

THE TAMR
CONVENTION:
AUGUST 12, 13, & 14.
FRIDAY TO SUNDAY.

FUN UNDER
THE SUN.

RAILFANNING
SLIDE SHOWS
MEETINGS
MODEL TRAIN
SHOWS.

BE THERE OR
BE SQUARE...

MAY - #236
THE HOTBOX

A LETTER FROM YOUR EDITOR

Well, hello there kids, how are all of you? I am o.k. I know all of you have been wondering where the heck has your HOTBOX been, Right now it's in your hands. I am very sorry for the late HB. I have been very busy and this work had just gotten away from me. The convention. I hope you can all attend. Please get your reservations as for however you are getting here to Chicago with. I want to say right now, If anyone of you need help or any information you may call me- (312) 788-6442. don't call on monday or sunday the rest of the week call between 1:00 to 8:00 pm. satuday call between 11:00 to 4:00pm. You may call me collect. Once again I am very sorry for the bad delay in the HB. Never again. This is how things are going to go. Friday the 12th., everyone is going to arrive. Satuday Railfanning and Possibly a tour of Amtrak's Chicago shops. Then Sunday is the great model train show. this is the ultimate place to shop for all your supplies. anything and everything you want. And then it's time to head for home.

We hope to have a fun time. I plan to have the next issue looking a lot better than this one. When will you get the next HB? Let me just say, keep your eyes on your mailman. (about one week from when you get this one). One other thing- I would like to say thanks to all the great members who have been contributing to the Hotbox article file. I really am glad that I am getting articles. I still want a lot more of you to write something and send it in.

The thing I would like to talk about now is about grade crossing safty. How many of you have been wating at a crossing for a train to pass by whne some total fool drives around the gates (if the crossing has gates) and drove right on? I have seen this too many times. You can look at the people who do this two ways. One way- go ahead and let them, really. If they want to get killed go ahead and let them I say. The other way I would try to find them and give them a strong talk about rail safty. I have talked to policemen and they have told me when I see this happen, there is nothing I can do about it. That makes me mad. I want to do something about it. I will never forget a story I heard from a Mo-Pac engineer a few years ago. I rode the operation life-saver train over the Mo-Pac line south out of Chicago. As I talked with several train workers, the one story I heard will stay with me until I pass away. I don't remember his name, but he told me of one summer many years ago this engineer was running a train down the line and at one of the many grade crossings the train crossed the crew in the cab noticed a station wagon racing toward the tracks in an attempt to beat the train. the hogger threw the train into emergency with all he had and the momentum kept that mile-long steel monster was pushing on. The air horn was blowing but the car kept comming. the crew, watching in horror, saw a car with 12 little kids and two teens just before impact, 10 were crushed in seconds and the other 2, one 16 year old girl and one of the small childern. All the 16 year old could say before dying was the boy driving was just showing off as he and she were taking the 10 kids to a picnic. The one other small girl who made it to the hospital died soon after the 16 year old. and the Engineer told me, the last thing in his mind was looking down at the car just before hitting it and seeing two of the little girls looking up at the oncomming train with very scared looks. Now, after hearing a story like that, the the police tell me that I can't do anything, I really don't think so. I and going to do a little writing and calling. I going to get a few people to turn there heads one way or another. This is a big issue and it needs attention.

I hope all of you don't want to tie me to the RR tracks, I will never let this happen again. so, hope to see you at the convention, take care, (I don't know where your are going to take it but anyway), see you later!!

3.

