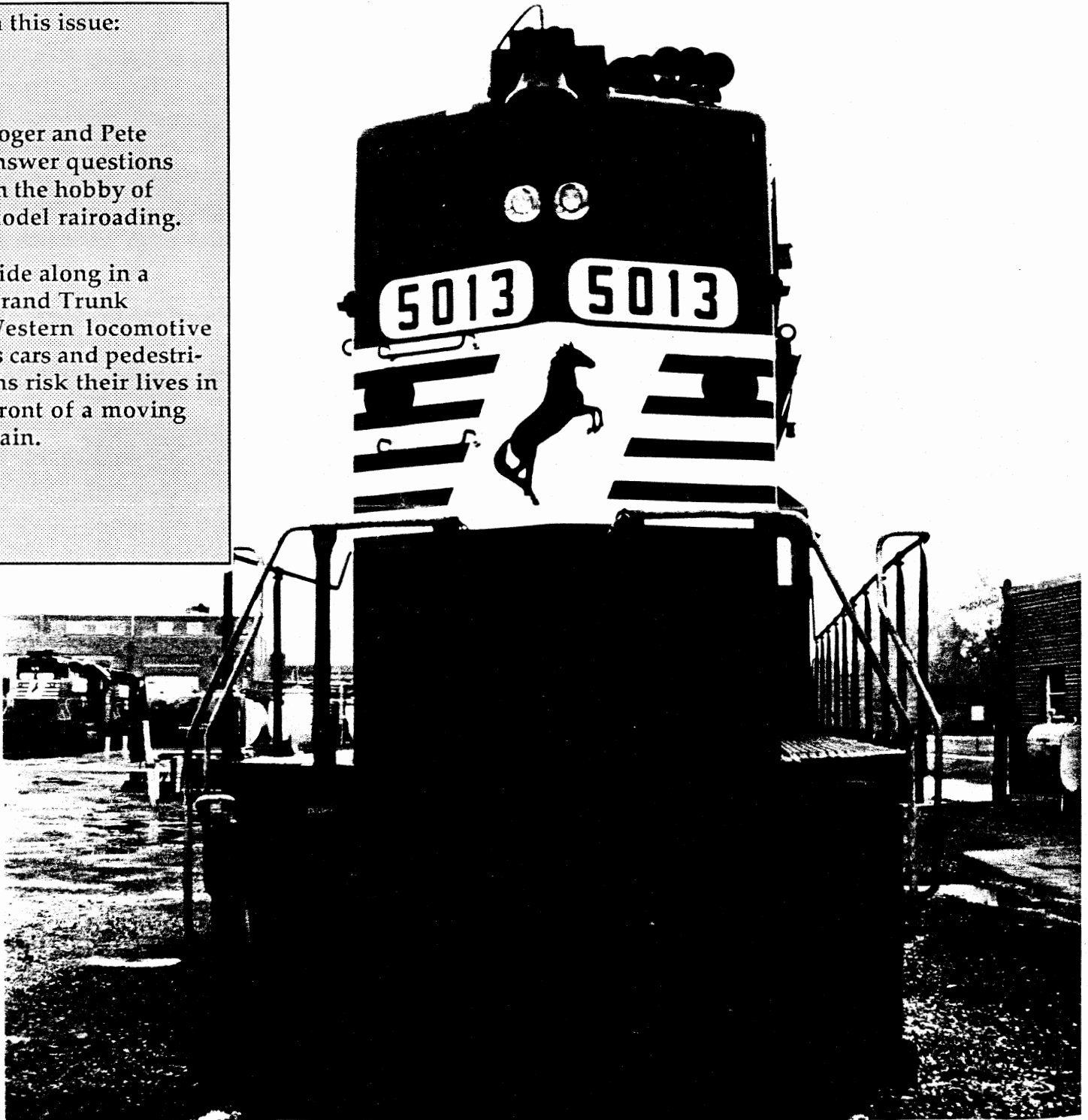
MARCH 1991

ISSUE #262

In this issue:

Roger and Pete
answer questions
on the hobby of
model railroading.

Ride along in a
Grand Trunk
Western locomotive
as cars and pedestri-
ans risk their lives in
front of a moving
train.



