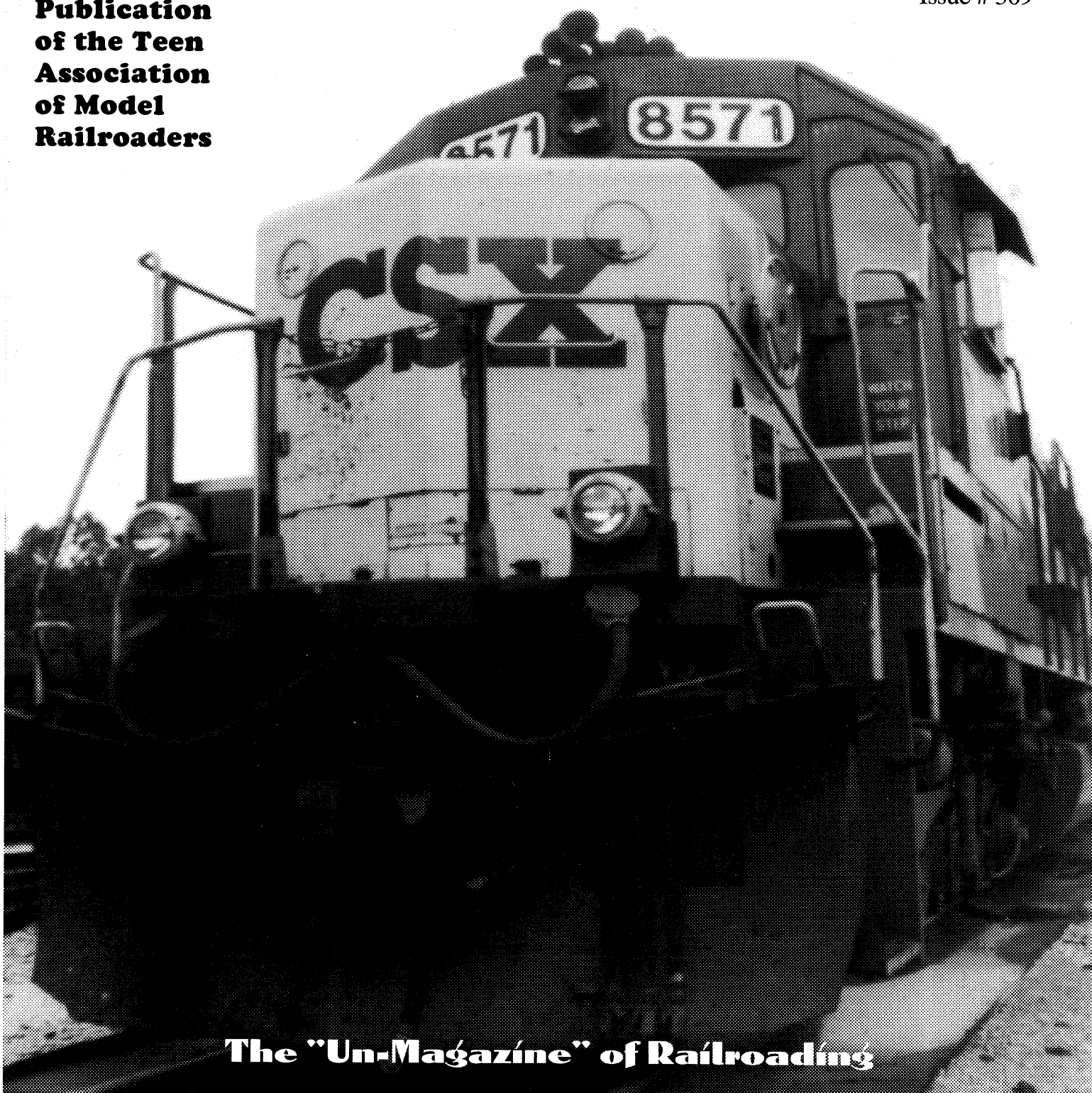


# the **HOTBOX**

**The Official  
Publication  
of the Teen  
Association  
of Model  
Railroaders**

**April 1996**  
Issue # 309



**The "Un-Magazine" of Railroading**

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*On the cover:* David Hadley shot this impressive photo of a CSX SD50 at Hazard KY yard on June 21, 1995 during the Blue Grass Limited 1995 national convention.

