



ATTENTION ALL MEMBERS!!!

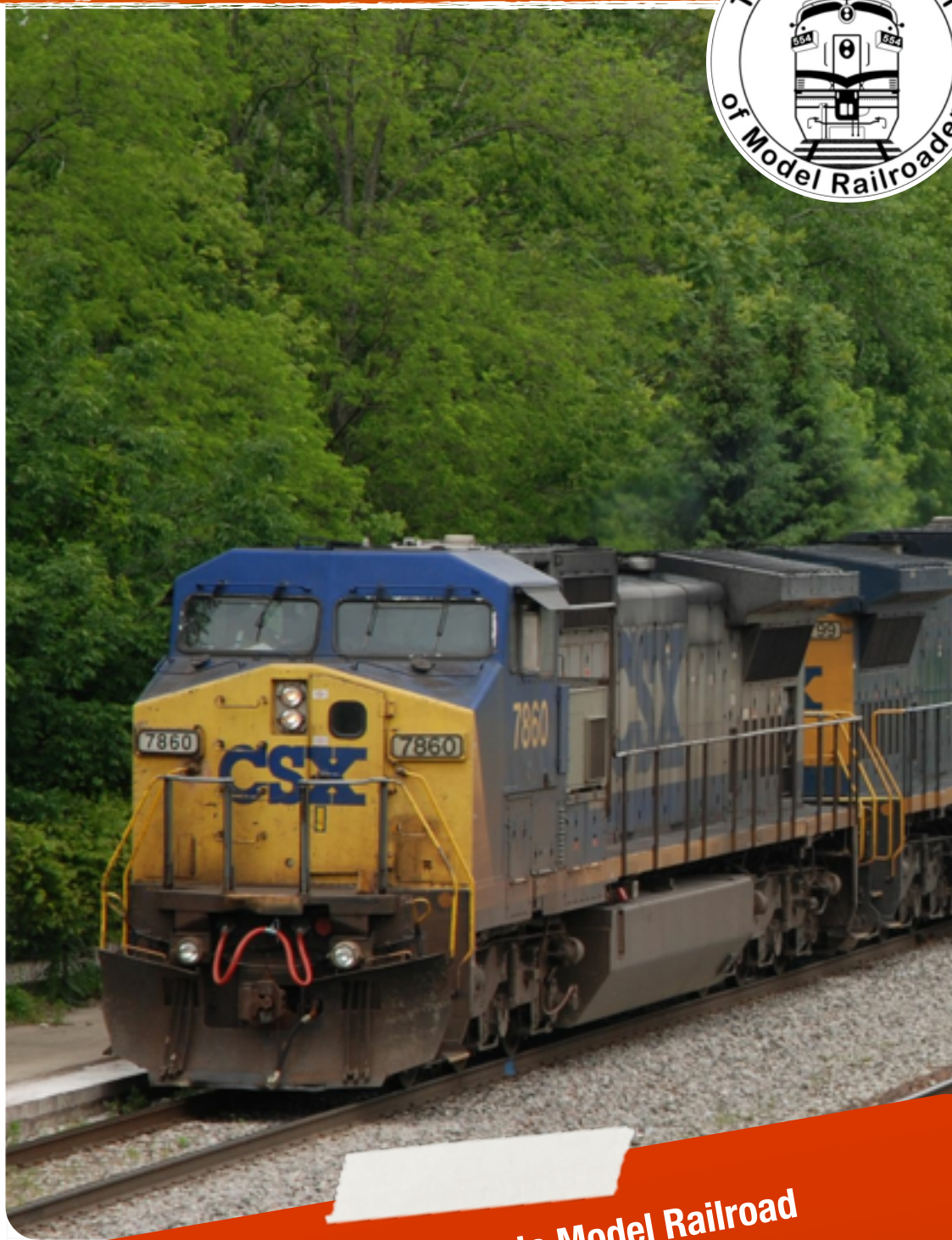
Next month the TAMR is switching back to EMAIL delivery of the Hotbox.

*You **MUST** submit your email to us at tamrhotbox@gmail.com so that we have your correct address. This is to ensure the delivery of you Hotbox. If you do not have an email, please let us know, so that we can make sure that your current address in our system. We here at the TAMR want to keep all of our members happy.*

We would like to ensure that all members receive their monthly hotbox. This can only be done with accurate records and correct email addresses. Due to the increases in postage and cost of printing, the TAMR treasury is no longer as large as it used to be. Therefore, in order to continue the TAMR monthly publication of the Hotbox, we must make this change.

