

TEEN ASSOCIATION OF MODEL RAILROADERS

HOTBOX

APRIL 1991

ISSUE #263

In this issue:

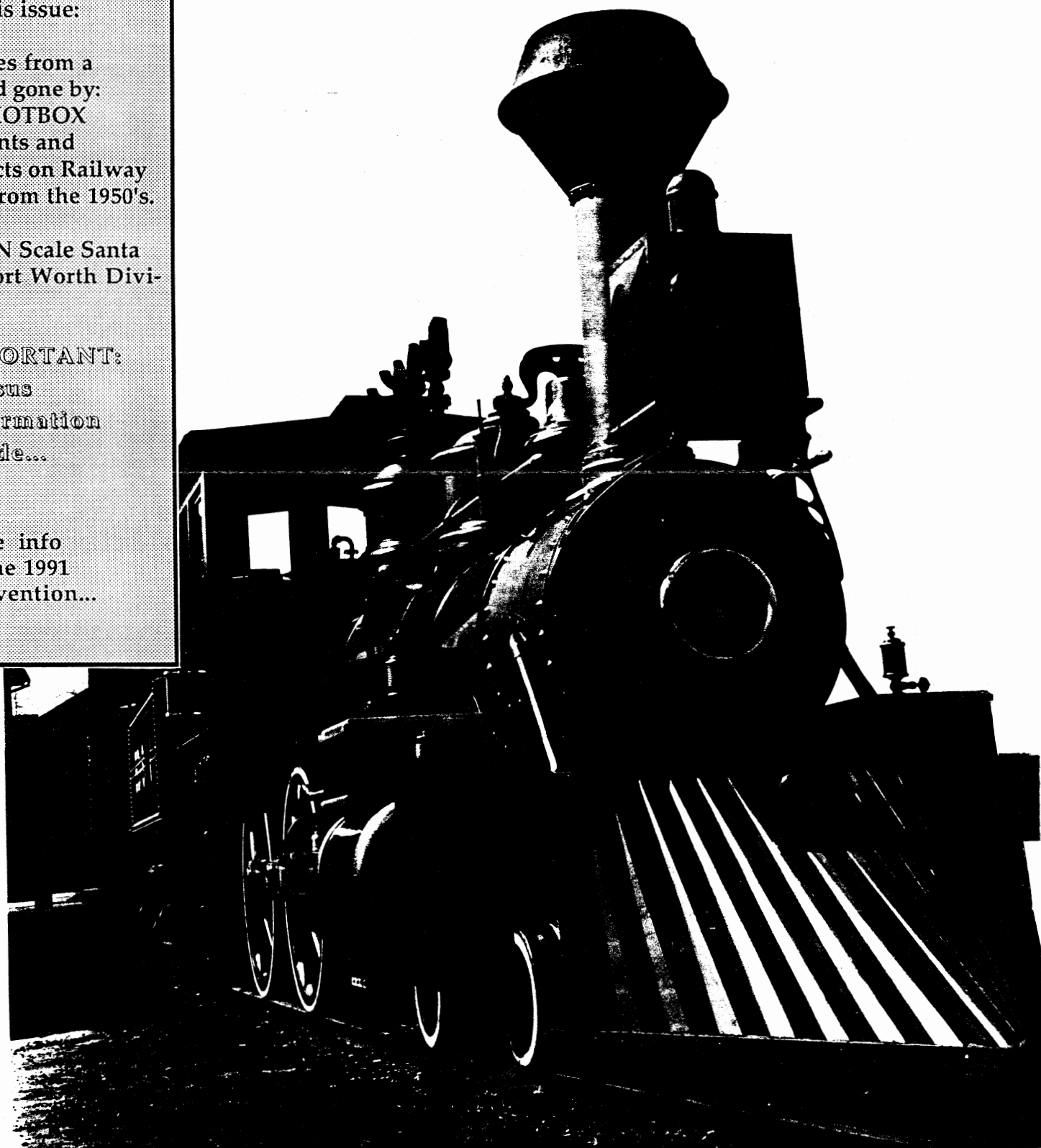
Scenes from a world gone by: the HOTBOX reprints and reflects on Railway ads from the 1950's.

The N Scale Santa Fe Fort Worth Division.

IMPORTANT:

Census information inside...

Plus:
More info on the 1991 Convention...



Train

Orders



Once again this will not be a true editorial, instead we will be printing letters from members of the association.