### Submissions

Submissions to the Hotbox will be accepted in any form, written or typed. Typed material is preferred, but not required. If you use a Macintosh with PageMaker or Quark X-Press, material on Mac-formatted 3.5" disks will be gladly accepted.

Articles should be model or train related. Model features need not be about trains, but anything that could be modeled.

Articles should be accompanied by photos or drawings or both. Drawings should be in dark black ink. The editor will draw artwork if you are unable to produce quality work. Photos should be prints, any size, slides will not be accepted. Photos should be accompanied by a description, name of the photographer, date and location of photo and any other information. They should have very good contrast, be more light than dark, be in focus, and have good composition. Write your description on the back of the photo, please.

Product Reviews should be accompanied by photos of the product, a brief description, steps of construction, any tips for construction or use, and the good

and bad points of the product.

Train Places need to be accompanied by a map of the area, directions to reach the site, a photo or two, a description of the area, approx. train frequency, good access locations, etc. For more information see the "Hot Spots" sections in *Trains* magazine.

A very welcome feature article is layout tours. Tours should be accompanied with a track plan, photos, a description of the layout, and any other information. If you want any material returned, include a self addressed envelope with proper postage.

### About the TAMR

The Hotbox is published every month by the Teen Association of Model Railroaders. Membership to the TAMR includes a subscription to the Hotbox, an invite to all of the numerous conventions and outings we hold, and the opportunity to meet many new people and travel many new places.

Regular (21 & under).....\$15.00  
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 Sustaining.....\$20.00+  
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# From the Editor

I am proud to announce that the official TAMR locomotive is coming along quite nicely. In fact, it is sitting in the TAMR Dayton, OH, shops right now awaiting it's trip to the paint shop. If you are unaware of this locomotive, it is one of the new Atlas U33Cs. This was donated to the TAMR, along with a number of other items, by Long's Model Railroad Co. for last year's national convention. Matt Schwerin, the Vice President, gave me the locomotive for re-detailing and a new paint job. I am undecided on what colors to paint the engine. I do know, however, that the lettering will be black, and the locomotive will carry the number 5700 (simply because that is the number on the numberboards; it's easier to paint that way). Please write to me or even call me with your suggestions for a paint scheme.

You may be wondering why you haven't received your annual membership directory. I promise you I haven't forgotten about it. Up until about a week ago, I was still receiving some of the nifty forms I enclosed with the January issue. I decided to give everyone a fair chance and not publish the directory until they stopped flowing in. I think I have all that will be coming now, so the Directory is about to be sent out.

Also of note, the new TAMR Information Library will be accessible by members soon by the end of May. The library will be a collection of about five-thousand magazines (my personal collection), books, and other railroading information sources. I am awaiting arrival of about six-thousand magazines from Tom Matthews to complete the seven-thousand. If anyone has any magazines or books you would like to donate to the library, please send them to me. It would be appreciated! A catalog is being made now of all of the items in the library and will be available to members when done.

You will probably notice that the quality of the photos in this issue are better than previous issues. I'm happy to say that I have finally gotten a new printer and the photos will once again be clearer and distinguishable! I'm really sorry about last issue too. The photos in the photo section were plain awful. I am sure this won't happen again!

'Till next month,



# Two Railcars + Two TAMR Members

# = ChAOS?

Hello, my name is Jeremy Conyer and you all probably saw me and my railcar at the Kentucky Railway Museum during last year's national convention (my dad is vice-president of North American Railcar Operators Association [NARCOA] and president of Hoosier Railcars). Since then I made a royal mistake of taking Central Region representative David Hadley with me on a railcar meet on the Wheeling & Lake Erie in north-east Ohio.

