

THE HOTBOX

Youth Model Railroading at its Finest!

**October 2001
Issue #351**

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***A Tribute to the
Wisconsin Central!***

**THE OFFICIAL PUBLICATION OF
THE TEEN ASSOCIATION OF MODEL RAILROADERS**

The HotBox

October 2001
Issue 351

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Contributions!

We always need contributions in all forms. Please send the following in if you wish for the staff to consider for an upcoming issue of *The Hotbox*.

Feature Articles:

This is what we really need. They can be from a half page to two pages typed on anything related to railroading, railfanning, model railroading, you get the idea. Accompanying pictures are also welcome.

Columns:

Another thing we can always use! If you wish to start one, please drop us a line. And if you like a current column, please let the staff know, we like the feedback.

Photos and Drawings:

Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

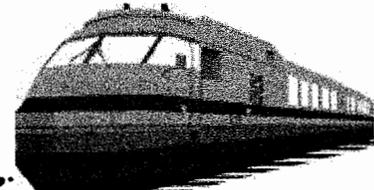
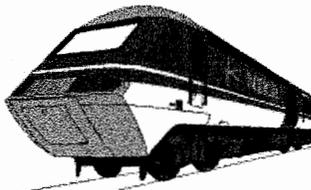
Questions?

Ask the editor for more info.

On the Cover:

One of Wisconsin Central's SDL39s, first made for the light branch lines of the Milwaukee Road. Today nine of the ten still exist, all on the Wisconsin Central. They mostly serve the northern lines but have been seen just about everywhere on the system. May 1989. Tim Vermande photo.

Inset: Ex-BN SD45s led by #6504 plus an ex-Soo unit drag a train near Milwaukee, May 1989. Tim Vermande photo.



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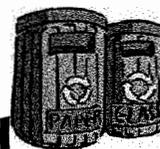
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Please Read and Recycle

Thanks to rrhistorical.com for some of the railway clipart.

The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof.

Membership to the TAMR includes an eleven issue subscription to the *Hotbox*, the annual directory of members, quarterly regional newsletters and an invitation to participate in all TAMR events. The available membership categories are as follows:

Regulars (under 21).....\$15
Associate (21 and over)....\$20
International (outside US)..\$15
Sustaining.....\$20

Please send membership to:
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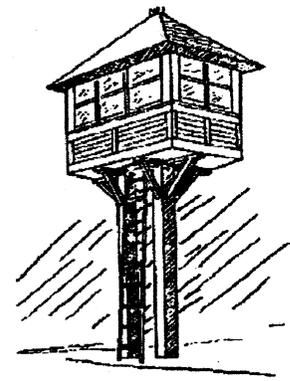
Webmaster

www.tamr.org
Dane Watson

From the Tower

By Chris Burchett

President



Hello everyone! Many new and exciting things are happening within the TAMR. As you've read already, E-membership is coming alive in the Central Region. If it proves a success, you can bet the new class will be available to all who want to sign up. E-members 21 and under have all the same benefits of Regular members, except no publications are sent out via the USPS. All publications (*Hotbox*, regional newsletter [optional], etc.) will be available at the TAMR Website. Since this is only available in the Central Region, the regional newsletter and *Hotbox* will be available at the CR Website. Of course, this is in a password-protected environment. Dues for e-membership will be \$8. Now, all current Central Region members who subscribe to the "paper" publications will be able to access the e-member's area. It is another benefit to "paper" members who pay \$15 or more.

Recently, the Board of Directors unanimously approved the affiliation of the Maricopa Express Youth Railway, Inc. located near Phoenix, Arizona. The group is a 501c3 non-profit corporation, with the same goals as TAMR, except on a more local scale. The new affiliation will be a benefit to both organizations. Here is how the affiliation works: A prospective MEYR member comes up to their show table. They are offered a membership to MEYR and are also offered a separate membership to TAMR. If the prospective member decides to join TAMR as well, they fill out a special application form and write a check to TAMR. MEYR then holds this for one month, then sends the check and application to the TAMR Treasurer, along with any other checks and applications. This saves time and postage for MEYR, and provides everything in a lump sum for TAMR. The MEYR also has permission to display the TAMR logo at their table in order to show the affiliation. This will be an extension of sorts of the Promotions Department. If you would like more information on MEYR, contact me and I will send you a brief background of MEYR.

