



# THE HOTBOX

The Official Publication of the Teen Association of Model Railroaders ISBN: 1093-622X January/February 2012



**Editor:** Daniel Fiala

**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!

I can accept material submitted on DVD, CD, USB drive, and Memory Stick, xD, Smart Media, Compact Flash, SD/MMC or paper copy. I can no longer accept floppy disks.

To see your work published, send all material to: Daniel Fiala

Questions? Ring up the Editor at

## Form 19 - From the Editor's Desk

On these cold winter days one might want to ponder that what is the present today is history tomorrow. One might say though, well, why should the things we see today ever be considered history? Take for instance, a locomotive you saw at the crossing today. It might be here again tomorrow or it might not be, just shuffled along the railroad from point to point. But if one stops to take a photograph, the passing event is recorded. Ten or twenty years from now, upon unearthing that photo one will probably experience a flood of long-forgotten memories of what was going on that day and various details one forgets after an extended period of time.

Happy Railroading,  
*The Editor*



## Hotbox News



**ATTENTION! All members!** If you are going to move or have a change of address, please contact the Editor by postal mail or telephone. I cannot send these newsletters to addresses that are not active. If you don't update your information in my file, I cannot insure prompt reception of the TAMR's publications. Thank you for your cooperation.

**The TAMR is looking for a new secretary.** If you are interested, contact Tim Vermande at: [kd5urs@gmail.com](mailto:kd5urs@gmail.com).

**A correction for the 2011 election:** three votes were cast by Northeast Region members, not two as stated in the December 2011 Hotbox, which brings the total to 3% reporting for that region.

### **News Flashes... Courtesy Will Ehbert**

In the beginning of January, the Woodland Scenics plant in Linn Creek, Missouri burned down. A portion of the factory still stands and plans are to rebuild.

EMD has moved operations from their London, Ontario plant to Muncie, Indiana; 500 new jobs in the United States as a result; the Canadian plant is locked up.

The Norfolk Southern GP-59 that was painted in Southern paint in the 1980's for the Southern Railway's centennial is to be repainted in NS black.

Amtrak is trying a new diner; body is like a Viewliner; it is to be on the rails in October; old diners from Pennsy and SP going.

### **More Flashes ...**

Watco Transportation Services, LLC of Pittsburgh, Kansas, has gained a 90% controlling interest in the Wisconsin & Southern Railroad Company as of January 1, 2012. The actual purchase was effected November 29, 2011. Operations and customer service will still be based in Milwaukee, Wisconsin.

As I reported in the fall 2011 *Pilot*, the entire American Steamship Company is on strike. CSX, which owns ASC, is suffering financial trouble. Rates for ASC are a \$1.50 more a ton than what Great Lakes Fleet charges. In fact, a number of sailors, being tired of not bringing home money, quit ASC and moved to Great Lakes Fleet.