The portion of the W&LE we rode on had ten tunnels and three huge trestles. It was probably one of the three best meets I have been on, and I have been on over a hundred. The night before, we satyed at a man's house that had over twenty cars

on the property. I pointed out one that interested me, a Fairmont M19, and I said that David should purchase it if he wanted to. David returned and bought a totally different car, a Woodings-Railcar. This car had a few things on it that needed to be worked on, and the car soon found it's way into my garage. After one week, my dad and I worked on everything that needed to be repaired and had the car ready to go.



*David Hadley's railcar is in the front, Jeremy Conyer's is in the rear. ~Jeremy Conyer, photo.*

I received my car by way of my dad over seven years ago. My dad heard of a retired ex-Monon employee who owned a railcar. We went to his house and he showed us his railcar, velocipede, and memorabilia. We ended up leaving the place with a railcar (a 1949 Fairmont M9), a velocipede, and alot of knowledge for five-hundred dollars! We turned around and sold the velocipede for one thousand-one hundred dollars. My car was soon crammed in our small suburban home's garage along with anoth-

er railcar and a velocipede. We needed more storage space. We couldn't move so my dad's railcar found it's way to one of the Indiana Transportation Museum's boxcars for several months. We have since moved out into the country and built a two-and-a-half car garage to store and work on our railcars. Over the course of three years, my car was slowly being worked on. One week before the 1995 conven-



*Here's David Hadley and his father turning their railcar around for the trip back. ~Jeremy Conyer photo*

and will get it's original engine back before summer.

Well, before you knew it, David and I were on our first railcar meet together, on the ITM's track near Noblesville, IN. David and I were at the back of the pack because I had the two-way radio. Riding with me was our own vice-president Matt Schwerin. We were buzzing along the track at twentyfive m.p.h.. After lunch at a railroad themed pizza shack we were back on our way in the opposite direction. David stopped in front of me to let the pack get ahead of us so we could go faster. After returning to the set-on-point we went to David's house for a 1996 convention meeting. -JC

*Look for more articles about this dangerous duo on rails in future issues of the Hotbox. Jeremy will also be writing about how real railcars work, and how to model them. -Mike Riley*

tion all we had was painted parts and an assembled frame with side panels. We got it done (done means everything except the original motor) that morning and took it over to IRM to test it to see if it would run before taking it to the convention. We borrowed the engine out of my dad's first motorcar. Since the convention, it has recieved an array of teenage railcar stickers

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CONDUCTED BY PETER MAURATH

For this month we'll learn how a mail truck can be your friend. Through a little bit of creative talent, you can turn these simple Bachmann Mail Trucks into every unique truck you can think of.

As mentioned above, the base ingredient are those Bachmann mail trucks that can be found at any hobby store for roughly \$4-\$5. They come in a pack of two trucks and some other assorted vehicles that we can work on later.

These trucks alone are already decent, but if you want a more unique truck just look around at what you see in the real world. Sometimes all you need is some paint and decals to create all kinds of designs. Some simple ones are service trucks for your city utilities or for your railroad company. Catering or delivery vans, or even a SWAT van. By adding some unique pieces you can create a news van complete with a satellite dish. Raising the roof with additional junk can create a van with additional head room for deliveries or food. I even took it one step farther. By carefully using a hobby knife to slice a rectangular hole in one wall and add a partial interior and some festive creative and you have your own Good Humor ice cream man! After which your citizens will thank you on a hot summer day.

A topic like this can go on forever with so many different designs you can come up with, so I'll leave the rest to you. This is just a good way to get started. As for next time we'll look through some trash to find a place to store your city trash.

*Layout on a Shoestring Budget*

# Train Orders *miscellaneous items of interest*

## Product News:

Athean has now released the BC Rail, NS and CSX paint schemes on their C44-9W locomotive. The paint jobs are top-notch. Athean has also officially announced that it will be retooling the C44-9W into an AC4400CW which will be available this summer. The AC44 is a high-tech AC-powered locomotive similar in appearance to the Dash 9 but with a few minor detail differences. Retail price has not been specified, but it is expected to be \$56.95 like the C44. Rumor has it that after the AC4400CW release, a new ready-to-run SD60, SD60M, and SD50 will be introduced. Weather this is true or not isn't for me to say, but this is what I've heard.

