

# HOTBOX

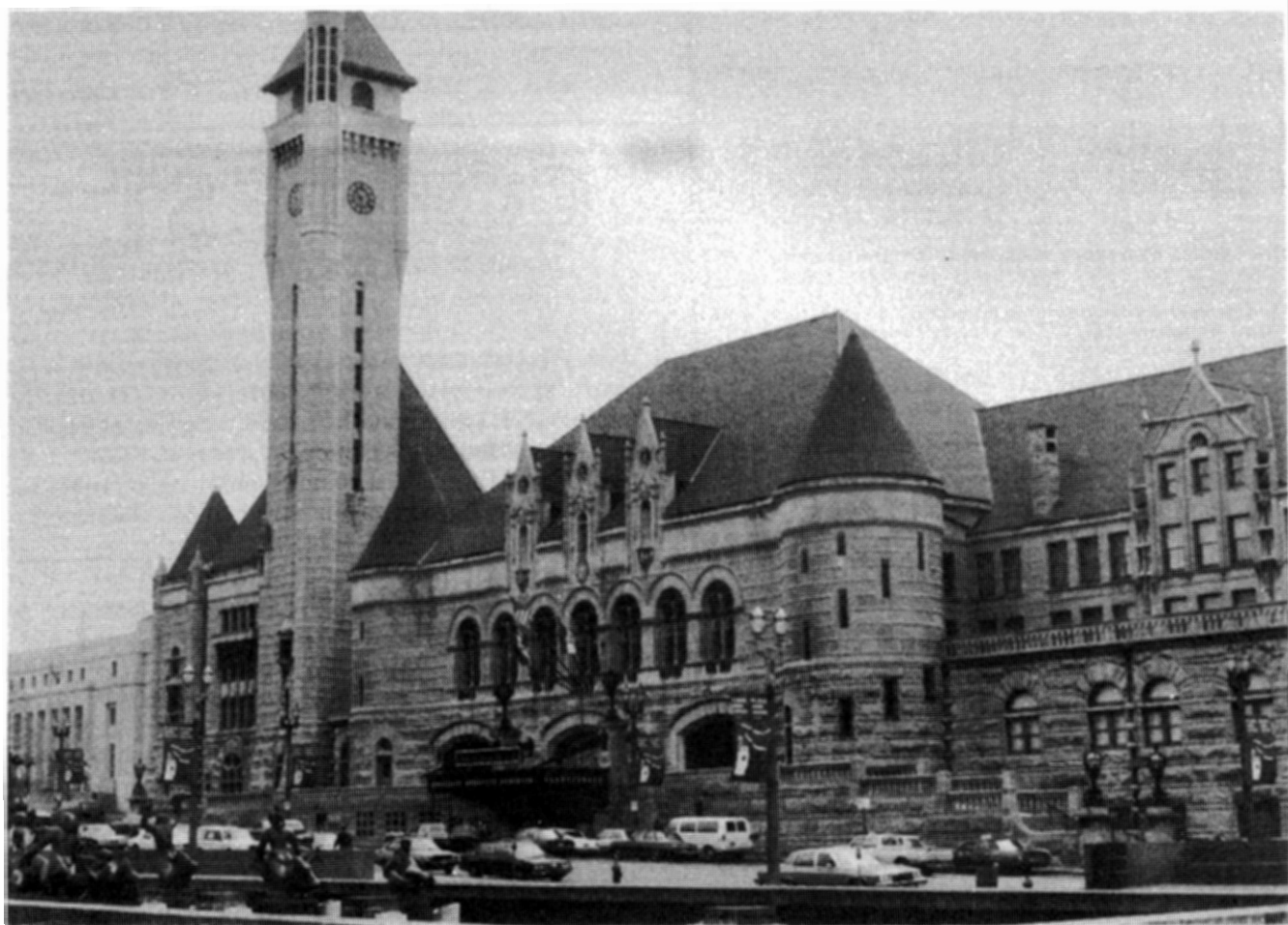
"the Un-Magazine of Model Railroading"

June 1986

No. 224



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# HOTBOX

OFFICIAL PUBLICATION OF THE  
Teen Association  
of  
Model Railroading

The HOTBOX is issued eleven times a year, June through April, with a special mailing of the Directory of Membership in May.