### The Railroad Pun of the month.

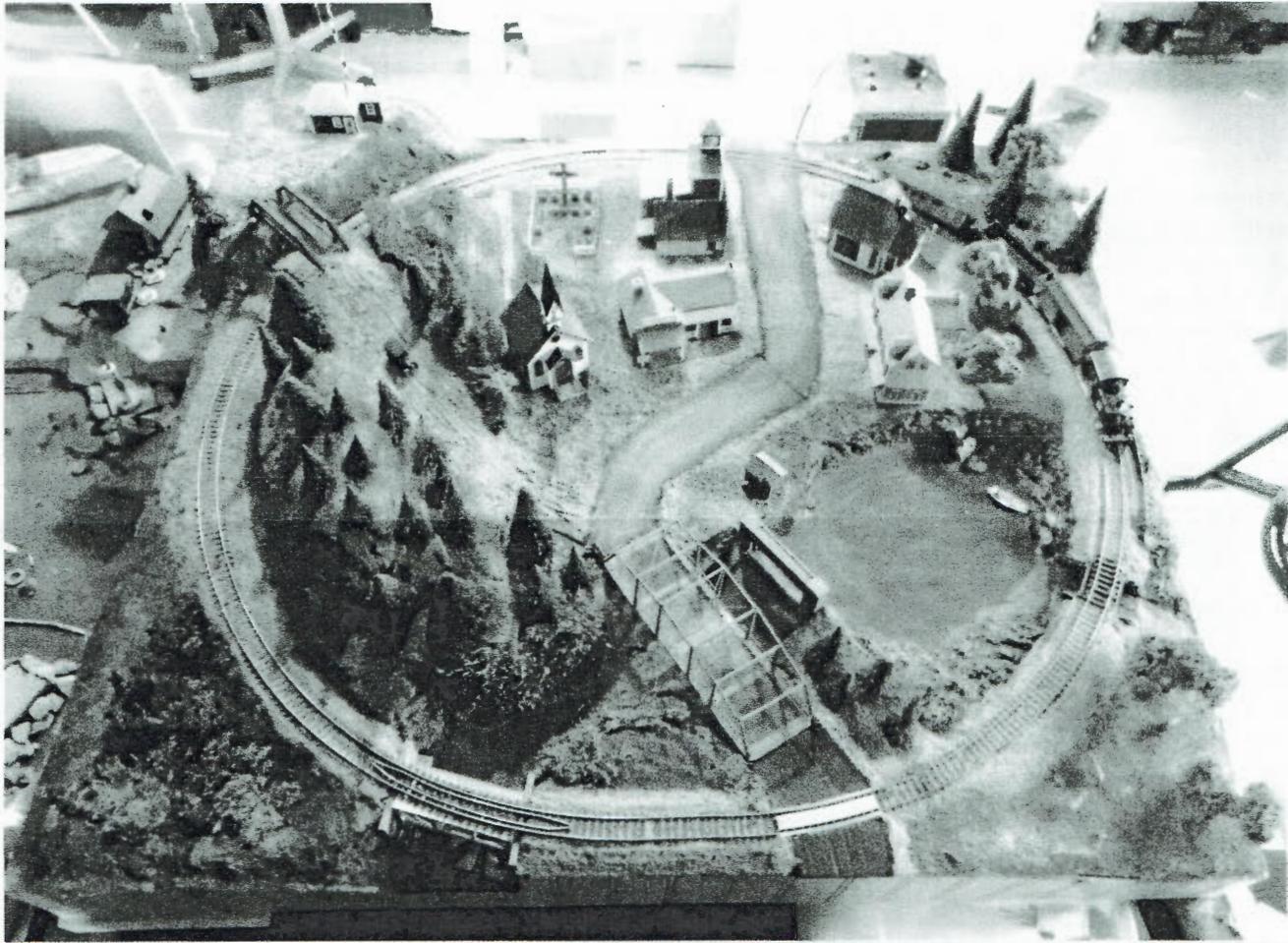
The New York Ontario & Western Railway (O & W for short) was known as the "Old & Weary". That concludes this month's pun. Tune in next time for more laughs!



CN 2438 is shown here at Mason Street in Green Bay. Note the maple leaf on the air intake (it's circled). This couldn't be a more coincidental accident as the Canadian National used the maple leaf as part of their corporate image until the 1959 redesign.



# *The Hotbox Photo Gallery*



Presented here is an overhead view of the Moringham Junction project layout. The last segment of the construction series begins on the next page.



The CSX Q091 hot WB UP produce run through passed the old West Shore Railroad bridge abutment in Churchville, New York. This photo was taken on March 17, 2009 by Charlie Wood.



## This month: Track, Scenery & Structures for Moringham Junction

The track work for Moringham Junction is simple, Code 100 18" radius track. Before carving out all the terrain, the roadbed must be laid first. I used Woodland Scenics foam roadbed. After laying the location of the track, by establishing a centerline, apply hot glue and carefully pressing the roadbed into it, proceed around the layout.

