

THE HOTBOX

**March/April 2005
Issue # 381**

ISBN:1093-622X



**THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS**

"Now offering factory incentives as much as \$2000"



THE HOTBOX

ON THE COVER: Norfolk Southern high nose #5030 leads a freight under an overpass at Albany, OH. Chris Burchett, photo.

FORM 19 A message from your editor in chief

All I can say is...what a month!

I'm sure by now you're aware of the format changes, delays, and other transformations that this plucky little publication has undergone in the last three months. I'm sure you're all dying to know the story so here goes.

About one month ago my home printer, on which this publication's master is produced, broke, a minor problem. Well it was, until I realized my computer was too old to accommodate a new one. No problem! I'll just boost the computer's capacity with a few replacement hard-drives. Great plan until I inadvertently crashed that computer as well as two back-ups. My publishing days were temporarily over. During this computer chaos, Jonathan Schoen our able-bodied prez took the conductors chair and completed the February issue. Once I

had a new system set-up (my first new computer ever), and got the necessary software, I could begin again with The Hotbox. Hence the delays, and the reason why this is a joint issue (not to worry, everybody gets an extra month on their membership to make up for it!) Now this is all being done on software new to me, so bear with me, as I adjust and get comfortable with editing and publishing again. I feel this new system and format will take the HB to the next level. We will at least have a spellchecker finally!

With all that in mind keep the material coming. I definitely need it! Most of what I had left was wiped out in the computer crash so new material will be appreciated.

Also, in case anyone doesn't know I'm the new treasurer so all renewals should be mailed to Tim or myself, not Nick.



Tim Vermande, photo.

I'll close this month welcoming a few more new names to our group. ●

Roy Faw Jr.

Layout Name: Spencer Shops

Scale: HO

Andrew Funk

Scale: O

Editor-Peter Maurath
Publisher-Peter Mayrath IV
Contributing Columnist-Jonathan Schoen
Senior Editor-Peter McRath II
Art Director-Monie
Photographer-Larry "lens cap" Calvetti
Librarian- "Laughs at all my jokes."

Contributions

Send your check to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material.

Here are a few examples:

Feature Articles:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated. New officers are too

Columns:

Full of great tips on layout improvement? Got a million reasons EMD is better than Alco? Start a monthly, or bi-monthly column. Size same as features.

Photos and Drawings:

Got a great photo collection you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration.

Send all Submissions, or Hotbox questions to:
Peter Maurath

Or email at:

TAMRHotbox@aol.com
Keep watching the medicine cabinets!!!!

GET WIRED

Check out TAMR on the web at: www.TAMR.org
Or Join our online yahoo news group, by contacting: pivotpin@TAMR.org
(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

- If you have a web site relating to trains or model railroading, why not join the TAMR web ring. It costs nothing, and provides a link for all TAMR members to find other TAMR sites. To join, send your e-mail address and web site URL to pivotpin@tamr.org

Off to a Good Start

TAMR Highballing into 2005

From Your President,
Jonathan Schoen

It's hard to believe that so much has been done, and it's only been little more than 3 months! In January, we concluded a successful election giving us some great new officers that are armed and ready to make 2005 a year that counts for the Teen Association of Model Railroaders.

Ben Hawken, our new representative of the Western Region, has already published one superb issue of *The Daylight*, using only his own material. He has accomplished this in the time it took me just to get the formatting correct for my first issue when I was the WR Rep. In addition, he is also planning a long awaited Western Region Convention near his home in Shingle Springs in northern California. I can't wait to see the fruits of Ben's labor as he continues to revive the Western Region. Keep up the great work, Ben!

Our new Northeast Region Rep, Chris Barany, is another member that shows no sign of slowing. By the time you read this, he will have published his first issue of *The Depot*. Chris has shown that he is

ready and fully capable of leading our largest region. He has great potential and I believe he will do great things for the TAMR. In fact, he already has.

March 6 - 7 saw Chris, our new Vice President John Sommer and member Glenn Papp host a TAMR table at the Greenberg in New Jersey. The show was a phenomenal success. Many people (mostly families with kids) came to watch and run the G and O gauge trains. A few people even joined the TAMR. I would like to thank Chris, John, and Glenn for their hard work and dedi-

"Most importantly, we have the dedicated members it takes to make the TAMR 'Youth Model Railroading at it's Finest.'"

cation. The TAMR wouldn't be the organization it is without members like them.

