

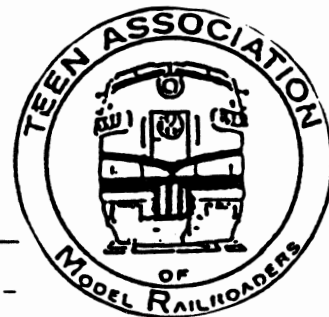
# HOTBOX

"The Magazine of the Teen Model Railroader"

Issue #241

June, 1989

\$1.25



ANNOUNCING A 25th  
ANNIVERSARY CONTEST

YEAR OF THE TRAIN check it out

we're back.....

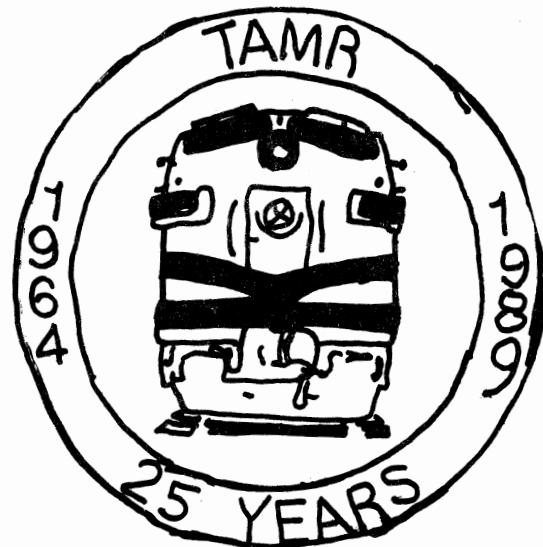
.....on the road again

MORE INSIDE

"All The News That Fits, We Print"

Teen Association Of Model Railroaders  
TAMR  
c/o Lone Eagle Payne  
1028 Whaley Payne., RD#4  
New Charisle, OH 45344

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Publisher.....John J Rossi III  
TAMR Advisor.....John Reichel  
Associate Editors... John Schodowski  
Prototype Editor....Randy Broadwater  
Jon Webster  
Region News Editor.....Newton Vezina  
Photo/Exchange Editor.Jeremy Amundsen  
Contributing Editors.....Staff Editors



### SUBMISSIONS

STYLE, CONTENT--Your own writing style is fine by us; But Remember, you are among friends. Grammar trouble? Let the Editors worry about that. The ideas are what is important. As for content, anything on modeling--painting, scenery, electronics, plus articles on members layouts, and the original prototypes. Just make sure it will be interesting to most all the readers.

TYPED ARTICLES--Although not required, but it will save the eyes of Editors. The HOTBOX columns are 50 spaces wide, so set your margins. If you can't type, don't worry just simply write out in print the article and double space.

DRAWINGS--Must be done with BLACK INK (pen or fine-tip marker) on BLANK white paper (typing paper is good). Required artwork can be done by the Editors if detailed sketches are provided. If it is a scale drawing please include a scale measure with the drawing.

PHOTOGRAPHS--Must be Black & White only with a glossy finish and no larger than 8 x 10 inches, and smaller than 2 x 2 or 3 x 5 inches. All photos must be accompanied by caption material, especially cover photos.

TIME TO ROLL  
By Brain L. Brush

Just the coupling of a cabin car on the rear and she's ready to go; a monstrous 11 decapod backs slowly off the table and inches over to a string of loaded coal hoppers. Brakes are tested, turnouts are set. Ready to roll.

Pop valves lifting, a veteran hand guides the throttle, and a Pennsy coal drag parades through the gates and onto the high iron. The 2-10-0 runs roughly, but it certainly does the job - the train lumbers steadily down the main, Pacifics and L1 Mikados marching past, each a separate journey, a separate destination.

The hogger creeps up on the throttle, applies sand; on most roads, a 2 1/2 percent grade would call for doubleheading - but not on the Pennsy. Bigger trains mean bigger locomotives to meet heavier demands. Stoker on full and fireman frantic, the Decapod rattles windows on houses a mile away.

With the traditional Belpaire firebox, distinctive Pennsy boiler, and, of course, that timeless proud keystone, the Pennsylvania's 11's were, indeed, masterpieces.



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WANTED! WANTED!

Since this is the 25th year of the TAMR

I would like to contact the following past members:

Lloyd Neal Snellville, GA  
Steven Seidel Konkakers, IL  
Ted Bedell Bayville, NY  
Bengt Muten Concord, MA

Do you know them? Have them contact me, or send to me their addresses.

