

THE HOTBOX

The Official Publication of the Teen Association of Model Railroaders

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Cover photo: Wisconsin & Southern SD40M-2 rests with a few parts missing at Horicon, Wisconsin on November 1, 2011. Photo by the Editor.

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!

I can accept material submitted on DVD, CD, USB drive, and Memory Stick, xD, Smart Media, Compact Flash, SD/MMC or paper copy. I can no longer accept floppy disks.

To see your work published, send all material to:

Questions? Ring up the Editor at

Form 19 - From the Editor's Desk

Well folks, here's another edition of the Hotbox. This issue marks the one year anniversary of my Editorship. The April/May 2011 issue came out in May, because I suddenly had to learn how to assemble newsletters with a computer program (Microsoft Word Processor, 2003 edition). But now we're up to grand style with the introduction of Microsoft Word 2010, in time for the January/February 2012 issue. Well, it has been fun so far, and I hope that all of you are enjoying the newsletters.

Happy Railroading,
The Editor



Hotbox News



ATTENTION! All members! If you are going to move or have a change of address, please contact the Editor by postal mail or telephone. I cannot send these newsletters to addresses that are not active. If you don't update your information in my file, I cannot insure prompt reception of the TAMR's publications. Thank you for your cooperation.

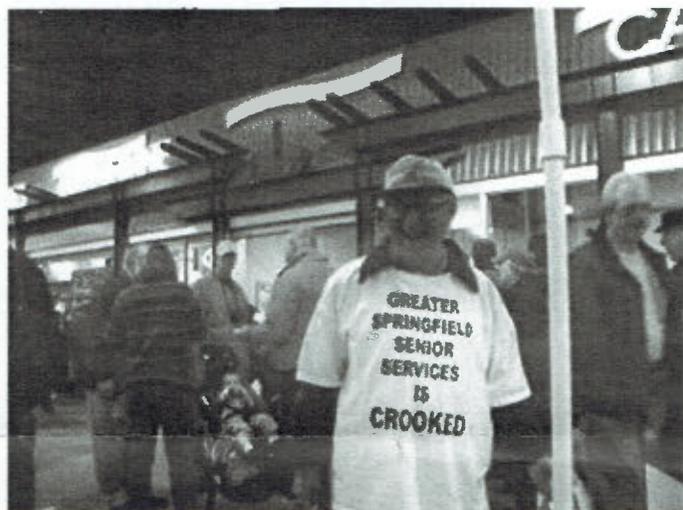
A NOTICE TO ALL MEMBERS OF THE TAMR: I have pretty much run out of material for the Hotbox. I don't really want to print old stuff, as this conveys the thought to the new members that there isn't any interest amongst the members. Now, it doesn't cost much to send a DVD, CD or any of the other media cards listed in the submission box. It costs about \$1.75 to send a disk, Compact Flash, or USB Flash Drive (in a padded envelope), or 45 cents to send a media card (in a standard letter envelope). I received material from two members, and I thank them for it, four pledges from another and no substance arrived yet. Now please, as I've said before, anything is welcome. A paragraph about a favorite locomotive, a humorous tale of wiring gone wrong or even a layout picture is usable in this publication. I don't want the Hotbox to reflect my layout or my interests, but to reflect everyone's layout and everyone's interests.

It was reported in the January/February 2012 *Hotbox* that Amtrak is working on new diners and sleepers; their delivery will now be delayed until 2016.

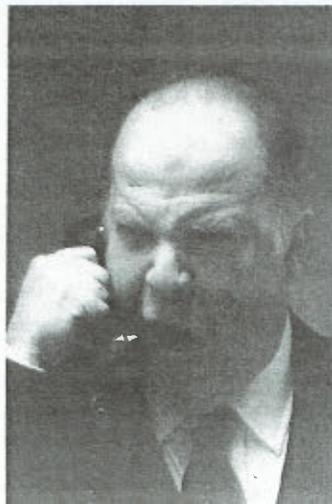
The Railroad Pun of the month.

This month: slang terms. *Rattler* is a freight; *drag* for a slow or heavy train of dead freight; *manifest* or *redball* for a fast freight train.

From *The Story of American Railroads* by Stewart H. Holbrook.



From the 2008 Winter Convention in Springfield, Massachusetts.



Remember: if you have questions, comments or suggestions, feel free to contact the Editor.

The Hotbox Photo Gallery



A trio of Canadian National locomotives, with CN 2321 in the lead, brings a train out of the St. Clair Tunnel into Port Huron, Michigan on July 24, 2011. Photograph by Charles Warczinsky.



CN train 385 crosses the Pine River on a mostly cloudy Labor Day 2011. This train is bound for Detroit. September 5, 2011 photo is by Charles Warczinsky.