NEXT ON THE LIST: 1988 TAMR CONVENTION. AUGUST 12, 13 & 14

THE 1988 TAMR NATIONAL CONVENTION IS GOING TO BE HELD IN CHICAGO, ILL THIS YEAR. PLEASE COME, WE WANT ALL TAMR MEMBERS TO BE HERE FOR A GREAT TIME. EVERY ONE IS TO BE HERE ON FRIDAY, THE 12th. PLANE TRAIN OR AUTO. WHATEVER YOU WANT TO GET HERE WITH IS FINE. SATURDAY (13) RAILFANNING. WE ARE GOING TO BE IN GROUPS FOR WHAT YOU WANT TO SEE. REMEMBER, CHICAGO IS THE RAIL CAPITAL OF THE U.S. WE HAVE IT ALL. THEN, ON SUNDAY, (14) THE TRAIN SHOW. BRING YOUR MONEY. ANYTHING YOU WOULD POSSIBLY WANT. Z TO LGB. AND THEN, TIME TO HEAD FOR HOME. REMEMBER, IF YOU HAVE TO GET HELP OR ANY QUESTIONS, PLEASE CALL DAVE CHAPMAN. (312) 788-6442. DON'T CALL SUNDAY AND MONDAY. TEUSDAY, WEDNESDAY THURSDAY AND FRIDAY 100 to 8:00 PM AND ON SATUDAY 10:00 to 4:00 PM . YOU MAY CALL COLLECT.

ELECTION RESULTS

Beth Wolstenwolme is the new Auditor

Steve Schwenk is the re-elected treasurer.

Canadian Regional Rep. is write in Candidate Sid Seymour

Central Regional Rep. is Matt Heiman

Northeastern Regional Rep. is Bryan Shoop

We would like to thank all who ran for these positions. And many thanks to the out going members- Auditor- John Husbey III, Central Region Rep- Christian Johanningmeier, N.E. Region rep- Dave Valentine, Good luck to the new people!

Sincercey,

John Husbey, III.

4.

FAMOUS NAMES FOR PASSENGER TRAINS

The Pennsy, continued from last month-
Congressional
Trail Blazer
Statesman
Representative
Pittsburger
President
Liberty Limited Chicago
Red Bird
Detroit Arrow
The Steeler
The Clevlander
The Southland
Buckeye Limited
Gotham Limited
The Metropolitan
The St. Louisan
The American
St. Louis Express

RUTLAND

Mount Royal

St. LOUIS-SAN FRANCISCO (FRISCO)

Firefly
Meteor
5000 Mile Service
Will rogers
Lead Belt Special

SEABOARD AIR LINE

Silver Meteor
Orange Blossom
Silver Comet

SOUTHERN

Crescent Limited
Crescent
Queen Crescent Limited
Carolina Special
Royal Palm
Southerner
Tennessean
Memhis Special
Crescent-Sunset Limited

SOUTHERN PACIFIC

Cascade
Daylight Limited
Daylight

DEL Monte
Golden State
Lark
Oregoinan
Overland Limited
Owl
San Joaquin
Shasta
Sunbeam
Sunset Limited
San Fran Overland Limited
West coast
Pacific Limited
"49er"
Apache
Arogonaut
Imperial
Crescent/Sunset
Klamath
St. Louis Express
Golden Coast Limited

SPOKANE PORTLAND & SEATTLE

Columbia River Express
Empire Builder

UNION PACIFIC

Cheyenne
City Of Los Angeles
City Of San Francisco
Columbine
Denver Limited
Los Angeles Limited
Overland Limited
LA limited
portland rose
SF over Land Limited
City Of Denver
City Of Las Vegas
Old Timer special
Pony express
Challenger
Streamline Challenger
Streamliner
City Of Portland
Adios
city Of St. Louis
Continental Limited

WABASH

Wabash Cannonball
Bluebird
Banner blue

Wabash continued-

City Of St. Louis
City Of Kansas City
Banner Limited
Kansas City-St. Louis Limited

The Midnight
Detroit-St. Louis Limited
Kansas City-Pacific Coast Limited

WESTERN PACIFIC

California Zepher
Scenic Limited

Well, that's all the Famous trains for the moment, I hope you enjoyed it-

John Husbey III

THE HISTORY OF THE MOTIVE POWER ROSTER
OF THE PENNSYLVANIA RAILROAD

My imaginary prototype is a half freelanced road. I COMPLETELY DISREGAURD THE CONSOLIDATION OF Pennsy and NYC into Penn Central. However, I do recognize Conrail, as many other railroads were involved in that. In doing so, I had set the scene for recreating the Pennsylvania Rr in modern times.