Lone Eagle Payne TAMR Pivot Pin  
1028 Whaley Rd. RD#4  
New Carlisle, OH 45344



The La Porte & Nevada Railroad (L&N) is a fictitious shortline based in the Sierra Nevada mountains of California. Using some of the right-of-way of the old Nevada County Narrow Gauge, the L&N connects at Colfax with the Southern Pacific and continues north through Grass valley, Nevada City, LaPorte, Quincy Junction (where it interchanges with Western Pacific/Union Pacific), Oroville, and Chico, with plans to extend to Guerneville and other spots on the Pacific Coast. In combination with Amtrak, the L&N operates a successful train from Oakland to various ski resorts and casinos. A railroad museum with an old-timer train of 1860's and 1890's era equipment is a big hit with the tourist crowds. There is also a 2 1/2-foot Narrow Gauge line that serves a mining complex, and an amusement park.

Motive power is provided by an SD-40-2, GP-50, an F-45, an F40PH, a Sharknose, a couple of F7A's and B's, three Fairbanks-Morse C-Liners, a GP-9 a GP-18, and a turn-of-the-century 2-8-0 Consolidation, as well as a small diesel and two 0-6-0 switchers. In addition, several engines are in the shop, including the GS-4 Daylight, a streamlined 4-6-2, and a Krauss Maffei diesel in SP Black Widow livery.

The latest project is integration of a number of California shortlines into the new Central Pacific Network. Modelers of western shortlines are invited to send descriptions of their roads if they are interested in joining the network.

TAMR members are welcome to write to the President of the L&N: John Reichel  
288 Whitmore St., Apt. #201  
Oakland, CA 94611



LAPORTE &

NEVADA R. R.

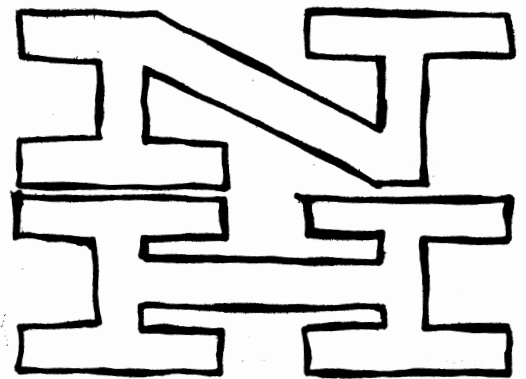
# FROM THE PRESIDENT'S DESK

The Teen Association of Model Railroading now has a new staff to produce its national HOTBOX publication. Several members have volunteered to help out, and hopefully with a spirit of TEAMWORK we can get the organization rolling again. However, after this issue has been mailed out, the HOTBOX library will be officially empty. We need YOUR help in getting the HOTBOX back on schedule. Send in you articles, as long, or short as you like, or even your ideas for future articles. The TAMR was formed with a spirit of fellowship, and by sharing your articles you'll probably end up making some new friends and have some fun. That is what we are all about - FUN!

Beth Wolstenholme has been working hard on our 1989 elections. Hopefully, she will have the ballots mailed out real soon. I believe we have a good amount of needed nominations for all the positions, except for the Canadian Region Representative. Thanks go to all of those people who took part, and nominated people. This is YOUR organization and the elections are a very important part of being a member. I would encourage ALL of you to vote when you get your ballot. It only takes a second, and is really important.

The executive board is looking for members to "sponsor" this year's National Convention. If you have a couple of members relatively nearby who can help you get things moving, we would like YOU to volunteer. It is fun to host a convention, and it does not need to be elaborate (the more simple, inexpensive, the better). It is not that hard either (I did it last year). If your interested let me, or any other elected official know. If you cannot organize the convention, but have ideas or suggestions, please let me know. Whatever you do, make plans to attend! I really enjoyed both of the conventions I have attended. So far the only suggestions, and unofficial plans have been for a convention in St Louis, Missouri (a central location, nationally in early to mid-August). Let me know what you think. We need some help on this one, right away!

As we head into the middle of 1989, and into elections the entire TAMR "staff" hopes that we can get the HOTBOX back on track. We need your support, suggestions, and criticism. With the system of Associate Editors working together, we are anticipating the end of the disappearing editor syndrome, and hopeful that the HOTBOX will get back on schedule soon. ALL ABOARD for a year of growing fun and success. Come and join us and have someFUN!



NEW HAVEN



*Steve Ujka*

# MODELING TIPS

I was rereading Dave Frary's article about the Franklin & South Manchester when my eyes inevitably drifted across the page to a painstakingly detailed urban scene that virtually grabbed me and pulled me into it. I was overwhelmed with awe at the lavish views of George Sellios' remarkable layout.

Obviously, the popularity of the celebrated F&SM is due to a great extent to its detail. Detail, as we all know, contributes to realism that pulls the viewer into the scene. However, detail cannot operate effectively if it has been randomly placed; Observations form the basis of its placement.

