



Teen Association of Model Railroaders

HOTBOX

March, 1992

Issue #267



This month:
Modeling CSX Rd.Slugs,
The Indian Valley RR,
Kadee Couplers, and
More!!!



More letters for our
layout letter contest,
Product reviews, it's
another great issue of
the TAMR Hotbox!!!



FROM THE DESK OF

Phil Michaels, Editor/HOTBOX

Welcome to another edition of the TAMR Hotbox! There's a lot of good things in store for you this month, much thanks belonging to the new 17-character per-inch typesetting on my computer. I would like to here some input on whether or not you like this style better than the last two months. Responses to the Hotbox were great for the first three weeks after the January issue, but since then I have received at tops two letters from members. Unless you all get going things will be looking really dry after the May issue. I need more material for next month, but I expect that to take care of itself. I'm giving you two and a half months, so I hope we will see a lot more of those really good articles and letters coming in.

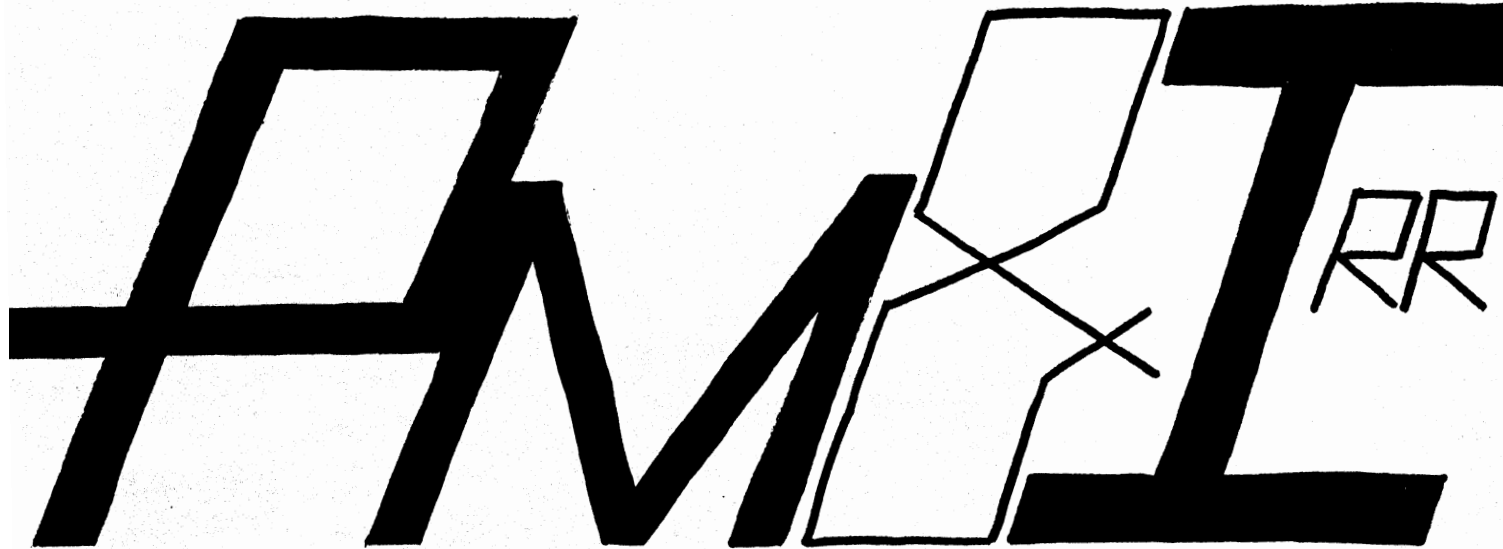
Also, next month is the annual election issue. Anyone wishing to run for President, Secretary, or Regional Representative must have their intent to do so and a short paragraph in by April tenth, 1992. Note to current Representatives and President and Secretary: You must run for re-election! Even if no one else runs for your particular office you will not be assumed to keep your office. You must write at least a paragraph to be printed in the Hotbox. Otherwise, you will not be counted on the election ballot and thus lose your office.

