

# The TAMR Hotbox



The NEW Generation of Railroaders

March 1998

Issue 322

**Making  
Athern's  
Nicer...**



**ON THE PROPERTY:  
RAILROADS FROM THE PAST**

**Canadian National Invades The Illinois Central**

# STAFF

LAYOUT EDITOR David Hadley  
PUBLISHER Jeremy Conyer  
ADVERTISING Peter Maurath

# The TAMR Hotbox



March 1998

Issue #322

## In This Issue

The TAMR Hotbox is the official publication of the Teen Association of Model Railroaders, a non profit association created to promote, stimulate, foster and encourage young persons, the hobby of model railroading, and the activity of railfanning, and the preservation of the history, science, and technology thereof. The Hotbox is issued eleven issues per year, along with the Directory of members published by the TAMR Department of the Treasury.

### MEMBERSHIP

Membership in the TAMR includes a subscription to the association's magazine, The HOTBOX, The January mailing of the member Directory, quarterly regional newsletter, as well as an invitation to attend and participate in all TAMR events. The following categories of membership are available:

- Regular (21 & under) \$15.00
- Associate (over 21) \$20.00
- Overseas (Outside US) \$20.00
- Sustaining (Reg & Assoc) \$20.00+

#### SEND MEMBERSHIPS TO

Brad Betablen  
3331 Dearborn Blvd.  
Sioux City, IA 51104

### ADVERTISING

For more information about advertising in the HOTBOX, please contact the Advertising Manager at:

HOT BOX ADVERTISING  
c/o Peter Maurath  
3119 West 100  
Cleveland, Ohio 44111

### SUBMISSIONS

News, features, drawings, and photo submissions are welcome and should be sent to the Indiana address. Photos shall only be prints. Prints should be in good contrast (more light than dark). Submissions will remain property of the TAMR, unless sent with a SASE.

THE TAMR HOTBOX  
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#### MAKING ATHERNS NICER....

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This will be the second installment of Modeling 'N' Scale Motor Vehicles.

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In this segment, we will look at the history of the Hi-Rail Pick-Up Truck

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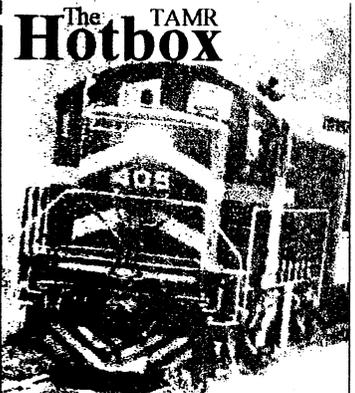
A former TAMR member from late 1980's writes about an inexpensive way to tint windows on modern passenger cars.

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### Next Issue.....

## 1998 TAMR ANNUAL CONVENTION ISSUE

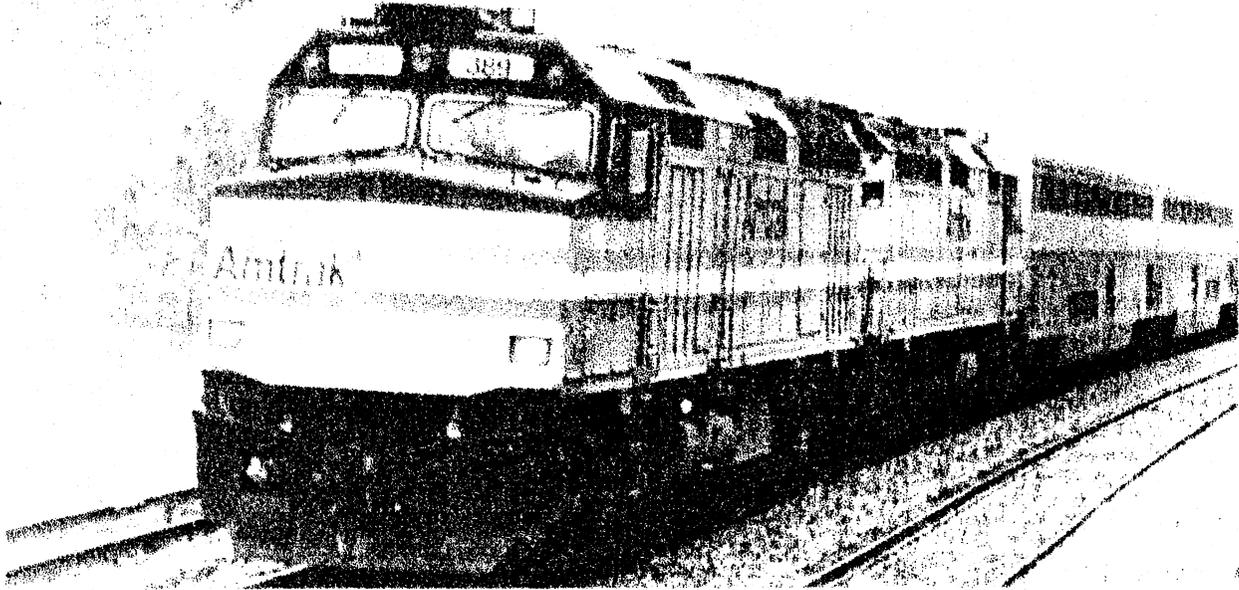
Convention Information  
Registration Packages  
Event Schedule  
& Much More



