

T.A.M.R.

HOTBOX

FEBUARY 1991

ISSUE #261

In this issue:

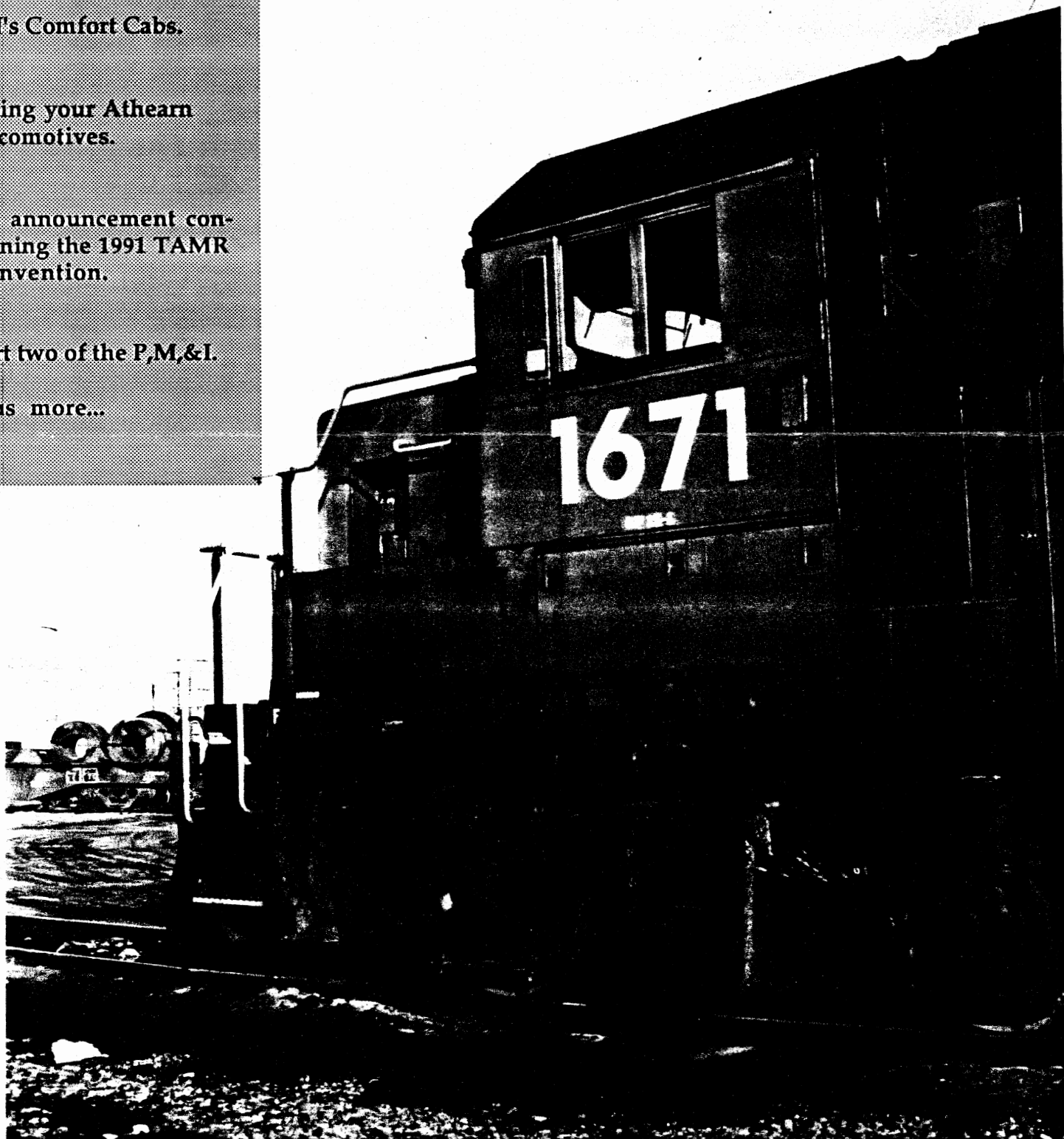
CN's Comfort Cabs.

Fixing your Athearn
locomotives.

