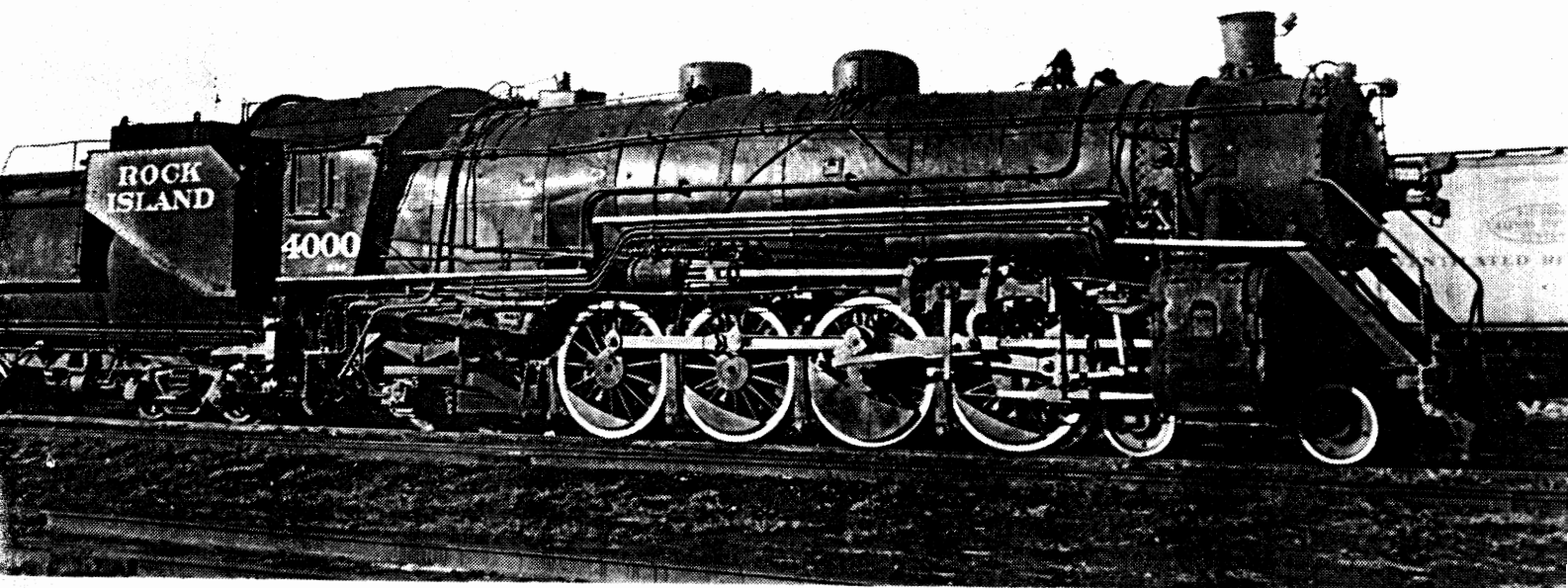
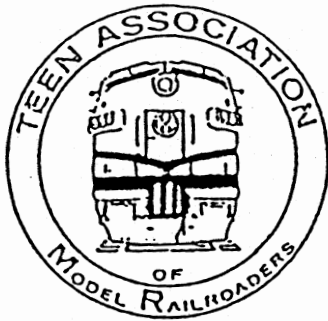


HOTBOX

ISSUE #235
APRIL



#4000 ALCO. 1913. ORIGINALLY #398. FIRST 4-8-2 ON R.I.RR.
P50CLASS. 69" DRIVERS. 28X28" CYL. 185 LBS. BOILER PRESSURE
WEIGHT 333,100. TRACTIVE EFFORT 50,028.



Presidential Notes

Stan Ujka
4N414 3rd Ave
Addison, Ill
60101

I believe things are going well in the TAMR. The HOTBOX has settled into something of a production schedule and hopefully the election will continue to move along smoothly. I hope that all of you remembered to vote. Voting is the most effective way to voice your opinion and probably the easiest way to take part in an organization. We should have election results in the next issue of the HOTBOX.

I would like to congratulate the Southern Region on a job well done. Tom Barrett, Brian Brush, Brandon Fussell, Scott Gill and Bobby McLaughlin put together a rather nice looking SOUTHERN CRESCENT. Besides being enjoyable to read, I especially liked the amount of cooperation that must have gone into the CRESCENT. I feel that you can get a lot more accomplished as a group, and it is probably more fun than working alone.