MULLIGAN STEW

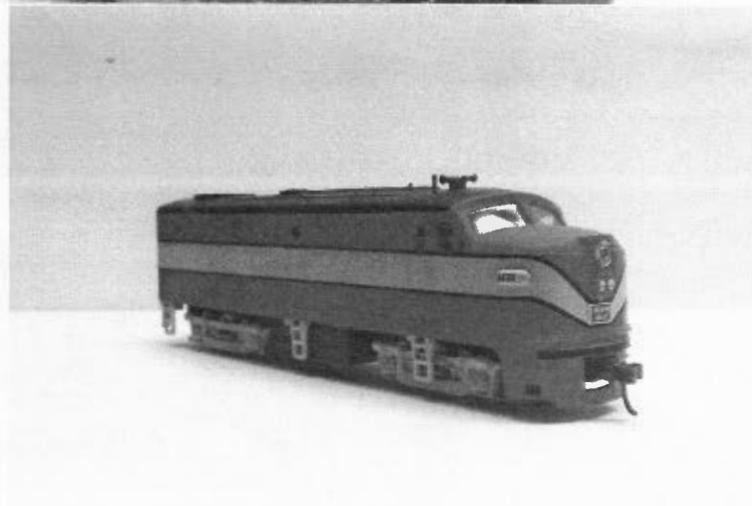


-A LITTLE OF THIS AND THAT-

By: Daniel Fiala

This month: Photographing Railway Models

Photography can be tricky business. With a bit o' practice, however, one can master it and turn out an excellent photograph every time the shutter release is pressed. I have found that the way to photograph a railway model is to use the zoom and switching to a close-up setting on the camera. Don't use the flash; this will wash out the color. I've found that using a white background and floor under the model during photography helps to reflect much light back onto the model, providing the bright light needed for clean, crisp pictures. White illustration board or foam core is perfect for a backdrop and base; it is inexpensive and it doesn't take up much room when it is in storage. If one is aiming to show a detail on the locomotive nose, don't put the camera right up in front of it; rather, stay back, and zoom in. You will achieve a much sharper image in this way, with no blur obscuring that important detail. The top photograph on the right illustrates the improper technique; the photo below it showcases the proper style. The bottom photograph is a rather typical three-quarter angle view of the locomotive used primarily for the opening of an article or for a concluding shot showing the modifications made to the model. The last, but not the least important standard to remember when photographing one's model, or anything, for that matter, is to use the highest possible image size. The camera I use, which is a Nikon digital SLR, has an image size of 4320 x 3240, which is 14 megapixels. This size yields a very clear and sharp photograph. Do not worry, though, you don't need a camera this good to get your photographs published in the Hotbox. Well, I hope that this has been informative and provides a good reference for model photography. Until next time then. 📷



The photo-booth that was described to you in the article.



Sunday morning, April 22, 2012, I followed Canadian National Dash 9-44CW 2595 from North Yard down to the C. Reiss Coal Co., located next to, well, below the Mason Street bridge. The locomotive had come down light from the yard to remove the loaded coal hoppers from Reiss- 75 in all.



In this scene, CN 2595 is returning to North yard at 12:19 p.m. after cleaning out the C. Reiss Coal Co. yard. The train is passing the former Chicago & North-Western Green Bay depot.



The TAMR Extra Board

Showcasing the work of our members

A Middle School Train Show Adventure

By Josh Cohen

On April 8, 2011, at about 4:40PM I arrived at Ben Rechel's house. The first challenge of the train show had begun, getting the layout out of the house. After about 90 minutes of yelling and cutting parts of the layout off, it was on the roof of Ben's car. Oh but guess what. We had to tie it down. That was a fun task to do after getting it out of the house. Of course tying it down had its challenges. So I come up with the idea of drilling a hole on the side and tying a rope through. And we were off to the show to set up. Once we got there we had to find the lady who was in charge of the show. It was about as easy to find her as a track nail, which had fallen off your layout, on a dark carpet. Through the maze of the school hallways we brought a large heavy table that we would use to put the layout on. Well you would think that the problem was solved. Nope. We still had to get the layout into the school which was pretty easy to do. After putting the layout on the table we headed home because we both had to be at places very soon. The next morning we arrived at the school and had to reassemble the layout. Ben had to leave so I manned to fort. This was basically switching a knob back and forth. Ben came back at 2:20PM and I went to my local hobby shop to pick up a few scenery items because they had a 20% off sale on all scenery. I also picked up a pack of rail joiners for Ben. The day seemed OK and ended well. But we did not know what was in store for us the next day. I had to go to a commitment on Sunday and was able to make it to the show at around 12:30. As soon as I walked in I got yelled at by the lady in charge for no one being at our booth for the day. I told the lady that something came up and that this was the earliest that one of us could get to the show. After eating my Subway sandwich I started painting the sides and water area of the layout black and some of the land parts tan. After I finished painting what I felt like doing I went to the bathroom to wash out the brush. I was washing the brush and a familiar face appeared. It was one of the employees from my local hobby shop. After having a short conversation with him about me wearing a Lionel shirt the day before and working on HO trains he asked me when I ever worked on my S Scale trains. Well at about that time it was three o'clock and it was time for the show to end. I went home and later talked to Ben about the show and about how that woman in charge had yelled at me. Over all it was a great show with two large modular layouts, one of them N Scale and one of them HO Scale. And also a smaller N Scale modular layout, an O Scale layout, and a small figure eight G Scale track which was placed on a gym mat. But even with the negative of a mean woman running the show it was great!