Annual dues for the TAMR, which includes a subscription to the HOTBOX, are as follows:

REGULAR (persons under 21) \$10.00

ASSOCIATE (persons 21 & up) \$12.00

OVERSEAS (persons living outside N.America) -- \$15.00

SUSTAINING (REGULAR & ASSOCIATE) \$15.00

Please address all renewals, membership applications, address changes and complaints of non-receipt of TAMR publications to the TAMR Secretary.

TAMR SECRETARY: Dee Gilbert  
Box 1098  
La Grange Park, IL  
60525-9198

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

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St. Louis, MO 63129

The TAMR HOTBOX is the official publication of the TAMR. The TAMR HOTBOX welcomes articles, photographs (B & W ONLY), artwork pertaining to model and/or prototype railroad subjects done in BLACK ink. All items for publication must be received before the first day of the month of publication

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## FRONT COVER

Recently restored as a tourist mall, the beautiful St. Louis Union Station thrives with business. It re-opened for business in August of 1985. Included amongst the stores is the Great Train Store, which sells, as you guessed it, model & toy trains.

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## EXTRA BOARD

All of the news that fits, we print:

### MEMBERSHIP

by Dee Gilbert

Total TAMR Membership (6-1-86): 114

Breakdown as follows:

<u>Region</u>	<u># of members</u>	<u>Percent</u>
Canadian	6	5%
Central	57	50%
International	1	>1%
Northeastern	25	21%
Southern	6	5%
Western	19	16%

## CONTEST

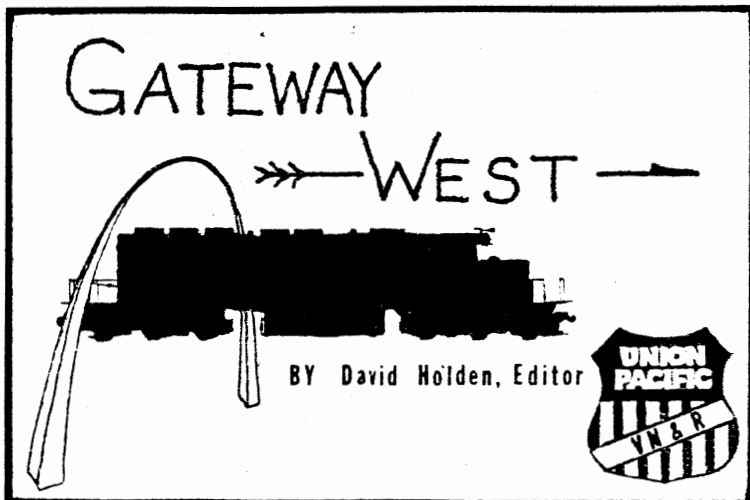
Summer is here folks, so let's get out those cameras and go railfanning. While you are at it, take some of your best shots on B & W film and enter it in the photo contest. There is two catagories: prototype & model. Only 5x7 Black and White photographs accepted. One per catagory per member please. All judging is final. All entries must be postmarked by midnight August 20, 1986. Prizes awarded. Send your entry to the Editor.

## ON TRACK 7 7

Region Newz//

CENTRAL REGION- The first "organized" railfanning event is going to happen in St. Louis with the TAMR's Gateway Division on July 11 th. If you live in St. Louis, contact the Editor for more information! There is also the possibility that the Gateway division will railfan in K.C., MO too that same weekend.

If there is going to be something happening in your region, let the HOTBOX hear about it in advance in case other members want to participate.



## *Friendship*

Most of you know that the TAMR is trying to pursue a friendly and stable relationship with the National Model Railroad Association. Several months ago, TAMR representatives gave NMRA officials a set of proposals that would allow the NMRA to help the TAMR in its pursuit in aiding teens in the hobby while at the same time keeping our separate identity. A few of the proposals asked the NMRA to aid in the publication of our HOTBOX, giving teens a reduced fee to NMRA functions, setting up special judging of teen model contests and amongst others, officially recognizing the TAMR as THE model railroading organization for teens.

Recently, the NMRA set up a special committee to review the proposals that were presented a few months ago. Unfortunately, they didn't do this a year ago when relations began to be strained. Anyway; rumour has it that the committee didn't even consider the proposals and did nothing at all. A few of us on the TAMR Executive Board feel that we are once again being ignored by the NMRA. The question asked is "why is the NMRA giving us the run-around" if that in fact is what they are doing? I feel that the NMRA may be doing just that. But why?? Is it that teens are poorer model builders and look at our trains as mere toys? I admit, many of us do just that. Some of us are not serious about the hobby or the TAMR itself. BUT many of us are serious and we teens have a right to be heard. Just because we're younger doesn't mean a hoot and you and I know that. Many of us are superior model railroaders-- even better than many adults. To prove it, just come to one of our model contests some time or visit some of our members layouts. You will see my point.

