



THE HOTBOX

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VIA Turbotrain #151 in Toronto, Ontario June 1982. Photograph by Tim Vermande

Editor: Daniel J. Flala Contributions: Any material that you wish to contribute is welcomed. If you have a million reasons Alco is better than EMD (and It Is!), start a monthly column. Photos and drawings just waiting to be shown to the world are very welcome here as well!

To see your work published, send all material to:

**Daniel J. Flala,
the Editor at**

Questions? Ring up



Form 19 - From the Editor's Desk

Ah, summer once again! That time of the year for baseball, cook outs, vacations and rail fanning. Up here we've been seeing a lot of rail action: the GE units which CN recently acquired from the BNSF, Wisconsin Public Service's S-1 Alco, and BC Rail units. If any of you have an account of a day of rail fanning, a photo of an unusual locomotive, or simply want to share the results of a diesel detailing project send it to the Editor for publication.

Happy Railroading,
The Editor.



Hotbox News



All those who wish to submit material for the Hotbox must send it to the mailing address on the cover. I will not see the material if you send it to the TAMR website that was for this purpose. Material may be submitted on CD, floppy disk or paper copy. I will not be able to accept material submitted on DVD simply because my computer is unable to read that kind of disk. Thank you.

Voting will take place this November. To nominate a fellow member or yourself for a position in the Organization, contact either President Sawyer Berry at: sbpackernut@gmail.com or your Editor: address on the cover. Ballots will be sent along in the October/November issue of the Hotbox.

Did the CN buy out the BNSF?! Judge that for yourself in this unusual photo from the Editor in Green Bay, WI. In actuality, the CN bought two batches of BNSF's older General Electric units.



What could be lurking in the future for the BNSF as CN gets bigger and bigger. - Daniel J. Fiala

IC GP-38 #3107 passing the Great Lakes Calcium Co. on Blysbay Ave. Green Bay, WI May 9, 2011

Photo by Daniel J. Fiala



MULLIGAN STEW



-A LITTLE OF THIS AND THAT-



A Simple Truck Scale

Here's a simple method that produces a nice small HO truck scale which is (we are talking HO feet here), just a shade under 22 1/2 feet long. These scales are located at such place as the county co-op, feed mills and canning companies. By adapting these ideas, this scale could be built

in any one of the modeling scales. But let's get cracking now and build it! The first step here is to get one of those old Tyco 50-foot intermodal cars, see fig. 1. Second, we take a chisel blade hobby knife and remove one of the orange trailer retainers. Third, cut a piece of cardboard (paperboard) to the size of 15/16"x1 11/16" see fig. 2. As a added bonus, this gives you a flatcar for your freight train if you take both retainers off. Glue this piece between the two rails which extend up past those angled parts. If you want a 45' scale, glue both retainers together (make sure the ramp moldings are on each end) and double the length of the cardboard. Next, paint the sides of the piece with two coats of gray, leaving the top of the rails orange. After that, paint the cardboard with charcoal, being sure to keep the paint off the orange safety stripe. The last step is to install the scale on the layout. First clear away all scenery material and glue it down with white glue. Next, pile up sand or gravel to form a ramp on each end. Well, I guess that's all folks! 📌

LIST OF MATERIALS

One Tyco 50-foot intermodal car; one piece of cardboard 15/16"x1 11/16" or for a 45' scale the cardboard should measure 15/16"x3 3/8"; Anita's All Purpose Acrylic craft paint (Grey and Charcoal)

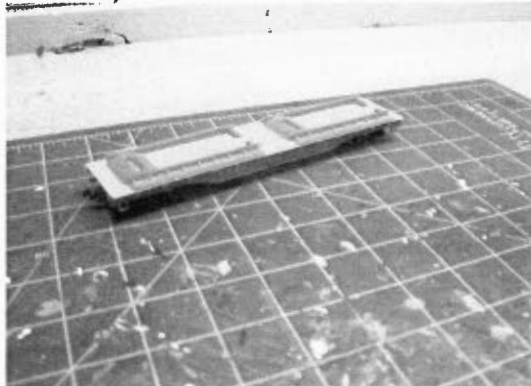


Fig. 1

-DJF

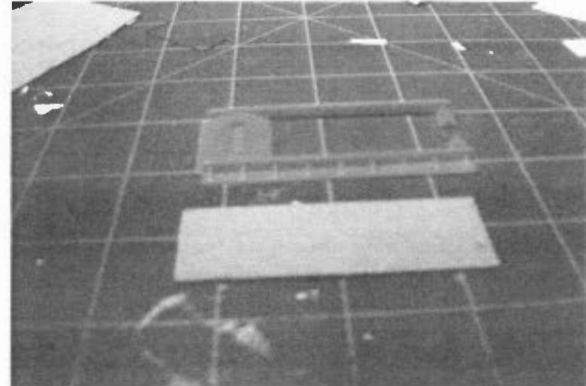


Fig. 2

-DJF



The finished scale, complete with a kit bashed bean truck.