First up, we have a letter from John Rossi III, former editor, to me written on April 1, 1991. He writes:

Well, how is everything going? I am correct you are the editor aren't you, so where are the February, March, and now April's issues. Ok I will excuse April's issue. Come on, although, your first issue was nice it was month late, and now you are 2-3 months behind. I may not have had as nice a copy as you did, but at least I had it out on a timely basis, so as to keep the current membership, or not gain any new members, and we can't afford this. Please improve or I will be forced to take action in some way. If you don't have the time get help, and that is what the associate editors are for. If you don't have enough information for a regular size issue then print a smaller issue, but get the HOTBOX out on a timely basis. Don't forget you need 12 issues a year. Well, I will go now to leave you to work now.

John J. Rossi III

Second we have a letter from Werner Horn about himself and a letter to us asking for suggestions:

To start, I am 14 years old and I do both HO model railroading and watch Norfolk Southern trains. I got started train watching when I was about 8 or 9. My first memory of chasing trains was standing at the top of a hill

and feeling the ground shudder as 3 GP's struggled up a 1.7 grade with 3 freight cars in tow. To me it was a really magnificent sight to see. About two years later my Dad got me a couple of cars and an engine for Christmas. Then and there I wanted a layout. Since then I have enlarged my fleet to, at last count, 105 freight cars, 19 engines(that includes steam and diesel), and 15 passenger cars. The layout I had in New Jersey was a standard 4*8 double track oval. I have a single oval layout up but it will be coming down soon. If any members of the TAMR know of a good track plan that will fit in a 6*12 layout I would appreciate helpful suggestions.

Werner Horn III
180 S. Main St
West Franklin, NH
03235

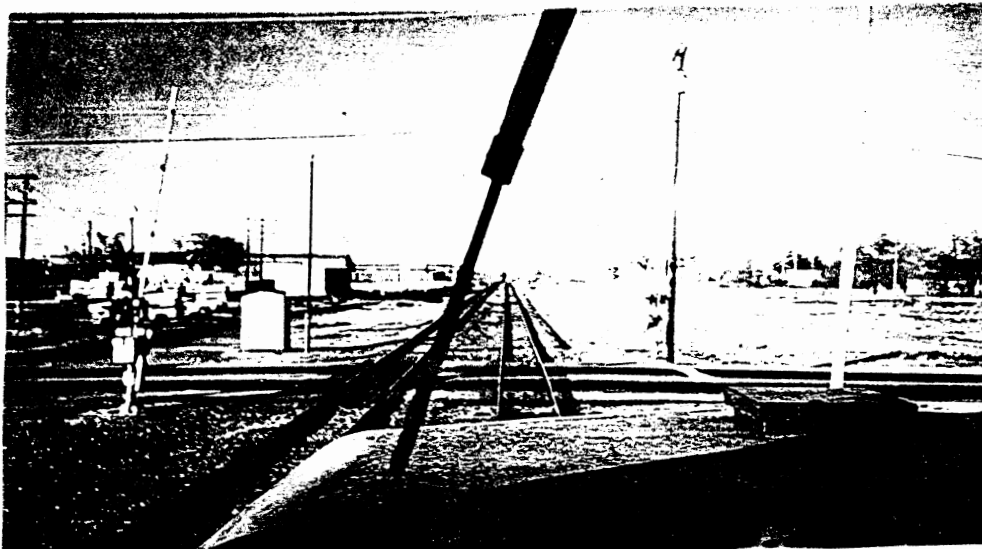
Third up we have a question from Jamie Barmmer:

I am trying to locate the mailing address of Chris Stormes who lives in the Syracuse, New York area. TAMR pivot pin, John Reichel, said he is not in the current TAMR directory; however, he is possibly in a back issue directory. Chris did some HO detailing that I am doing now and also Road Interchanges in a letter to Student Fare in May 1989's issue of Model Railroader Magazine. Any help you can give me in locating his address would greatly be appreciated. Thank you.

Jamie Barmmer
G15 Huntington St.
Huntington, CT 06484

If anyone would like to send a letter to the editor see Bill of Lading for the address.

See you next month with another installment of the Hotbox.



Ever wanted to be an engineer? View from Santa Fe GP30 2719 as it waits on the siding for Amtrak 21. Photo taken in Crowley, Texas by Bob Riordan.