Do not worry, if you do not have internet service, than we will be happy to continue to mail you a copy of your Hotbox.

Thank You.



INSIDE:
An IN-DEPTH Beginner's Guide to Model Railroad
Showcase Videos
Prototype Research in the 21st Century
How to model a Southern Pacific SD40T-2
Review of "Trains of Discovery"

July 2012

HOTBOX



The Official Publication of the Teen Association of Model Railroaders

CSX 7860 on National Train Day, Lafayette IN by Tim Vermande



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A LETTER FROM THE EDITOR

Dear “Hotbox” Readers,

I am thrilled and honored to have been offered the position of Editor of the Hotbox. Though I am new to the TAMR team, I can already say that I have experienced our warm community through the official Facebook group. I hope that you will enjoy the July Edition of the magazine. As you have probably noticed, the layout of the magazine is quite different; any feedback or suggestions would be greatly appreciated! (tamrhotbox@gmail.com)

Thanks, and enjoy

- Rigel Janette, Editor

CONTRIBUTING TO THE HOTBOX:

The Hotbox is always in need for new material; your contributions are what make the magazine great! Any submitted articles or photos are welcome, and greatly appreciated!

ARTICLES:

The Hotbox is made up of anything that TAMR members wish to share. This can range from a railfan trip, to your home layout's story! Sizes can range from a paragraph, to a feature story!

COLUMNS

Do you have any ideas or tips on layout improvements? Got a million reasons why EMD is better than Alco? Sounds like you need to write a monthly or bi-monthly column for the Hotbox!

PHOTOS AND DRAWINGS:

Got a great photo collection that you want to show off? Got a notebook full of railroad cartoons, or layout logos? Get them published in the Hotbox today!

SUBMISSIONS CAN BE SENT TO TAMRHOTBOX@GMAIL.COM

A LETTER FROM THE PRESIDENT OF TAMR:

Dear TAMR members,

I would like to wish every single one of you a great summer, and inform you of the recent TAMR news. Last month our editor, Dan Fiala, decided to resign from his positions as Editor and Central Region Representative. I would like to let all of you know that the Hotbox will still continue to be published. There will be a few changes to the Hotbox, as you can see. Our new editor, Rigel Janette, will now be in charge of the Hotbox. This will be the last copy of the Hotbox by postage (if you have an email and Internet access). Due to rising postage and printing costs, the TAMR can no longer afford to mail everyone a paper copy of the Hotbox. Do not worry! All members who do not have Internet access or an email will still receive their copy though the mail. There is also an exciting change to the Hotbox that I would like to let you all know about. The Hotbox is now returning to its monthly schedule. Every month, the Hotbox will have a specific theme to it. Next months theme will be Steam Engines. Send in all of your stories and pictures of your favorite steam train memories! From the first time you saw the steam billowing out of the engine, till the last time you saw one on the trip to that historic railway museum. I would like to encourage all of you to write a short paragraph about your favorite steam engine. It can be a few sentences or a few paragraphs. Any length is accepted. We will not reject any submissions to the Hotbox. The Hotbox is for you to see both your work, and your fellow TAMR members' work in publish. Need help on writing an article? I would be happy to help you! Send me an email or a Facebook message. You can email me at joshcohn@comcast.net or send me a Facebook message at [facebook.com/joshrcohn](https://www.facebook.com/joshrcohn). I would like to lastly thank Rigel Janette for taking up the position of editor and for doing such a great job on this edition of the Hotbox.