There was something else about Mr. Sellios' creation that intrigued me. Within minutes it had been pinpointed. All of his structures have CHARACTER. They were not simply purchased at a hooby shop, and plopped down on the layout. Instead, he added what we have been discussing, detail, and this was down with a flair using his own techniques. Now, granted, Mr. Sellios' does have tremendous resources at his command as a benefit of his Fine Scale Minatures factory, but we can also apply this principle to our personal modeling efforts.

To illustrate this concept to some degree, we shall use the Creative Design Models structure "Putnam Place". As a matter of convenience I chose this building because I have already purchased, and assembled the building, but it is never the less a good example.

Putnam Place is a generic two-story masonry structure with a stone facade on the first-story; Windows abound it in a rather ordinary fashion. All of this produces a plain effect, which is intentional, so as to allow easy modification, and kitbashing (or kitmingling, as you prefer). In a sense, the raw materials lie before us, and we must bring them to life in order to produce the desired result: An interesting, realistic structure. Since I assembled the building as described by the instructions, we shall work on it then in its "normal" form, as described above. I have added only common, basic details to serve as a sample of the fantastic possibilities for any structure in any scale.

The first addition was to the front wall, where I hung a small corrugated metal awning over the doors. {See figure 1 for a sketch of all the additions.} Evergreen styrene siding was used, and once it was cut, the piece was drilled to accept small-diameter wire at the front two corners. These same lengths of wire were then slipped

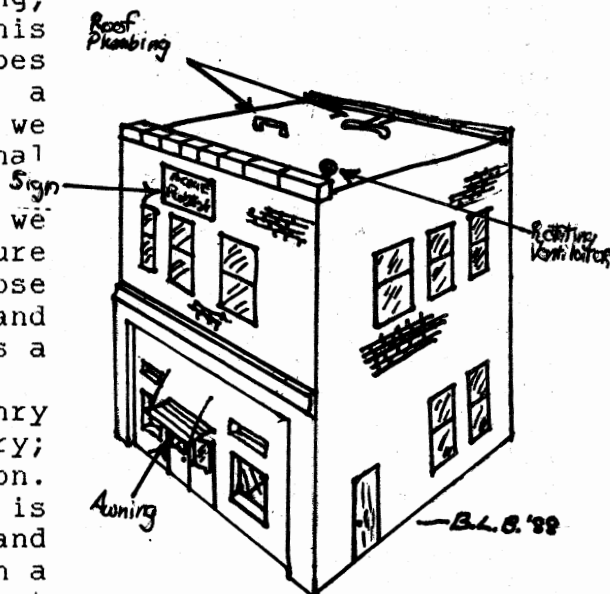


Figure 1 - Additions

through the appropriate holes above the door, and secured from the interior of the structure. I also filled the sides of the styrene for a more pleasing appearance. Thus we now have an attractive shelter for some grimy vagrant on a rainy night.

The second detail, that I added was a sign near the top of the building that reads, in peeling paint, "Acme Publishing". This was simply made by applying dry transfers to cardstock and cutting a rectangle around the lettering. To achieve the effect of peeling paint, adhesive tape was carefully applied and removed several times, peeling away some of the transfers. I dusted the sign with chalks, and sprayed it with a matte fixative, and attached it to the bricks with rubber cement, which leaves little or no residue when removed. Now we have a small bit of low-cost advertising, and for goodness sake we certainly we need it.

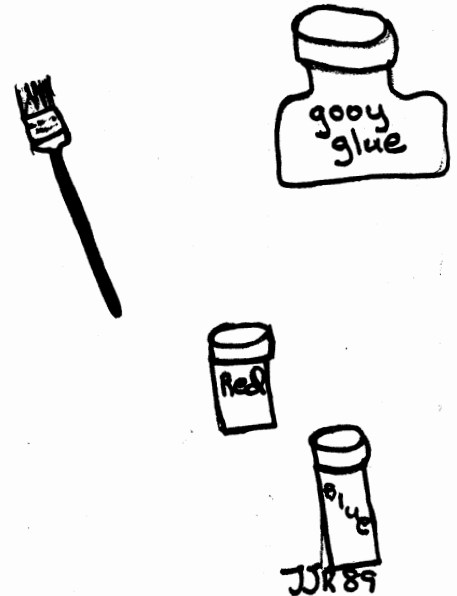
The final additions were made to the roof. I used the roof supplied which is a piece of rough black material similar to plastic or acetate. First, I cemented a silver rotating ventilator to the roof, from my scrap box. (As I recall this item came from an AHM N scale kit, but it is almost too large for HO scale.) As a result, our employees will be more comfortable in the summer.