Fast forward to today. We have more shows and meets in the planning stages, more members are joining monthly, and BNSF Railway has joined the ranks of CSX and CP Rail. Most importantly, we have the dedicated members it takes to make the TAMR "Youth Model Railroading at it's Fines." I'll leave you with a few quotes from the "O Gauge Railroading" forum regard-

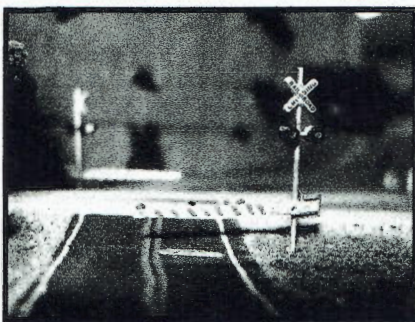
ing the Greenberg show. Maybe you'll agree with our auditor Erik Romatowski that it "Looks like we're doing something right."

- *I bet those kids had a great time! Keep up the great work, I am sure it will leave lasting memories in many of them.*
- *One of the few places where the kids are asked to play with the trains - and they love it.*
- *Very nicely done! A lot of thought seemed to have gone into the set-up - especially to make it interesting to attendees.*
- *You guys did a great job. Plenty to see. Keep up the good work.*
- *I extend a hearty well done to [Chris Barany] and his associates..... I tip my hat to you.*
- *There is always something interesting to see at the TAMR setup. Great job guys.*

The Hotbox Definition of the month:

Dispatcher

\di-'spach-ər\ n : What you call the guy who fixes the potholes in the road and the leaks in your roof.



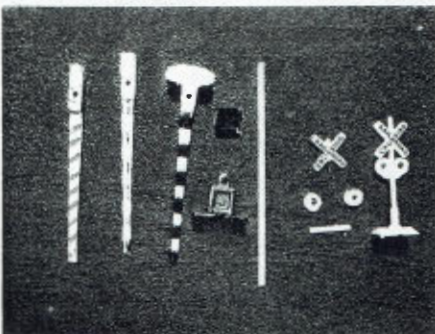
Improving N scale Bachmann Signals

By: Chris Burchett

We've all seen them at one point or another in a hobby shop—those cheap crossing signals with the separate gates from Bachmann. Usually retailing for about \$8.00, this packaged set of flashers doesn't come close to accurately resembling warning devices found in the real world. They do work in a pinch, though, plus they're cheap enough to put up with. To make them look a little more realistic, one could paint the flashers silver or steel and repaint the gates. But unless you're modeling the 1940s, you'll be hard-pressed to find a setup like the one presented in the Bachmann set. The modifications are made are intended for a signal to be placed into the scenery base (foam insulation board works well), not glued on top of the base. So, here is a little project I did when creating realistic yet inexpensive crossing flashers for my N scale module.

"We've all seen them at one point or another in a hobby shop—those cheap crossing signals with the separate gates from Bachmann."

First of all, you'll need two crossing flashers to make the finished product. Taking one of the flashers, cut off the lights and the cross buck from the pole.



You won't need what's left of the pole, so that can be discarded (unless you

find a way to reuse that elsewhere). Taking the signal cluster, cut each signal head out, filing as necessary, so they are relatively round. Now get your other stock crossing flasher and repeat the process. You'll only need one cross buck per flasher, so do with the second as you wish. Afterward, get out the flat black paint and paint the signal heads, but be careful not to paint the lens—front or back. Now get one of the Evergreen 3/64" styrene rods and

cut it to about 1 1/2" to 1 5/8". If you want the crossing signal to look new, paint it silver. If the look of an older flasher unit is desired, steel paint would be better. After cutting the rod, go ahead and paint it; while you're at it, paint the back of the cross buck the same color.

While the paint is drying, pull out a strip of the Evergreen .030x.030" square strips and cut it to about 3/8". This will be used to mount the signal heads to the new pole. Once cut, paint it either steel or silver—whatever you painted the pole and cross buck.

Once the paint is dry on all the pieces, start gluing the signal heads onto the square strip. You'll want to align each signal head so the edge is about flush with the end of the strip. Be sure to wait until the glue on the first side is dry before starting on the second. Basically, repeat the process for the other side, making sure that each signal head lines up with the signal head on the opposite side. Be sure to let this set up

well, as it's a pain to have to start over.

