

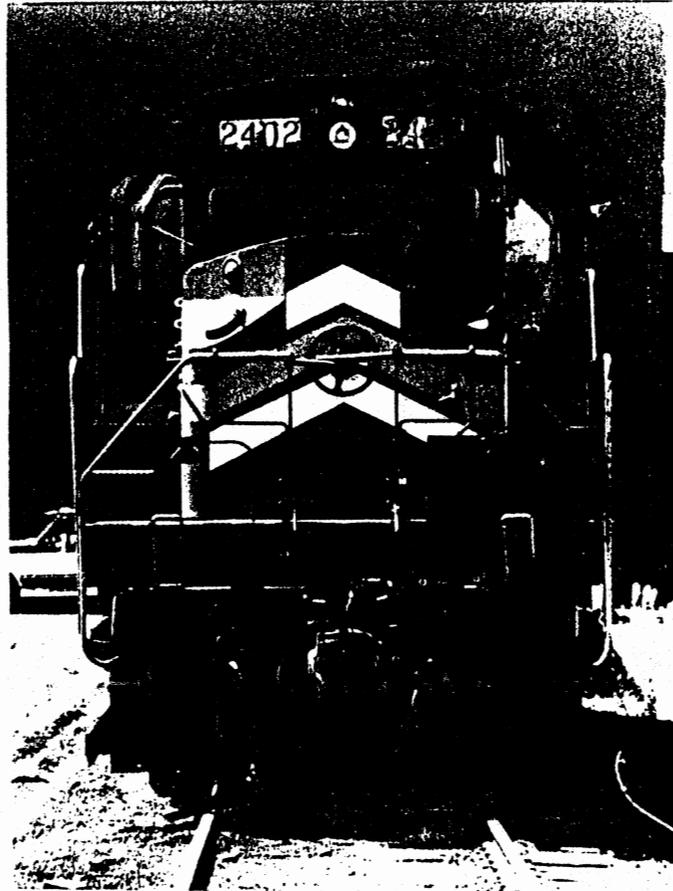


Teen Association of Model Railroaders

HOTBOX

January, 1993

Issue #277



*From the Desk of: Phil
 Michaels, Editor / HOTBOX*

MEMO

Happy New Year once again! I hope that 1993 has been good for all of you do far! I've been doing fine here, unfortunately not much has been going on with my model railroad. Things are just so busy. I'm spending all this time encouraging model railroading that I never have time to do any myself! The railroad action in Howell is really getting great these days. The other railroad in town (besides CSX), the Tuscola and Saginaw Bay Railroad, is switching as I speak down at the Ann Pere diamond interchange track. He pulled up a here just a few moments ago, and then backed the cars he was switching onto the mainline. The locomotive was GP35 number 390. It is one of only two original Ann Arbor units left in the Ann Arbor orange (I personally think it looks red, but technically it is orange) paint scheme. How's railroad action in your area? Write and let me know!

want to go down and switch my layout, if only it wouldn't be such a disaster. Horn hook couplers, sticky switches, and cars from the likes of Tyco and Life-Like are a bad combination when it comes to trying to switch out a cut of cars for the Detroit to Charleston, WVa. manifest train. Not to say Tyco and Life-Like don't have good products, I just tend to prefer Athearn, Walthers, and other products that don't derail when you're backing up. At least it's that way with my railroad.

So, how many people are planning on attending the 1993 convention this summer? I hope to go, but once again I may not be able to due to other conflicts of schedule. I know it is a long ways for some of you to come, but I would hope that as many as can will come. Other TAMR activities are in the works, so keep reading for more information sometime soon. We will keep everyone updated as best we can.

