



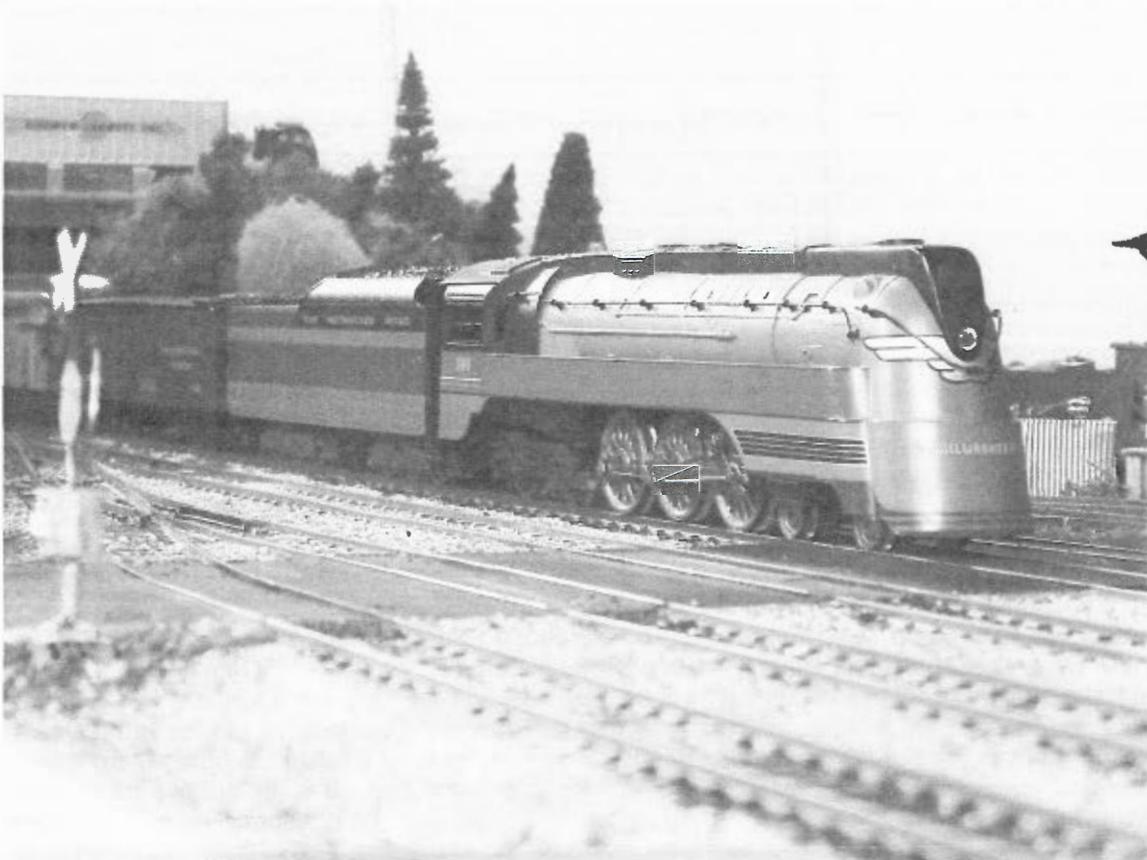
THE HOTBOX

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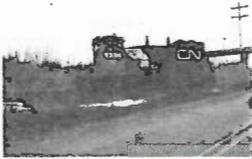
My model of the Milwaukee Road's Twin Cities Hiawatha passing through on the way to the Twin Cities, September, 1950. Photograph by Daniel Fiala.

Editor: Daniel Fiala Contributions: Any material that you wish to contribute is welcomed. If you have a million reasons Alco is better than EMD (and it is!), start a monthly column. Photos and drawings just waiting to be shown to the world are very welcome here as well!

To see your work published, send all material to:

**Daniel Fiala,
the Editor at**

Questions? Ring up



Form 19 - From the Editor's Desk

Model Railroading is Fun! Back in 1934, Al Kalmbach, founder of *Model Railroader*, first printed this phrase on *MR's* cover. You have probably noticed the cover photo for this month being the Milwaukee Road's Hiawatha. Despite the fact that I model the Kewaunee Green Bay & Western, I thought it would be nice to run something different. After all, it is my layout and I'm allowed to have fun with it. So, disregard those repeated threats from the realism police and do what's fun with trains. In my case I used to model the Milwaukee, so I still have my old equipment, which makes it nice because I can change up the trains on occasion.