While the signal heads are setting up, glue the cross buck to the pole, making sure the center of the cross buck is about a 1/4" from the top or if the top of the cross buck is relatively flush with the top of the pole. Be sure you have the cross buck right side up. I made the mistake of gluing it on sideways and had to take it off and re-glue.

Once the signal heads and the cross buck are fully dry, glue the signal head mount onto the pole approximately 1/2" from the top of the pole. It sounds easy enough, but can be tricky because



of the weight created by the signal heads. One would think

them to be of an even weight, but as it turns out, the signal heads can vary causing problems when attaching the signal mount to the pole. The "technique" I used was to take two pieces of plastic (such as sprues) thicker than the pole to set the whole thing on. Now to make sure it's absolutely realistic, be sure to glue the signal head mount in such a way that the square rod is on the same side as the cross buck.

Assuming all goes well, you should have yourself a mighty fancy-looking crossing signal that cost less than \$2 to assemble. I must say that the inoperability of these units does detract some, but you have to admit it's quite an improvement over the out-of-the-box product. ●

V SCALE The World of Train Simulator

By Jonathan Schoen

For those who remember my column's *87 Times Smaller* and *Trackside Fans*, I never really had a "Last Issue" feature for either one. I just decided to quite writing them. Why? Well, *TF* was a flop. Sure, I got a few stories to last me some issues, but things just started slowing down. Also, the original plan was to have a column where contributors introduced themselves and talked about themselves as railfans. The column pretty much turned into multi-part stories about different rail-fanning adventures and what not. As for *87TS*, my knowledge of HO scale kind of reached its limit, so I simply didn't have much to write about any more.

Fear not, though, I am back in action with my new column, *V Scale*. What is "V" scale? It's just like our friends Z, N, HO, O and G scales. The "V" stands for virtual. However, instead of tangible models that come in a box and are purchased at hobby shops,

virtual scale trains are download and/or come on CDs. They are the trains you see in *Trainz Railroad Simulator*, *Train Master* and of course *Train Simulator*. What do these trains have in common with our typical models?

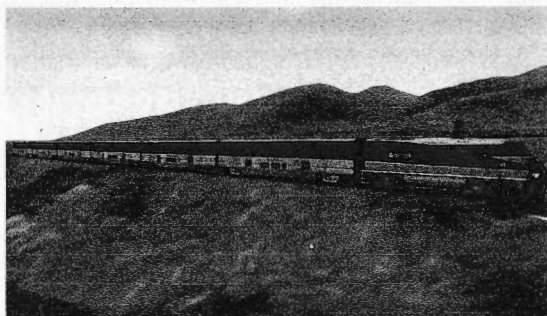
- 1) Both kinds are modeled after prototypical locomotives and rolling stock.
- 2) Both can be (re)painted by the owner.
- 3) Just as a simple train set can gain more track and equipment, *Train Simulator* can gain routes, rolling stock and locomotives.
- 4) During an operating session, "being the engineer" is the primary occupation.
- 5) Except for live steam models, both require electricity as a power source.

- 6) Most users of both are railfans.
- 7) Finally, both businesses are thriving!

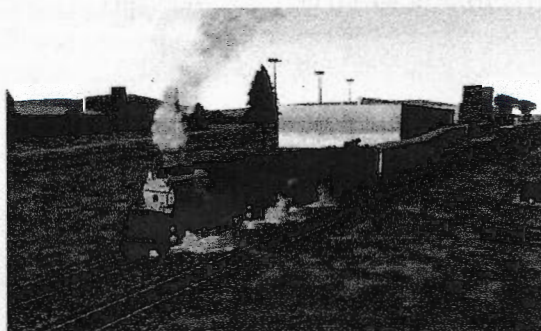
You see? There are really a lot of similarities between the two types of models. Just as there are many aspects of model railroading, as evidenced by the many magazines, there is a huge world of V scale modeling and operation. This world is worth exploring. This column will mostly discuss things directly related to Microsoft's *Train Simulator*, such as routes, trains, techniques and so on. Also, each issue will have a "Download of the Month" featuring a certain downloadable product, along with a screenshot of it. So join me next month as we explore the fascinating world of *Train Simulator*.

