

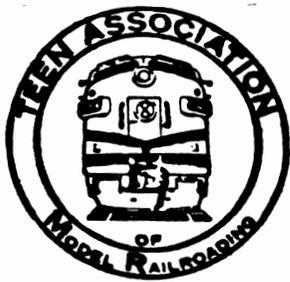
HOTBOX

"the Hi-Magazine of Model Railroading"

JAN — FEB — MARCH 1987 229



16 PAGE HOTBOX!



HOTBOX

OFFICIAL PUBLICATION OF THE
Teen Association
of
Model Railroading

The HOTBOX is issued eleven times a year, June through April, with a special mailing of the Directory of Membership in May.

Annual dues for the TAMR, which includes a subscription to the HOTBOX, are as follows:

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SUSTAINING (REGULAR & ASSOCIATE) \$15.00

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

TAMR SECRETARY: Dee Gilbert
Box 1098
La Grange Park, IL
60525-9198

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

PUBLICATIONS Ralph A. Heiss
EDITOR : 47 Meggins Road
Rockaway, NJ 07866

The TAMR HOTBOX is the official publication of the TAMR. The TAMR HOTBOX welcomes articles, photographs (B & W ONLY), artwork pertaining to model and/or prototype railroad subjects done in BLACK ink. All items for publication must be received 30 DAYS before the first day of the month of publication. All materials submitted become property of the TAMR UNLESS proper postage & packaging are included to insure their safe return. 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. Materials submitted are subject to editing at the discretion of the Editor. No part of this publication may be reproduced, by any means, without written consent from the TAMR Publications Editor; unless members feel that its necessary for the promotion of the TAMR and/or personal use.

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FRONT COVER

This issues cover proves one thing, EMD built 'em tough! The Pocono Northeast SW-1 was photographed on Steamtown's tourist operation out of Scranton, PA at Moscow, PA by the editor in 1985

— BILL OF LADING —

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Extra Board

Please Welcome These New Members

Jon Webster (15) Somersworth, NH

Nate Richardson (15) Staten Is., NY

Chris Robertson (14) Charlotte, NC

Rob Shippy (15) Savannah, GA

Craig Drake (14) Royal Oak, MI

Bert W. Buri (17) Plainfield, IL

Brian Koopson (13) Hamilton, WA

Evan Vekris (14) Mississauga Ont.
Canada

The Head End

By Ralph Heiss,
Editor

The amount of member input these past months has been outstanding, and I want to thank everyone who has contributed. 1987 should be a great year for the Hotbox. Extra funds and much lower production rates will permit us to create and publish a larger Hotbox, on a par close to the 21st anniversary issue, and the possibility of more photographs. Steve Schwenk, our Treasurer, has suggested a 16 or 24 page Hotbox, but to do so, I'd have to get an article a day, every day, which is impossible.

Anyway, the TAMR is in great shape. Later this year, TAMR promotional pens will be available. Also, this issue marks the return of the photo cover to the Hotbox. Hopefully, it will be a regular standby.

One last note - the TAMR national officers elections are coming up this Spring, and if you care how this organization is run, do yourself a favor and vote. Remember, we're here to help you.

Well, so much for another issue, and sorry for the delay - we're almost back on schedule!

--- Note ---

This will be the last 3 month issue of the Hotbox. The next April - May issue will be the last double issue, and from there on we'll be back on track

A MESSAGE FROM YOUR TREASURER

Dear Member,

I am very excited about the TAMR right now. We are trying to provide new services for all members, and we are doing things to get new members interested. We will be giving a TAMR pen to all new and renewal members each time you join the TAMR. We also hope to try to increase the size of the HOTBOX. This means that everyone needs to sit down and write some articles for the HOTBOX. If you are bad with grammar or spelling, don't worry, that is the Editor's job to correct. We also have a layout planning contest and an article contest in which we will be offering some nice prizes. You will also notice that we are now using a computer-generated mailing label on the HOTBOX. This will save us a lot of time in getting the labels made up each time. We estimated that the Secretary was typing over 1600 of these labels each year, which is totally unnecessary. You may also notice a six-digit code number on the label. This number will also be present on your next membership card. This number is a personal code number that has been assigned to you. We will be using this number for some new services in the future. As soon as the elections are over, each member will be receiving a copy of the latest version of our Constitution and By-laws. Also watch for the 1987 Directory.