Being a fairly conservative RR, the Pennsy has done little experimentaion with motive power in it's recent history. MOst of the locos on it;s present roster are six-axle, with an average horsepower of about 3100. The majority of road unit are EMD's SD40s, SD40-2s, SD45s, SD50s, and GE units U30Bs,U30Cs, and U33cs. The GE units represent one of the few recent experiments of the Pennsy. Purchased in 1970-71 and 75', the RR was not completely satisfied, but most of hte Ge's have been durable enough to remain on the roster. Also an experiment represenative is the SD45, purchased in 1966. These locomotives have been built up a reputaion of general unreliability among engeineers and are a low on priority in the shops.

All units are equipped with dynamic brakes, snowplows, and winterization hatches are standard equipment. Some of hte oldest locos on the Pennslvaina Rr are Alco road switchers. Very few remain, but as long as they are not too expensive to maintain, they will be used for mine runs and caboos hops. quite a few SD9s also appear with the same duties. Apart from a dozen MP15DCs, purchased in 1980, the switcher roster is: made up of NW2s,SW7s, and the alcos previously mentioned. It has become evident that new switchers must be purchaed, for the present switchers are constantly failing. However, the pleas of the yard engineers are unimportant tothe general management. They are mostly interested in a good company image, and who visits the train yards anyway, right?

The majority of locals are handled by late-model EMD hood units. This includes GP38-2s, and GP40-2s. the GP40-2s were originally purchased for fast intermodel trains, but lack of enough intermodel traffic has steered these locos into other service. The entire roster includes some 600 units, appropriate for the size of my fictional contemporary railroad. the Pennsy also has its own fuel tenders and slugs, but they'er not worth explaining. It's been wonderful creating the modern Pennsy,especially seeing modern hood units in tuscan red with pin stripes. it can only get better.



ANNOUNCING

the

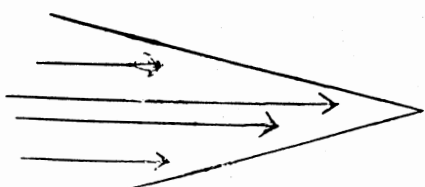
SOUTHERN REGION
GOODWILL TOUR!

Celebrating the
Southern Region's
return to the TAMR!

This is your chance
of a lifetime! Write
today for info. Send
a SASE to:

BRIAN L. BRUSH
223 S. Riverhills Dr.
Temple Terrace, FL
33617

Remember - Look
ahead. . .Look South!



...And join the TAMR's fastest
growing region. Write: Scott Gill
Southern Region Rep. 220 SE Kings
Bay Dr. Crystal River, FL. 32629

6. A PROTOTYPICAL FREIGHT CAR FLEET FOR YOUR MODEL RAILROAD

By Donald Leitch

An important part of establishing a setting for a model railroad, but one that is often overlooked, is the freight car fleet. A layout set in the Old South with southern pulp mills or long winding bayous can make the observer feel that he is actually part of the scene. But when the first freight train rolls through, this effect can be lost if the rolling stock is mostly from a different region of the country or from all over the continent. Imagine the confusion of the viewer when a long string of Conrail, Chicago & Northwestern, Boston & Maine and Ontario Northland cars roll through your model Mobile, Alabama. The scenery looks southern but the railway sure does not.

The creation of a realistic model railroad fleet requires some thought and planning, but as we have seen, the time can be well spent. The models should reflect the mix of roadnames and car types that exist on the prototype. Dr. Bruce Chubb of the famous Sunset Valley Railroad recommends, as a rough guideline, that fifty percent of the cars on your layout should be from the home road, twenty-five percent from roads that interchange with it (Primary connectors), fifteen percent from those that interchange with the primary connectors (secondary connectors), and ten percent from miscellaneous roads and private owners. However, there are numerous exceptions to this guideline. If you are modelling your own fictitious short line, it may be quite possible that it will not own very many pieces of rolling freight stock and thus must rely on foreign road cars. The types of industries that a road serves may also affect the mix. The percentage of home road cars may be even greater than fifty percent in a coal mining district because of the railway's reliance on a special car like hoppers. If you are modelling a chemical industry, the private owners may be greater because many chemical companies rely on privately owned tank cars and covered hoppers.