At the begining of this month, I called Mr. James Hammer, NMRA Promotion Chairman, and asked him about whether or not the 5,000 promotional brochures were ready or not. He told me that they were not ready but should be to me by the end of this month. At first before I had asked him, I had began to wonder if his tardiness was due to the no action action of that NMRA committee but I was wrong. Mr. Hammer informed me that his department was running things a bit finacially tight the past couple of months, so he had to wait on the brochures.

What is our next step with the NMRA? What should we do? The new officers who were elected recently should keep themselves up to date on the situation and make no hasty decisions. Veteran officers should continue what they are doing. And of course the membership should keep the Executive Board informed on how they would like to see our relations work out with the NMRA. If you have any questions on what is going on with TAMR- NMRA relations, write our President, John Dunn.

The cartoon by Dave Valentine on page 6 seems to give an accurate description of what or how the NMRA can deal with us. If indeed they are giving us the silent treatment, run around, or what ever you want to call it, I hope that the NMRA looks at the TAMR as its future generations of model railroaders. Here is their big chance to help mold and guide the influential minds of the young model railroader. The important thing to remember though is that we need to continue to make mature and positive relations with the NMRA. I hope that the membership feels the same and that our new officers will be responsive to their constituents.

It is very important that TAMR members continue to support their club and I suggest that everyone let the NMRA know how you feel about the situation. Ask them to continue toward progress in helping the TAMR.

If you feel like letting the NMRA know how you feel as a TAMR member, write NMRA President Paul Shimada at:

Mr. Paul Shimada, NMRA  
President  
1911 Bannon Creek Drive  
Sacramento, CA 95833

Tell him that we're worth listening to!

# BIZZARE

# POWER

by Greg Dahl

The SD40-2 is by far EMD's most popular engine to date. Although as the name implies, it was not the first attempt at a 3,000 horsepower engine. Before the SD40-2, the SD40 was in production. Its electronics and fuel efficiency were not as good but it was at the time; "state of the art".

Few people realize that the SD40 was not the first six axle 3,000 horsepower locomotive offered from General Motors Electro-Motive Division. Back in 1965, EMD built the SD35X; an experimental unit. Built on a SD35 frame and trucks, it was an attempt to squeeze more horsepower onto the same frame. In order to accommodate the larger engine they flared the radiators outward like they did on the SD45. EMD also replaced the small fan on the long hood with a large one, similar to the rest on the hood.

After testing the SD35X on several roads, the Union Pacific bought six units and numbered them 3040 to 3045.

After some careful thought and a desire to contaminate my roster with some bizarre power, I decided to try to build one. Looking at one of these units in a U.P. Annual convinced me to build one of these unusual units. After measuring the drawings, I discovered minimal kitbashing could produce one of these units. Since I am not

interested in a bolt for bolt reproduction, things are much easier. I decided that flared radiators and three large fans would produce an SD35X. Remember that the frame and trucks are the same, thus saving us from a major overhaul.

The hardest thing to do will be obtaining an old Atlas SD35. I just happened to have four. My railroad was big on SD35's and thus an SD35X seemed logical as well. Once you've got an SD35, file smooth the top of the long hood where the three fans are and smooth the sides where the old cooling radiators are. You should obtain three fans from an Athearn SD45 shell.

I thought about replacing the entire long hood of the SD35 with the Athearn one. But Athearn shells are a foot too wide and wouldn't match the Atlas shell. I feel that adding the new parts were easier than anything else.

When cutting the parts from the SD45 shell, I allowed extra room for errors and filed it down later so I would not ruin the parts I needed. The rear of the SD35 Dynamic brakes were also filed down to accommodate the new flared radiators. Blending the radiators into the Dynamic brakes for a smooth transition was the hardest part. See figure one.

