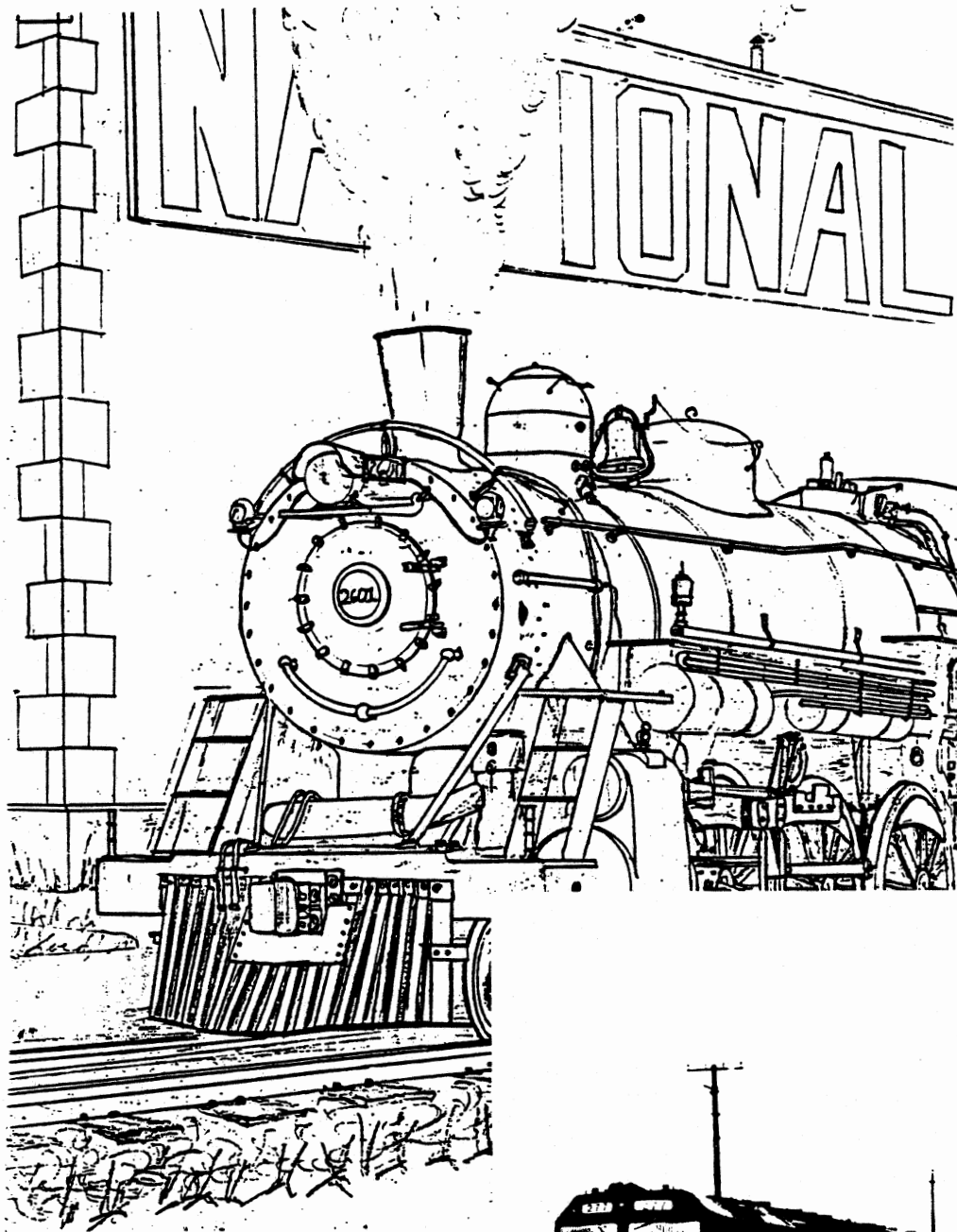


HOTBOX

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"All The News That Fits, We Print"

Teen Association Of Model Railroaders

TAMR

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BILL OF LADING

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On The Cover

By Peter Schierloh(drawing), & John Reichel(Photograph)

DRAWING: It is a nippy October day in 1940 and the aging C,B & Q 2801 is passing behind the National Tool & Die Co. in the industrial section of Chicago. This is the calm before the storm, in a little over a year before Pearl Harbor will be bombed and an old 2801 will be pushed into wartime service, hauling aircraft parts, steel, and whatever else she could haul. For now she is just pulling an empty boxcar on a calm cool October day.