PLUS:

IMPORTANT INFORMATION ON THE 1991 CONVENTION!

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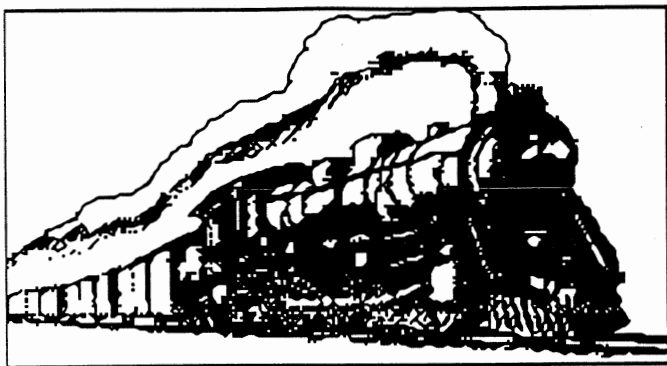
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BILL OF LADING

THE TRAIN GAME

Read about the stupidity of drivers and pedestrians as a Detroit Free Press writer travels the rails in a GTW locomotive.

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Train Talk with Roger and Pete

The Farside of Modelrailroading as thru the eyes of writers Roger Balwinski and Peter Schierloh.

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MOTOR CITY NEWS

IMPORTANT INFORMATION ON THE TAMR
1991 CONVENTION

Insert

SECTION BOARD:

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Submission guidelines.....pg.3
Club informationpg.3

On the Cover:

Yeah, yeah, I know everyone is getting sick of Norfolk Soutern, but hey, nobody's given me any other photographs to print. Anyhow, this photograph of NS 5013 was taken at NS's yard in Fort Wayne, Indiana.

Photo by Peter Schierloh

HOTBOX
Official Publication of the
Teen Association
of Model Railroaders

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ASSOCIATE(21 and up).....\$18.00
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.

TAMR Secretary
Roger Balwinski
8622 Rverdale St.
Dearborn Heights, MI 48127

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.

Publication Editor
Peter Schierloh
22463 Edison St.
Dearborn, MI 48124

EXTRA BOARD

"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 editors 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"10", no smaller than 2"2". Negatives may be needed. All photos must be accompanied by caption material, especially cover material.

THE TRAIN GAME

Motorists, Pedestrians bet their lives

By Mike Williams Detroit Free Press Staff Writer

Reprinted with permission from the Detroit Free Press paper. Article first ran on April 1, 1991.

The 5,000-ton train rumbling toward Allen Road could have been a 5-pound electric Lionel for all the attention it got.

The first five automobiles cruised past the crossing's flashing red lights without slowing down. The next nine braked slightly.

The train's 100-decibel horn belled, and eight more sped through, the last nine of them 9 seconds ahead of the train.

"That wasn't even close," said Bob Lane, the Grand Trunk Western Railroad engineer driving the train. "There've been times I've lost sight of them in front of the engine."

And there are times when the sound of grinding metal tells the engineer that a car, and probably the people in it, is being torn apart.

The last week in January was the deadliest week for train-vehicle crashes in Michigan in at least 15 years. Five people died in three accidents in which vehicles either ignored warning lights or drove around crossing gates.

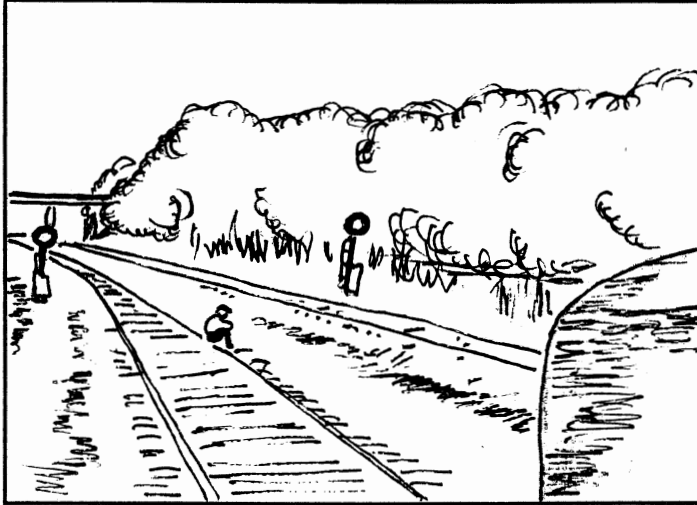
Through carelessness or design, people play deadly games of "beat the train" every day in front of almost every train that moves in Michigan, railroad workers say.