Brad Beaubien, TAMR Government Relations Advisor, contacted me recently with concerns about the new Corporate membership class. The new class would be violation of IRS regulations for our specific non-profit status (501c7). No company can be an actual member of the TAMR, but they can sponsor an individual from the company to become a member. Therefore, the Corporate class is going to be removed as soon as possible and replaced with a Corporate sponsorship. This will allow a company to make a donation to the group, like what GATS does for us each year or Greenburg Shows for each show we have a table at. For sponsoring the group, the company would be given a *Hotbox* or two in appreciation for their support and would be given ad space. Now the ad space is only available for sponsorships of \$100 or more and must be no larger than half-page. There are additional limitations as to who can have ad space as well. They must be model railroad- or railfan-oriented. In other words, Dairy Queen or Sawmiller Pallets couldn't sponsor the group for \$1,000 and expect ad space. The sponsorships would help the TAMR greatly, and would definitely insure that the TAMR will be around for many more years. It would also allow us to give you more benefits and/or reinforce the benefits already available.

That's all for this issue. If you have any questions or comments on anything you just read above, contact me. Contact info is available below. From the tower, this is Chris Burchett, signing off.

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A Word from the Editor

Hi everyone,

Welcome to yet another issue of the Hotbox. I feel the need to apologize yet again for the delays in getting the Hotbox to you. With the terrible tragedy that has struck our nation, we all feel the effects, and they are not limited to the fundraisers that many are holding. We feel the effects in security, even when we are railfanning. Anyway, the Hotbox staff would like to offer our condolences to those who lost friends and/or relatives in the tragedies.

-Charles W

A word from the Layout Design Artist

Hi everyone!

Sorry for the delays with the last issue. To make a long story short the master copy got lost in the mail somewhere between Minneapolis and Michigan for over two weeks. Thanks for being patient with us, this is one of those delays we didn't even see coming! This month we have a nice selection of Wisconsin Central photos in tribute of that great regional that was taken over by CN this month. No one knows how much longer the SD45s, GP30s, SDL39s, and the rest of the fleet will stay intact, already they are being dispersed over the CN system. But for now have a look back at what it was like when maroon and gold ruled the land of cheese. Keep railfanning and till next time, see you trackside!

-Andy Inserra

Thanks to this month's contributing editors:

Peter Maurath

Ray Reyes

Dave Honan

Tim Vermande

Lewis Ableidinger

Editor of the Month: Tim Vermande for his never-ending flow of photos from all corners of the country. His Wisconsin Central photos are featured starting on page 11, they include some rare shots of SD45s still in BN cascade green! Thanks Tim for helping stock our photo pages and making these photo galleries happen!

Top Seven phrases you'll never see on a steam locomotive tender.

Copied from a street sign in Deshler, OH by: Peter Maurath

#7. Fly United Airlines

#6. Penn Central

#5. This space for rent.

#4. Drive in front of me; I dare ya.

#3. Give a hoot, don't pollute.

#2. Pleeeez ride our scenic train, the maintenance costs on this loco are killing us.

#1. How's my driving call:]

Layout on A Shoestring Budget Conducted by: Peter Maurath

Layout on A Shoestring Budget Conducted by: Peter Maurath

Everywhere a Sign

Part 1a2b

It'll scare the yell out of you; it's LOASSB! This month kicks-off a new series on signs. From storefronts, to billboards, this series will cover sources, construction and placement to bring a new level of detail to your layout.

In keeping with the order mentioned in the intro I'll start with sources. These will be the best locations for corporate logos, names, and products that can be used in a cut and paste fashion on billboards and storefronts. This is a more old fashioned approach compared to using computer software and scanners (though I will mention them later) hence the name of this column.

The Sunday paper is a great place to start when sign hunting. This is usually the one paper of the week with the most advertising material, mainly coupons and sales inserts. You'll have plenty to choose from and most will be of a better quality (glossy) paper, in full color. Just be sure to clear it with whoever purchases the paper (this goes for any other source mentioned as well) before attacking it with scissors. What you'll be looking for is corporate logos, such as the GM bowtie. This could be used for the layouts dealership. If you don't have a dealership and find a Pepsi ball, this could be used on a billboard, or outside a store, and so on. Cut out any finds with some good scissors, no finish cuts, save that for installation, and store in a small box or even an envelope till you use it.