So, how is everything going on that model railroad project you started? You mean you didn't start one? Why not? Right now is as good of a time as ever to lay track, ballast, work on scenery,

or do that electrical work you've been wanting to get to. If you don't currently have a layout, why not start one? Sometimes we get so busy with school and other activities that we forget to take a little time to enjoy our common interest, model railroading. Even if you don't have very much money, you can buy a box car and a piece of track, and then some paint and decals, and make a really neat model! If it's good enough, you could probably sell it to a hobby shop for resale to customers. Then you will have more money to get a layout started! Model railroading is a great hobby, so don't get so busy that you can't take an afternoon and relax with trains. See you next month!

---Phil Michaels
Editor/HOTBOX

Pittsburgh, Marietta, & Ironton Railroad



"Hauling big loads for big industry."

March, 1992

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On the Cover:

North American railroading is undergoing vast changes in the type of locomotives being used by the major rail companies. At one time the Electro-Motive Division of General Motors was virtually the best at what they did. But now, a new star has risen, and with it, the downfall of EMD. The General Electric Company now carries the bulk of all locomotive orders in North America. Whether it's Super 7's for FNM in Mexico, or high-horsepower Dash 8's for the U.S. and Canada, GE has become the #1 locomotive builder. CNW has 77 C40-8's, one of which is captured here in November, 1989. CSX has 147 C40-8's and an additional 109 widenoses, with an additional 103 coming in the next year and a half. Number 7718 is seen here rumbling through Waycross, Georgia, on December 23rd, 1991. (Photos: CNW by Chuck Janda, CSX by Phil Michaels)

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Next Month:

Next month we will be having a few more current articles. Four of the features this month were leftovers from Pete Schierloh's files, but they are good leftovers. There will be more on Kadee products, and some modeling tips; NTRAK module construction; video railroading; train orders, and more!!!

Making a Model Train Display for a School Project

My name is Paul Appel. For my 8th grade gifted, and talented, class, I decided to do a report on model railroading. First, I had to do a lot of research. I found some good books at the public library and used them to make charts and fact cards.

Secondly I started on my model. I built a two-by-three-foot box (because of the limited space I used n-scale). I laid grass paper inside the box and made a raised section. I cut a groove in the bottom, painted the bottom, put in some debris, and filled it with glue to create a stream. At the end of the stream I did the same thing and made a pond. Where the stream came out of the raised section, I used my hot glue gun to build a bridge out of balsa wood and tooth-

picks. There aren't any good model railroad supply stores where I live, so I had to use cardboard instead of cork for the roadbed. I laid an oval of track and nailed it down.

For my trees and bushes, I found a patch of lichen on our farm and made it into trees. I made realistic trunks by wrapping about four toothpicks in brown cellophane packaging tape. All I had to do was glue them together and put them in the ground. For conifers, I found some cedar saplings, cut them to size, and glued them to the ground. I've had them over a month, and so far only the tops have turned brown.

I put two houses in the box. They were my first, and I think I did good. I painted the outside with a Burlington Northern emblem on top and the letters for Soo Line on the side. I chose these two railroads because they are the ones that go through my town.

Elmer's Carpenter's Wood Glue

Elmer's Carpenter's Wood Glue is an excellent non-toxic glue for building wood craftsman kits. It sets relatively fast on the small wooden parts. The glue resists heat and water, it is sandable, and it takes paint well. It washes off hands and equipment with warm, soapy water. A toothpick is recommended for applying it to the diminutive parts and pieces. You can buy an 8-oz. bottle at your local hardware store or lumberyard for about \$2.50. Believe me, 8-oz. goes a long way in modelbuilding. Elmer's Wood Glue has many other uses such as the construction of benchwork, bonding ballast, attaching ground cover, etc. Elmer's Carpenter's Wood Glue is a must on any workbench.

---by Matt Bedford

Modeling CSX's Road Slugs

By Phil Michaels

Before we begin this month, I need to tell you that the exact numbers on last month's roster may not be correct. All carbody styles were correct as were all the current road numbers, however, a few of the numbers may not be completely accurate.

OK, now it's time for what you've all been anxiously awaiting: Building your CSX Road Slug!

First you'll need to get your GP30 or GP35 dummy unit handy. Take off the shell, because that's what we're going to work with. There are two methods to converting the carbody into a Road Slug:

Method One:

Get out your sandpaper, folks! On the engineer's side, sand off all doors except the two farthest to the rear and the one closest to the front. Sand off the grill at the rear that is above the two doors you didn't sand off. On the fireman's side, leave only the two rear doors plus the bulge directly behind the locomotive cab. On the rear of the unit sand off numberboards and classlights. On the front sand off the classlights and low headlight if your unit has a low headlight. If you are doing a GP35 unit then you will sand off the top until it is flat with the exception of the blower directly on top of the dynamic breaks. GP40 units are the same way. If you are doing a GP30 unit, only sand off the top from the point where the dynamic breaks end to the rear of the unit.