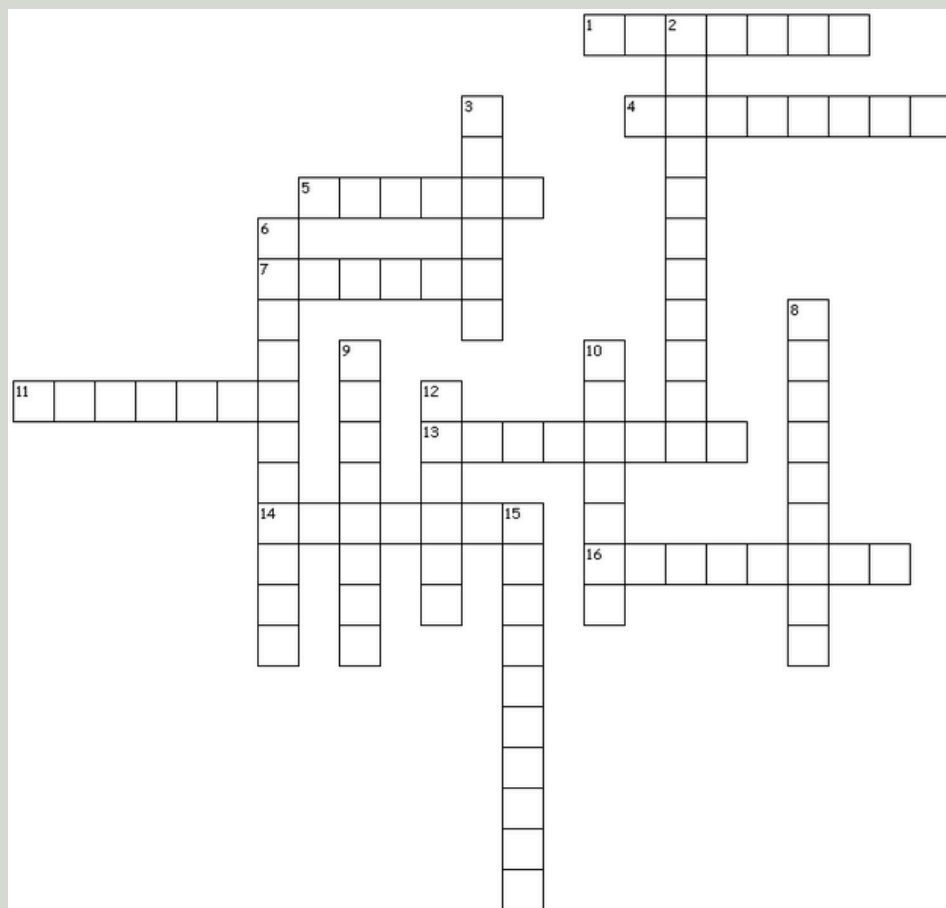
Until next month,
Happy Railroading!

Josh Cohn
TAMR President



Yard Goat - the critter used by the railroad to keep down the weeds within yard limits.

Run!



Across:

- 1 - A small, hand-powered railroad car used for track inspection.
- 4 - A train crew member who performs railcar and track management.
- 5 - A steam locomotive with a 2-8-2 wheel arrangement.
- 7 - A steam locomotive with a 4-6-4 wheel arrangement.
- 11 - Stone, gravel or cinders forming the track bed on which ties and track are laid.
- 13 - The operator of a locomotive.
- 14 - A steam locomotive with a 4-6-2 wheel arrangement.
- 16 - Brakes that are operated by compressed air.

Down:

- 2 - Railroad track where the rails are spaced less 4 ft 8 1/2 inches apart.
- 3 - A section of track off the main line, often used for storing rolling stock or freight.
- 6 - An advanced warning to the engineer of an upcoming grade crossing, the point at which the engineer should begin sounding the whistle or horn.
- 8 - A metal plate that joins the ends of rails in jointed track.
- 9 - A small locomotive used for assembling trains and moving railroad cars around.
- 10 - A type of rolling stock designed to transport liquid.
- 12 - A refrigerated railcar.
- 15 - A steam locomotive with a 4-6-6-4 wheel arrangement.



The Beginner's Guide to Model Railroad Showcase Videos: The "Do"s and "Don't"s of YouTube Videos

By Lukas

Although I am not an accomplished model railroader as of yet, I have many thoughts on railroad videos on YouTube. I have some training in video production, editing, and filming, and from watching many YouTube videos, I have gained a sense of what makes a great YouTube layout showcase. I suppose that you could say that the following article is a Beginner's Guide.

Unfinished Layouts

Unless you have an ongoing "Video Newsletter" of sorts that documents the construction of your layout (as many people do, these can be quite informative) try not to include unfinished parts of the layout. Although it *does* give viewers an idea of what to expect, they may decide to skip parts of the video that they have

"Try not to include unfinished parts of the layout".

already seen. The idea is to keep your layout new and interesting.