These same techniques apply to another great source, magazines. The best ones are of course, the more popular titles, such as Time, People, and Motor Trend (great for auto logos). Old phone books are another place to look. Yellow pages really aren't as yellow as they used to be and contain a lot of ads in full color. They're a great source for local business names, the only downside being the paper quality, which is just above newspaper in terms of durability.

A newer source is the home computer, not only can you make your own signs, but you can scan in and edit prototype signs to fit your liking. While prices have come down, not everybody has access to this source, or all the pieces necessary. Even I still type this column out on a Apple Mac that was new when the first Bush was in office.

Miscellaneous sources can include old refrigerator magnets (great for political ads), buttons, pins, key chains, etc. I even used chrome-plated letters off an old Maytag washing machine once. If you got the green they're at least a half dozen or more companies specializing in train layout signage, custom or otherwise. Sources are everywhere, it just takes a little creativity, some scissors, and of course, permission. That's it for this month, be sure to return next month when we'll build a modern billboard for those logos and such you liberated from the papers.

WANTED!

We also are thinking of doing a caboose special. If you have pictures or status reports please contact either Charles or Andy.

Be sure and prepare for the upcoming winter photo spectacular! Pictures now being accepted for this sequel to last month's smash hit photo issue!

Freelance or Prototype?

The pros, the cons, and everything else!

By: Ray Reyes – JerseyRailFan@Yahoo.com

Okay, so you want to build a model railroad. That's great, but what should it be modeling, your own freelance story or a prototype road that has its name written in stone?

Okay, now after stating that question, I want to make something clear. My mission here is not to convince you to choose one thing over another and, in future articles (if they let me write them!) the same will hold true (unless if it is story of course). Instead, I just want you guys to think about what I say and see if you can think or even rethink some things about your model railroad that you never had really had to (or wanted to) before. Lastly, I gladly accept any comments about my article(s) so if you want to express an opinion (good or bad), don't be afraid to send something to me! That said, onward we go, first stop, freelancing!

Freelancing, to put it simply, is the creating of a fictional railroad that one models to his or her tastes (I'm sure you all knew that one already but in case if we have any newbies, that's what that is.) Freelancing has some pretty good advantages but also some disadvantages. In this part of the article I'll discuss both sides, on track one, pros. Freelancing has many advantages! First off, you get to make the decision on everything about the railroad! You can do whatever you want and it will be right, sound great huh? Well, what's so great? A lot of things, let's say you like the Pennsylvania RR and the New York Central. Granted these two railroads were rivals, you still like them. You want to run equipment for both roads on the same RR but you don't want to model the Penn Central. Okay, since nothing in the prototype world will let you model the PRR and NYC prototypically together, let's freelance! Now you can "build" your own railroad line from here to there to wherever. After this, you go and build your model railroad and get some PRR and NYC equipment and there you go; now you have PRR and NYC equipment together on a freelance RR. Well, it's not that easy! So now we get to the "con's" part. So now you have the PRR and the NYC on your freelance railroad. Let's assume it's called the Ray Railroad System. The RRS looks great, but, since no one is going to read about it in a history book, how do we make it seem real? Well, here's the hard part, and the disadvantage, you will now have to look up the history of both the PRR and NYC and find some information that might be the basis as to why the RRS now exists. After finding this out, you will now have to create your own history for the RRS. This history has to be accurate and convincing and sound like something real! A challenge for some, but not for others. I have only touched the tip of an iceberg here. I didn't even get into paint schemes! It may sound great to create your own paint scheme but, doing it is a lot harder than you think, and saying how the paint scheme became like that is even harder! (If you think some experience is talking here, your dead on!). Though I could spend a whole article on this topic, I have to get to track 2, the prototypes!