Happy Railroading,
The Editor.

Hotbox News

ATTENTION! All memberships will expire December 31. We are adopting a new system wherein memberships will run from January 1st - December 31st. Forms will be sent along in the December/January *Hotbox*. It is requested that all information be filled in on the forms, especially the telephone number and your house address or P.O. Box number, so we can easily contact you if necessary and that all TAMR publications will be sent by postal mail. Complimentary and lifetime memberships will not be affected.

ATTENTION! All members of the Central Region. Your Representative, Daniel Fiala, is looking at expanding the *Pilot* to a four page newsletter. However, I'm a little short on photographs from the region. If you could help alleviate this shortage, that would be very much appreciated. All you have to do is send 'em to me and they will be published in the *Pilot*.

ATTENTION! All members! If you are going to move or have a change of address, please contact the Editor by postal mail or telephone. We've had three recent returns of mailings marked "Return to sender: unable to forward" or "No mail receptacle." I can not send these newsletters to addresses that are not active. If you don't update your information in my file, I can not insure prompt reception of the TAMR's publications. Thank you for your cooperation.

Voting will take place this November. To nominate a fellow member or yourself for a position in the Organization, contact either President Sawyer Berry at: sbpackernut@gmail.com or your Editor: address on the cover. Ballots will be sent along in the ~~October~~/~~November~~ issue of the *Hotbox*. Please folks, let this year be not like so many others were ten, nay, five members cast ballots. Let's build up this organization strong and never again let it fall to the point where it was early this year, being about thirty days from complete dissolution. It takes but five minutes to decide who to vote for, and forty-four cents to send that precious bit of information to the Editor, thus making your contribution towards a stronger, and hopefully long-lasting Teen Association of Model Railroaders.

The TAMR is looking for a new secretary. If you are interested, contact Tim Vermande at: kd5urs@gmail.com or Sawyer Berry at: sbpackernut@gmail.com.

The John Bull turns 180! This engine, now preserved at the Smithsonian in Washington, D.C., is the Camden & Amboy Railroad's most famous locomotive. It arrived in America in 1831, and made it's first run in August of that year.

Walter Breuning, who had a fifty year career with the Great Northern, hired out on the GN in 1913 when James J. Hill was chairman, died April 14, 2011 at the age of 114, and had the honor of being the world's oldest living man. In 2009, the Burlington Northern Santa Fe Railroad honored Mr. Breuning when they named a control point in Montana "Walter Junction." -*Trains*

Norfolk Southern is taking delivery of it's first SD70ACes, twenty-five of 'em, numbered in series 1000-1024. Delivery is to continue into 2014, for a grand total of one hundred of these units. The SD70ACes will be numbered in series from 1000-1099. -*Trains Magazine*



The TAMR Extra Board

Showcasing the work of our members

Railroads in Northwest Indiana: Part I

By: Charles Warczinsky

I'd like to start this with a bit of a preface. I intend this as more than a one-article overview of railroads in the northwestern part of Indiana. Although I'm from the east side of Michigan, I've been attending college in Mishawaka, Indiana for the past four years (strangely enough, it's taking me five years to get a four year degree). Mishawaka is right next to South Bend, Indiana, and my college (Bethel College) is on the east side of the street that forms part of the South Bend/Mishawaka border. Over the course of the past four years or so, I've become somewhat familiar with the railroads in and around the South Bend area. I'd like to take this chance to share some of them with you.

I'd like to begin by presenting the key cities around where my college is located. They'll be a lot easier to identify if you can grab an atlas or similar sized map of the state of Indiana. Using South Bend as a key point of reference, first look at the north end of the state of Indiana. Just below the Michigan border, near the center of the state, you'll notice a number of rather large cities. While none of these cities are as big as Detroit, Chicago or Indianapolis, you shouldn't have much trouble seeing them. The western-most city is South Bend. Right next to South Bend is Mishawaka. There isn't much of a difference between the two on the map, most likely, the biggest difference will be the two different city names. There should be something of a space between the South Bend/Mishawaka spot, and the next city of any size to the east (think of it as about 15 to 20 miles or so). This is Elkhart, Indiana. Just to the southeast of Elkhart is a smaller city, Goshen. To the west, you'll see Lake Michigan, the Illinois border, and Chicago.

