

HOTBOX

"the Un-Magazine of Model Railroading"
July 1984

No. 201

This Wind Called ZEPHYRUS



Fair laughs the Morn and soft the Zephyr blows,
While proudly riding o'er the azure realm
In gallant trim the gilded vessel goes;
Youth on the prow, and Pleasure at the helm.

--Gray, The Bard



HOTBOX

OFFICIAL PUBLICATION • Train Association of Model Railroaders

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

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Harrison, AR
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All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

HOTBOX EDITOR: Mark Kaszniak
4818 W. George St.
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only, please), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

FRONT COVER

This issue's cover is a tribute to the Pioneer Zephyr. This year marks the 50th anniversary of the Zephyr's famous dawn to dusk run from Denver to Chicago without stopping. No train ever before had traveled 775 miles without stopping for fuel and water. The Zephyr was the first all stainless steel, streamlined, diesel powered train which signalled the end of the steam era making the poem by Gray written years before all the more appropriate.

Extra Board

All the news that fits, we print:

MEMBERSHIP

By Dee Gilbert

Total TAMR Membership (7-1-84): 132

Breakdown as follows:

Region	Number	Percentage
Canadian	6	4.5%
Central	44	33.3%
International	2	1.5%
Northeastern	44	33.3%
Southern	19	14.5%
Western	17	12.9%

TAMR Welcomes These New Members:

Tom Kulyas III, St. Paul, MN
John Whaley, Bath, NY
Eric Miller, Altoona, PA
Jason Plemons, Fresno, CA
Joseph Abruzzo, LaGrange, IL
Tim Smyth, Tacoma, WA
David Wilson, Powder Springs, GA

Also, Welcome Back:

John Huseby III, Round Lake, IL
David Chapman, Grant Park, IL
Stephen Sant, Baldwinville, NY
Ron Mical, Plainfield, IL
Chuck Kerzak, Lumberport, WV
Robert Gulliespie, Pleasant Groves, CA
Pat Limbach, Columbus, IN
James Morgan, Grand Prairie, TX
Colin King, Cape Coral, FL
Keith Walker, Tamagua, PA
Kent Ross, Canton, NY

Members please be advised that I have recently returned from vacation and am attending to the backlog as fast as possible. However, please be patient if you are awaiting a membership card or a reply from me, they are forthcoming.

CONVENTION MODULES

Those TAMR members in and around the Chicago area who are interested in developing an N scale set of modules to be displayed at the TAMR/NMRA convention in Milwaukee, WI in 1985 are urged to contact John Huseby III (311 Lunar Drive, Round Lake, IL 60073). Those interested in constructing HO modules for the convention should contact Gerry Dobey (145 E. Kenilworth Ave., Villa Park, IL 60181). Display space will be available at the Convention for showing off the modules. All modules will be developed according to TEEN TRAK specs. If you are not in the Chicago area, but are attending the convention and would like to bring a module along, please contact the convention chairman, Mark Kaszniak, so we can estimate total space requirements needed.

Dawn of the Diesel Age



Ascending the steps of the Museum of Science and Industry in Chicago, I noticed a powder blue banner flapping in the wind. As the wind died down and the banner stopped its aerobatic twists and turns, the writing on it suddenly became visible. Simply stated in block lettering it read: "A Celebration of Railroading." Unbeknownst to a majority of those passing under the banner and through the doors, the museum is once again showing off one of its star attractions on its 50th anniversary.

At 7:10 PM on May 26, 1934, the Pioneer Zephyr broke the tape at Halsted Street near 14th Street to complete its record run from Denver in 13 hours, 4 minutes and 58 seconds without stopping. This famous "Dawn-to-Dusk" run took nearly five hours off the old Denver to Chicago rail speed record set by a steam engine.

