

HOTBOX

"The Magazine of the Teen Model Railroader"

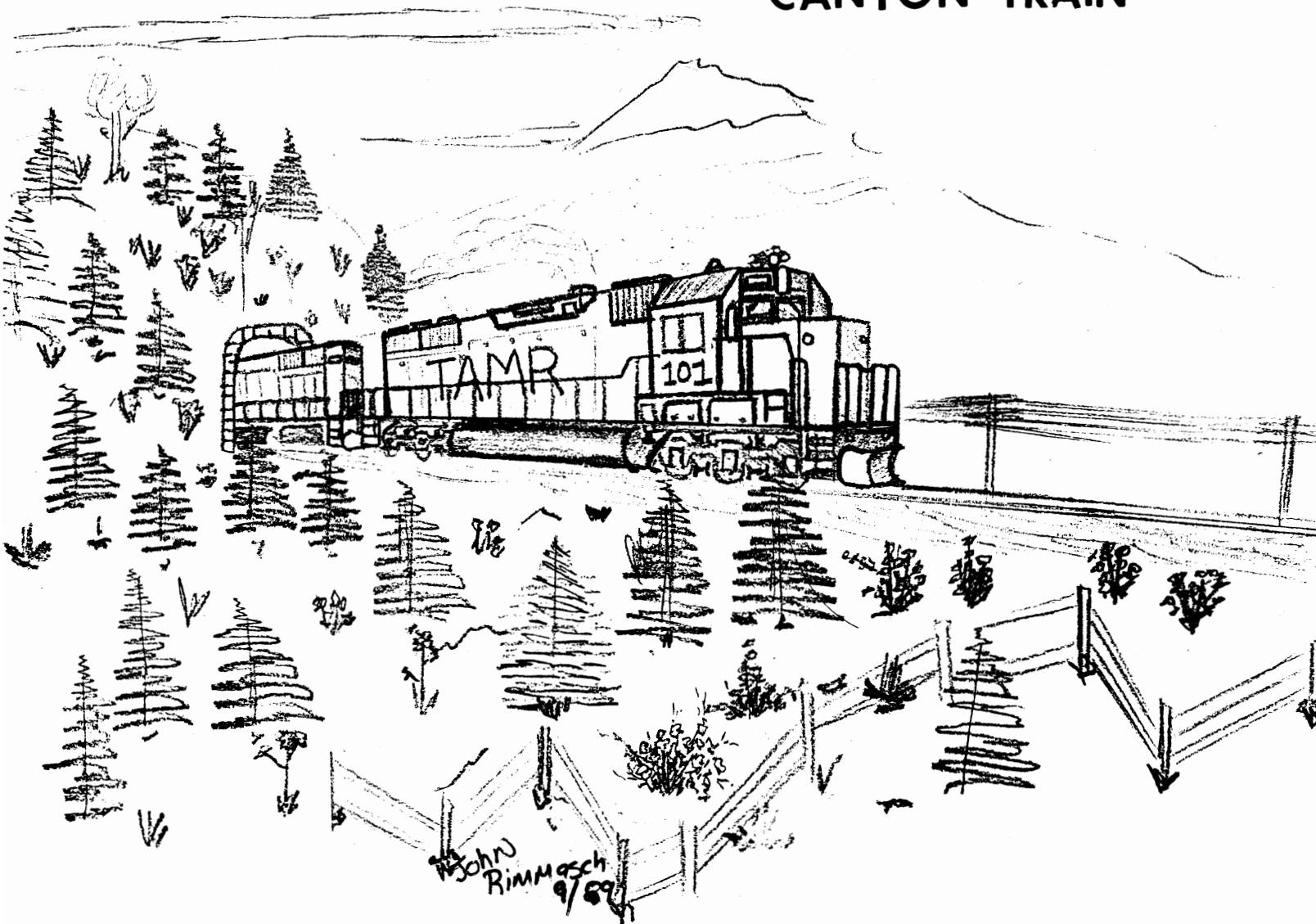
Issue #244-243

September,

1989

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Railfanning AMTRAK CANYON TRAIN