COME

TO

THE

1991

TAMR

CONVENTION

JUNE 28,29,&30

**COME AND JOIN THE FUN!!
THERE WILL BE RAILFAN TRIPS,
LAYOUT TOURS, CONTESTS,
AND MUCH,
MUCH MORE!!!**

FOR MORE INFORMATION CONTACT:

MOTOR CITY LIMITED 1991

22463 EDISON ST. , DEARBORN, MI 48124

The most talked-about train in the country!



you'll see more

...Vista-Dome views of magnificent mountain scenery! Look UP! Look DOWN! Look ALL AROUND!



you'll be more relaxed

...in the comfort of a Vista-Dome Reclining Chair Car or luxurious sleeping car!



you'll have more fun

...in the two Lounge Cars, Dining Car, five Vista-Domes! All this at NO EXTRA FARE!



THE VISTA-DOME
California Zephyr

Daily between Chicago and San Francisco via Burlington,
Rio Grande and Western Pacific Railroads

Includes Southern California via San Francisco—No additional rail fare! Union Dept. 6, Western Pacific Railroad, 535 Mission St., San Francisco, Calif.

Ride Great Trains through a Great Country



6 great trains

Super Chief El Capitan
The Chief The Grand Canyon
Texas Chief California Limited



Si, si, si, chical! Riding one of Santa Fe's great fleet of fine trains is certainly the way to see that romantic Southwest of yours. Santa Fe trains are famous for comfort and room to move around... for a wonderful choice of fine Fred Harvey meals... for dependable on-time schedules, regardless of weather... for arriving right downtown. Yes, traveler, figure it out—you'll go Santa Fe—all the way!



For information, just phone any Santa Fe office or consult your local travel or ticket agent, or write E. T. Anderson, General Passenger Traffic Manager, Santa Fe System Lines, Chicago 4

"Mention the National Geographic—It identifies you"

ABOVE LEFT: The most talked about train in the country: Western Pacific's California Zephyr. ABOVE RIGHT: Santa Fe proclaims it's great trains of this great country. RIGHT: A Pullman ad from 1957, I wonder if Amfleet, Budd, or Bombardier advertise in National Geographic?

an ad for a train that no longer exists, operated by a railroad that has since merged, on track that is no longer there.

Sad, isn't it...

But I guess not all is lost, there are still railroads out there, there still are trains traversing America's rails, and Amtrak tries it's best to fill the gaps left behind after the greats disappeared. And if one is in desperate need of seeing the trains of yester-year, he could always take a trip to a nearby museum, or open a 1950 National Geographic.

I suppose the most important statement of these ads is their hint of irony. America turned it's back on railroads because of their inefficiency and headed towards the "efficient" automobile. Now, faced with clogged freeways and pollution, America has turned back to the railways, back to the past, to find the future.

Enjoy the Travel Extras a Pullman ticket brings you!

Comfort and safety! Get comfortable. You have your own private quarters to enjoy. The big, wide-view picture window makes sight-seeing superb. No driving tensions or weather worries to spoil your trip. And you're safer traveling Pullman than you are in your own home!

Sleep! It just comes naturally on a Pullman. You get a full night's rest in a king-size bed. No searching for lodgings—no time-wasting stops. Pullman gets you there fresh and rested—without losing a minute of travel time.



Privacy! Every Pullman room accommodation has its own complete toilet facilities... individually-controlled heat and air-conditioning. And many courteous extra Pullman services are yours at the touch of a button.

Fine food! Meals served in the railroad dining car match those of finest restaurants. Enjoy a variety of foods, freshly cooked, served at your leisure. Another travel extra you get... when you ask for a Pullman ticket!

ASK FOR A PULLMAN TICKET

YOUR LOCAL TICKET AGENT WILL HELP: 1. Provide information on routes and fares. 2. Help you plan stopovers. 3. Furnish your rail and Pullman tickets. 4. Reserve a "rent-a-car" at your destination.