The secret to the Zephyr's speed, which averaged 77.6 mph for the trip, was three fold. First, the Zephyr was the first streamlined train to be powered with a diesel-electric drive. The engine is an eight cylinder, two cycle, oil burning diesel engine developed by the Winton Engine Co., a division of General Motors, capable of 600 hp, but only one quarter of the size and one fifth of the weight of previously built engines of the same power. Second, the exterior framework is made from 18-8 stainless steel by the Budd Co. of Philadelphia. The entire train was constructed without a single outside rivet due to Budd's newly developed shot welding process which produced strong joints without decomposing or removing the desired properties of the stainless. Thus the entire three car Zephyr set weighed in at 95 tons--the weight of an average Pullman car of that period. Third, the Zephyr was constructed on four trucks and the sections between

the three cars were articulated. Doing this required only 16 wheels for the train instead of the usual 36. Additional features improved ride quality and reliability such as outside bearings, 32 rubber cushioning points, rim toughened steel wheels, roller bearings and equalizing brakes.

The streamlining of the train was developed by the Chicago building firm of Holabird and Root. The purpose of streamlining, of course, is to reduce wind resistance and this was accomplished on the Zephyr with the bullet shaped nose to cut through the wind, horizontal fluting on the sides, flush windows and wheel covers. The design of the interior of the train was done by Paul Cret, a Philadelphia architect. It is done in art deco with inlaid woods, fabric seats and stainless steel trim.

The logo for the train was developed by Raymond Loewy (see above) and it incorporates the god of the west wind, Zephyrus, and the train. Ralph Budd, CB&Q president, liked the name because he felt it was well suited to a sleek train speeding across the Midwest.

There are many legends concerning the Zephyr's famous run, but perhaps one of the most unusual happenings occurred as the train pulled into Aurora, IL. Turns out that one of the train's engineers was Jack Ford who was from that area and all his friends turned out to see the train. Well Jack blew the horn so much coming into Aurora that the train slowed to 10 mph and the throttle had to be opened to full to regain enough speed to complete the trip to Chicago (compression in the Zephyr's cylinders is accomplished through the use of air). Well it turns out that according to Greek mythology, Aurora is Zephyr's mother. Perhaps mom just wanted a good look at her now famous son?



Getting To Know You

Any member, new or veteran, who has not already had his/her life story poured out to the world through these pages is invited to send an autobiography of about three paragraphs for publication. This is a reader oriented section which depends on you for support. We hope to include this column as often as there is material for it.

Hello. My name is Joseph Abruzzo and I am 15. I joined the TAMR in July of 1984. I am modeling the Southern Pacific in the Tehachapi mountains from Mojave to Lancaster with a branch line to Creel in HO scale. This 10 x 11 foot layout is in the first stages of construction.

I hope to be writing for the HOTBOX often. Until then, feel free to drop me a line at: 105 East 29th Street, LaGrange Park, IL 60525.

Hi fellow TAMR members, my name is Dave Valentine. I've been a member of the TAMR for about two years now and I'm 17 years old. My favorite railroads are in order - Conrail, Bessemer & Lake Erie, Pittsburgh & Lake Erie and the Chessie System. Conrail's (ex-Reading) Philadelphia--Pottsville main goes through town. The D&H (now Guilford Trans. Co.) also has trackage rights. D&H usually has two trains per day on the line from Allentown to Philadelphia and visa versa. I love watching endless coal and ore drags with multiple units for power. I also really enjoy railfanning Conrail's Allegheny Division with all the Conrail hot spots such as Enola, Altoona and the world famous Horseshoe curve. As you've probably guessed, I'm into almost anything that has flanges and rolls on rails. If you'd like to trade photos or slides with me or just correspond, feel free to write. I'm in the Directory.