You will notice that the radiator grills on

continued on pg.7

"THE SD40 WAS NOT THE  
FIRST SIX AXLE  
3,000 HORSEPOWER  
LOCOMOTIVE"

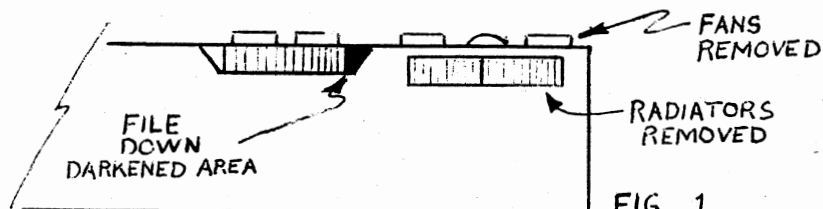


FIG. 1

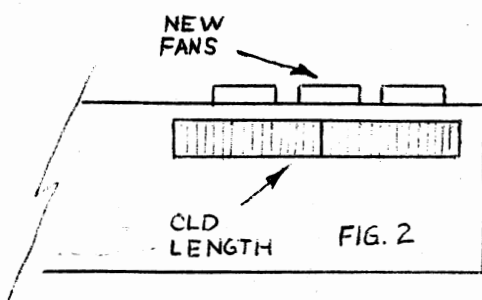


FIG. 2

NOT TO  
SCALE

PLANS BY  
GREG DAHL  
RE-DRAWN  
FOR CLAIRITY  
BY D HOLDEN

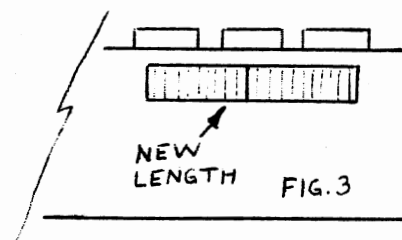


FIG. 3

A PROTOTYPICAL MODEL

# MOVIN' ON

by Beth Wolstenholme

All aboard in San Ramon, CA, Dublin, CA, Piscataway, NJ and Ewing, NJ-- and who knows where next.

Since 1981, all of those towns have been home to my train set. When I first started out in model railroading, all I had was a plastic train. It was not very expensive. My parents thought that my liking trains was just a phase that I was going through. That layout consisted of only two 4'x8' boards and a figure eight shape for the track. They got me my first 027 dicast Lionel engine; it was a 2-6-2.

When we moved from San Ramon to Dublin, CA, I didn't realize the advantages of moving. My parents bought me a lot of new items like track, buildings, switches and a 2-6-4 engine. When we were building my layout, I learned how to landscape and build mountains. While we lived in Dublin, I took over the garage. I "kicked out" my dad along with his office stuff from the garage into my moms office. She just loved that.

I found out later that I really liked to move. I know that that sounds strange, but then I can rebuild my layout and start from the beginning. This gives me the chance to try again what I did not like before on my layout. One thing that was tried was a movable control panel on a cart. In a sense, where ever I went, I could control my trains. That idea wasn't too successful because the cart kept falling over and the cords would get all knotted up. I later scratched that idea and decided to go with a more practical idea. I did what everyone else did and put it in one place.

Later we moved again, but this time we moved to New Jersey in a small town called Piscataway. When I started putting up the train there, I put it up a totally different way than before. I got a lot of great ideas from people

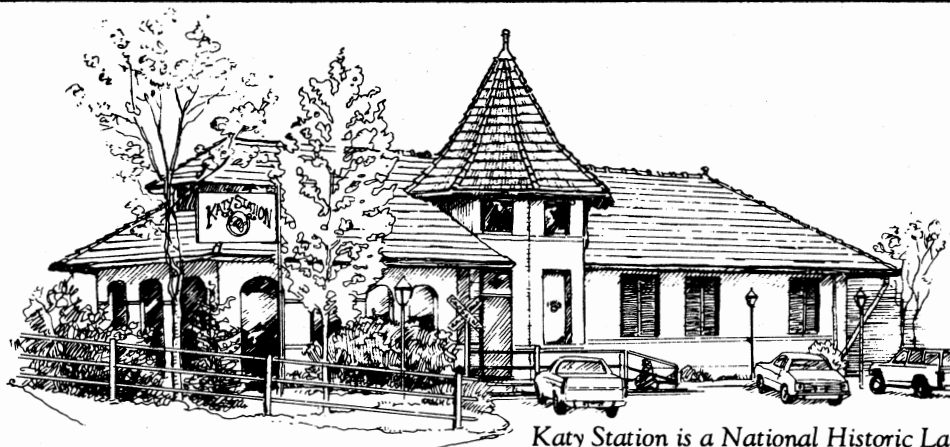
and I tried to put these ideas to work. The layout consisted of four 4' x 8' boards. And this time, I got a lot more buildings and trains after the move than the times before.