Well, the prototype approach! First, as usual, the advantages of the modeling a prototype. With prototype roads the modeler may have it easy or hard, depending on the road he models, one thing is for sure though, the modeler will always be able to find some sort of information about his or her prototype railroad. Also, one does not have to create history, create paint schemes, and try to create an illusion about something that is technically, already an illusion (your model railroad). Everything about a prototype road already happened so you already have something to follow whether it is pictures or books. Now for the gray area, depending on your prototype you may have the great fortune of your railroad's equipment being manufactured over and over again (such as the UP). On the other hand, you may be unlucky enough to barely have any (if any) equipment manufactured for your railroad (like a local short line that expired many years ago). Another gray area is research and documented history, once again, depending on the railroad you choose it may work for you or against you. Another gray area is following the prototype practice, basically, how far will you follow it, and would you mind being stuck by the clear boundaries some prototypes present. In general, this gray area should actually be the disadvantage list for the prototype and vice-versa for the freelance area.

No matter what I say I of course can't force decisions on people, and that's not my point. If you feel that your concept is strong enough or is fine the way it is, great! If, however, you have been on the fence and you don't know what you want to do, you may want to consider some of the points mentioned and think of some unmentioned points on your own (there's plenty). If you have any more questions or need some help in thinking of some points that you may need to apply to your own model railroad, just e-mail me at the address at the top of the page. I'd be glad to read any of your comments and provide you with some advice if you need it. Well, thanks for reading and until next time don't break any couplers!



Upcoming Events

A bumper crop of activities this year!

OCTOBER 5,6&7, 2001 (Rochester, NY) TAMR, Western New York Division fall convention. Events include, layout tour/operating, Model Railroad show at Rochester Institute of Technology, TAMR table at the show, railfanning, videos, pizza, and more! For more information, contact: Nick Wilson (585) 395-9863

NOVEMBER 2001 (New Jersey) TAMR New York/ New Jersey Metro Division Fall convention! Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ), visit a variety of member model railroads, railfan along the NEC, pizza party, train videos, and more! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

NOVEMBER 4, 2001. (North Dakota) This is the Spud Valley open house, their club layout is open. We will set up the N scale layout again. Probably there will be railfanning. For info contact Lewis "my computer is dead and it's not my fault" Ableidinger at soo201@hotmail.com

NOVEMBER 10 and 11, 2001 (British Columbia, Canada) TRAINS 2001 will once again beheld at the TRAINS show, held on November 10th and 11th. Bring money for new toys and food! We will also again run the Digitrax DCC display. This was the best convention of 2000; so don't miss out this year. Please contact Dane Nicholson, or E-mail: TAMR2860@Canada.com by September if you plan to attend.

NOVEMBER 10 & 11th (Los Angeles-Pomona, CA). Great American Train show (w/booth). Railfanning. Contact Joe Bohannon: GeepM@ATT.NET

NOVEMBER 24 & 25th (Bay Area-Pleasanton, CA). Great American Train show (w/booth). Railfanning. Contact Joe Bohannon: GeepM@ATT.NET

And for those of you that really plan ahead...

JANUARY (dates to be announced) (Bakersfield, CA) 4th Annual "High Ball to the Loop". GEMRC Train show. A full day of Railfanning Tehachapi pass. Including the Tehachapi Loop. Contact Joe Bohannon: GeepM@ATT.NET

FEBRUARY 1-3, 2002 (West Springfield, Mass) Annual TAMR Winter Convention! This huge event will be held in conjunction with the largest railroad hobby show in the Northeast! (5 1/2 acres of trains under the roofs of three large buildings) TAMR table and layouts at the show. Contests, clinics, "Beach Party," and more! Another awesome multi-region event is being planned. Ideas and suggestions are definitely welcomed! We also welcome any TAMR member who would like to join the Winter Convention Committee. Mark your calendars now! For more information, contact: Adam Sullivan, E-mail: TAMR30@yahoo.com or Newton Vezina, E-mail: TAMR19@aol.com or call

JUNE 13-16, 2002 (Kensal, ND) The current dates I am planning for the "Mountaineer" are Thursday, June 13-Sunday, June 16, 2002. Here is a rundown of planned events

June 13: Head for Harvey, ND, railfan the CP/Soo - Tour Ray Kuntz's HO Soo Layout - Slides/Clinics