-DJF



It's not often that one sees a Mexican car way up north here, but it does happen.

-Daniel J. Fiala 5/1/2011

Railfan Ranting

The answers to the question: "What is your favored locomotive builder and favorite locomotive?"

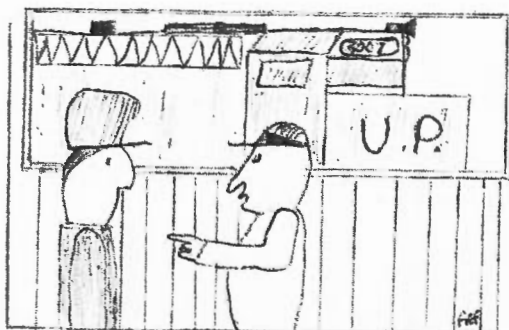
Sawyer Berry, Aiken, SC: My favorite loco is a tie between GE's U23B and Alco's C628. The U23B has a unique collection of lines that make it look sturdy and hard-working, kind of like a linebacker, while the C628 is a gigantic heavy-hauler that snorts. It's also an Alco!

Daniel Fiala, Green Bay, WI: I'd have to say, (which wasn't very difficult), that my favorite locomotive builder is Alco of Schenectady, New York. You simply can not beat the sound and smoke show that these units are known for. As for my favorite locomotive, I would have to say that the Century 424 is my choice.

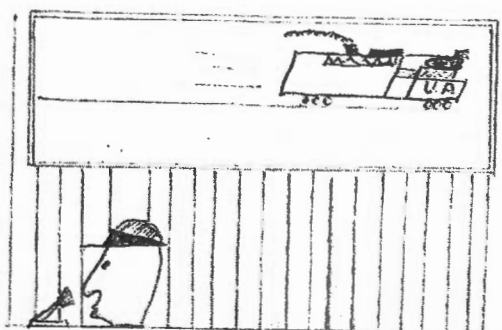
Did you know? The Union Pacific's Bailey Yard in North Platte, Nebraska, is a three hundred track, eight mile long by two mile wide terminal with a road train arriving every fourteen minutes. There are over 2,600 employees who work this yard around the clock, classifying and dispatching with incredible speed everything from unit coal to intermodal trains. The "Spare Yard" is about the size of the Canadian National's North Yard in Green Bay, WI. There are an average of one hundred-thirty trains, three hundred-fifty locomotives fueled and over two thousand cars humped every day.

North Platte, Nebraska ...

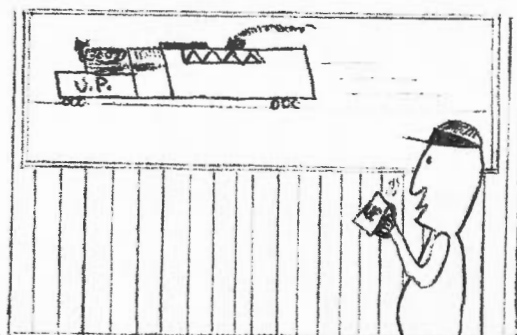
Daniel Fiala, Sr.



"We seem to have lost four cars of general merchandise. Here are the numbers, and go find them."



Day One



Day Two



Day Three
"I found 'em Chief!"



Amtrak in New Orleans, March 28, 2008. Photo by Radisson McGuire.



NS F9A no. 4270 in Augusta, Georgia, April 11, 2008. Photo by Sawyer Berry.



The Teen Association of Model Railroaders - Established 1968

The TAMR crew are as follows: President - Sawyer Berry; Treasurer - Will Ebbert; Editor & Central Region Rep. - Daniel Fiala; Pivot Pin - Tim Vermande; Northeastern Region Rep. - Ben Rechel; Southern Region Rep. - Radisson McGuire; Western Region Rep. & Promotional Director - Jeff Andreski.

The Hotbox Photo Gallery

From the Peter Maurath file...



CN 9545, with a coil car in tow, at North Yard, Green Bay, WI April 29, 2011.



NS SD-40-2 3255, complete with caboose, at Marion, O., July 6, 2006.



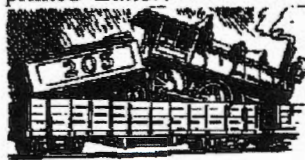
And from Charlie Wood of Churchville, NY, comes this wonderful expression of what Railroading in the East is all about: large, modern diesels lugging enormous quantities of automobiles.



The TAMR Extra Board

Showcasing the work of our members

Note: Part I of this feature appeared in the June 2009 *Hotbox*. To the best of my knowledge, Part II was never printed- *Editor*.