There were 227 train-vehicle collisions in Michigan in 1990. Eighteen people died and 93 were injured.

The disturbing reality of railroad life for engineers is that most of them have collisions, and there is rarely anything they can do about it.

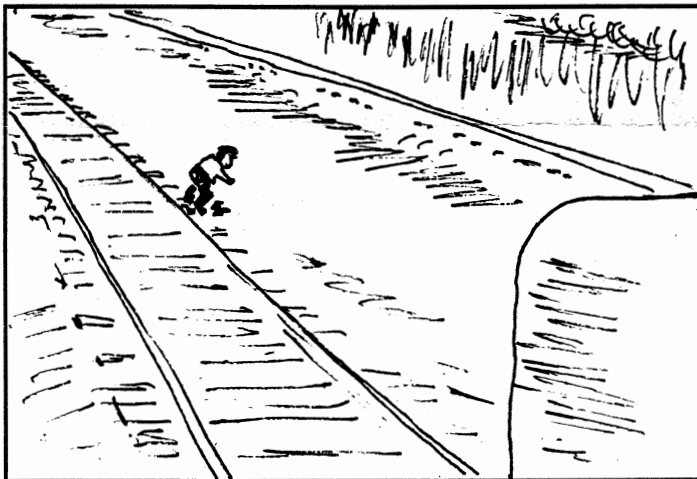
Over his 20-year career, Lane has been involved in six accidents, four with fatalities. It's not considered a bad record, but it haunts him just the same.

On a recent run by Grand Trunk Train 439 from Flat Rock to Pontiac, a Free



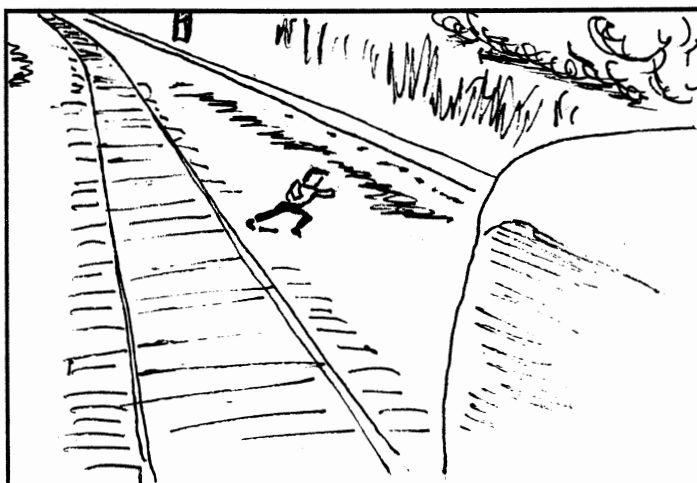
GAME BEGINS

A BOY SITS ON THE TRACK AS A TRAIN RUSHES TOWARD HIM IN BIRMINGHAM



COMING CLOSER

HE STARTS TO GET OUT OF THE WAY. THE ENGINEER THINKS HE'S PROBABLY PLAYING CHICKEN.



JUST IN TIME

THIS TIME, HE'S LUCKY. HE GOT AWAY 2.2 SECONDS BEFORE THE TRAIN WOULD HAVE HIT HIM.

Press reporter and photographer rode along to witness the phenomenon.

Allen Road was the second crossing out of the station. After the third crossing at Fort Street, where 10 cars whisked through the flashing red lights, the question was no longer: Do people do it? It was: Would any get hit?

The 439 had been doing 10 m.p.h. at Allen and Fort. No one crossed in front of it as it picked up speed through Trenton. At Sibley Road in Riverview, one car sped across. At Pennsylvania Avenue, there were three.

Coming up on Oak Street in Wyandotte, the train was doing 40 m.p.h. An elderly man and woman strolled nonchalantly onto the rails. They cleared the tracks with 3 seconds to spare.