Railfanning is...

Preferring to think of the four-stroke cycles of an Alco engine as SUCK/SQUEEZE/BANG/BLOW.

CHANGING COUPLERS

By Lukas Salig

Something that I've encountered from inheriting old trains from my uncle, and finding the old locomotives and rolling stock that I had when I was a kid was horn hook couplers. Since they aren't compatible with knuckle couplers, which are the main choice for modelers nowadays, I found the need to switch them out with knuckle couplers so they would be able to run with the newer models and rolling stock I've purchased. To begin, you will need a clear workspace, and a good light source. I chose to work with a Satco lamp, because it was portable, and would fit into most spaces due to its narrow base. Since its design makes it top-heavy, and prone to falling over, I duct-taped it to the table. The only tool that you will need is a screwdriver. I find that it is easiest to work with a set, as some models have different screws, and with the old Tyco models, you just need a flat head bit to lift up the flange. There are many options out there, but in my opinion, the best two are either a screwdriver with removable bits, or jeweler's screwdrivers. I decided to use some Tyco tank cars as examples of what Tyco coupler systems look like.

First of all, the Tyco couplers were the easiest to change. All you have to do is lift up the flange that holds the coupler's ring in place, and slide the horn hook coupler out. You will need to lift the flange with a flat tool. As I said, the easiest way in my opinion is to use a flat head screwdriver. After you have taken the old coupler out, just slide a new knuckle coupler in. I used Scene Master Knuckle Couplers as replacements because they were the cheapest option out there, and I would warn against using Kadee couplers on Tyco cars because the Kadees are a looser fit than the Scene Masters. I have a newer engine that is a more common example for a coupler change. It is an unfinished C44-9W Southern Pacific engine that I've been working on. Your first step should be to unscrew the screw that holds the coupler into place. Remove the old knuckle coupler, (which can be tricky, especially if you've already installed the front plow) and replace it with a new knuckle coupler. In this case, I had to use a Kadee coupler, because the Scene Masters knuckle couplers had holes that were too small. It is much harder to put the screw back in again if there is no well for the screw to go in, as was the case on this engine. Make sure not to screw the screw in all the way, so that it can still move back and forth for when going around curves. Ta Da!

If you have any further questions, you can message me on the site, or on Facebook. Also, consult this website:

<http://www.kadee.com/timbo rd/helpful.htm> (Kadee.com)

I would suggest asking Sam the Answer Man.

THE LCL DOCK- a point of transfer for freight car photographs



Radisson McGuire snapped this photo of an ex- ATSF 3 Bay Covered Hopper at the Union Pacific Yard Fort Worth, Texas.

New Year's Eve 2011 brought me an old Seattle & North Coast double-door boxcar. It was inbound on a local that had working the west side GBW trackage with EJ&E SD38 666. Photo by the Editor.



The Teen Association of Model Railroaders - Established 1964

The TAMR crew is as follows: President - Josh Cohn; Vice President - *Open*; Treasurer - Will Ebbert; Editor & Central Region Rep. - Daniel Fiala; Pivot Pin - Tim Vermande; Northeastern Region Rep. - Jamie St. Onge; Southern Region Rep. - Sawyer Berry; Western Region Rep. - Ben Hawken; Promotional Director - *Open*.

Thus short piece by Josh Cohn is in response to John Gardner IV's article on the workbench in the March 2011 issue of the *Hotbox*.

Yes, a work bench is a great tool to have but it also can be a pain as I found out on March 23, 2011. Mr. Ben Rechel, your former *Hotbox* editor, was at my house for a work session. Everything was going well until I decided to lean against a piece of plywood which was against my work bench. The plywood went back, the workbench tipped, and all the contents of it fell on to the floor. To answer your question, what are we to do if we don't have one, I answer not spend an hour cleaning up the floor? The one advantage to a workbench that I see is that I get to write this.

A little humor courtesy Ben Rechel ...

Who adds grease to axle journals in Wisconsin? A Green Bay Packer!

What's the angriest piece of track? A cross tie...

Ha ha ha.... ☺

There's a prototype for everything...

Single Lens Reflex cameras! This boxcar is modeling the acronym for this model camera, SLR.



THE TOP SEVEN

Top Seven Reasons Penn Central was doomed

#7. New York Central, Pennsylvania Railroad and New Haven: three wrongs don't make a right.

#6. Let's all hold the millstone together; maybe then we won't sink.

#5. When you want it to be there in the worst way.

#4. A merger certain to endure for all time.

#3. How long can we run on empty?

#2. PC = Public Confusion

And the number one reason Penn Central was doomed...

Because the gypsy said it would work.

Taken from the Internet: Off the Wire, February 21:

Radisson McGuire: Went rail fanning last month and caught this; it is the first SD45 I have ever seen.

Benjamin Hawken: You half correct; it's a SD45 car body but it has a modified 645 16 cylinder prime mover with Dash 2electronics. It's a SD40M-2; Mk rebuilt a ton of these for SP in the 90s and up; took over the lease after the merger only a few roads still have a true SD45; the Montana rail link is one of them.



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