At this point, it is time to build up hills, carve valleys and plan the town site. It's up to you how many buildings you want to include, but be sure to allow enough room for what you plan and a simple road. One very easy way to form the hill is to hot glue the foam together and take a very stiff wire brush and scratch away until you are satisfied with the shape. The same technique is viable for the river as well; just scratch until you reach the bare plywood. To make your work more credible for the final look is to take the brush and run it horizontally around the hill to form strata. When using this technique, it is a good idea to do this outside (to preserve peace in the household) and periodically vacuum the shreds off with a shop-vac. To form the lake, a piece of Plexiglas is required. Cut to shape, and caulk into place. Install the dam and fill in any gaps with Silicone caulk and paint to look like deep water and give it a gloss coat. The river is a blend of paint to make look fast flowing. Gloss coat this too; at the bottom of the dam, build up Silicone to simulate turbulent water. Pull and stretch this when it is tacky with a chisel blade hobby knife to bring out the full detail.

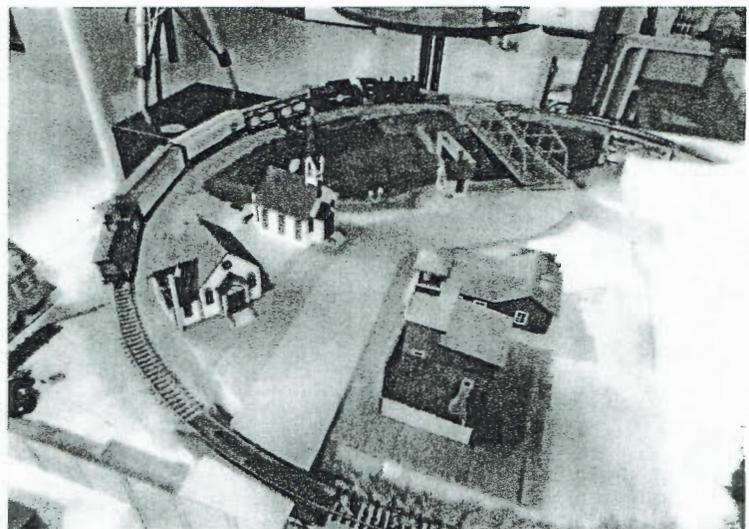
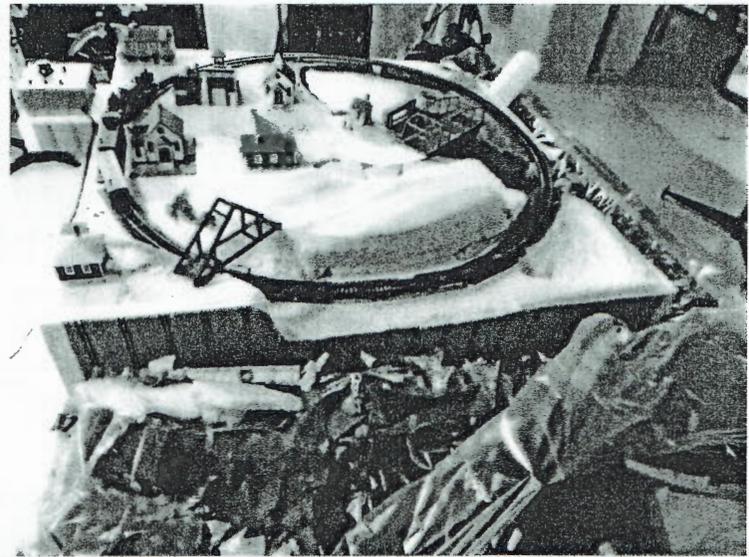
With the nature work is complete, it's time to lay track. Since the plan isn't a pure circle, you need about three to four inches of straight track. Track laying involves using caulk to secure the track to the roadbed. Spread some caulk and smooth it with a putty knife and press the track down and hold it with pushpins, it's that simple. After hooking up the feeders to the track, cut a trench in the foam, lay the wires in it, run them out a notch in the fascia to the control panel and cover the wires with masking tape. Paint the ties a nice, dark brown and the rails a lighter, brown. The trick here is to take a 1/2" brush and run it along the ties until you are satisfied with the look. Use a 1/8" brush to paint the rail sides, again until satisfaction comes.