"I've actually had pedestrians walk into the side of the train. ...It's like they're in another world," said, Lane, 43.

It's something engineers can do almost nothing about.

"You're just so helpless. You can't swerve. You can't stop," Lane said. "You see school buses trying to beat you and you think, 'No, not that.'"

"I don't know what it is about people, but when they see a train they either want to beat it, or stand right next to the tracks watching it, or throw rocks at you."

"I've seen a lot of people playing chicken with trains. ... They think they can estimate the speed, but they're usually wrong. They usually underestimate it," Leibowitz said.

The way tracks, ties, telephone poles, and the train stretch into the distance makes people think a train is farther away than it really is, Leibowitz said. Also, objects coming head-on appear to be moving slower than they would if they were traveling across the field of view.

A train's size doesn't help, either.

"Go to an airport. The big jets seem to be hanging in the air and the small ones look fast, even though their speeds are approximately the same," Leibowitz said.

It all adds up to a recipe for bad decisions.

"When there are survivors, they usually say, 'I thought I had enough

time,' " Leibowitz said.

A 20-year-old railroad-and government-sponsored program called Operation Lifesaver has lobbied, with some success, for improved crossing control and greater public safety awareness. In Michigan and the nation, accident and death figures have declined.

Too many people expect trains to handle like cars, railroad workers say.

"People think a train can slow down. It can't. It just weighs too much," said Larry Beckon, coordinator of Michigan Operation Lifesaver.

A 100-car train doing 50 m.p.h. needs more than a mile to stop, Beckon said.

The 439 is hauling 46 cars and doing 45 m.p.h. north of Maple Road in Birmingham when some teenagers walk across the tracks. Suddenly one of them plops onto a rail and sits, watching the train.

Five seconds go by. Ten seconds. He waves.

Probably playing chicken, Lane thinks. Probably just showing off.

But what if he's not? And what if he is, but jumps up too late?

A familiar feeling of helplessness is twisting Lane's stomach. His hand is rock hard on the emergency brake handle even though he knows the time for pulling it was past before the boy sat down.

An emergency brake would delay the impact less than a second -- not much help for the boy and maybe even death for the other kids because the train could derail.

The boy jumps up, 2.2 seconds ahead of the train.

Lane has seen that kind of recklessness too often to be surprised.

But the tension lingers, alongside memories of accidents that started out the same way.

One of them was at Oakland Avenue in Highland Park last year. Two cars ran a gate and then, from way back in a line of waiting vehicles, a third pulled out and headed for the gate with a fourth car following.

The third car cleared the tracks just ahead of the train.

"The fourth guy just followed that one around the gates. ... He pulled out

nice and easy, no speed on him. I remember him looking up at me, like, 'What are you doing here?'" Lane said.

"We caught him broadside."

Lane takes his hand off the brake and talks about the relaxing in his spare time by piloting a single engine Cessna airplane. He laughs at a suggestion that flying is anywhere near as dangerous as driving a train.

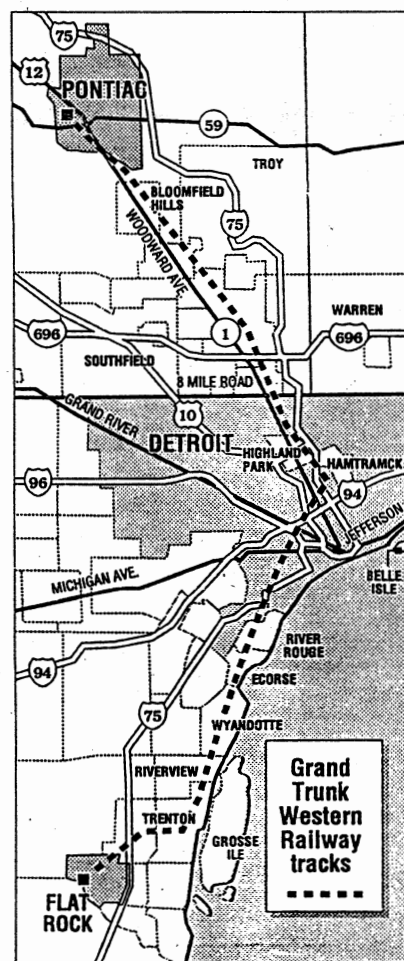
"You don't have people trying to get in front of you in the sky, and if they do, you can avoid them," he said.