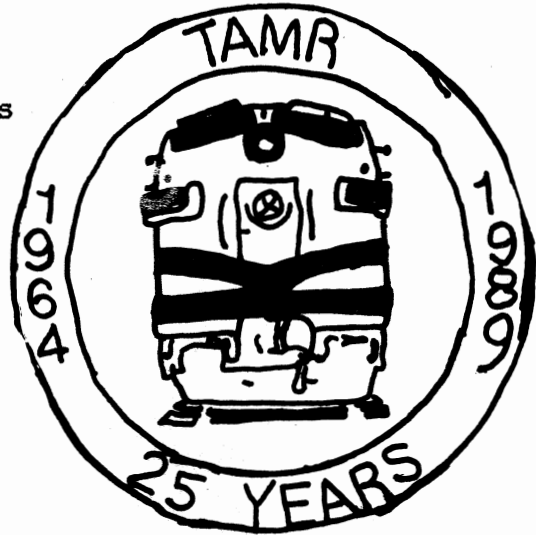


"All The News That Fits, We Print"

Teen Association Of Model Railroaders
TAMR

c/o Lone Eagle Payne
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SUBMISSIONS

STYLE, CONTENT--Your own writing style is fine by us; But Remember, you are among friends. Grammar trouble? Let the Editors worry about that. The ideas are what is important. As for content, anything on modeling--painting, scenery, electronics, plus articles on members layouts, and the original prototypes. Just make sure it will be interesting to most all the readers.

TYPED ARTICLES--Although not required, but it will save the eyes of Editors. The HOTBOX columns are 50 spaces wide, so set your margins. If you can't type, don't worry just simply write out in print the article and double space.

DRAWINGS--Must be done with BLACK INK (pen or fine-tip marker) on BLANK white paper (typing paper is good). Required artwork can be done by the Editors if detailed sketches are provided. If it is a scale drawing please include a scale measure with the drawing.

PHOTOGRAPHS--Must be Black & White only with a glossy finish and no larger than 8 x 10 inches, and smaller than 2 x 2 or 3 x 5 inches. All photos must be accompanied by caption material, especially cover photos.

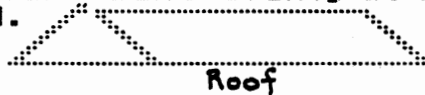
Want to build a log cabin in just twenty minutes. Well here you go. The materials to be used are Thin cardboard (ex. detergent box), small twigs, white glue.

Step 1. Cut out a pattern for the walls and roof (see figure 1). The size of the building is up to you, but don't forget windows and a door or two.

Step 2. Take the twigs now, and cut them to fit onto the walls and roof (see figure 2). After you get that done glue the twigs onto the walls and roof, and put weight on the walls and roof while they are drying

Figure 1.

Roof: The roof should be one piece of cardboard bent evenly at any size wanted.



THE GREAT SCALE MODEL TRAIN
and RAILROAD COLLECTORS MEET
10am - 4pm Daily

Upcoming Schedule:

OCT. 7-8, 1989 MONROEVILLE, PA: The Great Scale Train Show at the Greater Pittsburgh Expo Mart -- Exit 6 from PA Turnpike, west on Rt. 22. Over 350 tables.

OCT 21-22, 1989 TIMONIUM, MD: The Great Scale Train Show at the Maryland State Fairgrounds, Exit 17 from I-83. Over 500 tables.

Tables of scale model trains, equipment, and related items for sale, plus operating display layouts. Refreshments available; free parking. Open 10:00 am to 4:00 pm both days. Admission \$5 Saturday (return Sunday free) or \$4 Sunday only; under 12 \$1.

Info: Howard Zane, (301) 730-1036 or,
Ken Young (301) 730-0796,
5240 Thunder Hill Road, Columbia, MD 21045

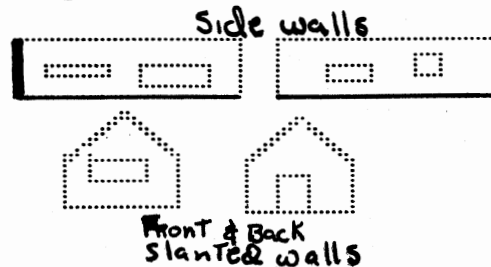
MODELING TIP By Russ Witter

(so they don't curl up).