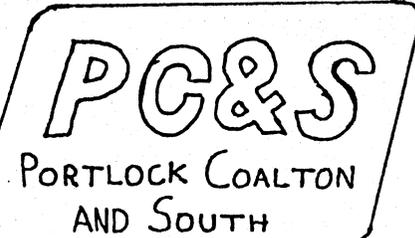
I think TAMR is already well on its way to another landmark year. I expect that our treasury will keep growing, and along with it our membership, too. One of our major problems in the past was the high rate of membership turnover. We would only get maybe 25% of the people who joined to renew. However, as of late, we have climbed up to as high as 50 or 60%! This is still in need of improvement, but I think it shows the vast changes and improvements that TAMR has made in the last year. Thanks to all who have helped participate with the rebuilding efforts.

Well, I hope you like this first issue of the year. Next month's will be even better, so be waiting at your mailbox.

We'll see you next month, and until then have a great month and keep modelling!

All this switching action makes me

THE PERFECT CARGO SHIPPER

January, 1993

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On the Cover:

This is a photograph of a Lake Superior and Ishpeming Railroad PSD15, number 2402. This is one of six such units on the Lake Superior and Ishpeming that were built by the American Locomotive Company (Alco) in 1959. The units are all rated at 2400 H.P. and usually work in sets of three, or sometimes two, all along the LS&I. For more information about the Lake Superior and Ishpeming, turn to page four where you will find part one of Jeremy Amunsen's series about that railroad. (Photo obtained from: Eric Boone)

**** If anyone has photos specifically for the cover, make sure that we are aware of it, and make sure they're clear!

TAMR HOTBOX

Official Publication of the Teen Association of Model Railroaders

The HOTBOX is issued monthly, for twelve issues per year, with a special mailing of the TAMR Directory of Members in May.

Dues for membership in the TAMR are as follows:

Regular(21 and under).....	\$15.00
Associate(Over 21).....	\$18.00
Overseas(Outside N.Amer.).....	\$20.00
Sustaining(Reg. or Assoc.).....	\$20.00

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

Addresses:

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Western Reg. Rep. No Current Representative	Shortline Dept. Aaron Marcavitch 275 Crago Ave. Waynesburg,PA.15370
TAMR Advisor John Rossi III 6 Beech Ct. College Point, NY. 11356	Promotion Dept. Newton Vezina 54 Boardman Lane S. Attleboro, MA. 02703

Guidelines for Submissions:

Style, content- Your own writing style is fine with us; remember, you are among friends. Do you have grammar trouble? Let the editors worry about that. The ideas of what you write are what is important. As for content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to a majority of readers.

Typing- Typing is not required, as most everything we receive is retyped into a computer. But it will save the eyes of the editors, so please do so if you can.

Artwork- All drawings and artwork are preferred to be done in black ink, but it is not required. Please send two copies if possible.

Photos- Black and white photos generally work best, but color prints will come out fine also. Photos taken in low light just don't print well, so try to send brighter photos. Also, make sure that they have good contrast. Please send caption material with your photos. Caption material should include the location, date, and any other essential information.

Next Month:

Thanks to all for your continued support of the TAMR through articles. Next month will be part two of the LS&I by Jeremy Amundsen. Plus TAMR News and the Traction Motor, and hopefully Train Orders. Other material is yet to be decided on. If you have sent in articles and don't see them yet, don't worry because they will be printed. Sometimes it takes a month of two to find an appropriate place for the article depending on the material.

Submissions

The TAMR HOTBOX depends almost entirely on its readers for its material. If you have articles for publication or want to respond to one of our columns, send them to the following people:

Modeling Tips.....	Mike Yan
TAMR Clinic.....	John Reichel
The Traction Motor.....	Zachary Gooch
All other submissions.....	Phil Michaels

The Lake Superior &

(Part I) By: Jeremy Amundsen, TAMR President

History

The Lake Superior and Ishpeming Railway Company was organized in 1892 and operated from Presque Isle, Michigan to Ishpeming, Michigan. The line was completed in 1896.

The Munising Railway Company was organized three years later in 1895, and constructed lines from Princeton to Munising and Stillman to Cusino.

Finally, the Marquette and Southeastern Railway Company was organized in 1900 and built a line from Big Bay to Lawson.

On July 1, 1911, the Munising Railway Company and the Marquette and Southeastern Railway Company were consolidated to form the Munising, Marquette, and Southeastern Railway Company.