If you are doing a GP35 or GP40, the horn should be mounted directly on the front and center of the cab. If it is a GP30 then the horn should be on the engineer's side of the cab at the front.

Method Two:

This method isn't nearly as tiring,

but it's much more tedious and may even be more time consuming. This time you are going to need your sheet styrene and your hobby glue and knife. Follow the instructions for the sides of the slug as in method one, only instead of sanding off these areas you will cut them out and replace them with sheet styrene. The front and back still need to be sanded, however, and the top (only from the dynamic breaks to the back) must be replaced by styrene. The rest is the same as in method one. I suggest waiting a full day between "gluings" before you go on to doing more of the slug. In other words, when you get one side of sheet styrene done and glued in place, wait a day to do the next side and/or top.

Painting:

I would recommend doing a unit from the 2280-2330 series; the new image paint scheme looks a whole lot better than the stealth scheme! If you are painting in the stealth scheme, you will use Railroad Colors M of W grey and SP dark grey. Mix these about 50/50 to create a medium grey color. Use a paintbrush or

spraybooth if you have one (I'm not rich so I use paintbrushes). Wait 24 hours for the slug to dry and if it needs some touchup work or another coat, then do so and wait another 24 hours. Apply micro-scale decals and you have your very own CSX stealth road slug. If you are painting the new image scheme you will want to paint a coat of M of W grey first, then mask off the areas to remain grey (see photo; grey includes top from back of cab to back of slug) and yellow and paint the blue areas with a Conrail blue (60)/dark blue (40) mix. Next paint the yellow areas with Santa Fe yellow and a small amount of any darker yellow color. Use microscale decals and you're all set to go. If any of the painting confuses you, look in a back issue of model railroader that describes how to paint CSX locomotives in the new scheme. One note is that the stealth scheme has blue trucks, fuel tank, and pilots, while the new scheme is black in those areas.

That's pretty much all there is to modeling CSX's Road Slugs. Mother units can be painted the same way as the slugs are. I hope you've enjoyed this series.



The Story of Lone Eagle Payne

By the former Pivot Pin of the TAMR.

Lone Eagle Payne

Once upon a time, in the long and distant past, a father, bought, for his son, a toy windup railroad set as a Christmas present, so he and his buddy could have some childly pleasure of operating trains.

As told to me later by my mother, it was an Overland Flyer set with two yellow coaches pulled by a black, tiny locomotive with a huge key sticking out of its side by which to wind-up the spring-worked mechanism. She said that as I lay on my tummy, kicking my heels in the air, and as my eyes followed the train that was circling the oval of, possibly, eight curves and four straight pieces of track.

To a growing up child these were just toys, so when they became broken or bent, or parts were lost, they were to be discarded instead of laid aside as childly treasures. So this primeval set has long been lost to antiquity.

Until becoming a teenager where, by cutting grass, washing and waxing cars, polishing oaken floors, and working as a street gas lamp lighter, I made enough money that I could spend some extra on the Ives toy train equipment then on the market. To a poor boy it was much more affordable than the Lionel trains of the more affluent teens. Thus a gon, or a flat at 49 cents, box car at 79 cents, stock car at 89 cents, caboose at 98 cents, a locomotive at \$1.29 to \$1.50, while later double truck cars came on the market at about 30 cents or more. Starlight track, 8-inches, was 10 cents, curves at 12 cents to 15 cents, manual turnouts about \$1.25, while lighted turnouts cost about \$2.00.

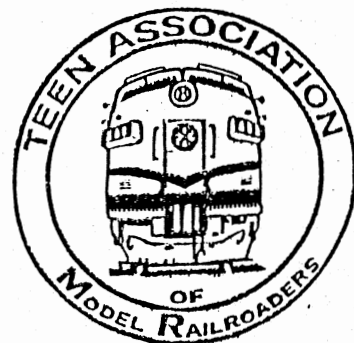
Oh for the days of yore when one had to earn the pleasures of childhood. And thus in the archives of my basement there is a box wherein rest a gon, a box car, a stock, a caboose, and a couple of

passenger cars, plus enough track on which to run. A non-operating Ives transformer wherein something has snapped so that it no longer puts out a current, and along with some American Flyer passenger cars, holds a link to my boyhood past.