Step 3. If you want to make the cabin an even more natural look, sprinkle a little bit of dirt onto the walls and roof to give it that really rustic look. After that just simply glue the walls together and there you go, a perfect replica of a log cabin.

Figure 2.

Walls: The walls of this cabin can be of any size the modeler chooses, but note that the front and back of the cabin must be slanted to accommodate the slanted roof. Also glue the twigs on so the walls fit perfectly.

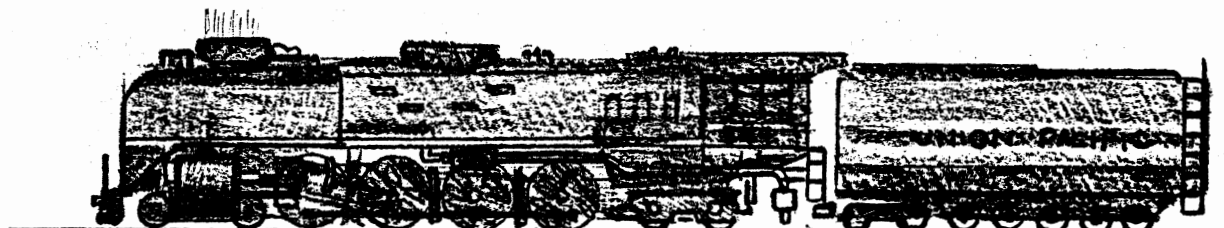


Rensselaer Model Railroad Society
c/o Rensselaer Union, Box 27
Rensselaer Polytechnic Institute
Troy, NY 12181
(518)-276-2764

OPEN HOUSE WEEKLY
Saturdays 1pm - 4pm
at RPI's
Davison Dorm Basement
Burdett Avenue
opposite Troy High

Donation \$3.00 per person
Not suitable for children under 12

See historical scenes of local railroading such as the newly completed model of Troy's Union Station.



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RAILFANNING ON AMTRAK

by John Reichel

I recently had the pleasure of taking a two-week trip around the United States on Amtrak. It was my first long-distance rail trip in this country and I enjoyed every minute. Those of you who have experienced only Amtrak's busy Northeast Corridor service would do well to sample other parts of the system. The scenery is amazing. And even in this age of identical F40PHs, a wide variety of railroad equipment still awaits the railfan with a camera.

Because I wanted to travel light, I chose to bring my small Olympus 8-mm camcorder instead of my 35-mm camera; I enjoy still pictures too but wanted to capture the ACTION. With a still camera, you can get only a limited number of shots of moving subjects before they're gone. With video, you can start shooting when the subject is still far away, pan as it goes past, and fade out as it leaves your field of view. I got some nice footage of passing freights this way.

The problem is that these passing freights are usually on parallel tracks only a few feet away, too close to get a side view of a whole locomotive. If the other train is stationary or running in the same direction, you can get some good detail shots.

Camcorders have an advantage in low-light situations. I took lots of footage at dawn, at dusk, and even in the middle of the night. You can't see a whole lot, but you can capture the mood.

The large windows in Amtrak's two-story Superliners are great for photography. Their tinting didn't cause me any problems. The "Sightseer" café-lounge car is particularly good because of the swivel chairs and the double rows of huge windows. Let your fellow passengers know you're an avid train fan, and they will probably volunteer to help spot good photo subjects like waterfalls, mountain goats, or especially good shots of the front of the train as it goes around a curve.

Of course, the large windows aren't too great for photography if they're dirty. After rainfall and dozens of tunnels, it's not surprising that the windows get a little streaky. Amtrak seems to be responding to requests for cleaner windows and is

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setting up washers at various intermediate points.

Some windows (on Amfleet cars) are made of a terrible plastic which has a permanently fogged appearance--don't bother even trying to photograph through these windows.