Then, on August 17, 1923, the Munising, Marquette, and Southeastern (with 140 miles of mainline) merged with the Lake Superior and Ishpeming Railway Company (with 33 miles of mainline). The new company was named Lake Superior and Ishpeming Railroad Company. The stockholders voted on April 25, 1949 to change the name of the company from Lake Superior and Ishpeming Railroad to Lake Superior & Ishpeming Railroad.

In 1949 the L.S.&I. acquired one-half interest in the Chicago and North Western Railway's Michigamme Branch from Copps Spur through Duncan to Martin's Landing, a distance of 10.6 miles. Construction of tracks to Humboldt Mine and Republic Mine from Duncan was started later that year and completed in 1952. Tracks serving the Eagle Mills Pellet Plant were constructed in 1954-55. This plant gave the first volume production of pellets on the Marquette Range. 1961 saw the initial construction of tracks to serve the Empire Mine which is situ-

ated on the old Volunteer Mine property at Palmer, Michigan. Construction of the Tilden Mine tracks was begun in 1972 and completed in 1974.

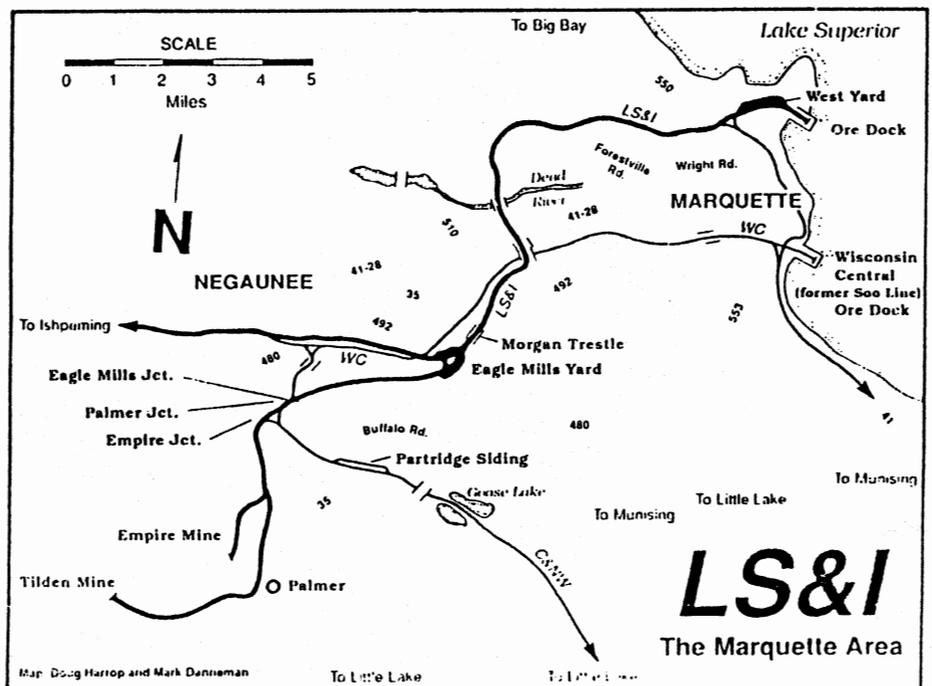
In December of 1958 the railroad decided to abandon its Big Bay branch line (23.74 miles). The application to do so was withdrawn pending shipment of logs from property owned by Atlas Plywood. When those shipments didn't materialize, they considered making an application again when the railroad was approached by a group wishing to buy it. In April 1963 the Big Bay line was sold to this group (Marquette & Huron Mountain Railroad Company).

Abandonment of tracks east of Marquette was filed with the I.C.C. on June 21, 1979. Operations ceased on this segment of the line on July 23, 1979, with only the five-mile portion from Munising to Munising Junction still remaining to provide a connection with the Soo Line to service Industry located in the city of Munising.