An announcement con-
cerning the 1991 TAMR
Convention.

Part two of the P,M,&I.

Plus more...



Teen Association of Model Railroaders Subscription Savings!

MODEL RAILROADER

Discover the Enjoyment of Railroading in Miniature

Enjoy the excitement of railroading in your own home -- through scale modeling! Published monthly, MODEL RAILROADER offers learn all about, and keeps you up to date on new products. MODEL RAILROADER brings you all the challenges, all the fun of model railroading! \$27.95 per year (12 issues)

\$19.95 per year your special introductory price!
(In Canada, add \$6. Outside U.S. and Canada, add \$10 per year).

CLASSIC TOY TRAINS

The Magazine for Collectors and Operators

Now published six times a year, here's the colorful new magazine that celebrates all the great large-gauge toy trains of yesterday and today! In CLASSIC TOY TRAINS, you'll discover valuable information on collecting, operating, repairing, and restoring toy trains. Plus, you'll discover fun as you visit other hobbyists to see their collections. \$19.95 per year (6 issues).

\$14.95 per year your special introductory price!
(Outside the U.S., add \$2 per year).

TRAINS

The Magazine of Railroading

Published monthly, TRAINS takes you trackside to learn about railroading past and present. Whether you'd like read a mechanical explanation of the steam locomotive or rejoice in the childhood recollections of a train-watcher, TRAINS is for you! \$27.95 per year (12 issues).

\$19.95 per year your special introductory price!
(Outside the U.S., add \$6 per year)

TRAINS ILLUSTRATED

Discover Magnificent Railroad Photography

In TRAINS ILLUSTRATED, you'll discover superb railroad photography that depicts the drama and diversity of railroading's past and present, from yesterday's steam-powered limiteds to Amtrak to double-stacks. This high-quality quarterly presents a unique blend of railroad photos, photo essays, and railroad art. \$14.95 (4 issues).

\$11.95 per year your special introductory price!
(Outside the U.S., add \$2 per year).

PLEASE ENTER THE FOLLOWING SUBSCRIPTIONS AT THESE SPECIAL INTRODUCTORY PRICES:

☐ TRAINS \$19.95 ☐ MODEL RAILROADER \$19.95 ☐ CLASSIC TOY TRAINS \$14.95 ☐ TRAINS ILLUSTRATED \$11.95
(If foreign; add cost supplement as listed above) Subscriptions payable in U.S. funds.

Enclosed is my check or money order \$ _____ OR charge

Signature _____

☐ VISA ☐ MasterCard ☐ American Express (\$15 minimum)

Name _____

Exp. date _____

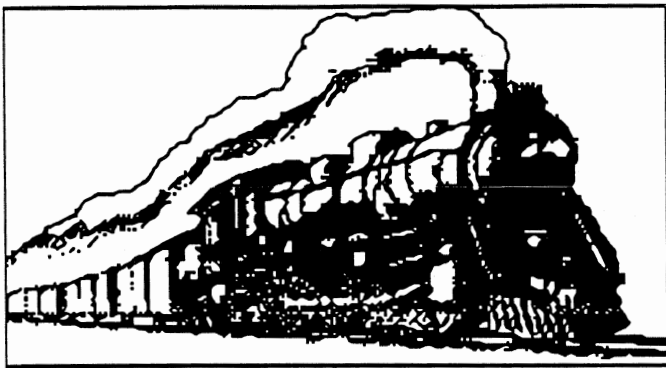
Address _____

Card # _____

City, State, Zip _____

Mail to: Kalmbach Publishing Co., P.O. Box 1612, Waukesha, WI 53187

GUARANTEE: If disappointed for any reason, I may cancel my subscription and receive a refund for any unmailed issues.



BILL OF LADING

Canadian National's Comfort Cab

Mike Yan gives us some tips on how to model CN's famous comfort cab.

Curing you Athearn's Ills

Tips on how to cure those little Athearn gremlins.

A Day in the life of White Rock

Roger makes his next installment in the saga of White Rock.

MOTOR CITY LIMITED

A rundown of the 1991 TAMR convention.