# The GREEN MOUNTAIN FLYER

## TAMR NATIONAL CONVENTION

July 2-5, 1998 Springfield Vermont



Looking for a way out to this years convention in Vermont, but you just don't have transportaion to the convention. The TAMR has several options for people who have this problem. If you are interested in carpooling with a person from your area that is attending the convention please contact Ole Bye at the address below.

Along with the Teen Association of Model Railroaders carpool program, we are offering shuttle runs from the Bellows Falls, VT Amtrak Station to the convention site free of charge. For reservations on AMTRAK trains please contact your local travel agent or call 1-(800)USA RAIL.

1998 CONVENTION

c/o Ole Bye

RR2 Box 425

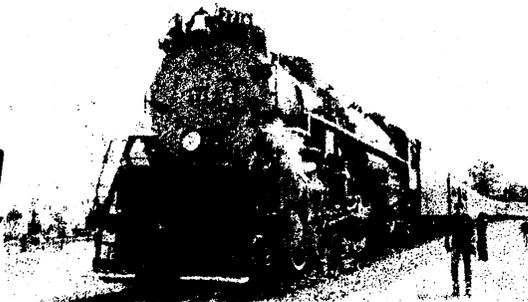
Chester, VT 05143

(802) 875-4594

Looking Forward: 1999 TAMR Convention; Calgary, Alberta

# **EDITORIAL**

## **DAVID HADLEY**



Well folks, this is my last full Hot-Box issue, at least for a while I hope! After the convention issue Mike Riley of Dayton, OH is stepping in as the full time editor. Mike Riley's address is located below the editorial.

At this time I would also like to congratulate our new board members, Mr. Matt Silcox, Western Region Rep.; Mr. Ritchie Roesch, Southern Region Rep.; and Mr. Martin Rusin, Director of the Department of Promotions. Members from the Southern, and Western Regions should send these guys material for your regional newsletters, this goes for every body else in the Canadian, Central and North Eastern Regions too!

Sincerely,

## **\*NEW HOT-BOX EDITOR**

**Mike Riley**

**1040 East Maple Road**

**Miamisburg, OH 45342**

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**(937) 866-7161**

**\*Editor Term Begins on Issue Number 324**

# Making Athern's Nicer...

Conducted By Joe Bohannon

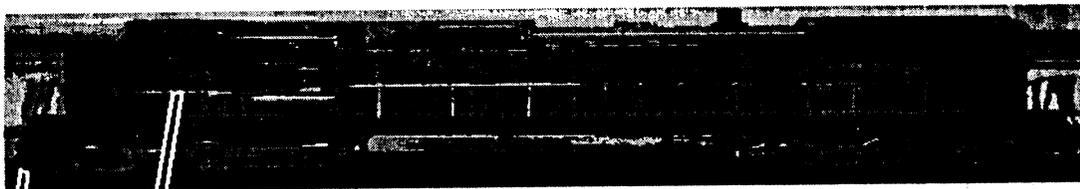
Most Athern locomotive kits come in fairly nice condition. This segment should help you get that stock Athern into an even nicer looking model. All the detail item numbers are listed in the Walthers Catalog. If you do not have one, don't worry! Your local hobby shop is almost always likely to carry either a Walthers catalog, or the detail parts themselves.

have the necessary supplies for this step. You can get the necessary supplies when you go to pick-up the items of future steps. The Santa Fe Railway uses yellow as their safety color. This color of paint is added to the front handrails, rear handrails, and the edges of the steps. Other railroads may use the same color such as CSX, and other railroads often use white as Conrail and the SP

safety areas, Chessie System used a solid Vermilion orange.