## More ads

You will undoubtedly notice that there are a few advertisements in this issue. I'm glad to say that advertising has so far come along somewhat smoothly. I will again reprint the advertisement prices for those of you who are interested.

- Full page ads are \$45.00
- Half page ads are \$35.00
- Quarter page ads are \$25.00
- One-third page vertical ads are \$30.00
- One-third page horizontal ads are \$30.00
- Business card ads are \$8.00
- Personal ads are \$.10 per word
- I will also do custom-made ads for \$5.00 extra. Add \$5.00 on to the current price of ads (Doesn't apply to personal ads).

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# Trainman 101

CONDUCTED BY MIKE RILEY

Last month, I told you that I'd be writing about track planning for a TAMR modlue. However, this will be delayed, because your former editor, Brent Johnson, has informed me that he was preparing a series of articles about building a complete layout. So, this month, I'll be discussing choosing and maintaining airbrushes.

No matter how un-detailed or even how awful a model locomotive or car is, the one thing that will bring it to life and make it look great is a good finish. But, even the best brass import will look bad if painted poorly. Painting model locomotives doesn't have to be a difficult job, and if you set your mind to it, it isn't. But, to make it as enjoyable as possible, you need the right tools for the job.

As you progress in this hobby, most people eventually purchase an airbrush. Airbrushes aren't necessary to get great finishes, but the more complex the paint job is, the more needed the airbrush becomes. If your paint scheme is simple, say like Conrail's or NS's, paint cans will definitely get the job done, but if the scheme is complicated and requires a lot of masking, like Santa Fe's or CSX's, an airbrush is the better choice. Badger and Paasche both make excellent airbrushes, and I recommend one of those two. Depending on what you want to paint and what kinds of effects you want, you will have to choose from either a single-action or double action brushes and internal or external mixes. For your first airbrush, I recommend a single action as doubles are harder to use.

The difference between the two is the valve. In a single, the valve simply depresses completely and a set amount of air (however much is coming out of the compressor) is ejected from the nozzle. With a double action, you must both press on the valve and slide it backward at the same time. This allows you to vary the air pressure, sort of like a second regulator. The difference between internal and external mix airbrushes is the way the paint is mixed with the air. With external mixes, the paint atomization (how fine the paint pigments are when they hit the model) isn't as fine as it is in an internal mix. If you are just going to paint solid color, externals are fine. If you plan to weather with your airbrush, most likely, an external won't cut it. My airbrush is a Paasche single action, external mix type. I got it for \$70 at the hobby shop in a kit that included the hose, a few bottles, some extra tips, and some spare parts. My airbrush isn't atomizing the paint good enough for my likes, so I also plan to buy another airbrush; this time a Badger double action internal mix for the finest atomization possible.

For airbrushing, you need a good compressor. The quality of

*Tips to improve your models*



the compressor is incredibly important; I can't stress that enough. It should be capable of putting out 40lbs of air and less (more is OK too, but it *must* go from 40-5psi). Next, the steadiness of the stream is important. If it fluxuates up and down (from say 30psi to 20psi and back) it won't work well, because the paint job will be uneven. I recommend buying the largest Paasche compressor you can find or that is made (I don't know what it is). My compressor is made by Sears and was given to me by my Grandfather. It's not doing so well, though. It doesn't hold a steady pressure at all and has ruined a few models because of that. I also plan to get a new one of these. All in all, plan to spend around \$175 to \$200 for an airbrushing system.