The Pittsburgh, Marietta, & Ironton R.R.

Part two of the HOTBOX's tour of this O scale layout.

SECTION BOARD:

Editorial	pg.9
Submission guidelines.....	pg.3
Club information	pg.3

On the Cover:

When several Eastern railroads were either bankrupt or on the verge of bankruptcy, the Congress decided to form the Consolidated Rail System. Better known as ConRail, the company is now privately owned and is represented in Detroit, MI by one of it's GP-15s, number 1671.

Photo by Peter Schierloh

HOTBOX
Official Publication of the
Teen Association
of Model Railroaders

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

Annual Dues for the TAMR, which includes to the HOTBOX, are as follows:

REGULAR (under 21).....	\$15.00
ASSOCIATE (21 and up).....	\$18.00
OVERSEAS(outside N.America).....	\$20.00
SUSTAINING (Regular and Association)	
.....	\$20.00

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

TAMR Secretary
Roger Balwinski
8622 Rverdale St.

Dearborn Heights, MI 48127

All other TAMR/HOTBOX business, except where specifically noted, is handled by the Editor(s). Please address all comments/complaints, articles, photos, etc. to one of the editors.

Publication Editor
Peter Schierloh
22463 Edison St.
Dearborn, MI 48124

EXTRA BOARD

"All the news we get, we print"

TAMR Pivot Pin

John Reichel

288 Whitmore St., Apt. #201
Oakland, CA 94611

Phil Micheals

Locomotive News Dept.

522 S. Tompkins

Howell, MI 48843

TAMR Advisor

John J. Rossi III

6 Beech Court

College Point, NY 11356-1660

Robert Watkins

Shortlines Dept.

3221 Princeton Road

W. Columbia, SC 29169

SUBMISSION GUIDELINES

STYLE, CONTENT- Your own writing style is fine with us; remember, you are among friends. Grammar trouble? Let the editors worry about that. The ideas are what's important. As for the content, we will accept anything on modeling, painting, scenery, electronics, layouts, and the prototype. Make sure the subject is interesting to most readers.

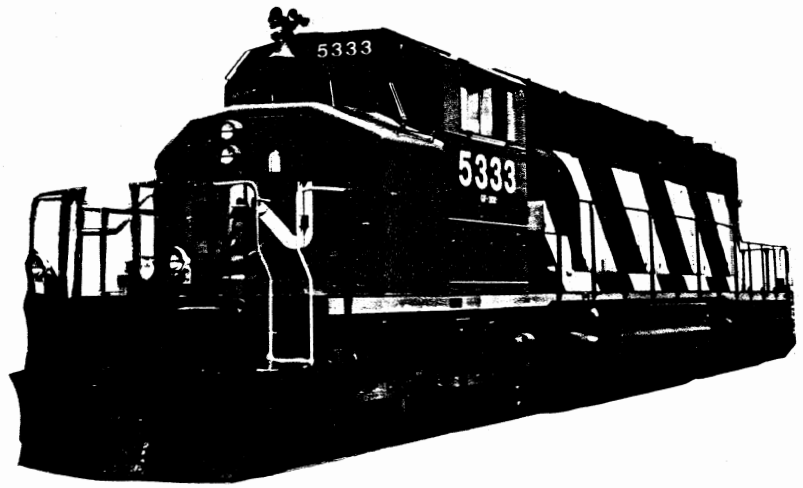
TYPING- All HOTBOX copy is typeset on a computer, so typing is not required. But typing will save the eyes of the editors. If you can't type your article, print it (double-spaced) on lined paper.

ARTWORK- Black ink is preferred but not required. If you send copies please send two. Any artwork or prototype drawings that is to accompany an article can be done by the HOTBOX Staff.

PHOTOGRAPHS- Black and White prints preferred (Color OK), glossy finish, no larger than 8"×10", no smaller than 2"×2". Negatives may be needed. All photos must be accompanied by caption material, especially cover material.

Canadian National's Comfort Cab

By Mike Yan



Recently, the North American "Comfort Cab" has become a familiar sight on some US railroads. Although fairly new to the US, the comfort cab, which was pioneered by the Canadian National in the 1970s, has been riding Canadian rails for almost 20 years.