Sincerely, Steve Schwenk, TAMR Treasurer

CP Rail 

The Lionel Story - Second In A Series

(Last issue we took an introductory look at Lionel trains, and this month we're going to take a layout tour of the Piccitinny Model Railroad Clubs O scale Lionel layout. I'll be continuing this series with more layout tours and close ups on the trains themselves.)

The one thing most model railroad clubs dream for is a rent free, secure, heated and electrically supplied building. The Piccitinny Model Railroad Club has just that. Located on an Army base outside of New York City, the two layout club, with about 10 regular members, has just about everything provided for them, except the building materials, and of course, the trains. The building has both O and HO layouts, but we're going to focus on the Lionel layout. The layout features a double track main, a small above ground yard, a hidden yard, and a large engine servicing area on a lower level (see drawing on next page). The main "chief of operations" is my Dad. Since we joined two years ago, my Dad has really transformed the layout from a basic two track circle to a very interesting layout.

Benchwork- The benchwork is a combination of open grid with plywood on top, just enough to hold it together. It's strong enough to jump on though!

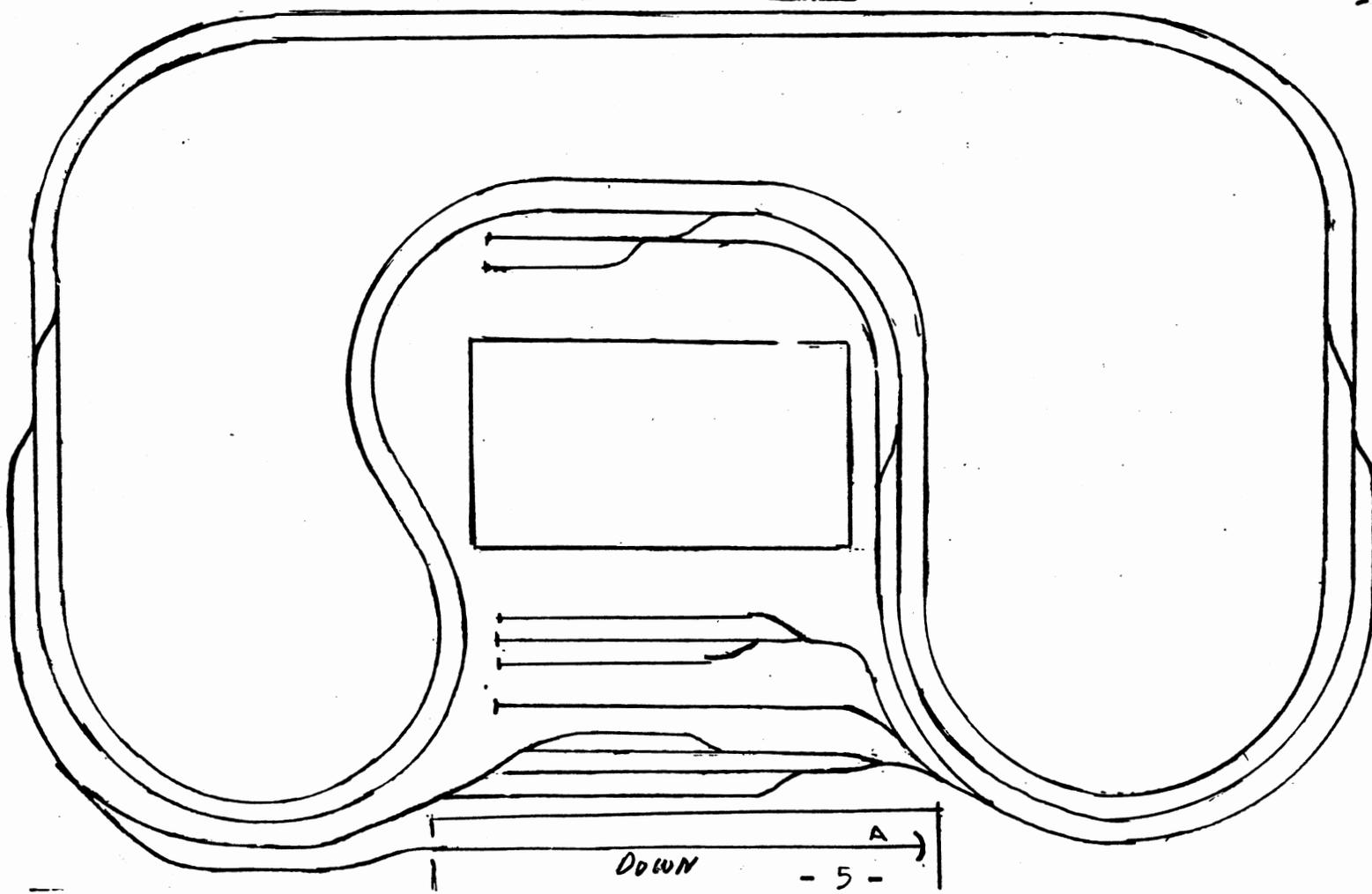
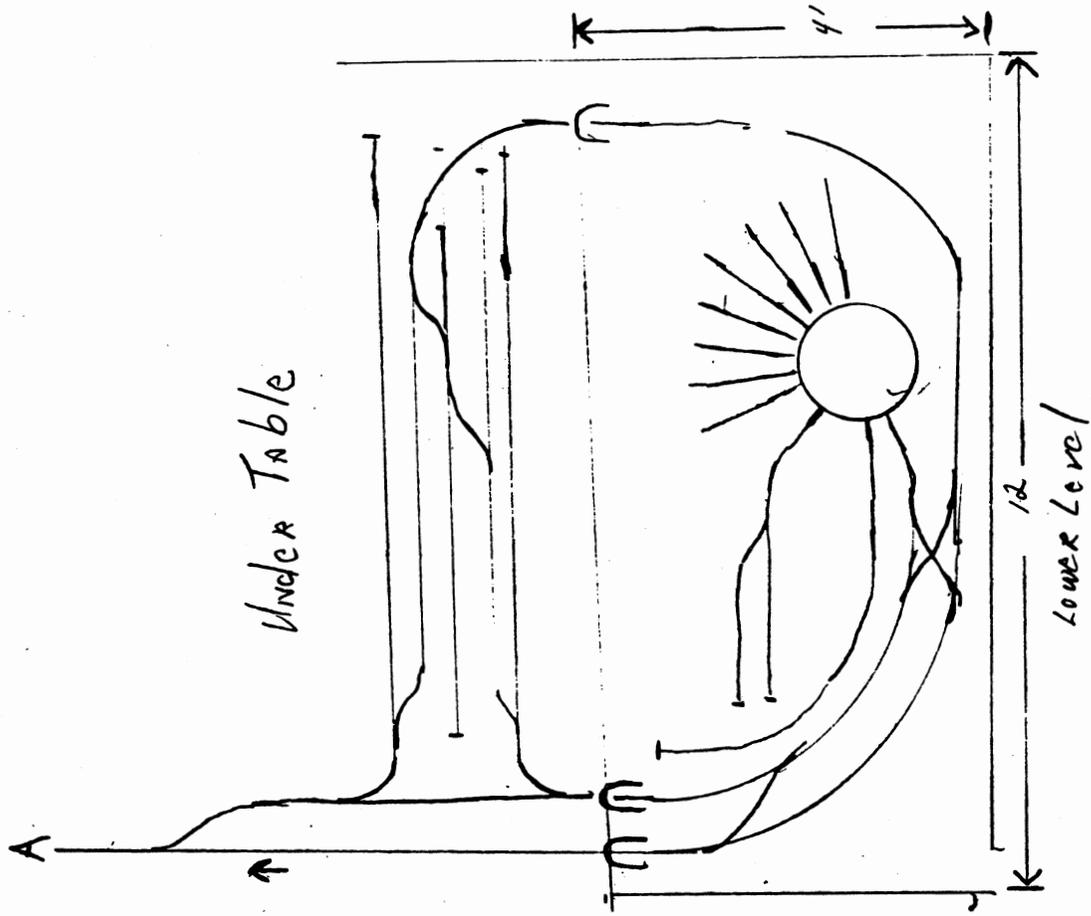
Trackwork- My Dad has used Gar-Graves Phantom rail track with wood ties throughout, and custom Right-of Way switches. These switches deserve some credit. These hand made switches, made by Right-of Way of Akron, Ohio, are custom type switches, such as 3-way turnouts, double crossovers, curved turnouts and now a four way turnout, which are not available to regular Lionel users. Problem is, they cost a good couple of bucks. The average price is about \$30 to \$40.