*Step 3:* Adding the correct snow plow to the locomotive. These devices are located on the front walkway of the locomotive. Each railroad uses a different type depending on the type of weather that railroad encounters. Details West offers the majority of different type for \$1.75 each. These will really

## Standard Athearn C44-9W Item #140-4902



Renumbered by Decals Item #460-87637

Added AT&SF Snow Plow Item #235-155

**Other Simple Details are: Painted Hand Rails (Silver-side and Yellow-front/step Hand Rails)**

Lets start with the items included with your Athern model. I will be showing a stock Athern Santa Fe C44-9, but yours can be any of the models offered by Athern.

*Step 1:* In all Athern locomotive boxes, there is a small envelope. In this envelope contains handrails (except the firms F7A-B locomotives). Remove these and assemble onto the locomotive as the Athern diagram shows. I use light pressure on a pair of needle nose pliers to pinch the "loop" on the stanchions.

*Step 2,* Most of you will not

did. Be sure to have a color photo of your prototype handy during this step for the correct color of paint.

Athern handrails come as a metal silver color, but this is uncoated with paint, so it can rust. I would go ahead and paint these handrails to match the prototype, and in my case silver for the Santa Fe. Other railroads often paint the majority of the handrails the same color as the locomotive. For example Conrail paints their handrails blue, Norfolk Southern paints them black. Some railroads do paint all of the handrails one color including the

make the Atherns look nicer. The list is too long and detailed for me to list here, so check your Walthers Catalog, or your local Hobby Shop.

*Step 4,* I'm not going to go into a lot of detail here, but you will notice while studying photographs that you might like to make a more unique locomotive. From a good picture, choose a good number, and change the original by following Micro Scale Decals gives. This and the past steps will make a stock Athern look a lot nicer. You can always keep adding more detail for the custom, or true prototype look that you desire.

# RAIL NEWS

## Merger Fever: Canadian National to Merge Illinois Central Railway

*By David Hadley, TAMR President*

The Canadian National Railway Co. said it had agreed to acquire the Illinois Central Corporation in a transaction worth \$3 billion, including IC's assumed debt.

The equity portion of the deal, at \$39 for each share of Chicago-based Illinois Central, was valued at \$2.4 billion. Montreal-based CN said it also would assume Illinois Central's net debt of about \$560 million.

The transaction, consisting of 75 percent cash and 25 percent CN stock, would create a company with annual revenues of \$5.3 billion in Canadian funds (\$3.7 billion US funds), and an 18,700-mile rail network stretching across Canada and down through the key Chicago gateway to the Gulf of Mexico.

It would be the fifth-largest railroad in North America and have 24,600 employees. CN said final regulatory approval was expected early next year.

Flanked at a press conference by Illinois Central President and Chief Executive E. Hunter Harrison, CN President and Chief Executive Paul Tellier said CN's head office will remain in Montreal. CN will keep its name in Canada and along certain of its U.S. lines, while Illinois Central will retain its name, he said.

Rather than being simply a cost-cutting measure, the merger was more about creating the opportunity to increase overall revenues, especially in intermodal (rail and truck shipments), automotive, forest products

and chemicals traffic, he said.

Harrison, who will become chief operating officer of CN after the merger, said Illinois Central, already one of the lowest-cost rail operators in the United States, also expected traffic and revenues to grow.

While this merger must be approved by both the Canadian, and US Governments Harrison believes this will increase traffic, and help the North American Free Trade Agreement, or NAFTA.

"It is a natural 'T,' a natural funnel to flow traffic from Canadian markets into United States markets. We felt like it was just a natural opportunity and fit," Harrison said.

CN was once owned by the Canadian government and became a publicly traded company in November 1995 in a C\$2.3 billion (\$1.6 billion) stock issue, the biggest ever in Canada. It is the largest of Canada's two national freight railroads and the sixth largest in North America.

Illinois Central was founded in 1851 as the United States' first land-grant railroad, and retained Abraham Lincoln as its lawyer until he resigned to run for the U.S. presidency in 1860. Illinois Central currently runs 2,600 miles of railroad from Chicago to the New Orleans Region of the United States.

**TAMR POLL:** What do you think of all the mergers going on in the railroad industry. Tell us what you think and write in to the Editor of the Hot-Box for issue 323.