Next you will need somewhere to paint your models. I started off painting mine in the yard on some newspaper, but don't any more because one day the wind came along and swept my model (wet paint and all) into some dirt! Needless to say, the dirt stuck and really ruined the locomotive! So, I set up a nice place in our garage to do the work. I cut the front and top off of a big cardboard box to paint the model in, and opened the garage door when I was painting. This was a lot easier! But, I've had the box, for almost a year, and that paint is starting to destroy it. I'm in the process of building a new paint booth complete with filter, exhaust fan, and a pipe running to the outside so I don't have to open the garage door anymore. I'll be writing an article on how to build one soon.

Now that we've covered choosing your airbrush, the easy and fun part comes next. Maintaining your airbrush is a crucial part of painting with one. It *must* be done, and it must be done properly. Purchase an extra airbrush bottle and fill it with paint thinner. Every time you finish airbrushing and change colors, spray thinner through the brush for about a minute. You'll go through a lot of thinner doing this, so buy the cheapest you can find. This not only cleans and clears the nozzle, it prevents the previous colors from seeping through and fouling the paint job. Also, before and after painting (after the thinner is sprayed) spray air for a minute or two. This cleans any dust and dry paint pigments out of the brush.

Fill a jelly jar with an airtight lid full of the

cheap paint thinner. Every time you finish painting, completely disassemble all of the parts of the airbrush through which paint flows and plop them into this jar. I find it a good idea to also remove the siphon tube from the paint jar and store it in the thinner too, to keep it from getting clogged. Rinse the paint jar lid with water to clean paint from the inaccessible parts of the lid. Put the lid back on the paint bottle and set it aside.

I have found it is a good idea to have a stock pile of spare parts for your airbrush. On My Paasche, there is a little bolt that screws into the assembly using an allen wrench. This bolt holds everything together, but is also incredibly small. I have lost them several times, and stripped out the hex-key slots many times again, so I went out and bought several extras. Extra parts like these are indispensable.

With most kits, you get a standard six-foot hose. Usually, a six foot hose is too short. I recommend getting a fifteen-foot one. I use the six-footer most of the time because my compressor is right next to the booth, but sometimes, I need to take my project outside because whatever I'm painting doesn't fit in it. So, to save me a lot of trouble, I just swap hoses. It's a lot easier than trying to drag the compressor outside.

Bottles! I can't stress enough how important it is to have a lot of extra paint bottles on hand. Get as many as you can! I have about seven and use them all all of the time. Bottles are sold in different sizes, from large 5oz. bottles to small 1oz. models. I have a few of each size made. Also pick up a few pint cups. If you're airbrushing a large area, use bottles, but if you're just weathering or doing something that requires a lot of different colors, use cups. They are easier to fill, change, etc. Just be careful not to tilt the airbrush up too far as cups don't have lids!

That about covers it! If you do choose to purchase an airbrush, I hope I was of some help to you! If you don't think an airbrush is for you, stick around for the June issue. Mike Hood will have an article about getting good results from everyday spray paint.

Untill next time! -Mike

# IT'S THE WONDERFUL TAMR

# TOP 7

BY PETER MAURATH

# L I S T

## **...REJECTED NAMES FOR THE BURLINGTON NORTHERN AND SANTA FE MERGER**

7. SantaCentralNorthernFePacificBurlingtonWesternRR
6. Burlington Santa
5. The "Really Big Railroad"
4. The "Our Engines Will Always be Much Cleaner than Southern Pacific's Ever Will be Railroad"
3. The Multi-Colored Mess Railroad
2. Zehner Railway Systems  
*And the number one rejected name for the new BNSF:*
1. Santa Buffe

## **...THINGS TO DO AT A TAMR BOARD OF DIRECTORS MEETING**

7. Oragami
6. Stand up every couple of minutes, point to someone, and say "He's the gunman."
5. Set a place for Chuck Zehner
4. Say how much better the NMRA BOD meeting is
3. Whenever you're handed papers, run out of the room yelling "Adolf, I have the secret documents!"
2. Fly into rage whenever Conrail is mentioned.  
*And the number one thing to do at a TAMR BOD meeting:*
1. Bring your own accordian!