PHOTOGRAPH: California Zephyr arriving at Oakland Amtrak/SP Station, 10/19/89. Station is roped off two days after the earthquake.

***ATTENTION! ATTENTION! ALL MEMBERS PLEASE SEND YOUR ARTICLES IN TO THE ASSOCIATE EDITORS FIRST, FOR PROOFREADING, AND RETYPING IF NECESSARY. AFTER THEY WILL **FORWARD** ALL ARTICLES TO ME.

***NEW SUBMISSIONS RULES ON BACK COVER.

Product Review

In this day and age, with so many new technological advances in Model Railroading, there are a number of ways to remotely control turnouts on the layout. These schemes vary from simple to complex, and all that I know of utilize electric devices of some sort. For teenagers like ourselves, and others in the hobby with a limited amount of money to spend, we need to find a way to power our turnouts at a reasonable price. After looking over the various types of twin-coil machines (such as ATLAS), I decided not to use them. They caused many problems on my test track, such as not fully throwing the points, bouncing back, or overheating. An alternative to the twin-coil machine is the slow motion machines sold by various manufacturers. They combine appearance with reliability, as the points always make positive contact with the stock rails. A simple DPDT toggle switch can be used to switch the polarity of the machine back and forth. It mounts under the table with a throw pin that comes up between the throw bars. They run on 6-12 volts DC current. I looked through the WALTHERS catalog to find an affordable, quality slow switch machine. I found that one made by Scale Shops that was affordable, available at \$6.98 each, or in 12-packs at \$69.98. The kits include instructions and wiring diagrams. These instructions are slightly confusing, but it doesn't take long before you can assemble them very quickly. All mounting hardware is also included. These are available through any WALTHERS dealer. All in all, these switch machines are an excellent way for someone on a budget to get the quality of slow motion action.

Editorial

Happy New Year! Hope you all enjoyed the 25th Anniversary issue. Now that 1989 is past us, and we are in 1990 we have many things to accomplish before the year is out.

The first item on the agenda is the addition of Peter Scheirlsh and John Rimmisch to the HOTBOX Staff, as Graphic Artists. They will be responsible for all the filler artwork, cover designs, and any artwork you the TAMR members send ideas, or rough drafts for. They are also there if you need them for a layout sketch for your layout articles (HINT). So if you have any ideas, or need any artwork done please send it in to them, at the addresses listed in the front cover.

The second item on the agenda is articles. WE NEED THEM NOW!!! They can be railfanning, modeling tips, product reviews, kitbashing, or model making, or and even better one would be layout articles. PLEASE SEND THEM IN NOW, LONG, OR SHORT!!!

The Final item on the agenda is the TAMR National Convention. PLEASE send in your ideas now for a location, and possible agenda for a convention. It usually takes place in July, or August on a weekend for 2-3 days. I have been told it is alot of FUN. SEND IN YOUR REQUESTS NOW, TO ME AND I WILL FOWARD THEM TO THE RIGHT SOURCES.

The final note is, PARTICIPATE IT IS YOUR ORGANIZATION, AND WITHOUT YOU WE CAN DO NOTHING!!!

Tranining yours,

John J. Rossi III
HOTBOX Editor

MODELING TIPS

By Michael Yan

Anyone who models the Canadian National (CN) has probably been looking for an accurate model of a modern CN caboose. Well, tough luck. Unless you want to buy brass you will have to scratchbuild one.

A good starting point is the S scale drawing in the Dec. 1976 issue of Railroad Model Craftsman. (It can be reduced on a photocopier for HO scale.)

List of required materials for the modeling of a CN Pointe St. Charles Caboose.

Accu-Paint:

Gloss, AP-18 red orange

Canadian Prototype Replicas:

1006 Backup lights

Champ Decals:

HC-255 CN Caboose stacks

Kadee:

#5 Couplers

Miniatures by Eric:

CNR, CPR Diesel Radio Antenna

M.V. Products:

LS 220, 221 Marker Lenses

Testors:

Flat black, white, dullcote

Trackside parts:

1300, 1301 Caboose Window Castings

out of the roof instead of following the complicated pipes shown in the drawing.

When all the parts were cut, I assembled the caboose, with ACC and Testors Liquid Cement.