Download of the Month

For this column's first Download of the month, I have chosen the UP Steam Mega Pack by North American Locomotive works. This pack contains 3 FEF-3 4-8-4s (including #844), 3 4-6-6-4 Challengers (including #3985), 2 4-8-8-4 Big Boys and UP excursion passenger cars. The locos have custom cabs and sounds. You can find the pack at www.train-sim.com.



463 6 cars: *Train Simulator* add-ons allow the user to drive many different trains, including a Pacific Surfliner between Los Angeles and San Diego, CA. More on this route in a later issue. Screenshot by Jonathan Schoen



DM: Challenger 3985 from NALW's UP Steam Mega Pack. See "Download of the Month" for details. Screenshot by Jonathan Schoen

Inside the Espee

A COLUMN ON SOUTHERN PACIFIC
EQUIPMENT

By: Benjamin Hawken

The meaning behind the "T" in SD40T-2 is that it means that it has its air intakes at the bottom of the hood, instead of the top of it. The locomotive frames are the same as

the SD40-2 series but with the "T" in the model

The tunnel motors were able to get the cool air in quicker than the standard SD40's and SD40-2's.

type. These locomotives were made for the SP for their famous tunnel lines with long tunnels and snow sheds that would make the locomotives over heat and shut down. The tunnel motors were better for this work because they were designed with air intakes down on the rear of the long hood. The tunnel motors were able to get the cool air in quicker than the standard SD40's and SD40-2's. The locomotives were made for the DRGW also. These locomotives were equipped with a smaller fuel tank. The locomotives were built in the 70's and rebuilt in the 80's by SP at the Sacramento Locomotive Shops. When the UP bought the SP in 1995. The loco-

motives were getting sold to scrap dealers or sold to leasing companies to rebuild them in to SD40T-3's. There is still a hand full of these locomotives operating still on the UP but are disap-

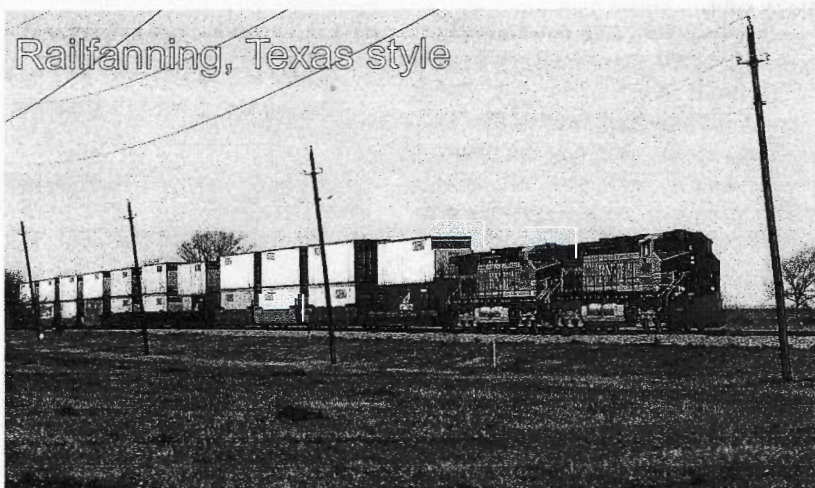
pearing of the roster quickly. I will leave you with pictures of SD40T-2's wasting

away. Next month TEBU locomotives.

Any questions or comments about Southern Pacific equipment email me at Southernpacificfreak@yahoo.com or mail me at:

SP Equipment

Railfanning, Texas style



BNSF 4901 at CP "Wendys" (sadly not named for the restaurant) on the Kansas City Southern, Richardson, TX, March 6, 2005. Tim Vermande, photo.

The Top 7

By: Peter Maurath

"From the Home office in Cleveland, OH, it's tonight's Top Seven List!"

Top Seven Reasons the Hotbox was delayed, PART III

#7. It takes awhile to hand-deliver each issue.

#6. Can you believe it-Y2K.

#5. Got into embittered trademark infringement battle with the Teen Association of Monkey 'Ranglers, and their publication The Hatbox.

#4. Three Words-Embarrassing Toner Mishap.

#3. You have any idea how freaking hard it is to make your own paper!

#2.CZ mistook printer for deli slicer, all I can say is inkjets will print on pork.

And the number one reason the Hotbox has been delayed.....