Two years later we moved to Ewing, NJ. I now have seven 4' x 8' boards. I am planning to have a mountain in the back of the layout and on the top having a train run in a circle. Then I'm going to have two trains running under the mountain. I could have about six trains running at the same time without any problem considering the size of the layout. I have begun to build valleys and hills on the boards.

If I don't have any major problems with my set, it should be ready to be expanded around 1987. I think that I will have my yard be part of the first part of the expansion. After that is done, maybe I will build a historic town with a trolly running through it. The trolly would go to the closest populated town. I will have to see how it goes when I get that far to see if I'll be able to expand. If anything has to do with trains, I make room for it. After all, I can always "kick out" my dad from his office again.

One of the problems that I have in model railroading is finding others who are also into tin plate. If you are a tin plater, drop me a line and I will get back to you.

Stanmore & Jersey RR  
Beth Wolstenholme,  
President  
5 Sherbrook Rd  
Ewing, NJ 08638



This old Missouri - Kansas - Texas Railroad station, located in Columbia, Missouri, is now a restaurant serving very fine food in a railroad atmosphere. Drawing courtesy of Katy Station.

Katy Station is a National Historic Landmark.

# RESULTS

Total votes cast: 41, about 38% of the members.

AUDITOR: John Huseby, III, Congratulations!!  
Huseby: 39 votes (95%) Miller: 1 (2.5%) --  
Krattinger: 1 (2.5%).

TREASURER: Steve Schwenk, Congratulations!  
Schwenk: 22 (56%) Ujka: 11 (28%) Sullinger--  
5 (13%) Lincoln: 1 (3%). Note: only 39 votes  
were cast for treasurer.

NR Rep. Dave Valentine, Congratulations!  
Valentine: 9 (60%) Miller: 3 (20%) Heiss: 3 (20%)

CR Rep. Christian Johanningmeier, Congratula-  
tions! Johanningmeier: 8 (44%) Chapman: 6 (34%)  
Ristow: 2 (11%) Eastin: 2 (11%).

Canadian Rep. Stephan Garland. Congratulations!  
No tabulations were recieved on the Canadian  
Representative office.

## PROPOSITIONS. . .

Propositions to the Constitution must have

66.67% of the total votes cast to pass. Total  
votes cast: 40.

A failed-- 50% of votes were in favor of it.

B passed-- 80% of votes were in favor of it.

C passed-- 87.5% of votes were in favor of it.

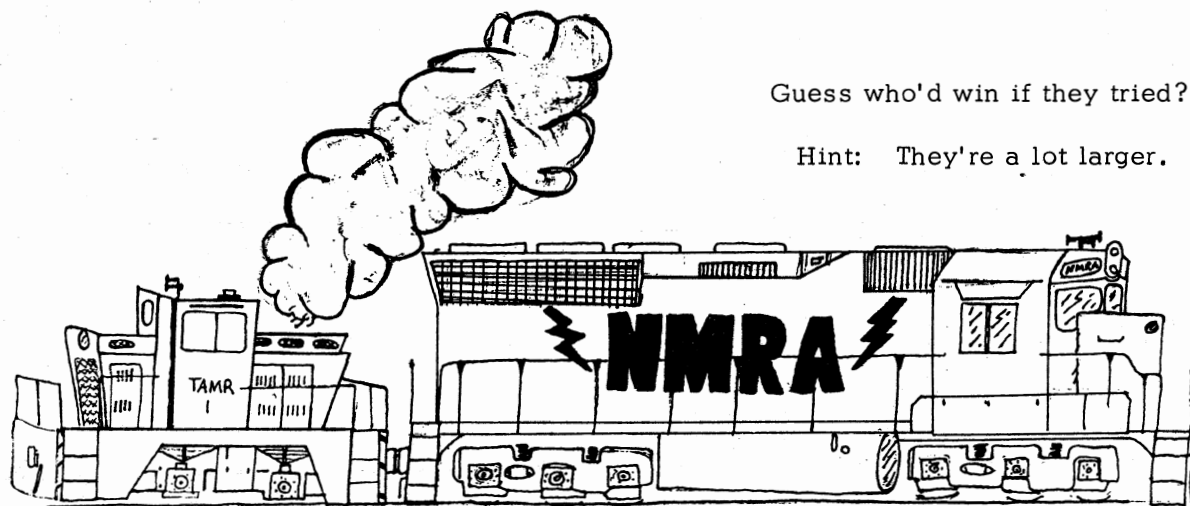
D passed-- 87.5% of votes were in favor of it.