The town is laid on a sheet of corrugated cardboard. Hot glue this to the foam and nail it down very well, as the scenery glue tends to swell cardboard (it happened to me and I used A LOT of nails to hold it down). Basically, the layout contains eleven buildings, which includes the bridges. The roads are thin paper board hot glued to the cardboard base and painted with craft colors and weathered with pastels.

To ballast the track, spread your favorite type of ballast, getting as much off the ties as possible; then soak the stone with "wet water" (water with a few drops of dish detergent in it) and apply the glue water (white glue diluted with water; about a 2:1 ratio, 2 parts glue to 1 water); let dry, and you should have a solid as bed rock mass of track and ballast.

The structures on this layout are arbitrary. I used a Life-Like church kit for the church and depot (though heavily kit-bashed); three train show treasures: an eastern type home for the hotel; a Campbell fire station kit (probably about 40 years old) and a scratch built black smith shop; the general store is a Tyco Ma's place kit; the wooden culvert is left over from a Rix wooden highway bridge kit; the steel rail bridge is a heavily modified Model Power truss bridge; the highway bridge is scratch built, as well as the one on the dirt road; and the dam is from scratch.

Details for this layout may come from various sources. A check of the Walther's Reference Book or your local hobby shop would be a good place to start. I didn't add any details, for the simple fact that I'm going to store the layout and don't want to lose anything. But before I display it in public, I'll be sure to breathe some life into it. Well, that was a fun diversion and next month, we'll return to normal activities in the column. So, good luck on your own version of Moringham Junction and see you next time!



Here's to you, Charles! I thought you might enjoy some of the Grand Trunk Western power that has been in Green Bay recently.



GT GP-38-2 5856, complete with two different number boards, and wearing the Operation Lifesaver scheme, resting at North Yard with a cut of cars. January 9, 2012.



Grand Trunk Western GP-38-2 4918, the same unit that was in Bay City, Michigan in August, 2010 and photographed by Charles Warczinsky, visited Green Bay on Sunday, December 18, 2011. The unit is seen here at the south throat of North Yard sorting a cut of cars.