The TAMR's Western Region has also come back to life. Region Representative Jonathan Kostenko has printed his first issue of the DAYLIGHT. While not quite as elaborate as the new CRESCENT, the DAYLIGHT is still a very welcomed addition to the list of active TAMR publications. No matter where you live, I hope that you will support Jonathan's efforts through both subscriptions and articles sent in. If you have any bits of news concerning western railroading, or if you have an interest in railroads of the west, please write to Jonathan.

The Central Region held a small but enjoyable railfanning meet recently. A group of about eight TAMR and Central Region members met in Duluth, Minn. on the weekend of March 26. The weather cooperated on two of the three days, and the members saw some good train action. The Duluth, Winnipeg & Pacific and the Wisconsin Central were probably the "stars" of the meet.

I have been very happy with the response I received to my suggested "Photo Exchange". Several members have either sent in some photos to be traded, or expressed their interest in taking part. If you're interested, write me about what you have to trade, what you will trade for and if you are looking for photos of anything in particular. Also, let me know if you prefer slides, photos or both. I'll have more on the subject next issue!

The 1988 TAMR National Convention will be held on the weekend of August 12,13,14, in Chicago, Ill. The location was chosen because of the central location nationally and because of the number of members in the general area. Please make plans to attend! We will have railfan trips customized to what attending members want to see. Layout tours, a member/Executive Board meeting, and an informal awards banquet are planned. Make plans to attend!!!

On a final note, we have an Executive Board meeting planned for the weekend of May 15.

Keep on Training!