PROTOTYPING A PIKE

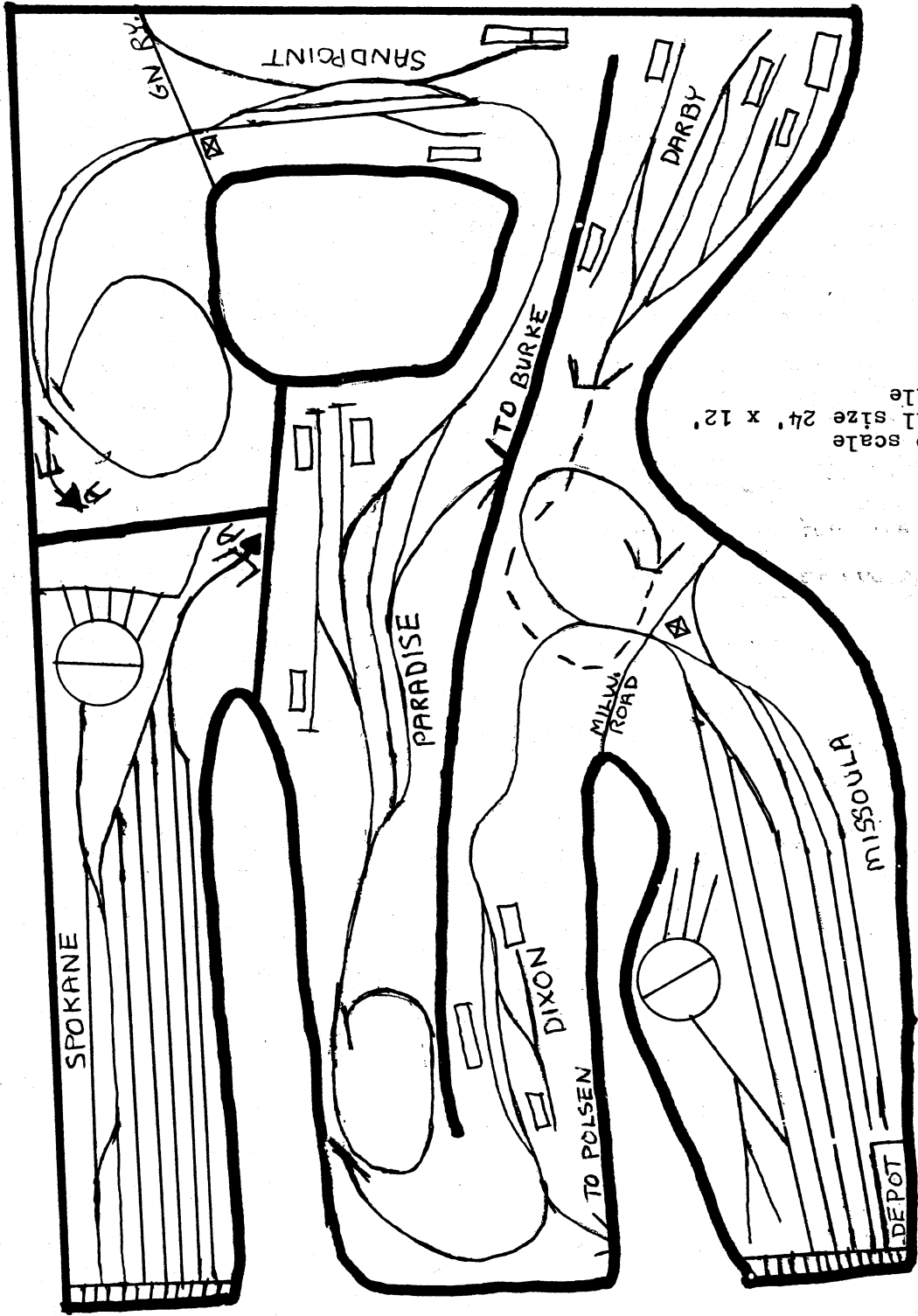
One of the great things about model railroading is that you can model anything the way you want to. You don't have to make up your own railroad if you don't want to, nor do you have to make a model railroad so that you can move it. You don't have to make it small enough to fit into the kitchen sink, nor do you have to go by a specific prototype and have it so exact that the engines are totaled after every crash (ala the BN). Yet that is what I am going to try to accomplish.

What I mean to model is the Northern Pacific mainline from Missoula, MT to Spokane, WA via Sandpoint, ID. I decided to model the NP for two reasons: (1) I like F's, SD45's, U30C's, GP7's and 9's all of which the NP had and (2) I like the terrain as it winds through the snow capped cliffs and mountain streams of the Rockies. Of course, I've always liked the NP from the word "go" which has also helped alot.

The train numbers that I know of on the line are 603, 600, 602, 606 and the fruit express. Everything else runs as extras. The North Coast Limited (no.s 25 and 26) stops at Missoula, Paradise and Spokane. All of these trains will have one tough grade which starts at Missoula, climbs to Paradise and descends into Spokane.