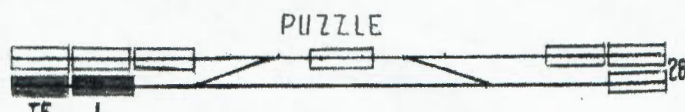
NMRA Conspiracy

THE PUZZLE LAYOUT

Conducted By: George Baustert

Hi, my name is George and I've been modeling railroads for over sixty years. I'd like to share with you a small layout (4"x 64"), that is called The Puzzle. It is called this because it takes 54 moves to complete the switching operations due to the restrictive size of the layout, using 40' cars and an SW switcher. The operations consist of swapping the cars of a four car train, on the main, with four cars spotted on the two stub sidings, at the rear of the layout. Ending-up with those cars and the loco reassembled into a train that is headed in the opposite direction from the start position. Let's start with last month's final move.

move 28



The loco backs up to the left & picks up the empty tank car (TE) spotted on the main, on the fly, & pushes it to the left hand end of the mainline.

move 29



The loco now moves forward, thru the left hand crossover & picks up the empty reefer (RE) spotted on the runaround, on the fly, & pushes it to the right to couple onto the full box car & reefer (BF & RF), spotted on the right hand industry spur.

move 30



Next, the loco moves the three cars, (RE, BF & RF) back to the left, using the left hand crossover to get to the left end of the mainline, but stopping short of coupling onto the empty tank car (TE).

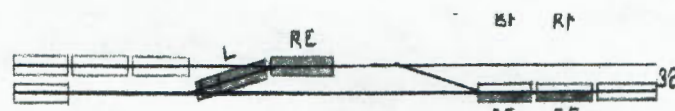
move 31



The loco moves forward & pushes the three cars, (RE, BF & RF) forward to the right, using the right hand crossover to spot the two full cars (BF & RF) on the right end of the mainline, but short of coupling onto the empty hopper (HE).

move 32

The loco backs up, pulling the empty reefer just far enough to clear



the right hand crossover switch points, still using the left hand crossover, to avoid re-coupling onto the empty box car spotted on the left hand industry spur.

Can you figure out the next move? Find out in May. •

LOCOMOTIVE NEWS



By: Austin MacDougall

BHP Iron Ore (Australia) has 13 SD70ACE's on order.

BNSF is ordering 4 Green Goats, 50 ES44AC's, and 100 ES44DC's. one of the ES44DC's, 7687 became the first unit to wear BNSF's new paint scheme, with black replacing green on the unit and the white dashed frame stripes have been changed to yellow. Most noticeable however is the new BNSF

logo.
Canadian Pacific has ordered 35 Green Goats.

CSX has ordered 100 ES44DC's.

General Motors sold its diesel locomotive division to Greenbrier Equity Group of Rye, N.Y. and Berkshire Partners of Boston earlier this year for an estimated \$500 million. The sale also

covers the company's marine engineering products. The new name will be EMD (Electro Motive Diesel).

Kansas City Southern has ordered 2 Green Goats and 30 SD70ACE's. •

Send all news and corrections regarding locomotives to:
Austin MacDougall

Or email them to ssw9662@rcn.com.

The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof.

Membership to the TAMR includes an eleven month subscription to the Hotbox, the annual directory of members, quarterly regional newsletters and an election to participate in all TAMR events. The available membership categories are as follows: Regular (under 21)-\$15, Associate (21 and over)-\$20, International (outside US)-\$18

To become a part of the TAMR, or to renew, send your information to:
Tim Vermande, TAMR Pivot Pin

Offer good while supplies last, negative equity applied to new loan balance, must take delivery of dealer stock, see store for complete details. No purchase necessary, void where prohibited. For a complete list of rules, regulations, and the best darn restaurants in Granville, OH send a SSAEBDR to the above address. If you are at all unsatisfied with this hotbox, please return unused portion for a complete blow-off by our staff. Thank you!

COMING SOON TO THE HOTBOX:

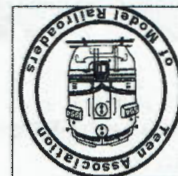
-The Puzzle Layout continues.

-Lewis Abeildinger gives us his take on railfan photography.

COMING SOON TO THE TAMR:

-Summer's not far off, any convention plans?

We're on the web!
www.tamr.org



Teen Association Of Model Railroaders
"Putting the future of model railroading on the right track"