On the Capitol Limited from Washington, DC, to Chicago, I enjoyed riding in a short dome-coach (former B&O?). These old dome cars offer a nice rooftop view which includes the front and back of the train. In comparison, Superliners offer only side views. And, of course, there are no round-end observation cars anymore, so it's impossible to see the track receding into the distance except through the small window in the door at the end of the train. Sorry, it's locked!

Which reminds me of an important subject--SAFETY. Windows on Superliners don't open, except for those in the sliding doors in the lower-level vestibules. Don't stick your head out of these windows. To provide a further deterrent to this activity, one coach attendant told me a fine spray comes from the sides of the cars--right from the bathrooms! So stay dry and safe.

Those of you who haven't ridden Amtrak recently should. Service is better than ever, more people are riding, it's pretty inexpensive (my excursion fare from Oakland-NYC-Washington DC-Seattle-Oakland was \$260), and it's a lot more fun than taking the bus! Take plenty of pictures to share with your fellow TAMR members and let us know about your trip.

Renewal form to be used when Renewal is due.

Yearly Dues (US FUNDS ONLY)

- Regular (under 21) \$10.00 New Member
- Associate (21 and up) \$12.00 Renewal
- Sustaining \$15.00
- Overseas \$15.00

Your Model Railroad's Name _____

Scale _____ Do you trade Passes? _____

- Track Length:
- 0-100 feet
 - 101-200 feet
 - 201-300 feet
 - 301-400 feet
 - over 400 feet

- General Pike Information:
- In stages of construction
 - Imaginary, no room or time
 - In Storage
 - Operate on club pike

- Modeling Era:
- Before 1890
 - 1890-1920
 - 1920-1935
 - 1935-1950
 - 1950-Present

- Equipment Preferences:
- Steam Passenger
 - Diesel Freight
 - Electric Other _____

- Membership Affiliations:
- NMRA Local club
 - NARP RR Hist. Soc.
 - NRHS Other _____

- Visitor Policy:
- Contact first
 - Appointment Only
 - Invitation Only
 - No visitors

Are you a railfan? _____

Trade: _____ Photos _____ Slides _____

Membership Application (Please print or type)

Name _____ Birthdate _____

Street Address _____

City _____ State _____ Zip Code _____

Area Code _____ Phone _____

Where did you hear about the TAMR?

- Model magazine
- Hobby shop
- TAMR member
- Other _____



CJS 8-89

Mail to:
Matt Heiman
3815 Stratford Lane
Louisville, KY 40207

Make Check or Money Order Payable To:
Teen Association of Model Railroaders

USA

EDITORIAL

This is the new age of Model Railroading, we are all adding sound effects, video, lights, and action to our layouts. So why not add that to your life by enjoying, and taking part in your membership to the TAMR/HOTBOX Association. There are many ways of doing this 1-Writing to others that are listed in the TAMR Directory, 2-Writing an article for the Official Publication of the TAMR the HOTBOX, and finally participating in the contests, and conventions run by the TAMR. Don't be afraid we are all of the same age relatively speaking because no official of the TAMR is allowed to be over 21, so if your a little scared so are we a little.

Let us now get on to new business, and talk about next years convention since this years past us by. If you have any plans, or ideas tell us. If there is any one who wants to take charge in running one tell us also, I have heard it is a lot of fun. The convention usually takes place in around Late-June to mid-August for about three days. So if you have any information write to the editors, and we'll pass it along to the right sources.

Next, region business has been a little slow lets get going. Send your Region News to the Region News Editor right away so we can find out what is going on in each region. Maybe people want to participate more.

Finally, I need articles for the HOTBOX. They can be feature articles(on layouts, prototypes, etc.), product reviews, electronics or computers in the hobby, scenery or modeling tips. Well you get the point, just about anything, we print. We will even print readers letters about previous issues or points of views about the hobby, or the Association. Come on now there is no excuse why you can't send something in long or short in length.

Sincerely yours,

John J Rossi III, editor



CONTEST ^Tlast chance

The 25th Anniversary Contest will be a contest for a TAMR Anniversary Engine, boxcar, and caboose. We will awarding some kind of prize for first, and second place.