June 14: Railfan BNSF between Jamestown and Bismarck, ND - Dave's Hobbies - State RR Museum - Huge HO Layout (uncontested, largest in state) - Spend night in Bismarck

June 15: Morning railfan BNSF west to Judson, ND - Tour of Wilton, ND, HO Club layout - Convention dinner - Clinics/Slides

June 16: Morning - Open, probably will be filled with railfanning - Ride McHenry Loop Afternoon - Railfan Valley City, ND

Of course this is subject to change, and probably will. For info contact Lewis Ableidinger at soo201@hotmail.com

JUNE 16-18, 2002 (Minneapolis/St Paul) A 2 or 3 day post-convention is in the works for the "Mountaineer" in Twin Cities of Minneapolis and St. Paul, Minnesota. Activities being planned: Railfanning (obviously!) - Bob Rivard's HO Layout (see Great Model Railroads 2001) - That O scale layout at Como Park - MN Trans. Museum at Jackson St. Roundhouse (well worth the trip right there!) For info contact Lewis Ableidinger at soo201@hotmail.com

JULY 10-18, 2002 (New Jersey / New York) The Broadway Limited 2002. With under a year and 4 months away, the 2002 TAMR National Convention is scheduled to be held in New York and New Jersey, hosted by one of the TAMR's fastest growing, and active divisions! Get ready for the best model railroading and railfanning in New York and New Jersey! For more information, contact The Drew Crew, 2002 Andrew Matarazzo, Convention Director. E-mail: TAMRnymets@aol.com and Northeast Region Rep., Andrew Sabens, (Convention Director) E-mail: TAMR13@aol.com

THIS JUST IN!!! The 2003 TAMR National Convention will be held in northern California during the month of July 2003!! For more information, contact Ross McKnight, E-mail: TAMR4449@aol.com

Have a big railfanning bash coming up? Tell us here at the Hotbox and we'll let the world know about it!

TAMR News and Reviews

Conducted by Nick Wilson

Since Nick is currently moving we decided we'd let him off our incredibly ambitious deadline (so ambitious we can't even make it as editors!) and he'll get back to writing once everything is settled down and he's got his computer up and running again - hope that move goes well Nick!!

ASK GEEP M

Joe "GeepM" Bohannon

Ask GeepM unfortunately had to take another month off due to space restrictions this month but have no fear; it'll be back real soon! Remember to send ANY and ALL questions pertaining to model railroading to (Include name, and modeling scale):

Joe (GeepM) Bohannon,

GeepM@ATT.NET

TAMR ON THE WEB

What could be better than free stuff?

The TAMR has an active presence on the Internet, and we hope our members will take advantage of what we have to offer. All of this is included in your membership, so it is free. Yes, that's right, it won't cost you a dime!

First is our own site, www.tamr.org. Here you can find out what's going on and see pictures from conventions. If you have a picture to add, or would like your own web site linked, contact us. We are also always looking for members who would like to help with the site (no experience is required). If you would like to have your own page at the site, we'll help you with that, too. For more information, contact webmaster@tamr.org.

Second is our e-mail list. The list does not replace the *Hotbox*, but does provide a fun way for members to get the latest news and make new friends. You can join the list in several ways:

- send a blank e-mail to TAMR-subscribe@yahoo.com
- on the web, go to <http://groups.yahoo.com/group/TAMR>. (This is most useful if you are already registered with E-groups or Yahoo).
- send an e-mail to pivotpin@tamr.org and request an invitation.

Note: Yahoo has recently bought E-groups. Most URL's will take you to a Yahoo page. Until things settle down, you may experience some difficulty using the site. Contact the Pivot Pin if you have a problem.

Yahoo also has a "files" area where you can find the TAMR logo, some more pictures, and other information. Note: the list is only open to TAMR members, although a few exceptions occur for former members or industry contacts.

Third, you can have an e-mail address "@tamr.org." This is a forwarding address, so the e-mail is sent to another address that you already have. (It is possible to get a POP or stand-alone account, but there is a charge associated with this). For information, contact treasurer@tamr.org.

Check us out on-line!

www.tamr.org

And while on the web, stop by our sponsor's site!