# *The Hoosier Special*

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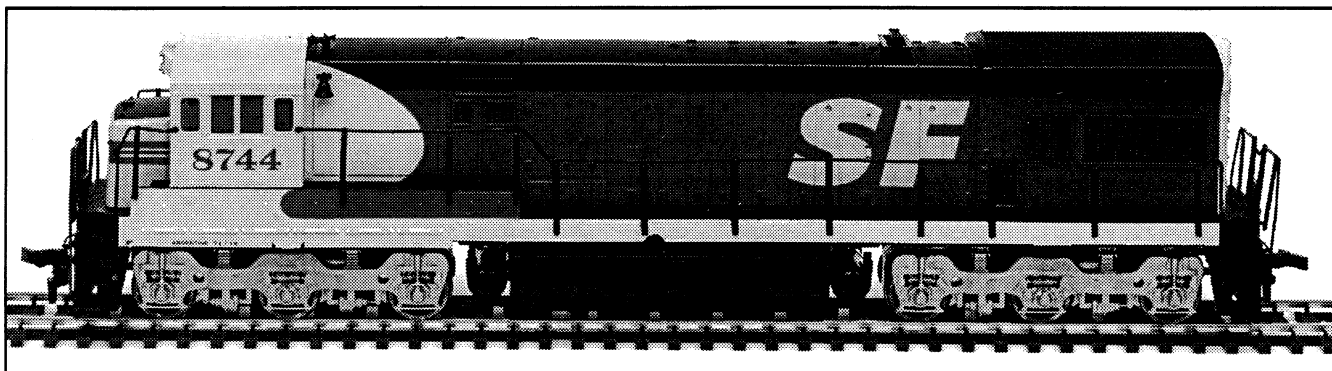
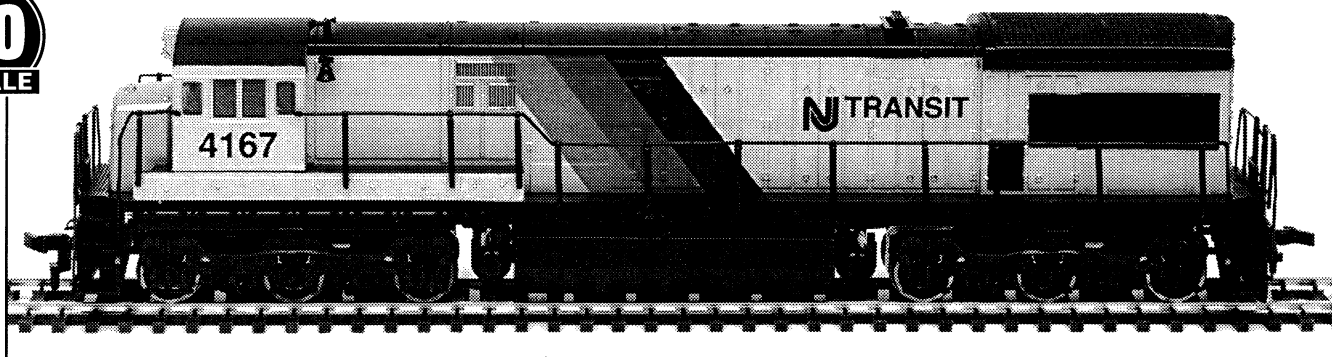
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8546	Milwaukee Road	U36C	5801	Black & Orange
8547	Milwaukee Road	U36C	5803	Black & Orange
8548	NJ Transit	U34CH	4167	Disco Stripes
8549	NJ Transit	U34CH	4176	Disco Stripes
8550	Santa Fe	U36C	8744	Kodachrome
8551	Santa Fe	U36C	8750	Kodachrome
8552	Santa Fe	U36C	8752	Kodachrome
8553	Seaboard System	U36C	7301	Gray
8554	Seaboard System	U36C	7304	Gray
8555	Southern Pacific	U33C	8623	Bloody Nose
8556	Southern Pacific	U33C	8631	Bloody Nose

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