**YOU'RE SAFE AND SURE...
WHEN YOU TRAVEL BY**



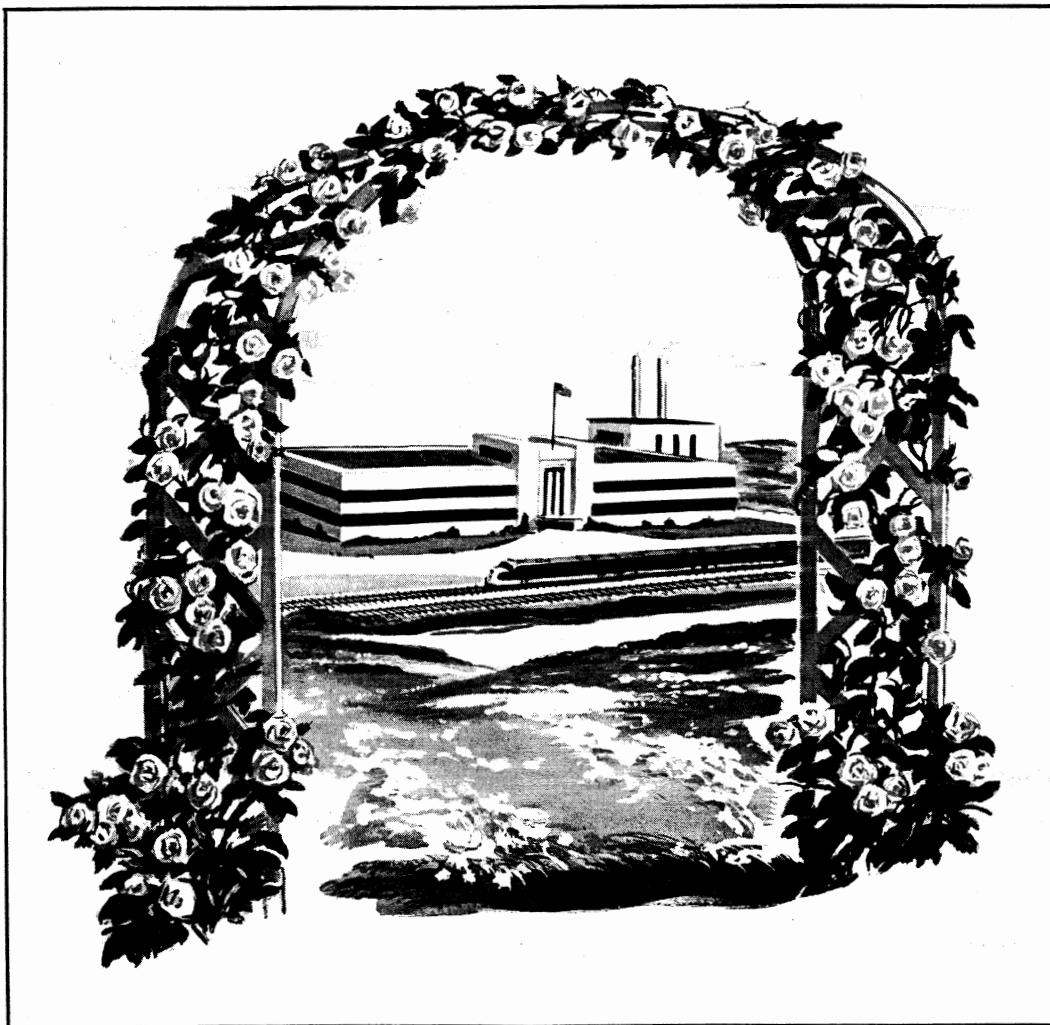
Pullman

© 1957, THE PULLMAN COMPANY

Mention the National Geographic—It identifies you

EVERY ROSE HAS ITS THORN....

Today the "rosy" future of the Southern Railway is the present realities of NS.



Land of roses...without rose-colored glasses!

INDUSTRIES in the fast-growing Southland don't need rose-colored glasses to see a "rosy" future!

For here, a gentle climate and a generous Nature offer exciting new opportunities to factories of every kind.

Along the Southern Railway System industries are facing the future with courage and confidence...inspired by the unique advantages of this modern industrial "wonderland."

"Look Ahead—Look South!"

Ernest E. Harris

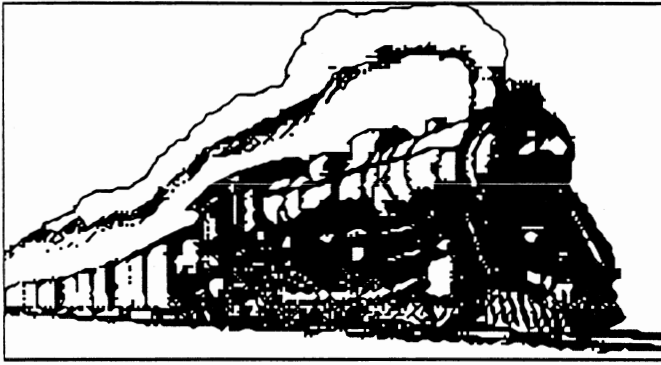
President



SOUTHERN RAILWAY SYSTEM

The Southern Serves the South

Mention the National Geographic—It identifies you



BILL OF LADING

Blast from the Past

Hotbox Editor, Peter Schierloh, reflects on the ads of the past.

pg. 4

The N Scale Santa Fe

Bob Riordan describes his N scale layout.

pg. 7

Census Form

Please fill this form out and return it ASAP!