I've enclosed a trackplan on how I envision the line in model form. The reason why Missoula station is cut in half is that it is symmetrical and the mirror next to it will provide the illusion of a full size station. The facilities in Missoula are a yard, roundhouse plus the division headquarters located on the upper floors of the depot. As we move past the Milw, Road crossing, we come to the "Bitter Root Branch" which leads to Darby. Continuing on the mainline, we go through Dixon and past the branch to Polsen. Next stop on the mainline is Paradise. Through the yard and past the Burke switch, we next come to Sandpoint where we cross the Great Northern. Then comes a long stretch of mainline until we reach the Spokane city limits.

I hope you've enjoyed this trackplan as is was presented to encourage you to do some prototype trackplans yourself. Why not give it a try?



Not to scale
 Overall size 24" x 12"
 HO scale

LAYOUT BOUNDARY / VIEW BLOCK
 MIRROR

Acrylics And Pastels

A quick visit to your local art supply store will reveal some of the best finishing materials you can find--acrylic paint and pastel chalks. Acrylic paint is a water soluble, odorless paint that is permanent after it dries. A two ounce tube sells for about two dollars and will last for years. Buy the three primary colors--red yellow and blue--and you can make any other color you like. Add various amounts of white and black for shading and tinting. Acrylics are very versatile and can be used almost anywhere Floquil paints can be.

Another art medium useful to model railroaders is pastel chalk. A set of pastels runs from two to three dollars and will also last for years. While both of these materials have many applications, they're really useful when used to weather models and structures.

I'm going to explain how I used these items on an Athearn refrigerator car, but they can, of course, be applied to anything. The model is that of a wooden car painted reefer yellow with boxcar red ends and roof. Out of the box, it it's a nice car with a sharp paint job, but just a bit too bright. My objectives were to tone down the garnish color, kill the gloss and make it look like it had withstood years of hard service. I began by lightly scraping the black lettering and logo with an old X-Acto blade to remove the stark contrast between the black lettering and the yellow car. I was careful to leave everything readable, especially the reporting marks as these are vital during operating sessions. Though I didn't do it with this car, now would be the time to apply a light wash of dark rust and yellow acrylic to the sides and ends. Always work absolutely vertical and with thin paint. Any good earth tone would probably look good. I like to do the sides and ends first and finish with the roof, but John Olson (one of my heros) starts with the roof and works down.


After this step, start playing with the pastels. I use an old X-Acto blade (I have thousands) to scrape the dust off the colored chalk directly on the car. Once the dust has fallen on the car, use a big soft brush (no. 10 or so) to work the color into the details.

A different method, suggested by John Olson, is to scrub the chalk with a trimmed, stiff brush and then scrub the color into your car. Experiment to see what's right for you.

I use typical "dirty" colors such as black, brown, beige along with white to simulate dead paint and a pastel color close to the color of the car to simulate dead paint that is flaking off. Black is used on the roof and upper sides to represent smoke and soot while dusty colors are used to the lower sides for dirt picked up on the road.

After you have the pastel effect about the way you want it, spray it with a clear flat paint (Testor's dullcote is fine). The chalk tends to disappear under the dullcoat so you'll probably have to repeat the procedure. This is somewhat helpful though, as it is very easy to overdo it with the chalk. Remember to keep your aging under control, you want the appearance to be well used, but not ready for the scrap bin. Strive for variety as well as moderation; leave some cars looking almost new and make one or two close to retirement.

These weathering techniques are very controllable. If too much acrylic or pastel is applied, you can just wipe or rub it off. Combining these methods with an airbrush (if you have one, I don't), would give even more pleasing results. For additional information on these techniques, I suggest you read the Jerome and Southwestern installment in the December 1982 issue of MR. Ideas for developing a balanced freight car fleet appeared in the October 1981 issue of MR and the Nov/Dec 1980 issue of the HOTBOX.