At Saginaw Street in Pontiac, a car runs a gate but stops short of the tracks. Another car rounds a gate at the M-59 crossing. Two cars run a gate at Sander-son Street. A third starts to follow, stops, and backs up.

The 439 rolls into the Pontiac yard. The number of crossing gamblers in 42.5 miles from Flat Rock: 48 vehicles, 19 pedestrians.

But no collisions.

"Not a bad day," Lane said. "So far."



Detroit Free Press

Train Talk

with Roger & Pete

Same Questions, Different Views

By: Roger Balwinski

By: Peter Schierloh

This is a new feature that will appear in the Hotbox every other month. This feature will alternate monthes with A Day in the Life of White Rock. This column is for questions about model railroading and our views on how to solve them.

I would like to put some roads on my layout, what methods do you recommend for laying roads?

-Bob

Pete: This is Roger's cup of tea so I'll let him give you a few suggestions..

Roger: Here's how I made the roads on my layout.

Get posterboard at your local drug store and cut it to fit it to the layout where you want them. Next, paint them the color you want them. Black is easy, black flat spray paint works fine. Roads that are made out of concrete are grayish-white. Go to your local hardware store and have them mix you a color close to it. Make sure they mix it into flat base paint. Then to finish off the roads and parking lots, add 1/64

inch Chartpak yellow and white lines to the roads. You can use the Chartpak tapes to make railroad crossings, parking lines, and of course lane markers and crosswalks.

Pete: However, cardboard roads have a few disadvantages. First they aren't exactly all-terrain vehicles, meaning that it's pretty hard to lay the bugger on hills or mountains. Second, Cardboard roads can only portray two types of roads: Black-top and Concrete. So if you want to have a dirt road up the side of a mountain you got to make it out of plaster or Sculptamold. This is not as hard as it sounds so don't be intimidated by the idea.

Roger: On the other hand, dirt roads can be made by gluing the imitation dirt right to the existing surface. It is suppose to look rough, and it will if it is glued right to plywood or plaster.

I have a Tyco GP-38-2 locomotive that sputters and stalls on switches. What can I do to fix it?

-Steve

Roger: Throw it away.....

Pete: Yes, Roger is serious the best way to fix a Tyco locomotive is to throw it away. New Tyco locomotives are only good for one basic use; scrap.

Roger: Buy an Athearn!!!

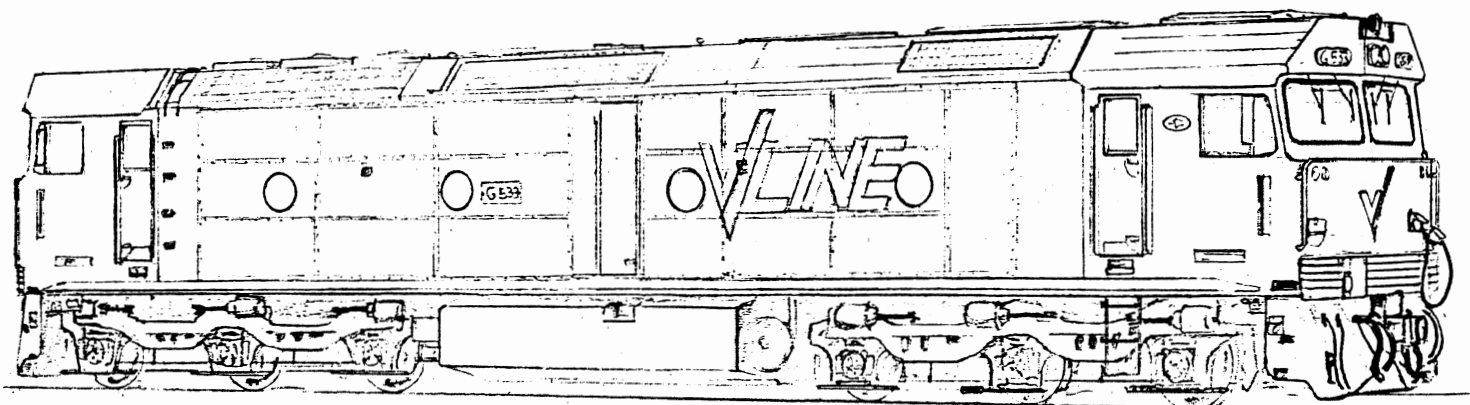
Pete: We don't want to sound like an ad for Athearn, but their locomotives are very good for the price. If you don't believe me, let give you some basic economics. Tyco locomotive A costs \$12.99 and lasts for 2 years, Athearn locomotive B costs \$27.00 and last 10 years. So that means that you would be paying \$65.00 for that Tyco locomotive!