Wiring- My Dad has used surplus telephone wire and other fixtures, which has saved lots of money since he works for AT&T Information Systems and can get old or outdated, but good wire. Nothing is wired as such yet, as track is still being layed.

Operation- The layout will eventually use three large Lionel transformers, one for the engine terminal, one for the main line (two trains) and one for the yard (inbound or outbound locos and a yard switcher). No time table or any sort of operation is planned- my Dad just likes to run them and switch them

Well, I hope I've given you a good idea of the layout, and maybe I'll be able to publish some photos soon. If you're ever in the area, stop by and we'll try to get something to run! And if we do, take your pick of a train-the Powhattan Arrow, the Phoebe Snow, the SP Daylight The Pennsy Limited, etc. Next month we'll be looking at the Fairbanks-Morse Trainmaster Locomotives.

----- Picatinny Model Railroad Club Lionel Layout -----



Choosing The Right Film For Railfanning, And Getting It Processed Correctly

By Dave Holden

Part 2 of a 4 part series on photography by David Holden

After you pick your ASA film type, choose between color film and black and white. Color and B&W films have their advantages over one another. First lets discuss color. Color films are made for daylight or tungsten light. A flash can be used to substitute for daylight if you are indoors with daylight film. Tungsten films are made to be used with photoflood lamps for indoor pictures. Daylight films shot indoors without a flash or natural sunlight, will turn out orange in hue if you don't use a corrective filter or a flash. Tungsten film shot outside will turn green in hue without a corrective filter.

If you railfan, chances are that you will use daylight slide film to project the slides and show your friends. A couple of the major daylight films around for slides are Fuji and Kodak. Kodak makes Kodachrome and Ektachrome slide films, while Fuji makes Fujichrome. Both film brands have superior color. The Kodachrome tends to be a bit warmer with reds and oranges standing out. The Fujichrome shows off blues and greens. Which is better though? You decide. Some people like the Fuji better because they think it's more true to life.

Some people like the Kodachrome for the same reasons. Both have their advantages. Kodachrome dyes last longer. Sometimes up to 80+ years. The Fujichrome tends to fade much faster with time. What happened to the Ektachrome story? Well, Ektachrome tends to be more blue, very blue sometimes. It too, fades faster, like the Fuji. The disadvantages of Kodachrome is that you can't process it yourself if you have a darkroom, it has to be sent to Kodak. The Fujichrome and Ektachrome can be done at home or by a lab. Fuji films are usually cheaper than Kodak. Most people think that color films are true to life, because they are "color". However, color films like anything with dyes in them, will change with time. They usually fade because of light. Don't keep your projected with a hot bulb for long periods of time for this reason. B&W film doesn't fade and remains relatively unchanged with time. The disadvantage with B&W film is that you can't get slides with most B&W films. The only B&W film you can get slides from is Penatomic-X from Kodak. Shoot the film at ASA 32 Or 64 and take it to a lab or camera shop and tell them you want slides from it. If you don't tell them you want slides from it, they will process it for negatives and prints. This process is expensive though, ask your dealer for details. B&W films were around longer than color and more is known about it. Besides B&W's permanence, you can make prints with the negatives. It is most handy for publication, since most magazines, if they print photos, use B&W. B&W is usually cheaper than color film; especially if



M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAM or the MTRSM. Please submit reviews to the MTRSM Editor.