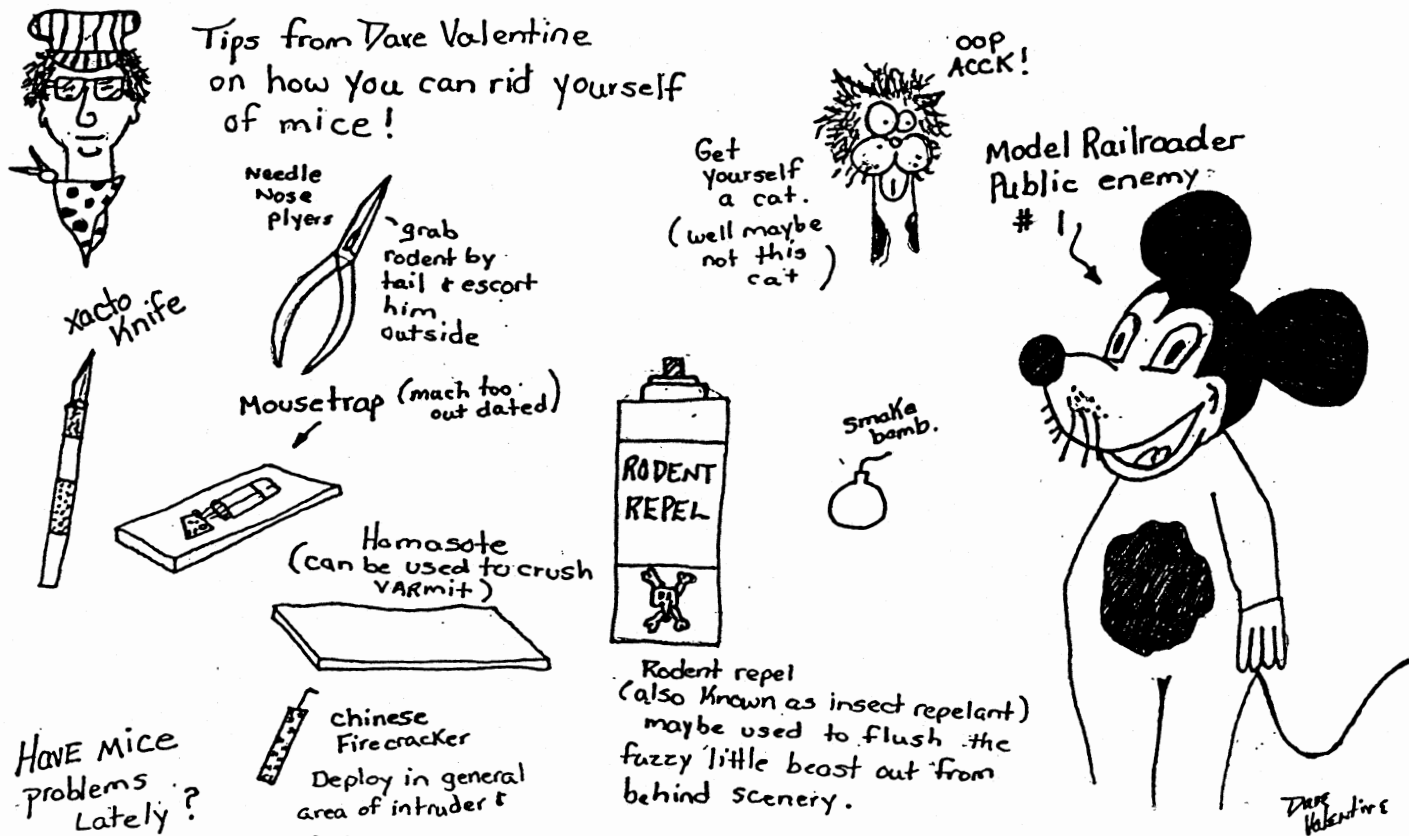
A LETTER FROM YOUR EDITOR

David Chapman
P.O. BOX 265
Grant Park, IL. 60940

Well, well, well. I open my mouth and I get a million responses. When I first started the HOTBOX, I asked all members to send in articles, drawings, pike ads, inc. And low and behold, Did I get the mail! I recieved lots of articles, and pike ads, and all kinds of things. I would ~~like~~, LOVE to say thanks to everyone who has sent in stuff and who plans to. Has everyone been enjoying the Issues of the HB that I have put out? I know their have been a few errors, but I must say, I have had a lot of fun.

The election. Next time the HB goes to press the results will be in there. Thanks to all who voted, I, and the rest of the executive board would like to say "sorry" for the postage on the ballots one cent short. The stamp price increase really qct to us! Ncw, down to things going on in the TAMR world. The photo exchange- the next issue will have full details. If you live in New York and want some photos of the Southern Pacific, this is for you. Stan, our great President, is in charge of this project. A freight car exchange, does this get anyone's interest? One of our older members, Tom Gasior, and your editor will be getting this going. Members in their scale, (HO,N,O, Inc.) can exchange freight cars with each other to make their layouts more interesting. As for the August convention in Chicago, (the weekend of 12,13,14), This is scmewhat how things will go. Friday- (12) everyone will arrive by train, plane, or auto. Their will be a local member at both Airports and someone at the Train station. If you are comming, we will get you! Saturday will be railfanning. Sunday is the Train show. (one of Chicago's HUGE train swap meets.) And then, time to head for home. I hope we have a good number of members to come. We are going to have a lot of fun and things to do. Please make plans to attend!

As Stan's letter in this issue reads, the Central Region had a small railfan trip last march. I was one of the people on the trip. We did have a lot of fun. The big joke on me was I live very close to the Mo-Pac line, here in Ill. Up in Duluth, the Burlington Northern is leasing some ex-Mo-Pac GP38's and everyone laughed and told me that I drove 500 miles to see my old MP locomotives!! Oh well, it was a fun time. Not much is new around my area, only the Union Pacific's new Roadrailer trains that go by daily. (at 11:30 PM!) However, one train does go by on Sunday afternoon so I can photograph it. So with that I will say goodbye for today. Keep sending in the articles and let's keep Model Railroading Highballing!



FAMOUS NAMES FOR WELL KNOW RAILROADS

for their passenger trains

By John Husbey III

Part 3

Gulf, Mobile & Ohio

Abe Lincoln
Gulf Coast Rebal
Rebal

Illinois Central

Panama Limited
City of New Orleans
Semonole
Daylight
Night Diamond
City of Miami

Kansas City Southern

Flying crow
Southern Belle

Long Island

Sunrise Special
Sundowner
Cannonball

Louisville & Nashville

Pan-American
Humming Bird

Lousana & Arkansas

Hustler
Shreveporter

Missouri Pacific

Sunshine Special
Texas Eagle
Star
Texan
Orleanean
Hot Springs Special
Delta Eagle
Westerner
Kay See Flyer
Rcyal Gorge

Missouri-Kansas-Texas

Texas Special

New York, New Haven & Hartford

Yankee Clipper
Merchants Limited

New York Central

Pacemaker
The James Whicomb Riley
20th Century Limited
Empire State Express
New England States
Twilight Limited
Wolverine
Commodore Vanderbilt
Advance 20th Century
Knickerbocker
The Michigan
Cleveland Flyer
Ohio State Limited
Mercury
Laurentain
South Western Limited
Detroiter
Lake Shore Limited

Norfolk & Western

Cavalier
Pocahontas
Powhatan Arrow
Banner

Northern Pacific

North Coast Limited
Puget Sound Limited
Yellowstone Comet
Yellowstone Park

Pennsylvania

Broadway Limited
Cincinnati Limited
Genral
Golden Arrow
Jefferson
Liberty Limited
Pennsylvania Limited
Manhattan Limited
Rainbow
Senator
South Wind
Spirit of St. Louis

Next month we will continue with the other half of the Pennsy and the Passenger trains.