The era that you model will also affect the roster. Railways around 1900 relied more upon home road cars than railways today.

The other element involved in creating a realistic freight car fleet is the type of rolling stock. This blend is based on the types of industries on your line and the era modelled. In the 1940's, far more freight was moved in box cars than today. Now covered hoppers and piggybacks are moving a significant amount of freight.

Bill Cowling's 1950 era, Illinois-based model railway is representative of freight car fleets of that era. It included:

Box cars	62%	of fleet
Hoppers	16%	"
Reefers	7%	"
Stock cars	7%	"
Flat cars	5%	"
Gondolas	3%	"

(Source: Model Railroader, Oct 81)

Bill Cowling was also very careful to make sure that the

cars he was placing in the 1950's actually existed in the 1950's. A fifty foot, ribside box car lettered for Conrail or the Penn Central would look as out of place as a piggyback car. Similarly, a wood-sheathed forty foot box car would look out of place on a modern freight train.

My Canada Southern Railway - St. Clair Branch is striving for a realistic blend to complete its southwestern Ontario setting. I have tried to follow Dr. Chubb's basic guidelines, but I have made a number of changes to reflect local industries like petrochemicals and agriculture. Thus more private owner chemical tank cars and grain-transporting covered hoppers can be seen operating along my road than normally would be seen elsewhere. As well, I have added another class of foreign road cars. These are the tertiary connecting roads which interchange with the secondary roads, many kilometres from where my layout is set. Since the Canada Southern - St. Clair Branch is operated by the Chesapeake and Ohio (Chessie System), the C&O is considered the home road for establishing my roster.

Perhaps the best way of establishing a realistic fleet, if you are modelling a present-day, local road, is to look at the prototype and make notes of the various roadnames and car types you see on trains in your area and how many of each there are. These numbers can be the basis for you model railroad.

The realistic rolling stock fleet opens up an entirely new area of modelling. Along with scenery, it can transport operators and visitors to an entirely different location in another time.

Freight Car Fleet on the Canada Southern-- St. Clair Branch

Percentage of cars of each car type belonging to each railway.

	Box Car	Tank Car	Cov. Hopper	Gondola.	Flat Car
Home Road (Chessie)	19%		5%	4%	2%
Primary Connectors	13%		4%	2%	1%
Secondary Connectors	12%		2%	1%	1%
Tertiary Connectors	2%		1%		
Private Owner Tank Car		20%			
Private Owner Covered Hopper			10%		
Misc.	1%				
TOTALS	47%	20%	22%	9%	4%

Handwritten mark resembling a stylized '4' or '9' with a horizontal line through it.

PIKE ADS

.8

Take advantage of the HOTBOX's service for TAMR members. Here is your chance to tell others about you Railroad, your modeling efforts or your layout dreams. These ads use a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, or tongue-in-cheek, (or even foot-in-mouth) Funny or dead serious, that's your choice. It makes for very interesting reading. The pike ad charge is based upon the number of lines (40 spaces per line) that you use. Cost is STILL a mer 10¢ per line with the header printed for free. Headers can be no longer than 1½ inches by four inches wide. You can make your own header yourself (black ink on white paper only) or we can make one for you for a one time fee of one dollar. All pike ads should be submitted to the editor with payment. Please make out checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a certain issue, please try to send it in well in advance. So, don't delay, send in your pike ad today!!

6d 6d

**TAMR HOTBOX
P.O. BOX 265
GRANT PARK, IL
60940**



FIRST CLASS MAIL