Then the years went by and I came to discover the world of scale model railroading. It reminded me of my Ives days, yet it was much more interesting, better material, and lots of it was parts which one assembled for himself, so thus I joined the NMRA through an ad in Model Railroader. Whereupon seeing a notice of a pass exchange I traded with one, Steve R. Seidel of Kankakee, Ill., who invited me to join the TAMR and I did so in 1967.

In 1970, Lloyd Neal, President of TAMR, asked me to be the permanent address of the TAMR, wherefore in the past 20 years I have enjoyed being the Pivot Pin of the teens. Through myriad correspondence, and participating in conventions, I have personally met many of the names I recorded and sent on to the Regional Reps. Many of them "lost steam" after the first year. Quite a few saw the "green light" and some are still listed in the directory.

If I have induced any to pursue the hobby, or return to it in later years, I take great pleasure. But, when a teen reaches the age of 20, he can no longer hold office although he can still remain a member. Thus having reached that fateful number, I deemed it time to pass the throttle to one, John Reichel of Oakland, Ca. who is looking forward to his 20. And, if the secretary keeps me posted with the names, and addresses of new members, I will try to make contact with you in my travels by a visit, or a phone call at least. If any of you exchange passes, send one my way. And may TAMR keep steaming down the tracks for many years to come.



PRODUCT REVIEW: H & H CREATIONS TRAIN WHISTLE

by John Reichel

Do you already have a wooden train whistle? H & H Creations offers a nice, handcrafted whistle that blends four tones for a very realistic sound.

This whistle sounds really great when you blow into it pretty hard, although it sounds decent at a lower volume too. No need to wake the neighbors!

The whistle comes with a caricature of a steam engine burned onto one side. For a one-time fee of \$50, you can have a logo of your choice put on instead. I'm thinking about getting some for TAMR.

The cost is reasonable: \$2 plus shipping if you're getting 1 to 99 whistles. The price goes down to \$1.75 each for 100 to 499 whistles. It's \$1.50, with no shipping charge, for 500 to 1000.

So what are you supposed to do with 100 whistles? Well, maybe you belong to a local train club that wants to raise a little money. I think you could sell them for \$4 or 5 at train shows or open houses, and having the club's logo right on the whistle would be good publicity.

If you want to order whistles, send a check or money order (COD is OK) to:

H & H Creations
Rt. 1, Box 443
Statesville, NC 28677

Or call (704) 878-6893 or
(704) 873-2261

GS Gons - SD Sugar Beet Version

---Review by John Reichel

Let's get something out of the way: This isn't a kit for a beginner. Start with Athearn or Roundhouse kits instead. But if you've had some practice with other kits, you can create a really beautiful model. Teenagers have quite a wide range of experience levels, and we at the HOTBOX need to balance information for the beginners with articles of interest to our more experienced modelers.

The sugar beet car is the same as Detail Associates' excellent GS gondola kit, with the addition of the side extensions used to hold the sugar beets in. You have a choice of two kits: one with wood side extensions (boards) and one with plywood extensions. I chose the one with wood side extensions so I could carve some space between the boards to let the light through.

Choosing to slice between the boards caused me a lot of extra work, but I think it was worth it. If you choose to do this, be very careful not to slice through the vertical parts. It will look bad, and so will your finger!

You have a lot of choices that can make the project more or less work. You can use ladders, which are less work to install than grab-irons. You will still need to drill a lot of holes with a pin vise (a necessary tool if you plan to do much fine detailing on any models).

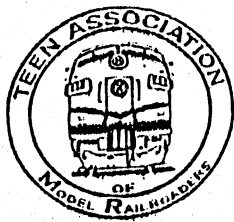
You can model the doors in an up and down position (they can be grouped in sets of four). Up means less work, but down looks really nice. I made two sets up and two sets down. There are a few other variations mentioned in the instructions. Everything goes together nicely, it just takes a while. Liquid cement is the way to go. You need CA. The correct decal set is Microscale 87-194. You get decals for several cars.