SUPERDETAILING YOUR TRACK

By Richard Uren

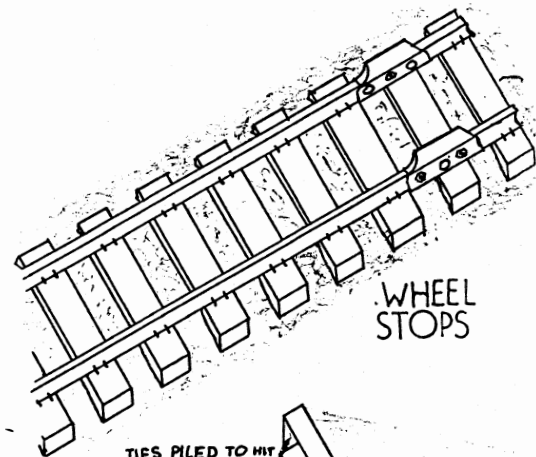
When you look at model railroads in magazines you will notice that one of the things that makes them so realistic is that the entire layout is covered with details and realistically weathered. If you take the time to add these sort of details, you can make your layout look much better than if you just lay your track and leave it that way.

When it came to finishing an area of track on my HO scale Pine Mountain and Indian River, I decided to try and add details and weathering to my track. Now that I have completed it, I think it is a great improvement over the original bare plastic and metal track. By simply taking the time to weather the rails and ties, I greatly improved the looks of my track.

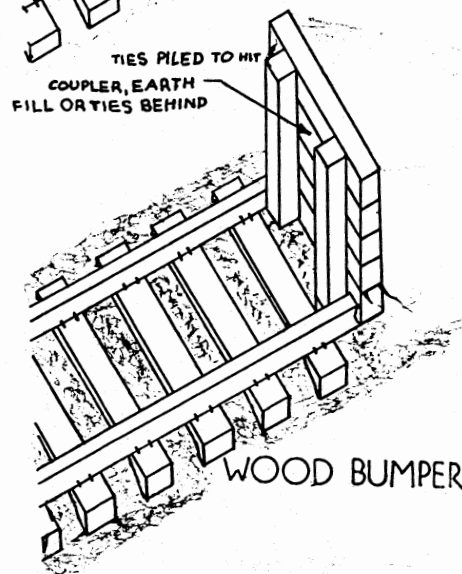
The first step you can take is in laying your track. Although methods such as hand laying track look better than others, many people can't afford or don't have the skill to do this. Also, hand-laying track in N scale would be very hard if not impossible. Therefore, about the best thing you can do with the track itself is to buy a good brand of track (realistic rails, no large, out of scale, grain on the ties, etc.) and to be carefull when laying it.

Some items closely related to the track itself are very good candidates for improvement. Two of these are switch machines and end of track devices. Switch machines will be mentioned later. As far as end of track devices go there are many choices. Atlases are popular but they are rather large and would'nt be used on a small industrial spur. For these some of the various castings of wheel stops and other such peices of equipment could be used, or you could scratchbuild your own. If you do use a commercial model you should still paint and weather it to make it look more prototypical. I have included a drawing of some various designs but the best thing to do would be to look at some pictures or to visit the railroad itself.