# The TAMR Extra Board

Showcasing the work of our members

## Buildings on a Budget

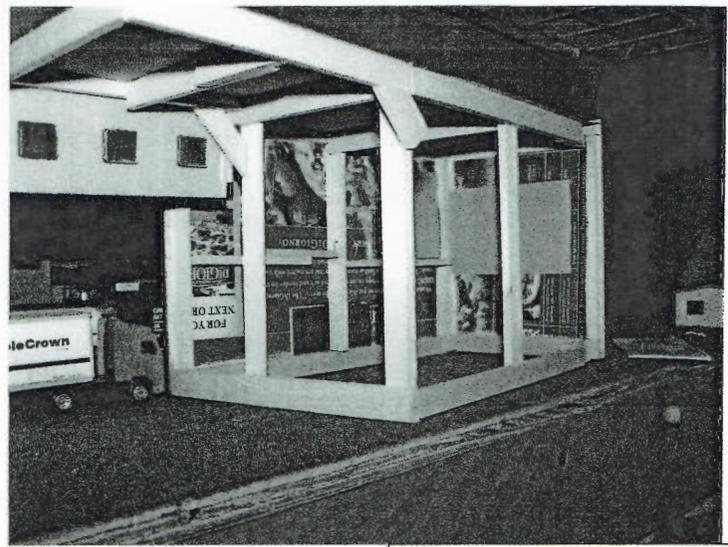
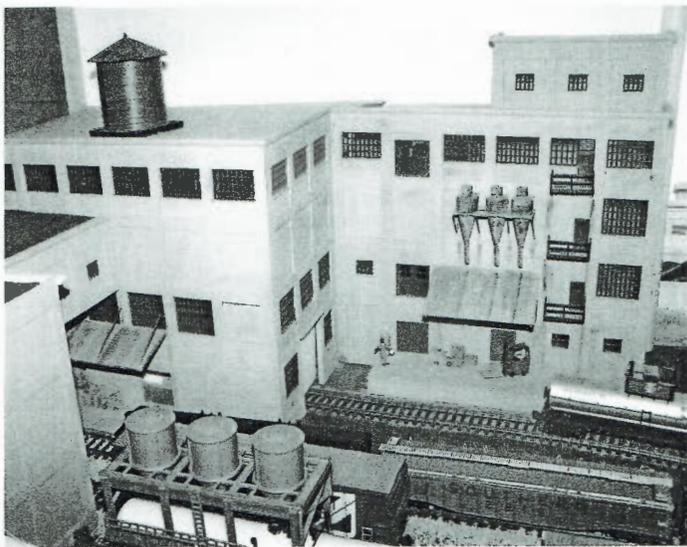
Based on an idea by Barry Simmons

By: *Wilfred A. Roberge*

Last week I went and visited my best friend (and "retired" TAMR member) Barry Simmons to talk trains and modeling. I hadn't had a look at his small switching layout in a few months and I was surprised by an addition to one of his railroad's industries. The original factory was a Walther's structure kit (Red Wing Milling) and I assumed that the addition was created from additional walls acquired from Walther's or a rearrangement of the buildings existing walls. My curiosity got to me, so I asked, "Barry, was this addition made from an additional Walther's kit?" Imagine my surprise when Barry responded, "*No, it's DiGiorno.*" Barry lifted up the addition showing me the inside of the structure revealing a wooden frame supporting walls made from discarded cardboard food cartons including the previously mentioned DiGiorno pizza box. TV dinners, cereal, granola bars, and snacks (such as "Little Debbie" treats) all have this kind of cardboard. To build the building Barry measured the pattern and size of the existing Red Wing Milling kit. He noticed it had a distinctive and repeating pattern of squares making up the walls and structure of the kit which is meant to represent smooth concrete. To make the addition realistic, Barry decided to make the addition match by making the addition have the same dimensions and repeating pattern of squares. Barry carefully measured the existing walls as well as the space available for the addition. He decided what size he would build and how many stories (He also rearranged the existing walls of the kit since only one side is seen). He then went to his computer and drew the square pattern out on the Paint program for the addition using the same size windows, doors, as well as the structural pattern of repeating squares. He printed the pattern on a 1:1 scale on a sheet of paper and glued the pattern to the wall using contact cement which comes in a spray can. He then proceeded to use a sharp "X-acto"-type hobby knife to cut out openings for windows and the "square pattern" from the cardboard. . The repeating pattern of the squares making up the structure has to be made with different pieces of cardboard using more than one layer (see diagram). The innermost layer will be an intact sheet of cardboard (for example 5"x10") with window and door openings cut out. The outer layer will be of identical size (again 5"x10") but with the square masonry pattern cut out. To build the wall panels glue the outer wall layer to the inner wall layer making sure that the two layers line up. Set the walls aside to dry. Now that your walls are made comes the question of windows and doors. One thing you can do is to use some from the building you are adding too. Barry used windows and doors that would have been hidden by the addition butting up against the original structure. However, because of the number of doors and windows, Barry came up short. A way around this is to use different windows and doors than the original (be sure to mix these different windows and doors on both the original structure and addition for more realism). To keep consistency throughout, keep the window and door sizes the same as much as possible throughout the structure. Places where you opt to use an odd door or window (usually smaller than original) brick or panel over the older opening and leave space for a smaller door or window. Bricks or concrete blocks are most masonry buildings; however, wood can be used as well. The openings can be completely bricked over and interesting