The present Lake Superior and Ishpeming Railroad Company is classified by the Interstate Commerce Commission as a Class II Railroad. At present, the total mileage of the mainline and branches is 60; in addition, there are 99 miles of sidings.

The Ore Dock

A wooden ore dock was built in 1896 in Presque Isle Harbor, of the latest type of construction for that period. It was 54 feet high, 1200 feet long, with 200 pockets, each holding 160 tons, for a total storage capacity of 32,000 tons. By 1910 it had already become obsolete and expensive to repair, and was replaced by a concrete ore dock reinforced with a self-supporting steel frame, adding to its rigidity. The construction was started in the spring of 1911, completed in 1912, and was only the second of its kind on the Great Lakes (The first was built by the Great Northern Railway at Superior, Wisconsin, finished in 1911). It is 1250 feet long and 60 feet wide. The deck is 75 feet



Ishpeming Railroad

Map & Photo: Eric Boone, TAMR Auditor

above the water. It has 200 pockets, 12 foot centers with 2 door openings of 3 feet, 8 inches each, for a total clear opening of 7 feet, 4 inches. This gives a capacity of 250 tons each, and a total storage capacity of 50,000 tons. The hinge hold of the spouts is 43 feet above water datum. The fronts of the pockets are semi-circular in form, and of rolled steel plate.

The foundation consists of wooden piles sufficient to sustain the weight of the structure and enclosed by 12 inch timber sheet plank wall cut off 6 inches below the low water level and filled with sand, with the intentions of making the foundations everlasting. The approach to the dock is about one mile long on a one and one-half percent grade and consists of earth embankment containing 600,000 cubic yards of earth and a four track steel approach trestle about 600 feet long which connects with the dock.

In adopting a design for a structure such as a concrete ore dock having a long life, it is necessary to give careful consideration to future size of lake ships and to labor saving devices so the greatest savings in dock costs and dispatch in loading vessels can be obtained. The length and depth of present vessels presents no difficulty in loading....the problem is in the width. When the dock was built, the maximum width of vessels was 60 feet; those most recently built are much wider. The height of the spout hinge hole above the water and the length and width of the spouts, and the width of the pocket door openings as originally adopted, have proved efficient even for today's larger vessels. There is no difficulty in loading vessels of greater widths if the ore is free running.

The annual shipping capacity of the dock used to be considered as 5 million

tons, but with the advent of improved ore and pellets, the capacity is now estimated at 7 million tons per year. The largest annual shipment was 6,373,700 tons in 1967. This tonnage consisted mostly of improved underground ore and pellets, two new innovations in iron ore.

A breakwater, 2,816 feet long, the final extension completed in 1939, provides Presque Isle Harbor with protection from storms.

Shipping

The actual loading time of vessels in tons per hour in 1976 was 4,276, compared with 675 tons in 1899, the first year in which permanent records were kept. During the 1978 shipping season, the ore dock was in operation 296 days, the longest shipping period of record. The largest cargo that has been loaded was 30,830 gross tons in 1976, loaded in the vessel Charles Beeghly. The average tons for each vessel loaded was 19,416 in 1976, compared with 2,431 in 1899.

Navigation, dependent upon ice conditions on the Great Lakes, is ordinarily open from April 15 to December 1, but mild weather conditions such as have occurred in recent years, have permitted an extended period of shipping, well into December and in some years, January as well. A United States Coast Guard ice breaker, the Mackinaw, was placed in service in December 1944 and helps make possible the long navigation season.

Construction of the Ship Unloading Facility, located adjacent to the ore dock at Presque Isle, began in July, 1975. This facility was designed to improve the handling of coal destined for the Upper Peninsula Generating Company's power plant, which was formerly delivered to Marquette's lower harbor and transferred by railroad cars a distance of three miles to the power plant. The first cargo was received on July 9, 1976, when the motor vessel Paul Thayer discharged 11,046 short tons of Eastern coal.

* * *

This article will be continued in the February HOTBOX.