Eastman Kodak Company
Rochester, NY 14650

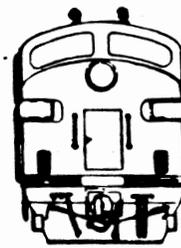
Product: Kodachrome 200 Daylight Professional Color Reversal Film
About \$9.00 @ 36 exposure roll

Kodak has just released their new slide film, Kodachrome 200. This is a great breakthrough in color slide film for the railfan. It's faster speed (sooASA) enables you to take beautiful shots of your favorite railroad in lower light or with a telephoto lens at a higher shutter speed. Kodachrome 200 comes in handy on these cloudy days when you want to go railfanning.

Kodachrome 200, like Kodachrome 64 & 25 has the same brilliant colors and fine grain that you associate with Kodachrome film. This film also has the added advantage in that it is a "professional film". Kodachrome 200, like other professional films is aged at the manufacturers and kept cold in order to give you a better emulsion. Kodachrome 64 & 25 are also available in the professional series.

Like all of the Kodachrome films, it is processed K-14. Kodak usually can do a better job, even though some labs, other than Kodak, now develop Kodachrome.

Submitted by David Holden



It Ain't Prototype Department-
The GP 42

If you ask most anyone what the most popular SD type loco around, they'll say the SD 40-2. The introduction of Athearn's and GSB's scale width bodied HO scale models are a great source of kitbash material. Most TAMR members that know me, know that I don't think much of SD 40-2, and HB staff artist, Dave Valentino, knows I'd love to do dastardly things to one if I could get my hands on one. Anyway, I had the

(continued on page 12)

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SCRATCHIN' AN ENGINEHOUSE

BY SCOTT GILL

PHOTOGRAPHY BY THE AUTHOR

(Part One Of Three)



This Article describes building an enginehouse, but the basic techniques can be used to model any structure. Plaster best represents stone or cement, but may also used to model wood. It is easily carved, sanded and molded which makes it an ideal modeling medium. This coupled with it's price makes it ideal for us low budget guys. Plaster is easily obtained at a hobby shop or distributor. The one I use is listed at the end of the article. For models you will want to use molding plaster or Hydrocal, which is a very dense and strong plaster.

So if you want to try a new modeling medium or learn some new techniques, follow along as we build the Montrose enginehouse on the Rio Animas & Western R.R.

THE MODEL

Before I started the actual construction of the model, I researched it. Using past issues of MR, Narrow Gauge Gazette and other sources, I developed

you process it yourself.

If you happen to shoot color slide film, keep this in mind: don't overexpose slide film, because the colors will look very faded. Color slide film is made to be exposed within plus or minus, 1/3 of a stop. With B&W, as well as color negative films, it is better to overexpose the film than to underexpose it. If you underexpose a negative, you have not given the film enough light to capture all of the image, so your pictures will look "washed out" in appearance. With an overexposed negative, you can usually get a print that you can work with. However, you shouldn't overexpose by more than 2 stops unless you know that the film you're using has a higher exposure latitude. A note about professional films. Like anything else, you should always try and buy the best you can possibly afford. Professional films usually cost a little bit more than amateur films and are kept cold at all times. Even if you use amateur film, be sure to keep it cold (like in the refrigerator- NOT the freezer) before you use it, especially if you don't plan to use it right away. Keep it cold afterwards too, if you are not going to have it developed right away. Let film thaw 1 (one) hour before you expose it.

Having your film processed at the right place is the other half of photography. You can process it yourself, take it to a camera shop or a lab. Good photographs depend

on quality processing. This is why you should never take your prints to the local drug store or grocery store. These places may give you inexpensive services but their services are also second rate. Take your exposed film to a camera shop that does business with a lab, take it to a lab yourself or mail it to a recommended laboratory. The small difference in price will amaze you in the better quality from a reputable photo laboratory. Making the photograph is only half of what being a good photographer is all about. Next month we'll take a quick look at simple ways to improve photo taking.