fans and vents can be substituted. To brick up the walls you can use "Brick paper" which can be found at some hobby shops as well as in the Walther's catalog. Before adding the doors and windows paint the walls. There is no need to remove the printed pattern which was glued on with contact cement, simply paint over it. Barry used simple gray spray paint to represent concrete. The next step is to use wood to build a very basic frame to hold up your walls and give your structure shape. Barry used simple wood that was purchased from A.C. Moore or Michael's craft stores plus whatever was in his scrap box to build the addition's frame. Since the frame will not be seen there is no reason to worry about scale dimensions or prototype accuracy. Once the frame is built, attach the walls and glue the windows into place. The next item is the roof. Simply measure out or trace the size and shape of the top of your building. The roof is done, by cutting cardstock to proper size and shape. Glue it in place to the top of the structure so that it is sitting inside and lower than the top wall edges (to keep consistency with the original kit). To represent roofing material, cut out strips of black construction paper and paste it down using white glue or a glue stick. There is no need to be neat with the glue because this represents "rolled roofing" which is often tar sealed so having it a little messy can add to the realism. Another roofing method could be to make a tar and gravel roof. To do this paint the roof black and simply sprinkle Woodland Scenics ballast material (to represent the stone mixed with the tar) to the roof while the paint is still wet. If you are modeling an HO Scale building I would suggest using N-scale ballast because of the fine nature of the gravel roofing material. If you do not want to use paint to secure the roofing material you could use white glue, but try to avoid using the diluted glue-water mix often times used for ballasting track because your building is made of cardboard and you do not want to ruin your building (if you want to do this to a plastic kit this should be no problem). For the cardboard roof, contact the spray can of contact cement could work well here as well. Since you are often times looking down on your buildings you can try and add details to the roof such as air conditioners and vents. One thing Barry added to his was a small HO scale water tower but this is only a suggestion. I hope that this article has given you an idea of what is possible to do on a budget as well as ways to go about modeling with simple materials. It is not a precise step-by-step how to but rather a starting point.