# LAYOUT

## On a shoestring Budget

**Conducted By: PETER MAURATH**

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We return this month to the continuation of our series on improving the looks of those "dollar store" vehicles. To start we'll disassemble the vehicles, each consist of three pieces: the body, the chassis, wheels, and window "glass." Now to keep all these little pieces together, we sort them into separate containers, such as 35mm film jars. First you gently remove the chassis and wheels, you may need to work it out a little with a hobby knife, but don't damage the body. Next pop out the windows, they will also give so resistance, it's not unusual for windows to be over glued. If it looks like adding pressure will cave in the roof, stop immediately, that vehicle will have to make due with it's factory glass unless you want a convertible. If you do choose a convertible remove the window, and the roof but not the windshield frames. These must not be damaged. The interior work will be covered in detail further down the line.

Next, we'll change the obvious, the Earl Schieb \$19.95 special paint job these cars have. You'll need to visit your local hobby shop to purchase suitable colors. Besides paint, you can take it a step further by adding pin stripes, custom paint, etc... Now the best mentioned way for applying your paint is to do what the prototype companies do: Spray it on, either with an airbrush or aerosol can. You should use a gloss color unless you want a more weathered vehicle. Personally I start with gloss paint and weather over it either with a flat paint or chalk. Weathering will also be covered further down the line.

Now to the task at hand, replacement windows, your probably saying to yourself how you can apply white glue in a car's window without having glue leak all over your vehicle, and your nice clean work bench. To solve the mystery, the white is thick enough, and the window openings to small that the glue will normally stay put (make sure not to add to much either). Now it will on occasion leak out if the window openings are large, this can be corrected by propping up that end of the vehicle or by easing up on the amount of glue in the passenger area.

Begin inverting the car, slowly add glue to the passenger area spreading it across the window openings, take care not to force it or you'll wind up with glue leaking out of the windows. Once all of the windows are glazed over, lay the vehicle flatly on its roof (still inverted) to dry, check on it after a minute or two to make sure the glue hasn't leaked put of the window frames. You may need to add additional glue to refill window spaces as well.

While the glue windows (as I've come to call them) are drying here's another quick overlooked detail, hubcaps. There very simple to add, all you need is some thinned silver paint. Just take the wheelsets and one by one dab a little paint around the center of the wheels. The thinned down paint will let it flow around the center making a more uniform appearance, let dry and add to vehicle when finished. Well thats all for this installment, next issue we'll finish-up with details!

# ON THE PROPERTY

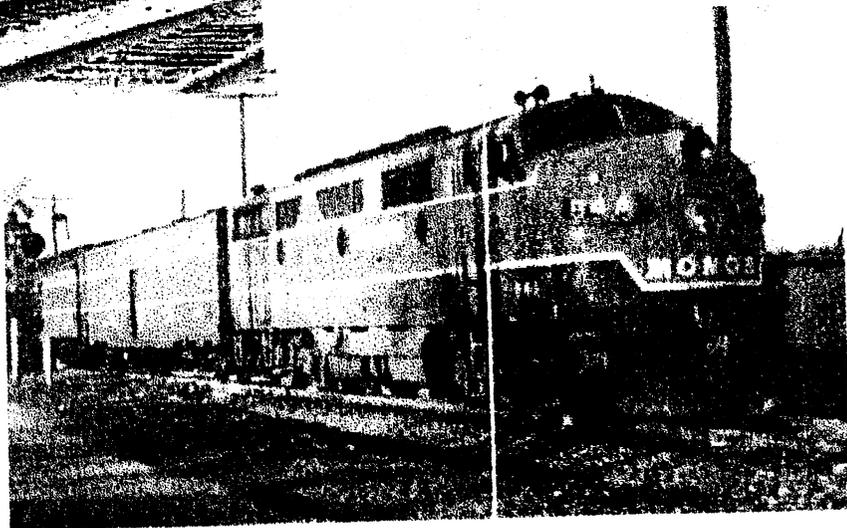
## Rail and Model Photographs

### Fallen Flags, and Railroading From the Past

*(Left)* Tim Vermande shot this picture of an all time classic Chesapeake and Ohio GP 30, following a Baltimore and Ohio GP 9 helps with the load across Northern Indiana in the 1970's  
*Photo Courtesy: Tim Vermande*



Covered Wagons were crowned the king of diesels back in the 1940's and 1950'. *(RIGHT)* A Monon F3A pauses at an unknown location. **Photo Courtesy Stan Conyer.** *(BELOW)* An NYC A-B-A set of F7's locomotives rests on a refueling pad in January of 1958 in Anderson, Indiana. **Photo By Floyd Hadley**