The body was painted with Accu-Paint AP-18 red orange and the roof and underside were painted with Testors Flat Black. I used Testors White for the grab irons. Once all the paint is dried, you are now ready for decaling. Now after the decals are set, and dry the car was sprayed with Testors Dullcote.

You will notice not too many steps were included in the construction of this model, so as to make it a quick and easy project for you. After all that is why scratchbuilding is so fun, and challenging.

**If you have any questions regarding anything in this article; Please write too:

Michael Yan

6127-137 Ave.

Edmonton, Alberta, Canada

T5A 0P2

I cut all the parts out of Sheet Styrene by cutting the necessary part out of the drawing first, and pasting onto the Styrene, with white glue. Then I would slice through both the paper and Styrene with an X-Acto Knife, following the lines of the drawing.

Since the windows should be flush with the sides of the car I glued the window castings in place slightly indented, and then glued Clear Styrene onto them with Accu-Paint Gloss. Something that the drawing doesn't show is that the windows on the cupola ends are slanted outward. I omitted this detail, but if you know how to model this go ahead and do it.

Another clarification of the drawing is that the smokestacks on most of these cabooses come straight

Railfanning

Hotspots

By Jon Webster

New England railfans are a strange breed. We do not have too many big class-1's with busy double track mainlines. Most New England railfanning consists of going out on an all day trip to chase one or two trains. The two semi-busy railroads that we do have are Guilford and Conrail. Conrail comes in on only one real mainline and Guilford is the major player in the region. Guilford's Freight Mainline crosses the length of Massachusetts, cuts across a corner of New Hampshire and extends into Maine. Guilford's biggest yard is on the ex B&M in East Deerfield, Mass. East Deerfield is approximately 100 miles west of Boston and is adjacent to the Connecticut River. The Connecticut River Mainline crosses the Freight Main here. It has been an historically busy spot on the Boston and Maine. Over the years, dispatchers have nicknamed the East Deerfield complex "Death Valley" because of its annoying habits of tying up trains for hours on end. The changes brought along with the Guilford merger, namely garbage motive power, have not helped the situation.

The best place to view the action is at the west end of the yard on the "Railfan Bridge". This is a public road, but it is a dead end at the engine facility so the only traffic allowed are railroad vehicles. Venture past the no trespassing sign at the entrance to the engine facility at your own risk! Guilford police have been ARRESTING trespassing railfans lately (this seems to be part of the Guilford's anti everybody attitude including, but not limited to: Amtrak, FRA, labor, customer, public).

A typical day here would see 6-10 road freights, 2 switchers, and 2 locals. A dozen or so units can be

seen at the servicing facility. An obligatory and ever changing line of dead power is also found by the small diesel shop. Relevant radio frequencies are as follows: Road- 161.160 and 161.520 Yard- 161.400 M/W- 161.370. These days, the normal power for freights is 6-axle- SD40's, SD45's and SD26's. 4-axle power is also seen including GP39's, and GP40's. Guilford is pretty much EMD now and the few GE's are 4 U23B's, 1 U30C, and 10 U18B's. The U30c #663 is seen all over the system while the other U-boats keep to the old MEC.

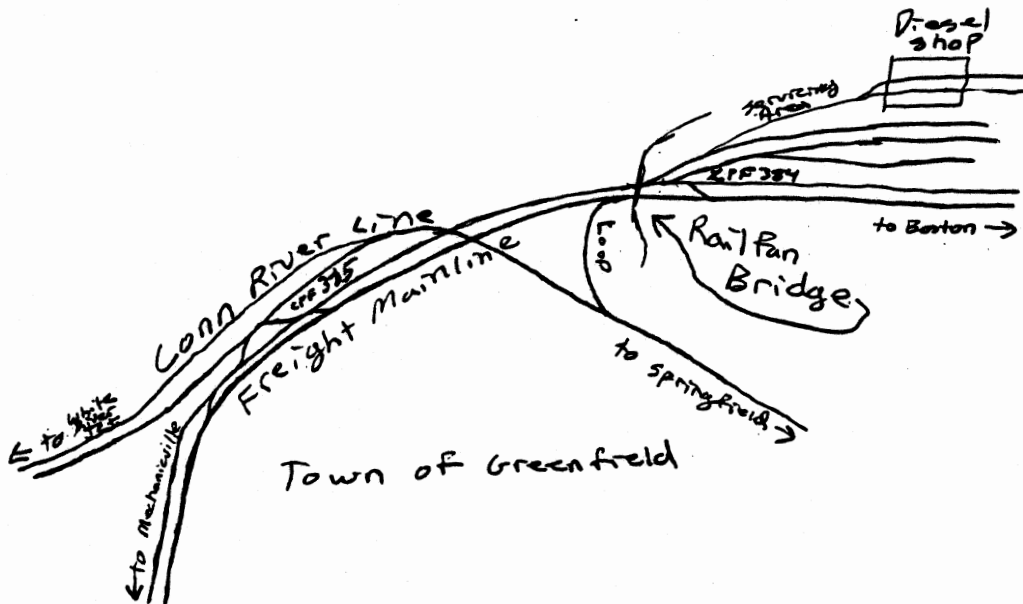
It is hard to miss any trains here, all jobs must pass under the bridge. Freights using the Connecticut River line to go south will use the Loop track which curves off just west of the bridge. Any trains going north on the River line will continue west of the Freight Main about one mile to Greenfield to cross over to the Connecticut river. Refer to the map for mile marker locations called "CPF's", these are nice to know when listening to the scanner. The "District 5" dispatcher controls the Freight Main and the "District 6" man runs the Connecticut River Line. You will also hear the 4 dispatcher east of East Deerfield. Please note that all dispatchers will refer to themselves as "Springfield Terminal". I will try to explain ST debacle in a future article.