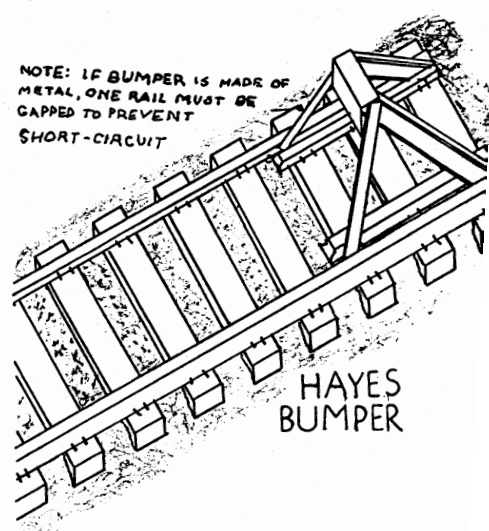
After the track is laid the next step is wiring. When wiring the track, there are two things you can do to improve the appearance of it. The major one is to do away with the bulky terminal tracks. Either soldering the feeder wires directly to the rails or by using the rail joiners with the wires already soldered to the bottom of them. If you do use the terminal tracks, you could at least paint the terminals the color of the scenery and glue some ballast or ground foam to the top after you add the wires. The second method of improvement is'nt as obvious as the first. It involves cutting gaps in the track and filling them with glue.



WHEEL STOPS

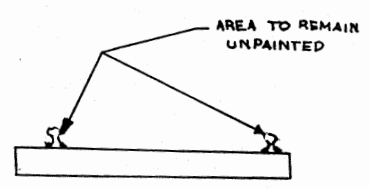


WOOD BUMPER



HAYES BUMPER

some various styles of end of track devices



make sure the inside railheads are kept clear of paint, glue, etc.

6.

or plastic. This is then sanded down so the rail is level across the gap. This method is a little less noticeable and is said to be more stable because it lets you use the stronger metal joiners at rail connections.

After your track is laid and wired the next step is the actual weathering of the track itself. This can be done in different ways. One way that might be easier in the smaller scales would be to airbrush the rails and then, after the paint is no longer liquid but has'nt cured yet, the railheads are cleaned with an abrasive rail cleaner. If you don't own an airbrush or don't want to go through the trouble of using it, you can use the method I used. This is to simply paint the sides of the rail using a small paint brush. After the paint has dried most of the way you can remove any paint from the railhead using an old X-Acto knife or an abrasive rail cleaner like Walther's Bright Boy. Don't bother trying to avoid small dribbles of paint. These end up looking like rusty tie plates, spikes, etc. For paint you can use anything that looks right. I used Floquil's Polly-S, Earth Red. An obvious choice in their railroad colors would be their Rail Brown.

After the rails are painted we add the ballast. Any brand of ballast is fine as long as it is the right color and size for what you want. Some people use real cinders or coal crushed and screened through a fine screen, for use in their yards or sidings where black ballast would be used. Applying ballast is relatively simple. You just sprinkle the color you want where you want it and shape the edges and level it. You then glue it down using one of two methods. Woodland Scenics sells a dry glue that you mix with the ballast and spray with "wet" water(water with a drop of detergent to help it flow). Another method is to dilute white glue with a little water and detergent and apply this to the ballast with an eye dropper, squeeze bottle, etc. I found this works better if you spray on some of the wet water beforehand. This allows the glue to penetrate the ballast easier. After the ballast dries you can add some weeds on the ends of sidings and on less used tracks and add some spilled loads between or beside the rails if you want to.

The last details you would add would be trackside details. I have included switch machines here. Some 18" radius HO, and most N scale switches I've seen have attached switch machines. The best you can hope to do with these is to give it rust colored washes and make it look like a piece of heavy lineside equipment. Don't be tempted to cover it over with ballast or other scenery. The clearances with rolling stock are so small that you would end up creating more problem than you solve. If you are'nt forced to use molded on machines, I would recommend Atlas'es under the table machine for HO scale. It is'nt a lot more expensive than the other ones and looks much better. If you do use an under the table machine, you should add a dummy machine at trackside. You can use a commercial casting or build one. There are two good articles in Model Railroader magazine that will give you an idea what they look like. These were in the May 1987 and the May 1988 issues. The first is prototype hand throws and the second is prototype remote throws. As for other details, the choice is almost endless. Just make sure the details fit by checking clearances with an NMRA guage or your largest car or locomotive.

Last but not least you should clean the conducting parts of the track very thouroughly with an abrasive or chemical cleaner to allow good electrical contact. You should now have a nicely detailed section of track that you would be proud to say you built. If you take the track a section at a time and work carefully you should have good results. There are many methods of detailing track and by experimenting with each you should be able to find what works best for you.

ONLY ONE LOCOMOTIVE?

By Brian L. Brush

Ever Heard of a railroad with only one locomotive? If not, you have now. That's right, it's the Cactus & Mt. Dora Western, that railroad that Unbelievably manages to keep heaps of rust, which calls it "equipment", in operating order. Well, okay, not exactly operating order. We all know that last week the southbound local caught fire because oil can't be afforded for car journals, it has to be saved for the locomotive.