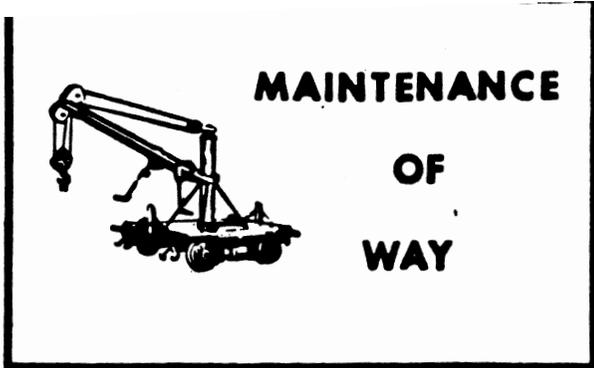
TAMR PENS !



The TAMR is offering a new gift for all members! Each time that you renew your HOTBOX subscription or become a new member, you will receive one of these beautiful, custom-made pens free with a message about the TAMR on it. Send your application to the TAMR Secretary, and you will receive your pen and membership card. These pens are only available through renewing or starting a Hotbox subscription and are not available for individual sale.

Brought to you by:

Dee Gilbert, Secretary and
Steve Schwenk, Treasurer



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The Lehigh and Hudson River Ry, Vol 1, The West End. Written by Ed Crist with John Krause. Carstens Publications. \$8.00

This book is another in Carstens Publications long running series of photo books on Northeast railroads. The book begins with a two page history of the LH&R, and the book continues on with many pictures that have very informative one paragraph captions. The photographs give equal time to both steam and diesel, and also shows parts of the railway that do not exist any more. On the back of the book, a map of the railroad appears, along with the many connecting lines of the area. This volume, which showcases the line from eastern Pennsylvania to northern New Jersey, came out around January, but so far there has been no word on volume 2. This book is a must for Northeast railfans.

The Route of the Erie Limited
Written by Rod Dirkes and John Krause
Carstens Publications, \$8.00

This book is in the same format as the L&HR book, except you don't have to live in New Jersey to enjoy it. The Erie Limited (and the Erie Lackawanna Limited after 1960), ran from Chicago through Indiana, Ohio, Pennsylvania, New York and New Jersey. To help people who aren't familiar with the entire run of the train, the authors provide the mileage (mile post markings) to go along with the pictures, and the nearest station name. The photos also run from a Chicago direction to an eastern Jersey City direction. And again, the photographs show the train in diesel and steam eras, and show places long since changed by time. This book is nice to have if you are familiar or live near the old Erie tracks.



THE MILWAUKEE ROAD

Union Station, 516 West Jackson Boulevard Chicago, IL 60606, (312)648-3000, Telex: 25-3352

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

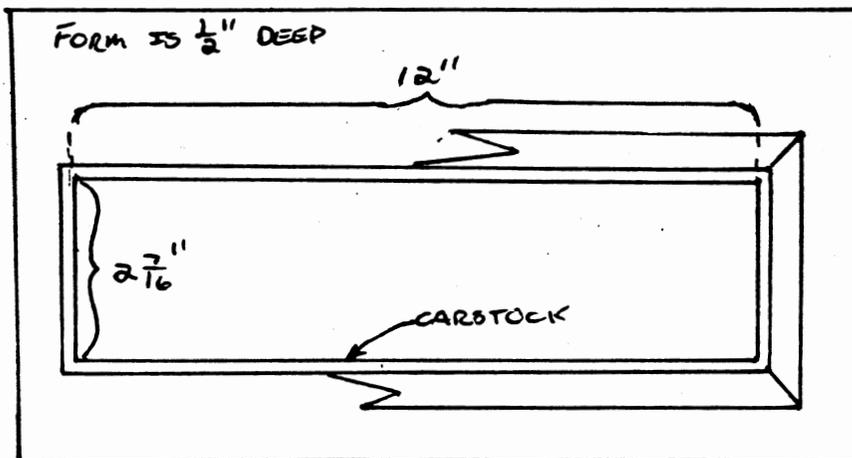
sketches, then a plan of the structure. The model is a medley of several different designs but it captures the look of a turn-of-the-century enginehouse which is what I wanted. I strongly recommend researching your models. Prototype photos provide inspiration and ideas that you would not normally think of.

With the research done and plans made, I started construction.

CASTING PLASTER WALLS

To cast plaster you need something to form it. I made a simple 1' x 2 9/16" form from cardstock and braced with 1x2 pine. The bracing does not have to be 1x2. As long as it will keep the plaster's weight from bending the form it will work. See figure 1.