E passed-- 67.5% of votes were in favor of it.

All retiring officers must mail all job mat-  
erials to the new officers.

## --Editorial Note--

You will notice that a member ran for more  
than one office. Technically speaking, you can't  
do that. These votes were not counted but they  
were included in the tabulation to show the break-  
down.



Guess who'd win if they tried?

Hint: They're a lot larger.

TAMR vs. NMRA tug-of-war ??

NMRA Committee: "Hey-- Let's take these kids for a ride"

Is this the end of the TAMR? Will the TAMR prevail? That's smoke  
worthy of an Alco!

cartoon by Dave Valentine



# Stick It

by Christian Johanningmeier

Do you remember when you used to take the stickers of a bunch of bananas and put them on your shirt of something? Many of you probably still do. I have thought of a way to make use of those stickers in the field of model railroading. Those stickers would make excellent heralds for the side of a refrigerator car, especially one in HO scale.

To start this project, obviously you need a refrigerator car body; any manufacturer or style of car will do. Next paint the body according to the paint manufacturer's instructions. Orange and yellow are traditional refrigerator car colors although any color is fine. The next thing to do is to apply some freight car data decals to the appropriate locations on your refrigerator car. A set of alphabet decals could be used to letter the name of your pike on the car. All of this is very routine. Now comes the banana part of this project. Place your banana stickers on your car as you would a herlad. A piece of styrene could be used as a sort of sign board. Mounting the sticker to the styrene and then mounting the styrene to the car will produce a pleasant effect.

This is a good project because it uses a common household item into something creative. This project could be done in any manner, not just the manner I presented. Perhaps this will stimulate the creation that could be shared in the HOTBOX. At any rate, when you stick that banana sticker on something, stop yourself and put it to good use!

## Thank You!

Thanks to all of you who have contributed to the HOTBOX in the last six months. Many things have been recieved: more drawings than anything else. Those who have submitted materials are asked to be patient. The things you have sent will eventually be printed on these pages. Please continue to send stuff!

Due to the lack of persons interested in purchasing a TAMR sweatshirt, they will not be ordered. RAILS, the regional division of the TAMR at the University of Missouri- Columbia thanks all of you who inquired.

# HOTBOX Articles

The following "types" of stories are being requested from the membership:

- "How - to" types of articles on building inexpensive projects for the TEEN budget.

- Glossy black and white photographs are also being requested of your railroad models or prototype photos you have taken. Sizes 8 x 10 and 5 x 7 are preferred.

Typed articles are not necessary and don't worry too much about spelling and grammar. The Editor tries as hard as he can to do that for you. It is your ideas that count. Everyone is encouraged to contribute to the HOTBOX. There are certain members however that tend to contribute on a "regular" basis. This time, you "regulars" should take a break and let some of our newer members give it a shot. And what about you who have never contributed?? Do your part today!! Refer to page two's masthead for conditions.

## Promotion

Your Editor is actively involved in promoting the TAMR in and around the St. Louis metropolitan area. Members who have duplicates or original slides of their layouts are encouraged to send one to the Editor for promotion purposes at model railroad shows. The slides will eventually be returned so put your name on them.

Members interested in promoting the TAMR in their area are asked to write the Editor for details. It's very easy to do but it takes just a little bit of time and effort.



BIZZARE HO POWER, Continued from page 4

the SD45 are too long. I cut some off of each grill to match the needed length. See figure two for the detail. The grill should only extend to the middle of the third fan.

See U.P.'s Annual 1977- 1980, published by Overland Models for the photographs of an SD35X.

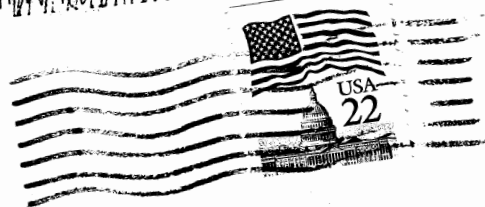
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