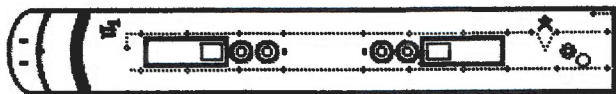
Trains to Nowhere

By: Steven Goehring

Pennsylvania E8 Facelift Part 2

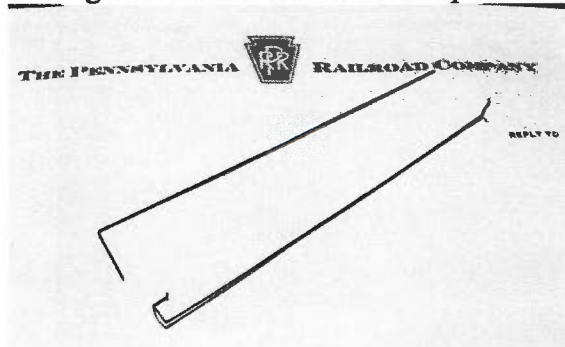
We left off last month with EMD lift hooks and a Nathan M-3 air horn installed on our detailed PRR E8A diesel locomotives. The remaining step is the hardest one: installing the handrail-like Trainphone antennae. You will need a length of sturdy yet thin solid metal wire or rod (I used some thin K&S Engineering rod,) and some plastic strips the same size or a hair larger than the wire thickness. I started by cutting 21 short lengths of tiny Evergreen strip styrene for the antenna supports. To help the wire sit better in the support, I very carefully cut V-like grooves out of the top of each one. I had to be sure that the grooves faced front-to-back when the supports were glued in, but they helped make the antennae much more durable. You can go ahead and paint the supports before installing them, since they will be glued directly to the cab roof. The next part is to form the antenna out of wire. It is vital that the wire is straight, otherwise it will bend and look bad when installed. Look at the photos for reference on how to bend the wires. The fireman's side is just an L shape, while the engineer's bends down into the center of the cab roof on the front. It also bends down, turns out (to the unit's right,) and then forward to enter the engine on the very edge of the roof, just behind the roof panel for the steam generator exhausts. See the drawing I supplied for clarification. Installing all the parts was a project to itself. Using the Exact knife as described last month, I drilled out the holes for the antenna supports in a straight line running lengthwise down the engine roof. Again, see the drawing for a guide of where to drill for the supports and the holes where the antenna wire starts and ends. Be sure to drill the holes to match the antenna supports in size, so that the supports will stay in place even before they're glued in. As I installed the supports, I fit them all into their hole and then turned the locomotive upside down, so I could make sure they were all level. Once I had all the supports pulled out or pushed in to an even height, I super glued them in place by putting a drop of glue on the underside of the body shell on each support hole. I then went along each support and put a tiny drop of super glue on top of each of the V-notched tops of the supports. I then laid the fireman's side (left) antenna in place, pushing the bent-down rear end up into the corner of the locomotive's back end and the rear door. After making sure that I had a solid connection from all of the antenna supports, I test-fitted the right-side antenna, and adjusted how it was bent to accommodate the start and end holes. Once it fit without bending and rested on top of the supports, I placed a bit of glue on each support and on each end of the antenna, set the rear end in its hole first, and then set it on each support, finally fitting the forward end into its mounting hole. Once everything was in place and set, I painted the antenna wire and any scuffed

spots, cut marks, or unpainted add-on parts with a color close to Kato's Tuscan Red. I found that Poly Scale Rust was a good match to Kato's lighter PRR red shade, with a little darker red mixed in. I checked to make sure that none of the antenna supports or wire ends protruded under the body shell (they shouldn't if they're the right length,) and I replaced the shell. I've added these details to both of my N scale Pennsylvania Railroad E8s, and I'm very happy with the results. I hope that if you someday want to make a similar conversion in any scale, you'll find all the information you need here. Good luck!



Steven Goehring

↑ This picture shows where to drill holes for the rooftop Trainphone antenna supports. Also shown are the approximate locations of the nose lift hooks (the bars on the left of the picture,) and the Nathan M-3 air horn. Note that the extra holes on the top-right and center-left are for the engineer's side (locomotive's right) antenna wire. The star denotes an optional add-on: some PRR E8s had a break in the antenna here, where each end connected with the locomotive roof just in front of the steam generator vents. I modeled my units without this feature, just keeping the engineer's side antenna as one piece.



Both photos by Steven Goehring

↑ These are the two pieces of wire I formed into the Trainphone antennae. The fireman's side antenna is simply an "L" shape, while the engineer's side is bent with a wavy bend down and to the left (where it connects to the center of the engine's cab roof,) and another bend down and to the right, then bending forward for a short distance to where it connected to the very side edge of the locomotive roof (the location for this hole is shown in image #2.) Antenna arrangement did vary slightly from unit to unit. But most PRR E8s had a break in the wire (from which the wire ran down to enter the body just in front of the steam generator exhaust vents.) The break was located on the engineer's side between the 2nd and 3rd wire supports from the rear (hence the extra support not found on the fireman's side.) I chose not to model that, but I may add it later by cutting the existing antenna there and gluing on flexible wire for the section running down into the locomotive body.

The TAMR is looking for a new webmaster. If you are interested, please contact Tim Vermande at: kd5urs@gmail.com or Sawyer Berry at: sbpackernut@gmail.com. Thank you for tuning in to this month's broadcast and see you next time!