However, if you are set on keeping that Tyco then chances are all you have to do is clean the pick-up wheels with track cleaner.

*Please send your questions to:
Peter Schierloh
22463 Edison St.
Dearborn, MI 48124*

Here's an example of what GM is selling overseas: an Australian G-class.

Drawing by Peter Schierloh



WHERE:
DETROIT
WHEN:
JUNE 28, 29, 30 1991!

MOTOR CITY NEWS

THE NEWSLETTER OF THE MOTOR CITY LIMITED
THE 1991 TAMR NATIONAL CONVENTION

THIS NEWSLETTER IS
PUBLISHED BY:
PETE SCHIERLOH
AND
ROGER BALWINSKI
SOMETHING STUPID
TO FILL UP SPACE.

G'day everybody, I'm Pete Schierloh.
Hello everyone, I'm Roger Balwinski.
And we are your party (Opps, we mean convention!) leaders! And this here paper is going to give you an idea of what will going down at our convention, man. BAD, eh brother!

What be happenin'

What's going on(for you normal people)..

This years convention will feature several well known stars; such as ConRail, CSX, **Norfolk Southern** (yeah!), **Grand Trunk Western**, and of course good old **Amtrak**(Just to shut up Roger..). We will be holding our Convention at a local gym (This place seats 200 so everybody better show up!) on Friday June 28. This would be a good day to be traveling to Detroit since there will be very little planned for the early part of that day. But, if you do want to show up Thursday night or if you arrive early on Friday, well then go ahead, we'll find something for you to do.

On Saturday, there will be several activities to chose from, such as: Hobby shops, Layout tours, Railfanning trips to see; NS, ConRail, GTW, CSX and Amtrak, ride Detroit's joke of a mass transit system; **The People Mover**(???), plus chances to go to Greenfield Village and

Henry Ford museum(featuring a C&O Allegheny and several operating steam engines & locomotives. And maybe a trip to a nearby Model Club featuring a 20' by 80' train room. Wow, neat Ma!

Trust me, after Saturday you'll be glad you came!

Sunday will be a fairly unorganized day, so you can roam the city to various points of interests, or you may begin your trip home (not encouraged says Roger.)

ENVIRONMENT

The convention will be held in Dearborn and Dearborn Hts., which are suburbs of Detroit. We only use Detroit as a reference point, there will be very little activities within the city itself, because of it's dangerous nature. However, if you plan to visit Detroit please be equiped with the following: camera, film, tripod, bullet-proof vest, AK-47 sub-machine gun(weapon of choice of Detroit Police officers), M1A1 Assault Tank, etc. On a serious note though, some areas of Detroit are very dangerous and we will do as much as possible to educate and barricade you of these areas. Don't worry though, The People Mover is safe, only police officers ride it.

Dearborn and Dearborn Heights are very

General Information:

Name _____
Address _____
City _____ State _____ Zip _____
Age _____ Sex(for rooming) _____

Mail to:

Pete Schierloh
22463 Edison St.
Dearborn, MI 48124
Questions call:
1-313-274-4975

Transportation:

How are you arriving? Train _____ Plane _____ Automobile _____
If driving, would you mind carpooling _____
Do you need a map to get here? _____
When do you plan to arrive? _____
If you are flying, what's your flight # and Airline? _____
If you are riding a train, what's the name and #? _____

Acommodations:

Did you make your own reservations? _____ If so, where _____
Do you need us to reserve a room for you? _____ If so, price range? _____
If we make your accommodations, do you mind sharing a room(Cheaper)? _____
How long do you plan to stay? _____

over->

safe neighborhoods however. The areas around the rail yards are run-down, but not dangerous, just remember to lock your doors.