FIGURE 1.



Once the form was completed, I proceeded to cast the plaster. For those of you who have never worked with plaster take it easy- it is quite simple. I used the "seasoned water" method as described by John Olson in his Jerome & Southwestern series in MR. I will repeat the steps here for those who missed the series. By the way. That series has been more helpful to me than any other single "how-to-do-it book". If you are new in Model Railroading this book is your best bet for learning the basics of the hobby. O.K.- back to the plaster.

Into around a quart of water, pour a couple of ounces of plaster. Let this brew for 15 minutes or so, stirring once in awhile to keep the plaster off the bottom. When this is completed set the form on waxed paper or aluminum foil. Add plaster a little at a time to the seasoned water, stirring it till it reaches the consistency of pancake batter. For those of you who have not made pancakes recently, it should be thin enough to pour but thick enough not to run too much. Pour the plaster into the form to a depth of $\frac{1}{4}$ " - $\frac{1}{2}$ ". Shake the form lightly to release air bubbles, then use a hair dryer to pop the bubbles on the surface of the plaster. When the plaster is set (wait for 45 minutes), remove the casting carefully from the form.

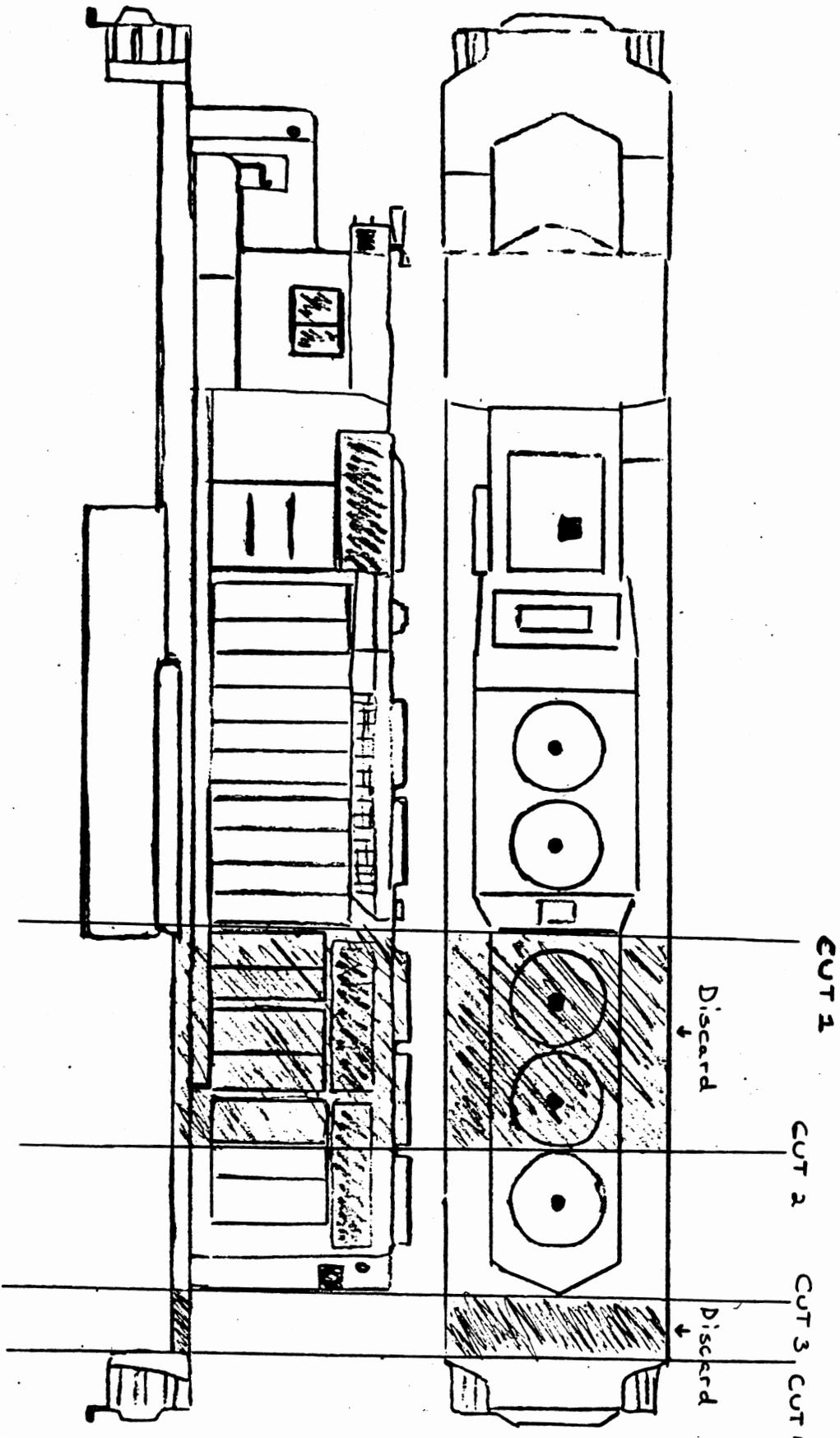
---(Next month, we'll continue with how to carve the walls, among other things)---