THE END

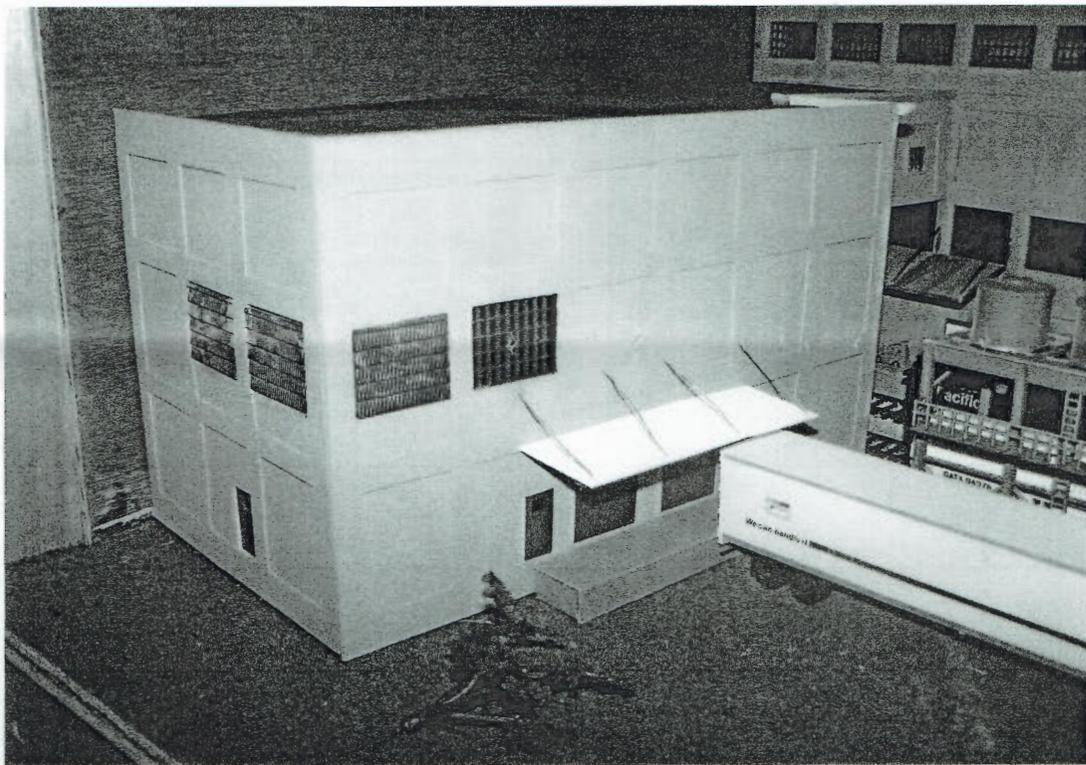
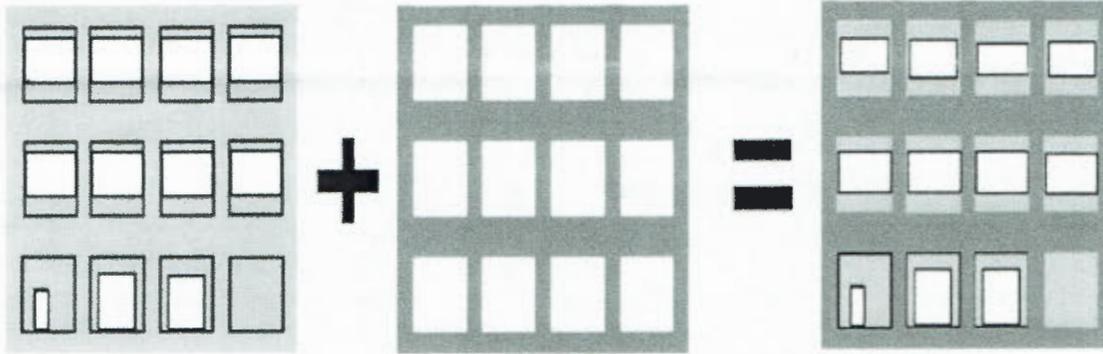


Bottom of Page 6: The pizza box addition.

Left top: Overall view of the modified Red Wing Milling Co.

Right top: Internal shot of addition showing how it was built. All photos by Barry Simmons.

Left: Diagram of how to make the layers make the wall. (Drawn on Microsoft paint by Wilfred A. Roberge)



*The Teen Association of Model Railroaders - Established 1964*

The TAMR crews are as follows: President - Radisson McGuire; Vice President - Josh Cohn; Treasurer - Will Ebbert; Editor & Central Region Rep. - Daniel Fiala; Pivot Pin - Tim Vermande; Northeastern Region Rep. - Jamie St. Onge; Southern Region Rep. - Radisson McGuire; Western Region Rep. & Promotional Director - Jeff Andreski; International Region Representative - Open.