As for June weather here, it is usually a bit cold in the morning, warming up quickly during the day. Michigan Weather is a bit unpredictable, so be prepared for sudden changes, and check the weather channel or your paper.

COST

Ya know, the thing everyone needs to know..

Estimated costs:

Hotel stay:

Days Inn:\$34.95.....@2: \$69.90

Red Roof Inn:

Single:\$26.95.....@2: \$53.90

Double:\$32.95.....@2: \$65.90

Dearborn Travelodge:

Single:\$29.95.....@2: \$59.90

Double:\$39.95.....@2: \$79.90

Mercury Motor Lodge:

\$38.00.....@2: \$76.00

People Mover:.....\$ 1.00

Greenfield Village:

13-Adult:.....\$18.00

5-12.....\$ 9.00

*Over 20 people \$1.00 to \$1.50 off

Food:

McDonalds.....\$ 5.00

Chinese or Mexican.....\$ 7-10.00

Pizza(3 people).....\$12.00

Misc:

Cost per gallon of gas.....\$ 1.02

Don't forget to bring extra money for film and to buy things at train shops.

Transportation

We would like to have a few people drive to this convention, to help with carpooling, right now only Peter and I are driving. If you think you can help us, please contact us immediately.

As mentioned in the February's Hotbox, there are three ways of getting to town. they are: by plane, by train, or by an automobile (Sounds like a bad movie doesn't it).

If you are coming by plane contact your local travel agent or make your own arrangements. Please make your arrival airport **Detroit Metropolitan Airport.**

If you are coming by train, connections to Dearborn, MI can be made at Chicago and Toledo. Don't take Amtrak all the way to Detroit, but get off at the stop in **Dearborn.**

If you are driving here, write us now for a detailed map on how to get here, or get one from AAA showing a trip to Dearborn. If you have AAA draw your map(Trip-tik), have them direct you to your hotel. Send us the form below back with your hotel listed for us. Thank you.

What to do Now!

If you are coming, of course fill out the form below and return to the address listed on it. This will help us organize the weekend and plan for your stay here in Dearborn, MI. So make your plans now and mail your form back. Thank you.

For emergency reasons we would like to have the following information:

MedicalInsuranceName _____

MedicalInsuranceNumber _____

EmergencyTelephoneNumber _____

Thank You.

Disclaimer

Peter Schierloh, Roger Balwinski, and Teenage Association of Model Railroaders take no claim to responsibility for your actions while you are here.

We are not responsible for your actions, conduct or results of your actions while your here. We cannot be held accountable for you.

This statement is not suppose to be a downer, but just protection for us. Basically what we are saying is be responsible for yourself when here. If you agree with the terms above, please sign the line below.

Signature _____

Date _____

Hope to see you soon !!!

Train

Orders



Ahhh yes, spring is in the air. Time to go out and do some railfanning because at least the camera won't be frozen solid after two minutes in sub-zero Michigan weather.

In most cultures spring is a time of rebirth and revitalization; flowers emerge, grass grows once again, and the birds return from down south. And so it should be appropriate for this spring to be the rebirth of the TAMR.

The TAMR has been in depression for the last year or so and now it's time to get on track and get going!

HERE'S A FEW THINGS YOU CAN DO:

Go to the 1991 Convention in Dearborn, MI. Come and join the fun. You can

meet other members and improve club relations.

You can write an article for the HOTBOX.

You can contact a nearby member and get together for day working on each others layout or watching some trains.

You can write a letter to another member in TAMR and set-up a correspondence.

You can work on committees for things like the Short line and logging archives..

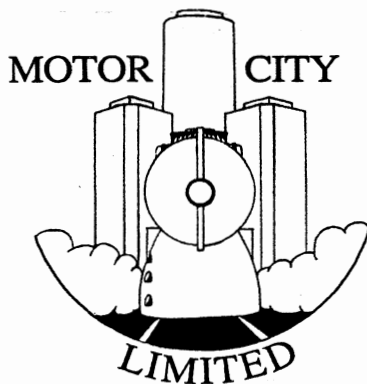
Plus much, much more.

el Railroader and Trains are very good publications and are normally much more expensive. Plus the TAMR receives two dollars for every new subscriber we get!