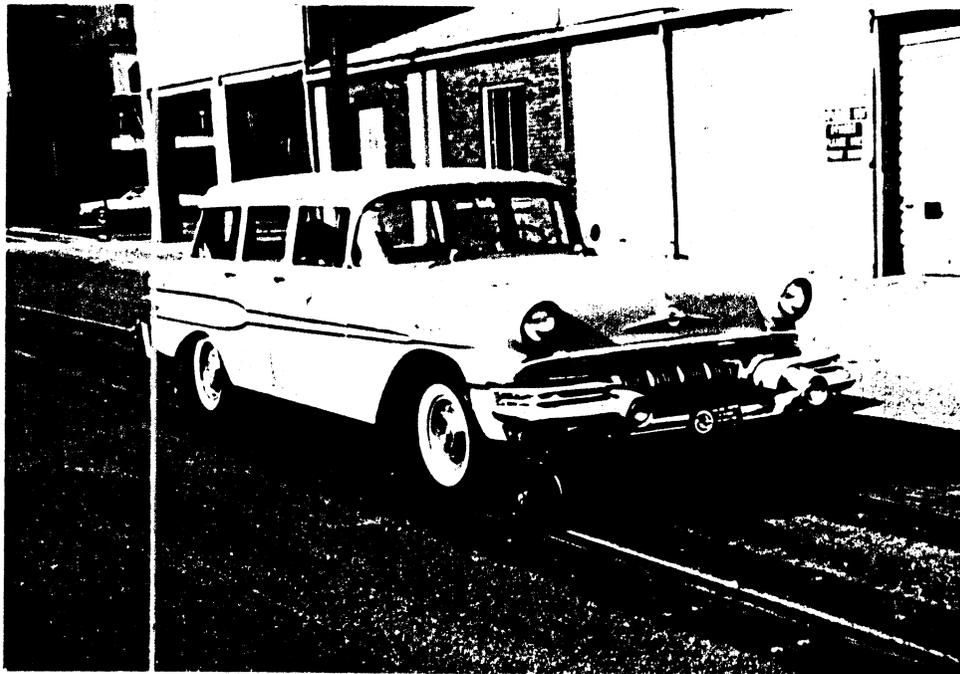
# Buzzbox

**IN THIS ARTICLE: HISTORY OF HY-RAILS**

**BY: JEREMY CONYER**

It all started when superintendent's started to put rail wheels on their own vehicles. This however made the vehicles useless on the road. In the 1950's Fairmont (now Fairmont/Tamper) started to put tiny rail wheels on movable mounts that folded up underneath the bumpers. There still are several of these original vehicles still around including a beautiful 1956 Pontiac station wagon. The main advantage of the folding rail wheels is that the vehicle can easily be moved on and off the rail. Railroads however were reluctant to switch to them because they were more expensive due to that they had to buy a truck or car in addition to the cost of the hy-rail equipment. The railroads were so used to using the very reliable motor cars and the additional cost of changing their maintenance did not appeal to them either. During the late 70's and early 80's railroads started turning to hy-rails more and more due to the fact that they were safer. In Canada however they kept on using motorcars well into the 90's because there are not as many roads in Canada to take the hy-rail vehicles off and on at. To solve this problem they started fitting the hy-rail equipment to four-wheel drive trucks and sport utilities because they would travel on some of the makeshift roads along the rails of Canada. Now adays it is very rare to see a motorcar on the rails. The only time you may see them at is at rail museums, narrow gaged lines or at a motor car meet.

I hope to see some of you in Vermont this summer. *JC*



# Product Reviews

## VIDEO REVIEW: TENNESSEE PASS VIDEO SERIES

By. Ole Bye

I recently purchased two of the three Spinnaker Home Video about the Tennessee Pass rout through Central Colorado. Each video is about an hour long and consists almost entirely of runby action. In the "royal Gorge Route" video, there are some historical photos of each town along the line. The narration in both videos is pleasant and well-written.

If you're thinking these video must be sub-quality because they don't say Pentrex or Green Frog on them you're very wrong. I hadn't heard of Spennaker either until I received their catalog. But I decided to risk twenty dollars (all of their videos cost this amount). The results exceeded my expectations greatly.

The photography in both videos is superb. Only on a couple of shots was there any camera shake; 99% of the time there're rock solid. Also, most of the shots are very well planned, and make use of the rugged scenery and include many bridges, tunnels, and winding "S" curves. The lighting, and color is often dramatic in the videos.