RULES

1. Open to ALL TAMR members.
2. Simply redesign to scale (O,Lionel, N,HO,LGB,S,027) an engine, boxcar, and caboose.
3. The plans must be on tracing, or white paper, done in BLACK ink, with all dimensions of added parts, lettering, paint schemes, scale of cars, and name, address, and age of entrant.
4. The deadline for submissions for the contest is October 31, 1989.

The prizes will be awarded based on originality, neatness, and what best represents the TAMR.

**So come on lets start redesigning, let it be you who comes up with the TAMR engine; Hurry time is running out. Send Entries to:

John J Rossi III
6 Beech Court
College Point, NY 11356



"CANYON TRAINS BACK ON TRACK"

After a gap of 21 years, steam trains are set to begin tomorrow carrying passengers to the South rim of the Grand Canyon. The first run along the 64-mile route from Williams, Ariz. to the canyon rim was in September 1901. It continued until 1968 when increased car travel caused the Grand Canyon Railway to close down. Ironically, it is traffic congestion and resulting environmental concerns that have encouraged the return of the historic train.

State officials say the return of the railway involved a combined effort by private enterprise and the Federal, state, county and local governments. The railway purchased four 1910 steam locomotives, now fitted with oil burners, and is restoring 19 80-foot-long coach cars that were built by Pullman in the 1920's.

After tomorrow, the trips, two hours and 15 minutes each way, will be only on weekends through Nov. 5, and daily runs are planned next year from April 1 through November. Round-trip fares are \$37 (plus a national park entry fee of \$2 a person) and \$21 for children age 12 and under. Reservation: 800-843-8724

SOURCE: The New York Times, TRAVEL Section,
Part 5, Page 5, Sunday, September 17, 1989.

PRODUCT REVIEWS

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by John Rossi
WEAVER ALCO RS-3 Engine (3-rail)

Rating: 9

This is perhaps the best running engine I have in my register. The engine comes in many different roadnames, and I choose the Conrail name. The color is the real Conrail color unlike the dark blue other companies call Conrail. The black plastic handrails come separate from the engine for you to put on so they do not break in shipping. They are very delicate. Extra Parts are available from certain distributors to customize the engine to give it a more prototype look.

The characteristics of this engine are: It has a forward-neutral-reverse-neutral unit which is electronic and makes no noise when running unlike the older LIONEL engines where you could hardly hear yourself think. Another feature is when you change the direction of the engine the headlight also reverses; Unlike most engines which have both lights on at once. The only real problem was that I had to buy a Weaver coupler for a boxcar to allow it to be more compatible with the 30" radius tracks, otherwise they derailed frequently. I did find that the LIONEL bay window caboose trucks are compatible with the engine. I am trying to find out which trucks they are so I can attach them to another boxcar. The engine can pull about eight LIONEL boxcars nicely without hesitating or giving a push-pull motion like most "0" engines in the past, and pulls them up a fairly steep slope. The price from Charlie Ro Supply Co. in Mass. for the Weaver Alco RS-3 3-rail version was \$149.95.



PIKE ADS

Take Advantage of the HOTBOX's service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts, or just your pike dreams.

These ads employ a reusable "Header" with the option of changing the text below as often as you desire. Funny, or dead serious, that is up to you. It makes for interesting reading.

The pike as charged is based upon the number of typed lines (50 spaces per line) that you use. The cost is a mere \$.10 per line, with the header printed free. The Headers can be no larger than 1 1/2" wide by 4" long. You can work up the header yourself (black ink on white paper only), or we will prepare one to your specifications for a one time fee of \$1.00 . All Pike ads should be submitted to the TAMR Treasurer with payment. No add will be printed until the full payment is recieved. Please make checks, or money orders payable to the Teen Association of Model Railroading. Avoid send cash, or credit cards, they will not be accepted. If you would like your ad published in a particular issue, please state this in a notice attached to the front of the ad.

1989 TAMR/HOTBOX Official Publication
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TAMR HOTBOX
C/O TAMR Secretary
Matt Heiman
38-15 Stratford Ln.
Louisville, Kentucky 40207



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