Kadee Couplers By Tom Matthews

Notice how many modelers are using the Kadee magnetic couplers lately? It's great that so many are serious about good operation, but I am surprised at how many don't get the intended smooth operation out of them that they thought they would.

Proper installation is a must, and here are a few pointers that may help:

Instead of using the easy way out and just popping the #5 coupler into the cast on pocket on the car, try removing the pocket and using the one supplied with the coupler. This will end the problem of couplers falling off or dropping too low. It's a little work but worth the good operation. While you're at it mount the Kadee pocket at the proper height. This can be determined by using their height gage. Sure, it's another investment out of what may be [actually, what I am sure is---ed.] a tight budget, but if you're going to spend hard earned cash on Kadee's in the first place you should go one step more and buy the gage. The height can be adjusted with styrene sheet for shims using plastic cement but I recommend using Walther's GOO for the final pocket installation as it can always be pried off later if necessary.



Come to the 1992 TAMR

Convention, to be held in

San Jose, Ca., July

22nd-26th, 1992. It's

going to be a great time that

you don't want to miss!!!!

The Indian Valley Railroad: By John Rossi III

The Indian Valley Railroad is a railroad in good shape though it is not very profitable. But it will survive. There is one mainline track that passes the City of Springfield, and the town of Brownsville. The railroad was a line run by Burlington Northern as a repair/storage area for its leased engines.

In 1990, John Rossi (Current owner and operator of the railroad) bought the defunct line from Burlington Northern. Since then all the mainline track has been relaid, along with two sidings and part of a trolley line in the city of Springfield. The engines and cars on the line were bought from the Burlington Northern scrap yard. They have all been rebuilt, and are currently running under their former colors, with the Indian Valley logo painted on their side.

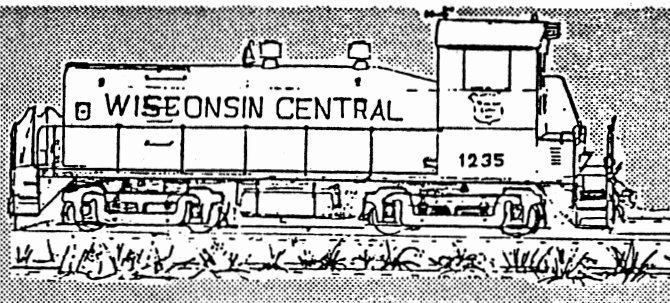
The city of Springfield bought a trolley for use in the city, with eventual connection to the town of Brownsville. We hope to get an Amtrak Superliner to service the line, so we can build up tourism in the area. The current industries on the line are a Kohler plumbing supply warehouse and showroom, and a recycling plant for the state. The passenger train for the locals is an old BN caboose.

In closing, we hope to get some of our future plans rolling, along with some larger industries along the line. Well, that is all for now, and until next time on the Indian Valley Railroad, Happy railroading.



Train

Orders



If you thought that only people in the U.S. and Canada knew about TAMR, think again! TAMR recently received a letter all the way from Shanghai, China! Mr. Cui Yi Jiong wrote to tell us about his experience as a tutor who helps teenagers build model railroads. Did you even know there were model railroaders in China? Not a lot, Mr. Jiong says, but his students have done some very nice modeling. He and his students scratchbuilt a diesel (Chinese prototype) and built a prize-winning 2.2-meter long HO layout. Their trackwork looks quite smooth, and the scenery is realistic.

Mr. Jiong hopes to become a manufacturer of Chinese-prototype trains. There are factories in China building American-prototype trains (for a variety of American manufacturers), but Chinese-prototype trains are not common. This is a big undertaking, so the best of luck to Mr. Jiong.

Mr. Jiong and his and his students would like to hear from American and Canadian TAMR members, so please write (neatly) to:

Cui Yi Jiong
Room 404, No. 8
Alley No. 937
QuQi Road
Shanghai 200023
China

Next we have letters for our current layout contest. First up is a letter from Chris Filtz of Schofield, Wisconsin...

...I model the Milwaukee Road diesel from the late seventies to the early eighties. I'm not really into prototypical modeling. I own two GP9's, an F7A and B-unit, and I also have a Baldwin S-12 switcher.

My layout is eight by eight feet

with a mainline and a good sized freight yard. This is not based on any town in existence so it doesn't have a name.