## EXPAND, DON'T REBUILD

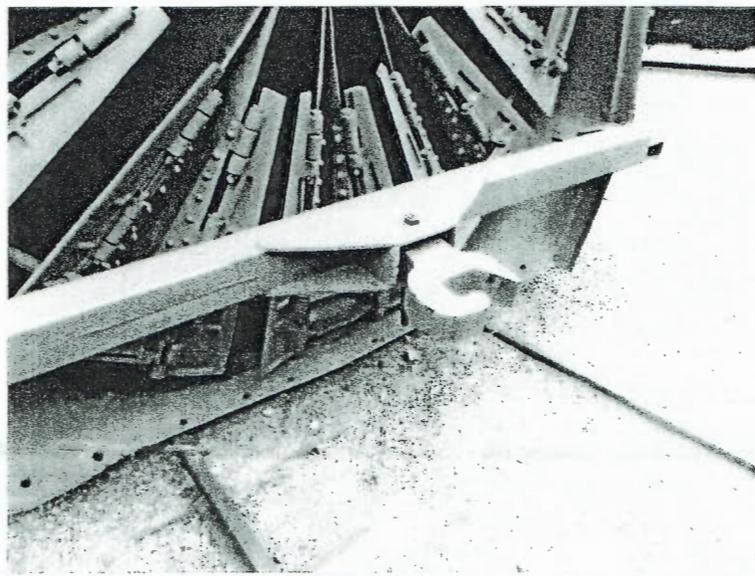
By: John Gardner IV

Whenever you read about a project Railroad for a magazine, you can almost always find a spur marked as something "for future expansion." The thing is when has anyone ever made the project layout, and expanded it? Rarely if ever can you find a Model Railroad that has been built, and then later expanded. There are a very many virtues of expanding a Model Railroad. When you finish your current expedition, you might get tired or bored of things such as operation, or you might simply hold greater interests in a certain aspect of *building* a Model Railroad. The expansion of your current layout today might be the base of your next layout tomorrow. What I am saying is a small addition to your layout could be kept when you are finished with your original layout, and then be built off of to make your next layout. For example, 3 years ago, you made your first Model Railroad. Between now and then you have become a professional trainiac. Knowing more about Trains, you have learnt about the function of yards. Before, you only thought Trains went from town to town, so you exemplified that in your first Model Railroad. Since you now know of yards, you want to expand to include a yard. A year from now, you find that you are moving to an apartment. There is no room for your layout anymore. But you just managed to convince your parents to keep your very tiny yard extension/module. Also, since your yard module was your most recent build, it has the best craftsmanship of all your work. So there, you have expanded your layout and given it better potential, made a better layout by expanding it, and ensured your layout's future with a tiny module which can itself be expanded. You can also find a place to "put" your module for the local club. If you have made a module for your train club, why let it sit under your layout when it is a very functional piece of layout. Your little module might even be a much needed industrial zone, or that scenically amazing section of the Rockies. You may not even need to use your module as a functional section. It could be there just for the looks if there are visitors, and during operation session, it could be visible staging. The point is that there is a lost art of expansion. The great John Armstrong based his layouts #2, #3 and #4 all off of his tiny #1, less than a 4 X 8 board in size. If you expand your layout, you will have better pieces of pike to build off of later. When you get tired of your current layout, rather than spend a few more years working on a totally new layout, you can spend a few more months working on a tiny new portion. If you work on enough tiny new sections, you will be able to always be working on your pike and always having a layout to run. By replacing older sections with new ones, your layout will evolve, become better in mastery, and always change. This is a wonderful way to always have a different layout, to improve your skills, and to experiment.



## There's a prototype for everything...

Dummy couplers! That's right; they exist outside the world of model railroading. This one is on the Oregon Short Line Rotary Plow at the Mid-Continent Railway Museum in North Freedom, Wisconsin.



## THE TOP SEVEN

By special permission of Peter Maurath, here's the return of a *Hotbox* classic.

*Top Seven comments you don't want to hear on a passenger train*

- #7. "Wow that is one big cockroach."
- #6. "Look, milepost 151... 151.2... 151.4... 151.6..."
- #5. "I think there's part of a minivan in the vestibule."
- #4. "Man, the food from the vending machines is awesome!"
- #3. "You think all the dark signals we keep passing mean anything?"
- #2. I dunno, the conductor just keeps looking at his watch and mumbling like it's the end of the world or something."

*And the number one comment you don't want to hear on a passenger train...*

"Walk towards the bright light!"

***Thank you for tuning into this month's broadcast and see you next time!***