Many videos on YouTube are of people showing off their expensive locomotives on a track that goes in an oval around a painted piece of plywood. Again, this can be informative if you want to hear the way a certain loco sounds, or see the way it runs on track. However, without any scenery, these expensive locomotives just look like costly toys. I

If you mix wide and close up shots, you can often create a video that is interesting - in a small area. This way, you can film two videos of a medium-sized area, filming one half before the other.

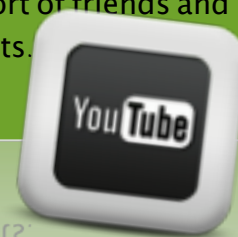
Background Music

Background music in a layout video can be a plus, or a minus. Use music with lyrics.

About Lukas

(From tamr.org)

I am 14, almost 15 years old, and I have been collecting locomotives and rolling stock since I was 4 in preparation for building a layout. Ten years later, I begin to realize that dream, and am starting my first layout with the help of Model Railroader articles, employees at Eastside Trains in Kirkland, and the support of friends and parents.



I once saw a video of an amazing layout, with scratch-built skyscrapers, top of the line locomotives, weathered rolling stock and passenger cars - and it was even hooked up by catenary system. However, the video's effect was somewhat dampened by the rap music playing in the background. The creator of the video did not even add the music through the computer! He instead had music playing from a boom box while filming, resulting in poor sound quality.

The style of music can even affect the way a video will be received, and music choice should be chosen with your target audience in mind. If you are making a video targeted specifically at other modelers, use softer music, decrease the volume by 50%, and do not scrap the original video's sound. Modelers often like to hear the sound of locomotives; but even that can be overdone. Too many horn blasts and too much bell noise can create dissonance.

Every aspect of the video should be in balance. If your main audience is not modelers, but instead a broad range of viewers, then the video's music should be upbeat. Additionally, you can choose to cut out the locomotive sound completely if you wish.

Train Speed

The speed that you run your trains at can have a significant effect on your audience. Again, you have to keep the target audience in

mind. When I showcase my layout (when it is completed) I will likely make two videos, one for modelers, and one for a mass audience (that I would feel good about posting on Facebook, or Twitter). Keep in mind exactly *what* is realistic. Running a train backwards through a snowy mountain pass at 70 mph will likely garner dissent from modelers on your video. On the opposite side of the spectrum, running a train too slow will lose most of your audience as well.

Unless you are trying to show off the great weathering job you did on all of your rolling stock in the yard, try to keep the scale speed above 30-40 mph in mass appeal videos. When targeting modelers, you can run a bit slower - but even I have a hard time sitting through 5 minutes of a train running 10 mph.

Shots

This is possibly the most important aspect of a successful Layout Showcase. You must think of your target audience in *every* shot you take. If you are showcasing the entire layout, find something that rolls, and is high enough to get a good shot of your layout. Put wheels on a coat rack if need be; but unbearably shaky cameras dampen down the professional feel that many modelers are going for. A tripod that pans is also good. You can follow the train from above either panning, or rolling the camera along. This kind of

approach works best for large layouts.

If your layout is small or mid-size, a close-up approach is best. Use a tripod and make sure that your camera lens can zoom. Take shots that have emphasis, and be sure not to reveal the entire layout in one shot. Clips that work well for this are:

- Coming out of tunnels
- Traversing a yard
- Pulling out of a station
- Going over a bridge
- ect.

Show important parts of your layout in small sections. Unless the train is short, do not film the entire train (unless you have already done an amazing job weathering, or if it is a mixed freight. Again, even I get bored watching a consist roll by with the same types of engine, coal, or auto racks - even stacks that are over a hundred cars long.

Enhancing Your Video

Lastly, there are several things you can do to enhance your video. Correct signals are possibly the easiest, but if you are going for realism, animate things. I have worked on several animations in my videos; if you have a good program and camera, it's a cinch. It could be as simple as using a fishing line to pull your cars along the road, or as complex as using a program to animate objects.

Now with all that you have learned - go out and make a compelling video!