The Portlock, Coalton, & South

Building A Layout On A Shoestring Budget

Part 1) By: David Thompson, TAMR Secretary

A series by: Peter Maurath

Hello. Those of you that have been in the TAMR for some time may remember me from my series on the HO scale Portlock, Coalton, and South Railway several years ago. If you are new to TAMR, this new series on the PC&S will give you a chance to hear about my railroad for the first time. This series will explore both the prototype PC&S and how I plan to model it. So sit back and read on.

The Portlock, Coalton, and South as I see it is a modern Class I railroad with track laid down Norfolk, Va., through West Virginia and Kentucky, to Nashville, Tn. The PC&S also has track-age rights to Memphis, Tn. The PC&S mainline is double-tracked, separated into eight divisions, and stretches for over 800 miles. The PC&S rosters around 900 locomotives, including some rebuilt GP7's and several U-boats converted for service on the coal piers.

Traffic on the PC&S consists mostly of coal trains powered by new six-axle diesels from both GE and EMD. Along with the usual local and through traffic of most railroads, the PC&S also has begun handling intermodal traffic to and from Norfolk, Va. These trains are pulled by new GE Dash 8-40B's. The PC&S also handles some auto traffic carried in modern auto rack cars.

The PC&S also has several steam locomotives that it uses on excursions. These include a Lima-built 2-8-4, a modernized USRA 2-10-2 from Alco, and a 2-6-6-4 built by the Norfolk and Western's Roanoke shops. Although Amtrak doesn't service the PC&S, they may begin running a train before year's end.

Next time we will go over the history of the PC&S by way of its locomotive purchases over the years. I won't repeat it's history as such because it has already been printed previously in the HOTBOX.

Hello, this month's article is about how to put all those signs you've collected to good use. We will start on how to build your basic billboard.

The first thing you will need is a good, stiff, backing for your billboard base. The best thing for this is illustration board, it's available at most craft stores and has many uses. To start, you should have a design in mind. Will it have a logo only, or a logo and a saying? Will it have other words? Once this is complete you can begin.

Start by attaching your logo to the backing. Elmer's glue seems to work best but any glue will work well. Then, if you want to add a slogan, leave some room and draw some guidelines very lightly, so that your letters won't go crooked. Then add the letters in whatever way you wish, and the add is finished.

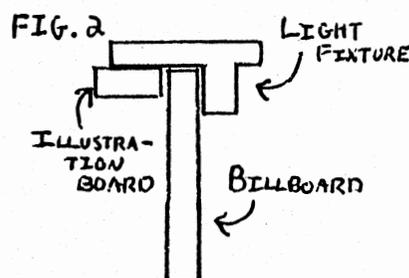
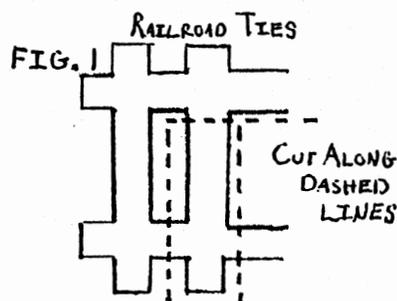
Now is the time to add the support for your billboard. N-scalers can use

the creative spaghetti noodle [See the November 1992 HOTBOX, issue #275---Ed.] and the rest of you can use whatever pole is usable for you. Simply attach them to the back with a little overhang on the bottom to prop up the height. It doesn't really matter, as long as it's suitable.

Most billboards now-a-days are lit and this is also easy. What you need is some old railroad tracks. Then remove the rails. Then cut it down as shown in figure one. Attach a piece of illustration board to the end, as in figure two, and leave a space so it can fit snugly on your billboard.

Next month we will be fencing in your layouts with some very basic materials. All questions and suggestions are always welcome. That's all for now, see you next month.