Although a number of railroads serve the area, just two of them are Class 1s. Norfolk Southern is the newest company to the area, after purchasing the old New York Central Railroad line through the area. New York Central's Water Level Route east of Chicago passes straight through downtown South Bend, Mishawaka, Elkhart and continues down to Goshen before continuing east. Elkhart is also home to NS's massive Elkhart Yard, which serves as the point of origination and destination for much of Norfolk Southern's interchange traffic in the greater Chicago area.

The other Class 1 railroad which serves South Bend is Canadian National's former Grand Trunk Western Chicago-Toronto mainline. The CN line crosses the NS line in downtown South Bend, as part of a multi-mile long section of elevated, joint trackage. East of downtown South Bend, the CN turns north, crossing the St. Joseph River on a cool looking (old) arch bridge, running straight east for a couple miles through Mishawaka, then runs northeast through Granger, Indiana before crossing the Indiana/Michigan border.

Other railroads serving the area include regional Chicago, South Shore and South Bend, and Elkhart-based short line, Elkhart & Western. The CSS&SB has both freight and passenger operations, although the state of Indiana has taken over the passenger operations via the Northern Indiana Commuter Transportation District. The passenger operation terminates on the west side of South Bend, at the Michiana Regional Airport's main terminal, and operates two, four, six and eight car sets of modern interurban cars, utilizing an overhead catenary system. The Elkhart & Western operates a former NYC branch line on the north side of Elkhart, and is one of a couple shortline operations in the region owned by Pioneer.

I'll conclude this article with the promise of future articles featuring each city, with good places to railfan, things of interest in each town, and photos highlighting some of the action you can catch in each city. Next month: Part II



Westbound Amtrak 49 enters Elkhart, slowing for it's stop at the depot. All photos by Charles Warczinski.



A BNSF westbound empty coal train enters Elkhart from the east, led by a mixed set BNSF locomotives.



Norfolk Southern 6740 and Union Pacific 2217 lead a westbound freight towards Chicago at South Bend, Indiana.

Building Benchwork

By: Sawyer Berry

I recently built a 2'2"x4' table for a new layout. I built it like an open box, using 2x4's for the bottom support and vertical supports. The top was made by using 2x3's and extruded foam insulation. I'll have a tutorial up on my youtube (<http://www.youtube.com/user/sbpackernut?feature=mhee>), but here are some tips for your next bench work project: Think about your application. What do you need the bench work to do? What kind of characteristics does it need to have? I needed a strong, sturdy box that wouldn't be subject to being warped. Design on paper first. I drew a sketch of my grids and supports, which used the needs from the previous tip. Use the right kind of wood. I picked 2x4's for the base and supports because they are big, sturdy pieces

The Hotbox Photo Gallery



BNSF GP-38's 1549 & 2264 switching one of the yards in Superior, WI June 8, 2011. Photo by Daniel Fiala.



NS 5528 on the point of a short freight running from Elkhart, Indiana, to Kalamazoo, Michigan. Photo by Charles Warczinsky



From Jeff Andreski comes this photo of former Wisconsin Central Limited power re-lettered for the Wheeling & Lake Erie Railroad.



The Teen Association of Model Railroaders - Established 1968

The TAMR crew are as follows: President - Sawyer Berry; Treasurer - Will Ebbert; Editor & Central Region Rep. - Daniel Fiala; Pivot Pin - Tim Vermande; Northeastern Region Rep. - Ben Rechel; Southern Region Rep. - Radisson McGuire; Western Region Rep. & Promotional Director - Jeff Andreski.



MULLIGAN STEW

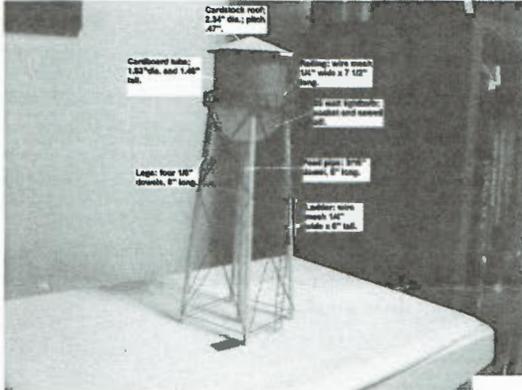


-A LITTLE OF THIS AND THAT-



By: Daniel Fiala

Model a Water Tower



All photos by Daniel Fiala. Sorry about the need to use a microscope to read the text in the photo.