Prototype Research in the 21st Century

by Sawyer Berry

PICTURES



CSX Helm 7198 at Lafayette, with Helm 7198 by Tim Vermande



Illinois Terminal 2003 at East Peoria in February 1979 by Tim Vermande



ex-St Marrys Road MP15 and BS SW1500 at Birmingham Southern railroad in Fairfield AL by Radisson McGuire



ex-SP GP35R at Birmingham Southern railroad in Fairfield AL by Radisson McGuire

Hi all! In case you don't know me from the forums, or my YouTube Channel (www.youtube.com/user/sbpackernut), then you should know that I typically jump from railroad idea to railroad idea, quickly losing interest once the tracks are laid and trains are running. Part of this is my tendency to bulrush through a project, and then not enjoy bringing a scene to life. But this tendency, as well as the rest of my loss of interest can, in fact, be traced to my lack of knowledge of how real railroads operate and how little time I am actually able to spend trackside. My father, and his father before him, and his father before him, and so forth, have lacked any sort of a connection to railroads. The closest connection to trains on my mom's side is the steam train that my grandmother rode to school when she was but a wee lass in Britain during World War II. The latter, however, is due to a variety of factors such as the Department of Homeland Security, and partly the busy schedule of a teenager in a four-child family.

However, utilizing the lovely array of resources available to a me, I am slowly but surely compiling additions to my ever-expanding knowledge base of facts about the world. Therefore, my goal in this series is to have the ability to share with my fellow TAMR folks several ways to expand one's view of modern and historic railroads; how they

operated, and what they look like. My quest is a simple one. Using old and new techniques, I want to find a railroad with a basic operating pattern that would require one or two crews (depending on how many friends I can drum up for an ops session), while also finding industries that could plausibly be added to the railroad to provide an increase in traffic base diversity and switching potential, while remaining within that theme.

While I feel that I have rambled on far enough for a good hook to intrigue you, the reader (oops, I just broke a journalistic no-no; though, if Ferris Bueller can pull it off, I can, too), I'd like to briefly mention the primary methods of research that I will be going over (more may be added as my own personal research expands). I will be taking a look at the value of websites, Google Earth/Maps, Bing Maps, YouTube, magazines, books, forums, and of course, being trackside (I have managed a few feeble attempts at train-watching). I hope this mix of old and new resources will inspire you to search for that elusive, hidden gem of an operation, or perhaps provide an insight into a new angle of research that will expand your own knowledge of a prototype. Highball eastbound, notch 8 and wind her up!

The Hotbox wishes Mr. Berry much luck on his new column. Stay tuned for the next addition of Sawyer Berry's reports in coming Hotbox issues!

How to model a Southern Pacific SD40T-2

by Benjamin Hawken

This multi part article will cover how to detail, paint, and weather an Athearn Blue Box SD40T-2 for the Southern Pacific (both Short and Long nose versions). This can also be used to model the cotton Belt SD40T-2 long nose units, too. This is because they have the same specifications.

Lets start off with a little background on the prototype locomotives. After the success of the SD45T-2 engines, the Southern Pacific RR decided to come back to EMD for their newly announced SD40-2 model with the modifications of the Tunnel Motor body, like the SD45T-2s. The Southern Pacific took delivery of three different styles of these engines, including the standard 88" nose plus both 116" and 123" noses commonly known as snoot noses. The snoot nose engines had loco control computers

installed to have unmanned helpers in mid train and the end of train. The snoot nose engines had two types: a master and a remote unit that the master would lead the train with. The remote would be part of the helpers mid/rear of the train. The Southern Pacific took delivery of 84 snoot nose engines, 42 masters, and 42 remotes; the Cotton belt took delivery of only 10 Snoot Nose engines 5 master and 5 remotes.

The total amount of SD40T-2s built for the Southern Pacific was 239 units, including the 10 for the SSW. For more information, refer to espee.railran.net. This site will give you a complete break down of the differences between all 6 orders the SP took delivery of plus many photos of the engines themselves.



CSX 7799 in Lafayette IN on National Train Day by Tim Vermande

PICTURES



Metro North M8 Railcar in New Haven by Rigel Janette



Amtrak 40th Anniversary P40 822 in New Haven by Rigel Janette



Indiana Railway Museum 313 by Tim Vermande



Many of these engines are still running to this day on regional lines, short lines and overseas. They seem to not want to die. There aren't currently any SP SD40T-2 in museums.