3119 W. 100th
Cleveland, OH.
44111



Pike Ad from page two: This is a pike ad for my HO scale PC&S. The "Perfect Cargo Shipper" name and PC&S herald were developed in 1963 as a new paint scheme for PC&S freight cars and cabooses. On a boxcar, the logo was spelled out on the left side, with the herald on the right. They were white on a black background. This replaced an earlier scheme with a large white stripe across the length of the car, with the same black background. "Portlock Coalton and South" was spelled out in Railroad Roman lettering above the stripe. The "Perfect Cargo Shipper" scheme lasted until 1980, when replaced with a simpler scheme of two rows of block lettering spelling "Portlock, Coalton, and South" in white on the right side of the car. The background remains black. A few examples of the old scheme remain, mostly on cabs, for the lucky railfan to photograph.---David Thompson.

The Traction Motor

Conducted By: Zachary Gooch

Yes, Chris Wagner, and anyone else wondering, there are a few cures for the loop virus. In this installment, we'll discuss a few alternate track plans.

To come up with a realistic layout design, you've got to take a look at the real thing. Just about every railroad in the United States and Canada is constructed one way: point to point. The purpose of railroads is to move material from point A to point B. Coal to the steel mills, lumber to the saw mills, oil to the refineries, etc.

Let's discuss some possible point to point designs. The key is to keep the layout interesting. A layout with a straight stretch of track running from one end of the table to the other with a few sidings here and there will get boring real fast. Figure A is a basic diagram of a very versatile tool in designing track plans: the wye. Its primary advantage is its adaptability to just about any locale.

Let's assume that you locate the wye dead center on your table. If your interest is coal-hauling, make leg #1 a branch cutting back into the mountains or hills to remote mines pumping coal from the earth. Leg #2 could lead into a collection yard where coal drags are assembled from the branchline loads and other hoppers originating from an unmodelled portion of the railroad. Leg #3 would serve as a destination for the coal, such as a steel mill or a dock. For variety, layout elements could be mixed and matched. Legs #1 and #2 could both be steel mill lines, with leg #3 leading to major sources of coal or iron ore. This would allow for both mainline unit trains and interesting traffic movements between the two steel mills. Legs #1 and #2 could both lead to coal mines, with leg #3 hosting a preparation plant. The possibilities are practically endless, and such arrangements could

serve for other industries as well.

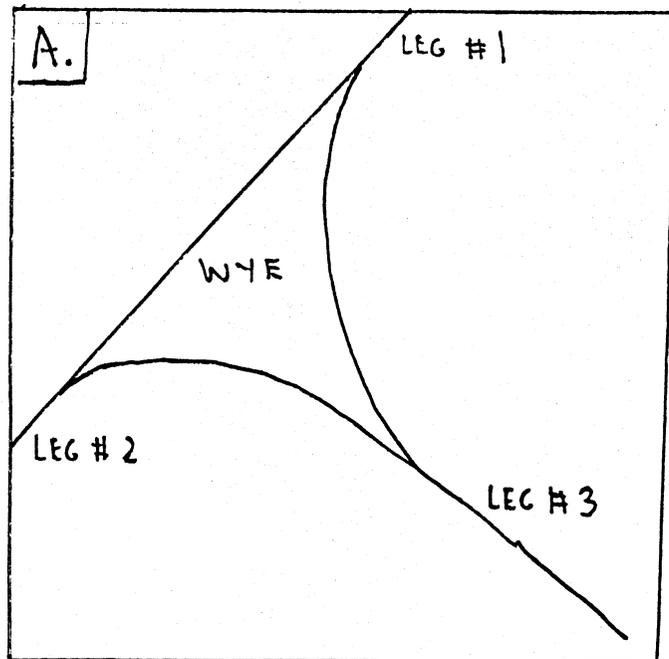
Are switching operations your thing? Move the wye to a more accessible location near the edge of the table, make it a major junction between three mainlines (one for each leg), and construct a jungle of siding around it.

Shortline? Make two legs industrial branches serving various small industries, the third a connection to a mainline railroad, and construct a small yard on the wye to serve as the railroad's headquarters.