Next I would like to welcome any new members to the TAMR, and I hope that you try to get involved as much as possible. I would even mention your names, but I don't have that particular sheet with me at the moment.

Last but not least, the April issue of the HOTBOX will be out on time and looking as good as ever. I would like to apologize about the tardiness of the last few issues, but the last editor did not send me a single thing on how to publish a newsletter effeciently. Luckily I'm learning faster than he did!

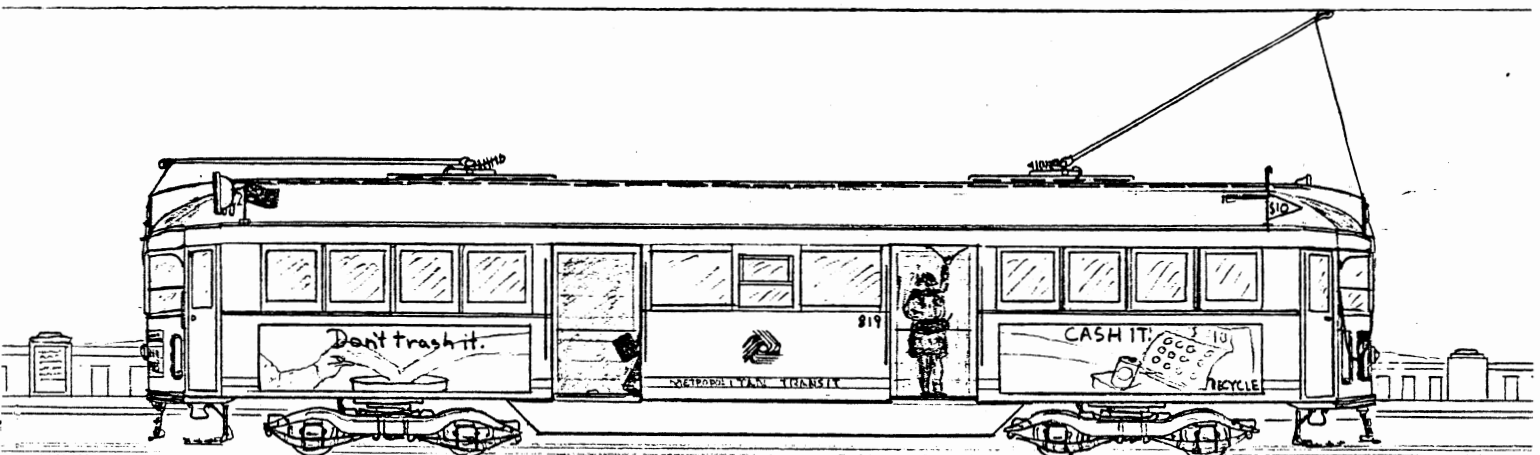
Peter Schierloh



There are a few other things I would like to mention.

First I would like to point out that the ad on page two of this and last issue is real and a very good deal. Mod-

Metropolitan Transit of Melbourne owns several trams, this design is also used in San Fransisco.



In Next Month's Issue:

Scenes from a
world gone by...

The HOTBOX reprints
and reflects on the
Railroad Ads of the past.



Yellowstone—Pacific Northwest

From steaming geysers to glaciers of blue ice...timbered mountains to Pacific Ocean sands...bustling waterfronts to wilderness chalets, the Pacific Northwest is a bountifully endowed vacationland.

What could be better than going there on The Milwaukee Road's Olympian HIAWATHA? The scenery is glorious, the service superb and accommodations may be chosen to suit your travel budget. Private-room cars with Skytop Lounges, unique and thrifty Touralux sleepers, Luxwest coaches, diner and Tip Top Grill.

OLYMPIAN
Hiawatha

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Name _____
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THE MILWAUKEE ROAD

Read the National Geographic—It identifies you

TAMR HOTBOX
c/o Peter Schierloh
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Dearborn, MI 48124