Insert

SECTION BOARD:

Editorial	pg.8
Submission guidelines.....	pg.3
Club information	pg.3

On the Cover:

Henry Ford, the man who gave the world the model-T, believed that the American Industrial Revolution was an age that history books forgot. So in dedication of his friend Thomas Edison, he created the Greenfield Village and Edison Institute. Several years after its opening in 1930 a single loop of track was added and the Greenfield Village Railway began operations. The railway operates two steam locomotives; a rare 0-6-0t Mason locomotive and 4-4-0 "American". Represented on this month's cover is the 4-4-0 named EDISON after Ford's friend. The locomotive was converted from a 0-4-0 to a 4-4-0 because Henry insisted.

Photo by Peter Schierloh

HOTBOX

Official Publication of the
Teen Association
of Model Railroaders

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

Annual Dues for the TAMR, which includes to the HOTBOX, are as follows:

REGULAR(under 21).....	\$15.00
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"

TAMR Pivot Pin

John Reichel

288 Whitmore St., Apt. #201
Oakland, CA 94611

Phil Micheals

Locomotive News Dept.

522 S. Tompkins

Howell, MI 48843

TAMR Advisor

John J. Rossi III

6 Beech Court

College Point, NY 11356-1660

Robert Watkins

Shortlines Dept.

3221 Princeton Road

W. Columbia, SC 29169

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 TAMR HOTBOX is published by AMPS INC. of Dearborn, MI. Any party wishing to reproduce any part of this publication must contact Peter Schierloh, 22463 Edison St, Dearborn, MI 48124.

AMPS INC4/91

Blast from the Past

by Peter Schierloh

It is wierd how some things start, in this case it was the monday after Easter Vacation, and confronted with nothing to do in Art class I casually opened a National Geographic. What I opened was a door to the past, and boy was I in for a trip! The National Geographic I had opened was from 1952, and on the third page was a ad proudly proclaiming a train long since gone: The Milwaukee Road Olympian.

For the next hour I sat there with razor blade in hand, going through a stack of National Geographics dating from 1950 to 1957, removing every cherished piece of history I could find. I would have to say it was one of the best art classes I had ever had.

However, I soon realized what I had come across. To the casual observer I held in my hands a bunch of old ads, but to me I had the world's cheapest time machine. A door to the past that will

never close. Of the railroads represent, only one still obtains its former identity: Santa Fe, and even it has changed. The rest have gone the way of the Dodo: some merged; Southern, some withered; Milwaukee Road, and others just out and out died; Rock Island. And of course it must also be noted that passenger service on these railroads (except Southern) dissapeared three years before I first-opened my eyes to this crazy world. So one feels funny inside when he stares down at



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 Lounge, unique and thrifty Touralux sleepers, Luxurest coaches, diner and Tip Top Grill.

OLYMPIAN
Hiawatha

H. Sengstacken,
The Milwaukee Road
702 Union Station, Chicago 6, Ill.
Please send me illustrated booklets:
☐ Yellowstone ☐ Pacific Northwest
☐ Yellowstone-Salt Lake City
☐ Yellowstone-Colorado ☐ Pacific
Northwest-California ☐ Pacific
Northwest-Canadian Rockies.
Name _____
Address _____
City _____ Zone _____ State _____



THE MILWAUKEE ROAD

Mention the National Geographic—It identifies you

TABOVE: Milwaukee Road's Hiawatha train's are long since gone, but this ad makes one wonder why they are.. BELOW: At one time the Rock Island RR ran impressive trains like the Golden State, now all Rock Island is noted for is it impressive bankruptcy.

The GOLDEN STATE

Chicago California

--where the passenger is guest

On this magnificent train the accent is on comfort and the Golden Rule is: The passenger is our guest—treat him as such. Pullman and coach accommodations available. Meals? You'll love 'em! Leaves Chicago 1:20 pm. Through Pullman and day-nite coach from Minneapolis-St. Paul



Coupon brings Complete Information

R. E. King, General Passenger Traffic Mgr.
723 La Salle Street Station
Chicago 5, Illinois.

I am interested in a trip to California. ☐ Send information about all-expense tours. ☐ Also send details about money-saving Family Fares.