Wyes also provide for interesting traffic movements. Locomotives (or whole trains for that matter) can be turned on it, eliminating the need for turntables. In switching movements, it can serve as a passing siding. If a yard is on the wye as discussed above, not only will trains move through it on their way to other legs, but will stop

and shuffle consists as well. When other track arrangements are added onto the base wye arrangements, it can become an even more congested center for train movements, a 'happy' (from a modelling standpoint) headache for the yardmaster and crews.

At this point, some of you are probably saying, "If all of the tracks are dead ends, I can't really run by 100+ car mainline trains." How do you model these mainline connections to the real world and run these long trains? Don't worry, for that's the topic of next month's installment: Reverse Loops-Loops That Aren't Loops. Until next time, spend some time drawing layouts using the base wye arrangement. I've just barely explored the concept; it's up to you to learn new ways to apply it. Experiment with adding on other configurations and using multiple wyes. Send me drawings of your ideas. We'll talk more on the subject next time.



T.A.M.R. News

From the Desk of David Thompson,
TAMR Secretary:

In the month of December, TAMR received seven renewals and gained five new members. The renewals came from Matt Bedford, Peter Maurath, Scott Perreault, Eric Metzger, Mike Yan, John Reichel, and Brett Lucas. The new members are Griffin Macondray, Michael Harris, Matt James, Carlos Presley, and Hayley Fleischman. Regional Reps: Add these names to your mailing lists. The Western Region gained three new members, bringing their total to five. The Central Region gained another member, bringing its total to fifteen. The Southern Region finally had a new member so its total is one. The final results for the "All Aboard In '92" campaign are:

Central - 15	Northeastern - 2
Western - 5	Southern - 1
Can./Int. - 2	

New TAMR Members:

Griffin Macondray	Matt James
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Hayley Fleischman	Carlos Presley
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Michael Harris

David Thompson, TAMR Secretary, has a new address:

P.O. Box 337
Port Haywood, VA. 23138

Make sure to make this correction.

Report of the TAMR Treasury:

The full year-end report will be given next month. However, for the time being, here are the numbers sent to me by Brad Beaubien, TAMR Treasurer:

As of December 31st, 1992, the TAMR has \$620.55 in the bank. This is a +290.09 difference from July 20th, 1992.

How the HOTBOX is coming:

Plans are still underway to expand the HOTBOX to twelve or sixteen pages per month. In order to do this, a certain amount of paid advertising needs to be secured. We will keep you updated as this possibility progresses.

Now I will tell you about some other ideas we have for the HOTBOX. Everyone is encouraged to write and tell us if you think these are good ideas or not and if you're willing to help.

A Classified Ads section - this would be a place that, for a small fee, TAMR members could advertise things they have for sale, trade, or things they are looking to buy. It can be modelling equipment, photos, slides, virtually anything railroad related. This section would not take up a specific page, but would run, as most magazine ads do, throughout the HOTBOX.

President's Column - this is something we used to have and haven't for a long time. Jeremy wants to start one and it should begin in next month's issue.

Electrical Column - a bi-monthly or quarterly column that would deal with how to wire your railroad and work with electricity. Any volunteers, please write or call. We want this column to

be very basic (I have trouble understanding the so called 'basic' articles about electricity in the model magazines so I think we need to be even more basic).

Please respond with any other ideas you have, we greatly appreciate it!

All Aboard In '92 Success:

The final results of "All Aboard In '92" are listed earlier in the report of the Secretary. Although seemingly successful, "All Aboard In '92" could have been even a greater success. The Promotion Department is working on the new campaign for 1993, and when it is announced, we need everybody to help out. Prizes should be announced sometime in the next two months.

Membership:

Membership is holding steady for right now, but we need to continue to drive our membership up. As has been said before, we can't be comfortable or safe- until we reach a stable 150 members, hopefully 200. Let's keep at it! Current membership total is 103, broken down as:

Central - 43;	41.8%
Can./Int.- 7;	6.8%
Northeast- 23;	22.3%
Southern - 10;	9.7%
Western - 20;	19.4%

One last note is that we may start packaging the HOTBOX in larger envelopes so that it won't be folded in half. Again, let us know what you think. More news next month.