In "Volume II", operations on the steep west side of the pass

are covered in detail, including helper operations in all four colorful seasons. There are also many dramatic actions scenes on the east



side of the pass. Ride the cab up the west side of the pass through Eagle Canyon, up the 3% grades, through tunnels, and across the pass. Most of the motive power in this video is Southern pacific, and covers operations of the traffic surge under SP ownership. The video also goes right through the

UP ownership until the last week of operations over Tennessee Pass. If you want to see the highest and most scenic railroad line the country in its full operational glory, this is the video to buy!

"The Royal Gorge Route Covered operations during the good old Denver Rio Grande & Western days, showing trains with 12 locomotives battling the 3% grades resplendent in black and orange. The video gives a history of the line, including different towns along the famous route.

If your are interested in the Videos covered, or any other Spinnaker Home Video please contact them at:

**SPINNAKER  
PRESENTATIONS**

2607 West Olive Ave  
Burbank, CA 91505

or

1-(888) 203-9330

# TINTING WINDOWS

by Griffin Macondray

Lighting modern passenger cars is expensive, and decorating the interiors is a pain in the neck. There is no need for these things if you tint the windows, just like the prototype! Tinting the windows on your model is easy.

I use blank (no picture) black and white negatives from film. Their dark gray color and semi transparency make them perfect for the job. When you get some photos developed, look at the negatives. There are usually blank pieces at the ends and occasionally in the middle.

Cut the negatives slightly larger than the car's window. Attach the negatives using small pieces of Scotch tape. Do not let the tape overlap on the window opening because it will show through. I have not tried gluing the negatives on, so I am not sure how well glueing would work.

The cars do not need to be lighted because just enough light shines through from the opposite side to give the illusion of interior lighting. Also, because you can't see through the windows as before, the interior of the car doesn't need to be decorated. Using film negatives is a cheap and easy way to add a prototypical detail to your fleet of passenger cars.

# IT'S THE WONDERFUL TAMR

# TOP 7

## by PETER MAURATH

From the Home office in Cleveland, Ohio...  
**PRACTICAL JOKES MODEL RAILROADERS PLAY ON EACH OTHER:**

7. While they're not looking, switch they're regular scenery dirt with Folders Crystals ®.
6. Dip scenery turf in kerosene
5. Call and ask if Bo the TAMR wonder dog is there.
4. Buy each other Valujet ® Tickets
3. "Flame Thrower, paper Meche', Weed-wacker..." Nuff said.
2. Set a bucket full of Sceptamold above a door.  
*AND THE NUMBER 1 PRACTICAL JOKED PLAYED IS*
1. The Whoopee Cushion Grassmat!

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Future Owner

# Getting Side Tracked

## TAMR News and Events

*NOT THAT WE WANTED TO GET YOU TO SIDE TRACKED...BUT...*

### BOARD APPOINTMENTS

The following people have taken over these positions on the TAMR board.

**Department of Promotions Director**

**Martin Rusin**

10548 Magenta Drive  
Noblesville, IN 46060  
(317) 776-8902

**Southern Region Rep.**

**Ritchie Roesch**

4667 FM 3364  
Princeton, TX 75407  
(972) 736-2843

**Western Region Rep.**

**Matt Silcox**

14959 Seneca Road #1  
Victorville, CA 92392  
(401) 724-7268

Mike Acree and Brian Bingham have both turned 21 years of age. 21

### NEW MEMBERS

Anthony Person

### TAMR CLINIC

I received a letter from an unknown author. The letter asked: What is meant by the code in model railroad track? A few weeks ago while at the hobby shop I purchased some Atlas Code 100 Flexi-Track.

To answer your question, the "code" of a certain track is the height of the rail in thousandths of an inch. Code 100, meaning the rail is .100' high, is the most popular common rail size for HO scale because it is relatively inexpensive and widely available.

Some modelers prefer code 70 or code 83 because the rail size is more prototypical. Code 83 is right on the money for a scaled version of today's mainline 132 lbs ribbon rail.

In the prototype rail is measured by the pound per three feet of rail.

# TAMR

## APPLICATION

Membership to the TAMR includes the official publication to the association's magazine, The Hot-Box, the January mailing of the Directory of members, and a quarterly regional newsletter, as well as an invitation to attend and participate in all TAMR events. The following categories of membership are available:

Regular (under 21).....	\$15.00
Associate (over 21).....	\$20.00
Overseas (outside USA).....	\$20.00
Sustaining.....	\$20.00+

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State\* \_\_\_\_\_ Zip \_\_\_\_\_

Phone: \_\_\_\_\_

E-Mail: \_\_\_\_\_