Name _____

Address _____

City _____ Zone _____ State _____

(If for school, state grade ____)



Mention the National Geographic—It identifies you

The N Scale Santa Fe Ft. Worth Subdivision

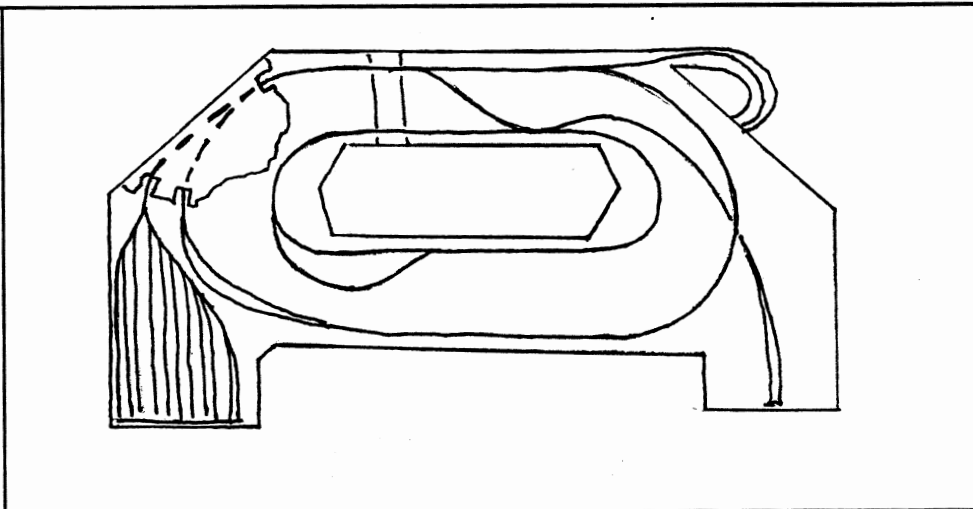
by Bill and Bob Riordan

Why N Scale

It may be hard to believe that at one time we had a HO scale setup with four locomotives, a five car passenger train, twenty six other pieces of rolling stock, and a small yard and operating signals, plus many street lights and lighted building. You may be asking; why did you switch? Well, since we live in an apartment we have limited space. Also my brother, Bill, had favored N scale all along. Also the fact that with HO scale we couldn't fit in a second main line, but with N scale we could fit this special feature in. All of these reasons prompted us to switch to the smaller scale.

The Real Thing

The real line links Oklahoma City with Houston, TX. The line is also very unpredictable, for example: 195 Chicago to Houston Q service (Q stands for quick) may have three supercab red and silver, but the next day when you are ready to film it, it will have five GP9's on the point. The Fort Worth sub. includes Gainesville to the North and Temple 197.1 miles to the South. Of course, we can't model all these miles to the south, so we selected the towns we liked railfanning at. So we decided to model the towns: Saginaw, Ft. Worth, Crowley, Joshua, Cleburne, and Temple.



Track Plan

The track plan is basically a curved dogbone with an added piece so the trains don't go back through the same scenery. As I mentioned before we modeled the towns we railfanned the most. The plan includes two passing sidings, a graduated pier set (to be replaced by a grade), a yard on the layout, and two large staging yards.

Operation

Operation on the line includes one Amtrak train daily, about three Burlington Northern coal trains each way, and about 18 Santa Fe grain, mixed freight, and piggyback trains per day. All of this comes to 26 trains a day since the Amtrak goes both ways.

Motive Power

Currently only one piece of motive power is employed, a S.F. GP38. Soon I want to add a GP40, three SD40-2's, two FP45's yellow and blue, two FP45 warbonnets, a GP30, and a GP38-2. All for the Santa Fe. For the Burlington Northern I want two SD40-2's, SD60's, and one F40PH for Amtrak.

Progress

Currently we have all but five switches laid. Soon the control panel will be completed. I am anticipating the arrival of a C30-7, SF30C, SD60M, GP50, Gp60, DASH 8-40C, and a GP60MS in N scale. Thank you and see you around.