I don't do much scratchbuilding but I am considering starting. I would really like to hear from any other modelers who scratchbuild any type of structures...

...I really enjoy the few Hotboxes I have received so keep up the good work.

Next is a letter from Matt Bedford, who writes us from Hueytown, Alabama...

I have not been in the TAMR long so I would like to introduce myself to the other members. My name is Matt Bedford, I am 16 years old and a Sophomore here at Hueytown High School. My interests are travelling, hunting, fishing, and of course, model railroading. I have enjoyed model railroading ever since my brother bought a Tyco HO trainset at a yard sale when I was six years old.

I have had two layouts since then which have provided me with fun and recreation. Over the years my skills have increased, so I am now finishing the benchwork on a 13 * 11 HO_{n3} mining operation. I will probably be able to lay the track within a week or two. I would like for fellow members to call me anytime, well, not in the mornings or during school of course. (205) 491-9391

The last letter for this month comes from Scott Perreault, a sixteen year old junior from Templeton, Massachusetts...

...Before I tell you about my layout, let me tell you how I got started in the model railroading hobby.

I got started in the model railroading hobby when my aunt and uncle gave me an old American Flyer train set

(s-scale) when I was around six. My father built a layout for me. It was very simple but I still loved it. When I was about eleven, I tore down that layout and built one myself (except for the benchwork, my father built that). After a couple of years, I started to get sick of that layout and I eventually tore it down. I built yet another layout, and that is pretty much what got me into the model railroading hobby.

Last year I decided to change over to HO scale mainly because there are more products available, they're cheaper than s-scale, and they are smaller than s-scale, so I have more room to work with. I still have my American Flyer trains because they're collectors items.

Now I will tell you about my HO layout. I started building it in July, 1991. My railroad is a fictitious modern short line in New England that serves small industries. So far, I have the benchwork done (my father helped because I'm still not too good at carpentry), I have the trackwork and wiring done, and have just started with the scenery. My track is Atlas brass snap-track with 18"-radius curves and Atlas snap switches. I am using block wiring on my layout and I have an MRC powerpack to power the mainline and another for the yard. I made my own control panels with on/off toggle switches to control blocks.

For scenery, I'm using the hardshell scenery method. I will color my rocks with RIT clothing dye, an inexpensive dye that can be bought at most drug stores. The structures are mainly plastic kits. Most of them I bought from a friend, but some I built myself.

Once I finish the layout, I will try to send some pictures of it to the Hotbox. If anyone has info. on the Boston and Maine, please send it to me.

Pivot Pin's Wheel Report (#1)

By John Reichel, TAMR Pivot Pin

Do you ever wonder what the Pivot Pin does? Unlike the officers, who must be regular members and are elected to their positions, the Pivot Pin can be an associate member (over 21) and is appointed. Lone Eagle Payne was the Pivot Pin for about 20 years; I took over in June, 1990. Because our regular members and officers are generally students who change addresses as they go off to college (and don't necessarily have time for ongoing duties), it's important to have somebody to route the mail to and serve as a constant presence. The Pivot Pin doesn't make TAMR's decisions (those are made by the members and by the President) but does have a responsibility to keep the fire going. If the representatives and other officers aren't doing their duties, the Pivot Pin has to encourage them to get with it.

We can't afford a lot of promotion. One of my functions is encouraging the magazines to run free ads for us. For a stretch, our ads weren't appearing very often, so I wrote letters to the magazines asking if they could help us by running our free ads more often. It worked and our ads are appearing in almost every issue. My name and address are in all the ads and listings for our group. I receive the mail from prospective members and send each one a personalized letter, TAMR brochure, and application. I try to answer specific questions—you'd be surprised how many people want to know everything there is without reading a single magazine or book on the subject. I help them but I encourage them to join so they can meet others. Sometimes the closest members may be many miles away, so I tell them that it's great to have pen pals....I've made some good friends that way. I try not to provide TOO many names and addresses because I want them to join and get our directory, not just use me to get in touch with others and not bother to join.

I believe TAMR is getting strong again. Try to recruit your friends. Try to get adults to join as associate mem-

Scott Perrault's layout/track plan from Train Orders, page seven.

ers. Most importantly, don't forget to renew your membership. Together we can make it work!

A fictitious modern short line in New England. Drawing by Scott Perrault.