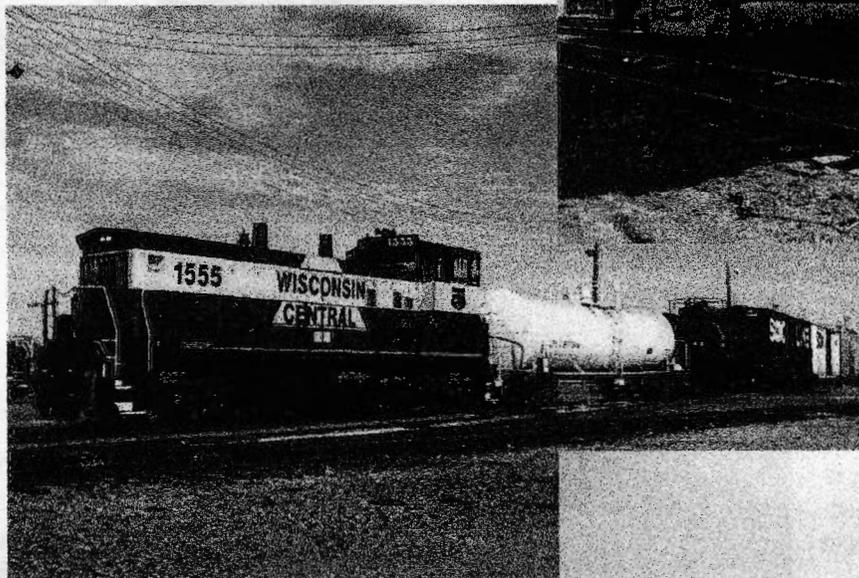
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Wisconsin Central - A Photographic Tribute!



Top to bottom:

#6558 at Manistique MI, September 1988, note the rare striping on the trailing unit.

#713, a GP30 with Alco trucks in May 1989.

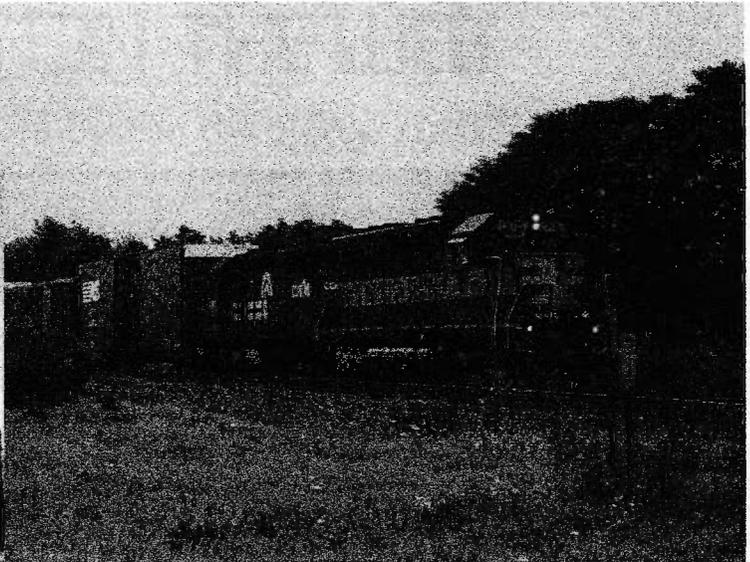
SW1500 #1555 switching in Fond du Lac, October 1989.

SDL39#582, September 1988

Tim Vermande photos



Wisconsin Central – A Photographic Tribute!



Top to bottom:

A run-through train over the former Conrail Chicago line at Lydick, IN (September 2000). Tim Vermande photo

WC 7504 has the honor's of today's Hayward Local, or train LO66. David S. and David B. were the engineer and conductor, respectively, who both often work this job. The train is faced south in the siding at Gordon, WI, waiting for two northbounds.

December 27, 2001. Lewis Ableidinger photo #6417 near Slinger, October 1989, Tim Vermande photo

SDP45 6634 "Kent Rengo" (at least to fellow employees and WC fans) sits in New Brighton, MN, waiting for a green light to head to Wisconsin. Andy Inserra photo.

SD45 6579 at the Itasca (Superior) terminal. It is just a four-track yard with a trailer but it is good enough to call home for the employees out of the Twin Ports. August 2001. Andy Inserra photo.