(continued from page 9)

luck of getting ahold of four GSB SD40-2 shells for a dollar. And so the creation of the GP 42 begins. What I wanted was a shorter, B-B style loco with the same basic details of the SD40-2, and minus the large porches, mainly on the back. I surveyed the loco for the best place to cut, and the first cut was to separate the back fans and grills from the body by cutting right behind the dynamic break blister. Next, to get rid of 2 fans, I cut between the second and third fans. If done carefully, the second grill will look like the cast end when it is cut through. Finally, to eliminate the rear porch, I cut out the space from the back point of the body just up to the stairs. This part requires a very good straight cut.

All that's left is to join the pieces together, and if done nice and straight, not too much putty will be needed. Unfortunately, I needed to use a lot of putty. The narrow width inside the body does not lend itself to a new power chassis and frame, so I'm still searching for an answer. If anyone finds one, let me know please! In the future, I'll show you some more of my, It Ain't Prototype locos, including a E 60 CP-D, and a SDPX-45.

"GP 42"



HO scale GP 42 From SD 40-2 Shell

Scale - 1:87

Non-Prototypical

Sketched by R. Heiss 3/23/87

March 29, 1987

EXBL#3

Gentlemen:

Here is my financial report for the period starting from July 1, 1986 to December 31, 1986. On Friday I received the long-awaited receipts from Ralph, and I completed the report on the computer on Saturday, March 28, 1987. This will be in the mail on Monday, and it is up to the post office when you receive it.

Because of the oddness of this last year, there is no way that I can make any official projections for the 1987 year, except to make a few statements about our financial condition. We are already 1/4 of the way into this year and our finances look very good. Our total funds are hovering around \$1,000.00 at this time. Let me remind you though that I allocate \$500.00 for emergency funding. This is to be kept in case we have some expense that no one had projected, or if we were having extreme difficulties. This means that we have about \$500.00 for general spending. This does not mean that we should do everything to spend it, but some of the ideas brought up by the President may be very possible. I don't think that we should do color pictures, but certainly we can allow Ralph to print b/w photos more frequently. As far as the Hotbox goes, I told Ralph that he could start doing some larger issues. This means that we

need to solicit members into writing some articles, and we need to write some ourselves.

I do think that any money that we do spend should be spent on things that will promote the TAMR or will cause people to become interested in our club. We did not have any more adults join in the second half of last year, and there are no more two-year memberships anymore. We need to encourage members again that they can help us by paying for two years at a time. Our overseas memberships have dwindled to just one, and some of our regions are falling, or have fallen apart. Someone who has the time needs to write to our regional representatives who are in office, or those who may be soon elected, to get some things stimulated in these areas.

Finances are looking good mostly because we have had no Hotbox for so long, plus the low cost of our current issues, thanks to Ralph. My projection is that we will have a good financial year, but if you do have an idea, please spend the money conservatively and wisely. (Of course it has to be approved first.)

Sincerely,



Steve Schwenk, TAMR Treasurer



Broadway Limited # 28, Departing From Chicago Union Station
By Adrian Sherrill, Southern Region, TAMR

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