This water tower is modeled after the prototype which stood in Kewaunee, Wisconsin for many years until being torn down in the early to mid 1970's. This city was once one of the ports of call for the Lake Michigan carferries. What follows is simply a step-by-step account how I built this particular water tank. If you have different ideas on the construction or wish to substitute different materials that is great. The method which I used was a fulfillment of an idea to build a good looking structure out of common materials. To model this water tower, a handful of common materials are all that's required. First, for the bottom of the tank, use a 25-watt light bulb with the socket end sawed off (removing a total of about 1", (this includes the screw). The trick to this procedure is gentle pressure with the razor saw, making light passes all the way around and holding your breath, hoping you don't crack the glass! For the tank cylinder, I used a thick wrapping paper tube, 1.45" high. The top is a cardstock circle, (radius 1 3/8"). To give it the proper pitch cut a notch from the edge to the center 1 3/8" long x 1/8". Pull the roof together until there is a 1/2" overlap at the seam. On the underside of the tank, a walkway must be fashioned of cardboard to the dimensions of 1.93", inside diameter, (0.965" radius) and 2 1/2", outside diameter, with a radius of 1 1/4". Dowels with a diameter of 1/8" and 6" long are suitable for the legs. For a larger tank, perhaps Central Valley lattice girders could used. At a spacing of 1 9/16", fasten the legs on with super glue. For the bottom bracing, four wires of 22 gauge wire 2 1/16" long are required. Cement these to the inside faces of the legs 1/4" from the bottom forming a square. For the mid braces, use four lengths of wire 1.59' (1 19/32") long. Also, cement these to the inside faces of the legs 3.80" from the bottom. Next, eight braces 4" long are needed to form the X-bracing as seen in fig.1. Then eight bracing 2.75" long are required to form the top X pattern. Take care that both these sets of braces align inside the "box" formed by the horizontal braces. Regarding the feed pipe, a dowel 3/16" diameter and 5" long would be dandy. As for the railing and the ladder, 1/4" wire mesh 7 1/2" long is required to meet the circumference of the walkway. This is fastened on by leaving a few "legs" on the mesh and drilling corresponding holes in the walkway. For the ladder, the same mesh is fine (1/4" wide x 6" tall), but a Central Valley ladder would be better suited for a more detailed model. Now at last for some real excitement: painting! I painted mine silver after the one in Kewaunee. But in reality this tank could be a multitude of colors. However, in 1950's America, the predominating colors for water tanks were silver, black or white. 🐾

Bill of Materials: 24" of 1/8" dowel; 5" of 3/16" dowel; 69" of 22 gauge wire (floral wire); 1/16" paperboard (not corrugated board); Cardstock; Wire mesh; Super glue; Spray paint of your choice.

of lumber that won't break. I used 2x3's on top because I didn't need it to be as strong as the base. In fact, 2x3's probably would have been sufficient for everything, but better safe than sorry. Measure, mark, and check. After you measure out your cut lines, go back and double check them. Five minutes here will save a lot of frustration and wasted money (trust me). Clean off the splinters of anything you cut. No sense leaving something that can hurt you later on. Once everything's cut, lay out your design before you screw anything together. This is the time to make any corrections to your design and fix anything that won't work in practice. Use a well-charged battery in your drill. You'll be drilling holes into boards and then screwing in screws. A well-charged drill will do the work much more efficient and quickly. Keep everything square! Take pride in your work and make it look professional. More to the point, the squarer everything is, the better it will hold together and perform. I had a blast building my bench work, and it was an enjoyable afternoon project. I highly recommend it to anyone, as it's a great way to develop carpentry skills. Also, 2x3's and 2x4's are not that expensive, so mulligan are allowed, although I don't recommend having to fall back on one.

R A I L F A N R A N T I N G

This is the last installment of Railfan Ranting. "No deposit, no return."

The answers to this month's question: "What is your dream rail fanning spot?"

Daniel Fiala, Green Bay, WI: I couldn't really decide on a specific location, but I did narrow it down to two: Rochelle, Illinois and in Duluth, Minnesota along the old Duluth, Missabe & Iron Range Railroad. I just spent part of a week's vacation at a hotel in Duluth which sits just ahead of the main artery into the city.

The Railroad Pun of the month.

Because the Green Bay & Western Railroad, during the early part the 20th Century, had a notoriously slow operation, it was known locally as the Grab Baggage & Walk. That concludes this month's pun. Tune in next time for more laughs!

Thank you for tuning into this month's broadcast and see you next time!