RRS 	President Dave Chapman P.O. Box 265 Grant Park, IL 60940
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The RRS's passes have arrived and I am ready to trade. The RRS has recently purchased the following equipment: 10 40' flatcars, 6 tractor cabs, 6 40' trailer vans, 2 40' open hoppers, 1 bay window caboose and a new GP35.

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

DEPOT UPDATE

Our region has recently suffered a setback with regard to our fine publication, the DEPOT. We have lost our main printing source and we must face the realities. Prior to this time, most of our printing costs were actually "free" and it was primarily donated time (many hours by the way), postage costs were our greatest concern and monetary outlay. Now our greatest concern is getting the DEPOT printed at all. There is no way that we can expect to get as fine a publication as the DEPOT recently evolved to be printed at commercial rates given our financial circumstances. Therefore, printing/publication of the DEPOT must be suspended until further notice. If anyone has a source for printing with similar conditions as we had up until now--by all means contact the DEPOT editor and give him the facts as soon as possible.

--Bernie Stone
NR President

NEST NOTES

As the new coordinator of the NEST (NorthEastern Shortlines & Terminals), it is my job to get this group going! I am writing to all of you because we need you. The new NEST will be simply the layouts of as many modelers as are interested being interconnected on paper. We will eventually have a map showing who interchanges with who where. Hopefully, we will have modelers throughout our region interested. Thus we may interchange "layout-to-layout" without having to rely on the prototype to make our connections. The purpose is to simply have fun and that's the main idea of modeling anyway! Would you please send me a current accurate detailed map of your actual layout if you are interested. Please note that to become a NEST member that at least a portion of your main-line must run into one of the states of the Northeastern Region. If possible, we will publish individual maps as well as the states map. Please also enclose a listing of your motive power and rolling stock, as well as roadnames. If your layout is still on the planning

board, send me your trackplan anyways. PLEASE do not claim to be modeling all of Conrail! This would make my job impossible. Please be as truthful as possible when you describe your layout. If you do need to "exaggerate", please let me know. Following these guidelines will simplify my job considerably.

--Kent Hoss, NEST
RFD #3, Box 152
Canton, NY 13617

NR SUMMER CONVENTION

The Northeastern region's 1984 summer convention is being held in Rhode Island on August 10-12th. Attendees are expected to pay for their own food and chip in for transportation when necessary. Lodging will be in tents (weather permitting) or at Chris Brindamour's house. Scheduled activities include a tour of the Seaview Transportation Co. (see Nov. 1983 HOTBOX for info on the Seaview), a tour of the Providence & Worcester shops, train watching of area railroads, layout tour of area model railroads, bull session and slide show. Hope that as many of you as possible will show up. To register contact Chris Brindamour, NR Representative, 10 Meadowland Drive, North Kingstown, Rhode Island 02852.

(Editor's Note: In case you haven't noticed, the HOTBOX has included a fair amount of information regarding NR activities in this column this month. Normally all this information would have been found in the region's newsletter, the DEPOT; however, since the DEPOT has suspended production due to the fact of an economical printing source, I felt this information had to get out to the TAMR membership in some way. Please note that the HOTBOX will be happy to carry important notices from any TAMR region. Normally those notices can be found either in this column or in "Extra Board." I urge all regional officials to keep me informed on what's happening so that important information can be passed on to our membership when appropriate.)

FOR SALE: Some passenger cars, a BN caboose and engine shells. First come, first served. All HO. For a list of items write to: Tom Novitske, 659 Green Court, Onalaska, WI 54650.



PIKE ADS-

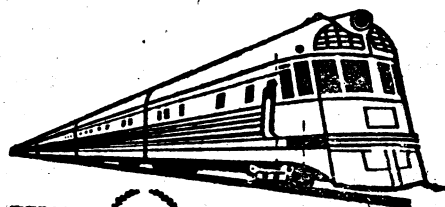
Take advantage of the HOTBOX's latest service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications for a one time fee of a \$1.00.

All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us what's happening on your railroad or your future plans for expansion.

TAMR HOTBOX,
Box 132
Harrison, AR 72602-0132



ZEPHYR 50 ANNIVERSARY

MAY 26 1984

PLACE
POSTAGE
HERE

Issued
8-3-84

FIRST CLASS MAIL