To reach the yard: From I-91 take the exit for Rte. 2 west, but go east to Greenfield Center and go right on Rte. 5 south for 1.5 miles where you take a left on McClellan Farm Rd. Bear left at the fork in the road and you are there. Happy Railfanning!

The Guilford Train Roster, and Yard Map are on the next page.

GUILFORD LOCOMOTIVE ROSTER
NOVEMBER 1989

OWNER	ROAD #	BUILDER	MODEL	QUANTITY	YR. B.L.	H.P.	NOTES
ST	10-12	EMD	GP-7	3	1953/50	1500	EX MEC 590,591,592
ST	13	EMD	GP-7	1	1951	1500	EX MEC 574
ST	14,15	EMD	GP-7	2	1950,1953	1500	EX MEC 565,568
ST	16-20	EMD	GP-7	5	1950/1952	1500	EX MEC 572,575,577,580,581
ST	21	EMD	GP-9	1	1961	1750	EX ACR 171, MEC 450
ST	22-28	EMD	GP-7	7	1950-53	1500	EX MEC 561-563, 567, 569, 573, 576
ST	30	EMD	GP-7	1	1952	1500	EX B&M 1564
ST	32	EMD	GP-7	1	1952	1500	EX B&M 1568
ST	40-44	EMD	GP-18	5	1961	1750	EX B&M 1731, 1752, 1753, 1755, 1754
ST	45-53	EMD	GP-9a	9	1957	1800	EX B&M 1800's except 1838
ST	54-55	EMD	GP-9	2	1957	1750	EX B&M 1723, 1705
ST	58	EMD	GP-9	1	1957	1750	EX B&M 1711
ST	77	EMD	GP-9M	1	1957	1750	EX B&M 1838 EX B&M 1738
BH	100	BH	TEBU	1	1982	9116	POWERED FROM BH 300,301
MEC	251-262	EMD	GP-38	12	1966	2000	
MEC	263	EMD	GP-38	1	1967	2000	
MEC	280-288	GE	U-23B	4	1968	2250	EX D&M 2301-2314
BH	300-317	EMD	GP-40-2	18	1977	3000	
BH	320-342	EMD	GP-40	22	1968	3000	EX CR
BH	350-369	EMD/M-K	GP-39-2	20	1976/1984	2300	EX D&M 7601-7620
MEC	400-409	GE	U-188	10	1975	1800	
MEC	470	EMD	GP-7M	1	1950/1982	1750	EX MEC 564
MEC	471	EMD	GP-7M	1	1950/1985	1750	EX MEC 571 (CREW CAB)
MEC	600-604	EMD	SD-40	5	1970/1972	3000	EX DE 003, 004, 006, 014, 017
ST	614	EMD	SD-35	1	1964	2500	EX NH 7434
ST	615-649	EMD/ATSF	SD-26	33	1959/73-78	2625	EX ATSF 4600-4679
BH	663	GE	U-30C	1	1972	3000	EX DE 012
ST	675-689	EMD	SD-45	15	1967-1970	3600	EX N&M, SOU
BH	690-692	EMD	SD-39	3	1969	2300	EX ITC, N&M 2961, 62, 63
MEC	693	EMD	SD-39	1	1969	2300	EX ITC, N&M 2966
ST	1400-1407	EMD	SW-1	8	1949, 1953	600	EX B&M 1100's
ST	1410-1412	EMD	SW-8	3	1953	800	EX B&M 801, 803, 806
ST	1420-1424	EMD	SW-9	5	1952-1953	1200	EX B&M 1220, 1223, 1224, 1228, 1229
ST	1430-1432	EMD	SW-7	3	1950	1200	EX MEC 931-933
ST	1433, 1434	EMD	SW-9	2	1951, 1953	1200	EX MEC 934, 935
BH	1556-1577	EMD	GP-7	8	1950-1953	1500	
BH	1702-1747	EMD	GP-9	22	1957	1750	