Now on to the models themselves: We will start with an Athearn SD40T-2 short or long nose model. I prefer to start off with an undecorated model, but if it is decorated, you will need to strip the paint off first. For stripping paint, I use 91% isotropy alcohol. Place the shell into a container that has a lid. Then, pour the alcohol into the container until the model is submerged. For best results, let it sit overnight. Use a tooth brush to remove hard-to-reach paint.

Now that you have an undecorated model, begin by removing the cab head light and the rear hood lights, as they will be replaced with correct lights. Before placing any parts, get your glue ready. I prefer to use a medium CA+ glue, but you may desire to use a different type of

Many of these engines are still running to this day.. ..They seem to not want to die.

model glue. Note CA+ is a fast bonding glue, it is similar to super glue - so be careful when using it. When the headlights are removed, file the nose to place the nose lights. I use the part itself to judge the depth that I need to remove. If you tend to remove too much, place the part in the hole at the correct spot, hold with one finger and use some auto body pudgy (bondo) to fill in the voids. Then, glue the headlights. Do the same for the rear headlights and cab head light.

Now onto the cab roof and hood (depending on which version you are modeling, the following will defer). Both long and short nose engines have an M3 horn, A/C, cab shades and a radio ground plane. The snoot nose engines also have a Remote control antenna, plus a bell on the roof. Always refer to prototype photos for location of parts. Once the glue has dried, drill two holes on the front of the engine to place the snow plow. Detail West has a diagram on where to drill out the holes. If doing the snoot nose, you

will also have to do the same on the rear of the engine. Do not glue them on yet! Just dry fit them to make sure that they are the correct height and centered. Now it is time for the handrails to be attached. I always drill out the holes before I place the handrails on, so they fit. Once you have attached the handrails without gluing them onto the model, place a small drop of glue onto each section so that they will be easy to paint and reattach. Once that is done, prep the frame and trucks for painting. You must first *carefully* remove the side frames off from the power trucks. Once that is done, add the side frame details to the side frames. You are now ready to remove the power trucks and motor from the frame. Always label the power trucks with what side they are on (IE front and rear). This is important if you want to run multiple lash ups!

Carefully remove the worm housing and the worm gears, and place into the models box.

With a screwdriver, remove the motor by pushing the rubber mounts up thru the frame. You can decide to either save the mounts, or replace them. To do this, use double sided tape to hold the motor down after the reinstall. Now your model is ready for getting prepped for painting. I will be covering this next month, as well as steps on how to add decals to your model.

Review of
"Trains of Discovery"
By Tim Vermande



GP20D CEFX #2036 switches in the Black Butte yard at the UP/CORP interchange. 7-2011



UP 7687 - UP 7687 leads a Oakland, Ca bound container train in Roseville, CA 3-2012

Alfred Runte, *Trains of Discovery: Railroads and the Legacy of Our National Parks (5th edition)*
Lanham MD: Roberts Rinehart, 2011. ISBN 978-1-57098-442-6

While traveling up to the Indiana Dunes National Lakeshore over Memorial Day, we took a break from the South Shore Line to stop in the park's gift shop, and found this book. I promptly decided that it would go home with us!

Runte's thesis is that the railroads, in an extraordinary move of civic cooperation and self-benefit, worked to promote the development of the National Park system, starting in the west. As the parks were established, the railroads advertised their wonders to draw visitors, who would, of course, travel by rail. In so doing, they had made social changes that transformed vacations and travel from something for a few to something enjoyed by the masses. There is a good bibliography, as well as a section about sources for related exploration.

So much for the dry bones, but if you need to write a school paper, want to write about your favorite topic (that would be trains, right?), and want to have good material, you could do a lot worse than this book. You will also enjoy the pictures. There are trains, depots, timetables, and advertisements. It is a great book to read and enjoy, as well as to remember.

All photos on pages 7 and 8 are by Benjamin Hawken

THE TAMR HOTBOX

Issue 448: July 2012 Edition



TAMR on Social:

Join the TAMR Yahoo eMail Group at:
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Join the Facebook Page at:
<http://www.facebook.com/groups/2218322454/>

Follow TAMR on Twitter at:
@TamrWebsite



A set of Helm power sits on the Indiana RR 'IU2' interchange track.

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. Reprinting of the Hotbox is prohibited without the express written consent of the Teen Association of Model Railroaders.

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, and Iron Horse-\$25+

To become a part of the TAMR, or to renew your membership, contact:
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Membership forms are available online at www.tamr.org