The locomotive, you say? That thing that has a bent pipe with smoke invariably puffing out of it? That's what it looks like, in case you have never seen it. Disgusting mess it is. Just turned away two qualified boilermakers yesterday. They almost cried when they saw number 81. It was a sad sight. In this lonley area, you don't see much of trains except for that poor old railroad. Three boxcars are rostered now, and two are storage. Well, perhaps storage isn't tha right word for it. How'bout wrecked? "Storage" is th story for the stockholders. Yeah, we have stockholders. Haven't paid dividends in years, though. How can we with only five customers? The average train length is only three cars. (and we're talking pre-1900 shorties here).

Even so, the romance of railroading emerges in its full glory on the C&Mt.DW. Witnessing the sight of that, well, shay clambering down the rails will send a chill up your spine (no, because it looks as if it's going to hit you!) The train rumbling across that thin, swaying trestle creates an excitement that nothing equals. No, you can't beat train watching on the Cactus & Mt. Dora. You remember that name.

The Cactus and Mount Dora Western Railway.

VIDEO IN VHS

"Railroads From Across The Midwest AndWest".
Mixture of Amtrak, ATSF, BN, C&NW, D&RGW, EJ&E
Milwaukee, SOO, UP and much more. Also; Weber
Canyon, Jcint line and Tennessee Pass Action!
In full color and sound. \$24.95. 105 mtns.
Check, or money order payable to: John Husbey III
Say you saw my ad in the 311 Lunar Dr.
HOTBOX ! If I have a good Round Lake, Il.
future, I will be offering a 60073
video on TAMR members layouts called the
"TAMR Layout Tour!".



MAINLINE NEWS

PRESIDENT

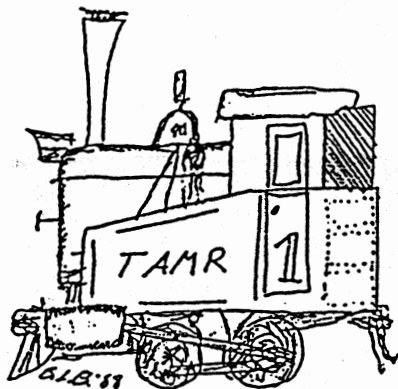
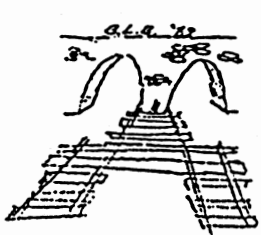
GEN. DEL.

BRUCE KLIEBERT

GARYVILLE, LA. 70051

I Would like to tell you about the new HO & N walthers 1988 catalogs. They have a wide varity of equipment for your Model RR. It offers any type of equipment for you Model Railroading needs at a great Price. So if your short of supplies, I suggest you get these catalogs now. AND TAKE ADVANTAGE OF THE SUPER DEALS WALTHERS OFFERS!!

TAMR'S "TANK"



RHODE ISLAND

c e n t r a l

Brian Brush, 146 oak Square South, Lakeland, Fl.
THE RHODE ISLAND CENTRAL 33813

...providing quick, convenient, and dependable service with the latest in technology -- the super-efficient Baldwin Centipede.

So try out our new service. We guarantee you won't find anything like it.

PIKE ADS

Take advantage of the HOTBOX's service for TAMR members. Here is your chance to tell others about you Railroad, your modeling efforts or your layout dreams. These ads use a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, or tongue-in-cheek, (or even foot-in-mouth). Funny or dead serious, that's your choice. It makes for very interesting reading. The pike ad charge is based upon the number of lines (40 spaces per line) that you use. Cost is STILL a mer 10¢ per line with the header printed for free. Headers can be no longer than 1½ inches by four inches wide. You can make your own header yourself (black ink on white paper only) or we can make one for you for a one time fee of one dollar. All pike ads should be submitted to the editor with payment. Please make out checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a certain issue, please try to send it in well in advance. So, don't delay, send in your pike ad today!!

ON THE POINT

This month's cover shot is of a Rock Island steam engine photographed BEFORE world war II. the caption below it tells it's statistics. collection of Dave Chapman

TAMR HOTBOX

P.O. Box 265
Grant Park, Il. 60940

The magazine of the Teenage Model Railroaders



FIRST CLASS MAIL