I certainly enjoyed the 25th anniversary issue of the TAMR, especially since you were able to get so many of the early day "movers and shakers". to comment on the TAMR's early days. Believe it or not, the publications from TAMR's early days still do exist. In early November of 1989, Tim Vermande, TAMR Archivist, and myself approached the A.C. Kalmbach Memorial Library regarding the preservation of these records. Bruce Metcalf, the library's director, informed us that he would welcome these records. So in late November, I dropped off a large box containing these records at the NMRA headquarters in Chattanooga, TN. Thus the TAMR's historical records now have a permanent home.

As the NMRA, and thus the Library, is an eleemosynary, non-profit corporation, and is qualified as a charitable organization under sections 170(c) and 501(c)(3) of the Internal Revenue Code, donations are considered to be tax deductible. The library will be pleased to provide copies from these archives to any TAMR officer or member upon request. The price to TAMR members will be 10 cents per page, to officers in the line of duty, 5 cents per page. If extensive staff time is required to find the material requested, research charges of \$10 per hour will apply. The address of the library is 4121 Cromwell Road, Chattanooga, TN 37421-2219.

Information now being preserved at the library includes: *TAMR HOTBOXes* - from the early newsletters issued by Dave Burris to the present, *TAMR Directories*, membership cards, TAMR publicity items, and some official Executive Board correspondence from various administrations. I would encourage the current Executive Board to support these preservation efforts and assure that current TAMR publications are sent to the library. I would also encourage past officers to donate official material that they may have in their possession rather than throw it away.

One problem with the current collection is that many early issues of the *TAMR HOTBOX* were produced on a spirit duplicator. These copies are beginning to fade and this information will be lost unless means are taken to preserve it. The library's policy is to photocopy such material as soon as possible. However, the library's funds and manpower are limited. Thus the library is asking for donations to assist with the cost of photocopying (about 5 cents per page). Members who are interested in seeing the TAMR's historical records properly preserved should send their donations directly to the library.

Finally, I am assembling a catalog of the TAMR holdings at the library which will hopefully aid our members in accessing the information contained therein. In addition, there are files of various regional publications which will be donated as soon as I have had a chance to index them. These present more problems than the *TAMR HOTBOX* as they were issued on a less regular basis and sometimes changed names quite frequently. Also, many of them were not sent to the TAMR Archivist so the files contain large gaps. If any member thinks he/she has copies that the TAMR might be missing from the official archive files and wishes to make a donation, please have them contact me first. The library just doesn't have the staff to coordinate, index and update the TAMR holdings.

Attention, All TAMR Members, and Officials below is
reprinted a letter I received from Mark Kaszniak
concerning the TAMR history.
Please Read It.

SUBMISSIONS

+++++

STYLE, CONTENT--Your own writing style is fine with us; Remember, you are among friends. Grammar trouble? Let the editors worry about that. The ideas are what is important. As for content, we will accept anything on modeling, painting, scenery, electronics, articles about layouts, and prototype articles. Make sure it will be interesting to most all readers.

ARTICLES--Although typing is not required, it will save the eyes of the editors. The HOTBOX columns are 35 spaces wide, for two columns on a page. If you cannot type it, then print it on lined paper double spaced.

ARTWORK--Must be in BLACK INK ONLY (pen, or fine tip marker. No pencil). Drawings required to accompany articles can be done by the Graphic Artists if detailed sketches, or ideas are provided. If it is a scale drawing, please include a scale measure.

PHOTOGRAPHS--BLACK & WHITE ONLY, glossy finish, no larger than 4" x 5", no smaller than 2" x 2" or 3" x 5". All photos must be accompanied with caption material, especially cover material.

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