After the ventilator, I added what we shall term "roof plumbing". I believe this describes in a nutshell what amounts to pipes, hoses, tubes, and what nots protruding from the roofs of some buildings, in actually being part of air conditioners, and like machinery. The "roof plumbing" is represented well by plastic sprues, which are sawed, cut, filed, and sanded to shape with ease. If black pieces are used, as on my model, painting would not be necessary, although it may kill the shine the plastic has, or represent different colored roof plumbing. Holes were drilled in the roof, and the pieces were inserted and glued with ACC (I hope that I am not dating myself when I say that.) from the underside of the roof.

I will undoubtedly detail "Acme Publishing" much further, but I hope that this may serve as an instance from which you can learn how to develop, and portray a building's character. As usual, prototype photographs are useful here, as you can observe not only what details buildings have, but also how they are arranged to reflect the building's history, purposes, which on a personal level is the character of the building.

HAPPY DETAILING!

BY BRIAN L. BRUSH



# CHANGES IN THE HOBBY

I have been an active model railroader for over seven years now. Much of the "fun" that I get out of this supreme hobby is the great challenge that it offers not only as a hobbist, but also as a writer, photographer, draftsman, woodworker, artist, and other unlimited possibilities that involve special talents. There is so much to go for.

My approach to model railroading has been very successful by being reasonably original, I put myself into the hobby.

My layout in HO scale has a combination of different types of railroads and railroad lines, with not only one line of prototype, but four. They are Providence & Worcester R.R., Amtrak, Burlington Northern, and U.S. Army. There is a good reason for this; This pike is a combined with one that belonged to a good friend (Jim) who moved three years ago, leaving me a superior BN collection.

Providence & Worcester R.R. which regained its independence from Penn Central in 1973, runs mainly from Providence, RI to Worcester, MA, based in Woonsocket, RI, the P&W runs in three states on 371 miles of track. They are Connecticut, Massachusetts, and Rhode Island. The P&W, and Amtrak both pass through South Attleboro, MA, where I live.

Military HO scale models such as tanks, rockets, aircraft, missiles, and other forms of artillery has always interested me. This capability was transformed into a comparable feature of my train layout, displayed along with a special militarized train equipped with such artillery as "large" guns, missiles, and tanks surrounded by hundreds of hand painted soldiers.

So!! What exactly does one name a pike with four different railroad divisions along with a strong touch of military "flavor"? The amalgamation of P&W, Amtrak, military scale, and Jim's Burlington Northern became known as "The J&N, Rocketery Valley Multi-Line Railroad Co.". The name defines the layout to a "T". What began as a traditional 4' x 8' layout seven years ago now has become an 8' x 16', multi-level railroad empire, which is quickly running out of surface on the (top) level.

My future plans include the gradual segregation of each R.R. Line onto a different "level" of benchwork, but this will cost money.

Change is a continuous cycle at this layout. The work and FUN from this pike of unlimited

LGB  
ATLAS  
HO  
O  
S G



"freedom" is endless. There is always a new challenge.

That is my model railroad success story in a "nutshell". However, I do have one question. "Are there any modelers in the TAMR who have a military railroad, or combine different railroads on the same layout?"

In closing, I would like to say that there are many opportunities and rewards in Model Railroading not only as a hobby, but also as an organization. That is why I joined the TAMR. It is only through some degree of involvement by all, that will return in the form of a successful, solid comradeship for the benefit of all. It is a pleasure to be on board! I am looking forward to 1989 with great optimism, my mailbox is open to all. "Drop a line anytime."

Newton Vezina  
54 Boardman Lane  
S. Attleboro, MA 02703



# EDITORIAL

Hello, to all TAMR members you should have by now received issue #239(April), and possibly #240(May Membership Directory). If not their on there way to you. I hoped you enjoyed them because here comes issues #241-242(June-July). Sorry the issues are so late I had a little trouble tracking down the Treasurer for the mailing labels. Now that we have that all settled we should be coming to you regularly now. This will be the last, and only two month issue I will publish. I did this to save a little time and to help me to get back on schedule.

Well that's enough; Let me get to the heart of the matter this is our 25th year of TAMR, and what is left of it will be the best. You probably have already read the president's letter with regards to the 1989 TAMR Convention. Well let me say it is probably to late for a more formal one, so let me propose a somewhat smaller one that all of you can participate in. It will be to gather small group of members that are around you and go sigthseeing, and railfanning on those railroads. Then you send in B/W pictures, and an article from each group, to be published in a TAMR 25th Anniverary issue. Please send your comments, to me or any elected official and they'll foward your remarks to me. So lets get back on the track the right way, so we don't fall off again.

Sincerely yours,

John J Rossi III  
Editor-in-Chief

Happy 25<sup>th</sup>

**D&SNG**  
**Durango & Silverton**

MTA

NJ TRANSIT