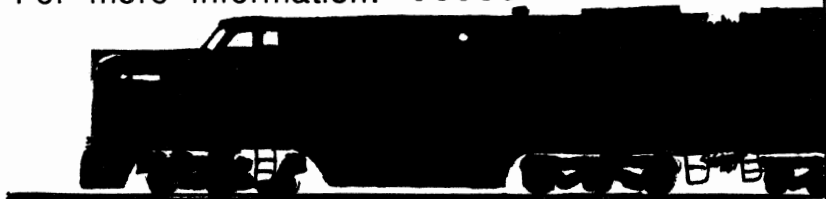
Petite Pines Northern

Custom Layouts - Scenery - Railroad Sound

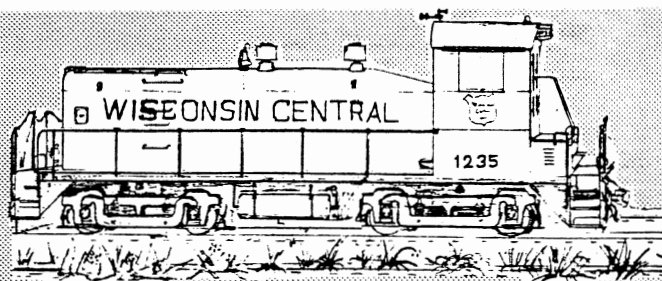
Joshua J. Astalosh
(916)695-1762

9586 Almond Dr.
Live Oak, CA

For more information: 95953



Train Orders



Once again this will not be a true editorial, instead we will be printing letters from members of the association.

First up, we have a letter from John Rossi III, former editor, to me written on April 1, 1991. He writes:

Well, how is everything going? I am correct you are the editor aren't you, so where are the February, March, and now April's issues. Ok I will excuse April's issue. Come on, although, your first issue was nice it was month late, and now you are 2-3 months behind. I may not have had as nice a copy as you did, but at least I had it out on a timely basis, so as to keep the current membership, or not gain any new members, and we can't afford this. Please improve or I will be forced to take action in some way. If you don't have the time get help, and that is what the associate editors are for. If you don't have enough information for a regular size issue then print a smaller issue, but get the HOTBOX out on a timely basis. Don't forget you need 12 issues a year. Well, I will go now to leave you to work now.

John J. Rossi III

Second we have a letter from Werner Horn about himself and a letter to us asking for suggestions:

To start, I am 14 years old and I do both HO model railroading and watch Norfolk Southern trains. I got started train watching when I was about 8 or 9. My first memory of chasing trains was standing at the top of a hill

and feeling the ground shudder as 3 GP's struggled up a 1.7 grade with 3 freight cars in tow. To me it was a really magnificent sight to see. About two years later my Dad got me a couple of cars and an engine for Christmas. Then and there I wanted a layout. Since then I have enlarged my fleet to, at last count, 105 freight cars, 19 engines (that includes steam and diesel), and 15 passenger cars. The layout I had in New Jersey was a standard 4*8 double track oval. I have a single oval layout up but it will be coming down soon. If any members of the TAMR know of a good track plan that will fit in a 6*12 layout I would appreciate helpful suggestions.

Werner Horn III
180 S. Main St
West Franklin, NH
03235

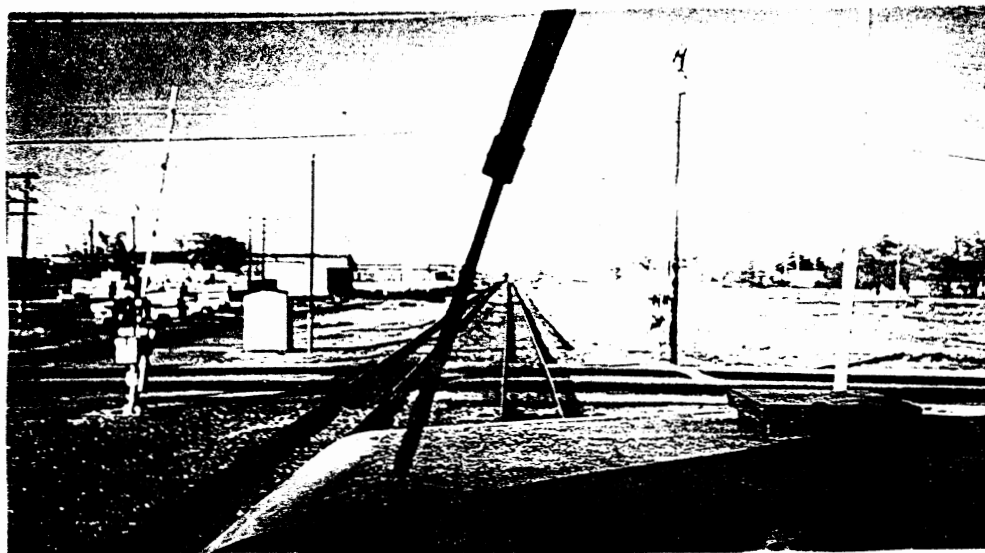
Third up we have a question from Jamie Barmmer:

I am trying to locate the mailing address of Chris Stormes who lives in the Syracuse, New York area. TAMR pivot pin, John Reichel, said he is not in the current TAMR directory; however, he is possibly in a back issue directory. Chris did some HO detailing that I am doing now and also Road Interchanges in a letter to Student Fare in May 1989's issue of Model Railroader Magazine. Any help you can give me in locating his address would greatly be appreciated. Thank you.

Jamie Barmmer
G15 Huntington St.
Huntington, CT 06484

If anyone would like to send a letter to the editor see Bill of Lading for the address.

See you next month with another installment of the Hotbox.



Ever wanted to be an engineer? View from Santa Fe GP30 2719 as it waits on the siding for Amtrak 21. Photo taken in Crowley, Texas by Bob Riordan.

1991 Census

General Information:

Name _____

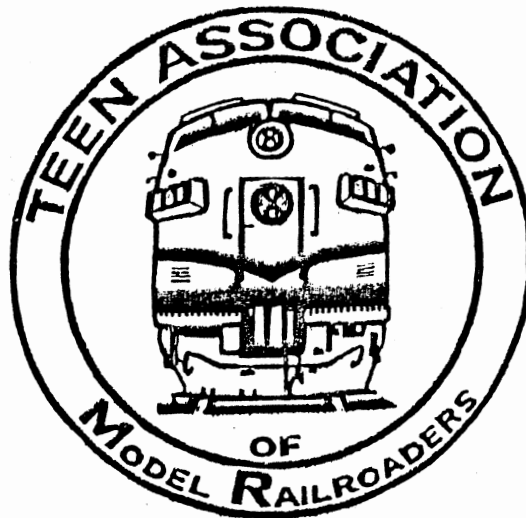
Street _____

City _____ State _____ ZIP _____

Phone (____) _____ Age _____

Membership Type:

- ☐ Regular
☐ Associate
☐ Sustaining
☐ Overseas



Railroad Information:

Scale _____
Railroad's Name _____

Track length:
☐ 0-100 feet
☐ 101-200 ft
☐ 201-300 ft
☐ 301-400 ft
☐ over 400 ft

Modeling Era:
☐ Before 1890
☐ 1890-1920
☐ 1920-1935
☐ 1935-1950
☐ 1950-Present

Visitor Policy:
☐ Contact first
☐ Appointment only
☐ Invitation only
☐ No visitors

Other: _____

General Pike Information:

☐ In stages of construction
☐ Imaginary, no room/time
☐ In storage
☐ Operate on a club pike
☐ Operating/Done

Equipment Preferences:

☐ Steam ☐ Passenger
☐ Diesel ☐ Freight
☐ Electric ☐ Other _____

Membership Affiliations:

☐ NMRA ☐ Local Club
☐ NARP ☐ RR Hist. Soc.
☐ NRHS ☐ Other _____

Do you trade passes _____

Are you a railfan _____

Trade: _____ Photos _____ Slides _____

Mail to: TAMR Secretary
Roger Balwinski
8622 Riverdale
Dearborn Hts., MI 48127

Thank you for your time!!!

NOTICE

TO
*Regional
Representatives!*

**ROGER
BALWINSKI
NEEDS
TO KNOW
YOUR
NAMES!!**

**PLEASE WRITE HIM AS SOON
AS POSSIBLE!!**

ATTENTION!!

**THERE IS A CAR POOL
AVAILABLE TO ANY
MEMBER
NEAR NEWARK, NY
THAT WANTS TO GO
TO THE 1991 TAMR
CONVENTION!**

**SEAN MCLAUGHLIN CAN CAR POOL FOR ANY
MEMBER NEAR HIM.**

**IF YOU WANT MORE INFORMATION,
CONTACT PETER SCHIERLOH.**

MOTOR CITY LIMITED 1991

**TAMR HOTBOX
c/o AMPS, INC.
22463 Edison St.
Dearborn, MI 48124**