The cab offers many advantages over standard cabs. The first is better crew protection in the event of a collision. Another advantage is the raised cab floor, which allows improved visibility since the crews look over the nose, not along it. A third advantage is the wide body, which allows for a roomy, comfortable work environment. All of these features make this the cab for the nineties and beyond.

For modelers of American railroads who wish to model a comfort cab, Smokey Valley currently produces a kit for the three-windowed American comfort cab (also CP Rail), but for CN fans like me, the presents a interesting scratchbuilding project.

My comfort cab was built from information in an article on comfort cabs in the September 1990 Railroad Model Craftsman and a drawing of a CN MLW M420 in the December 1974 issue.

It is important to know that the MLW/Alco comfort cab and EMD cab have a few minor differences:

- the EMD cab has more rounded corners, compared with the sharp corners and edges on the Alco cab.
- whereas both the headlight and the door are offset the alco cab, the headlight is centered on the EMD version by further offsetting the door.
- the EMD cab is slightly longer than the Alco cab.
- instead of being arranged in a straight line as on the Alco cab, the EMD classification lights are arranged in a triangle.
- whereas the two front side windows on the Alco cab are slanted on top, the EMD windows are straight on top.

Since I was installing my cab on an Athearn EMD GP-38-2, I kept these differences in mind. Using the drawing I cut all the parts out of 0.02 " sheet styrene and made all necessary modifications. One of these is to ex-

tend the nose of the cab by 6mm to correct the length difference. When all the parts had been cut, I assembled the model with Testors liquid modeling cement and filled the gaps with contour putty (such as Squadron Green). Some commercial detail parts were also glued on.

Now comes the fun part! Using an X-acto razor saw, I cut the old cab off the Athearn shell. After filing the edges smooth, the new cab was cemented in place. The resulting gap on the front of the shell was then filled with putty.

The unit is now ready for painting. Before priming, the front panel, where the number boards go, was painted gloss black and the number boards were masked. Then, the model was primed with Floquil grey primer (Apply Floquil Barrier first if brush painting). Once the primer was sufficiently dry, the cab and the end of the hood were masked and the model was sprayed with gloss black. When the black had dried, the masking tape was removed and the cab and hood end were brush painted with Accu-Paint AP-18 CN red orange. Now, the number board masks are removed, the airhorn is painted silver, the side windows are masked and painted silver, and the model is finished with the Microscale CN sets and Testors Dullcote. Finally, the jewels for the headlights and class lights were installed, and voila!

This simple scratchbuilding project adds an essential ingredient to any modern CN layout, and it looks great!

If there are any problems with the project just drop me a line at:

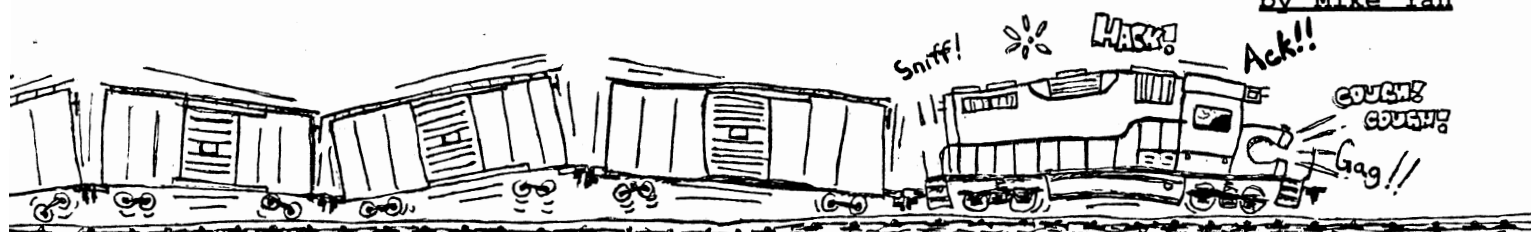
Mike Yan
6127-137 Avenue
Edmonton, Alberta, Canada T5A 0P2

BILL OF MATERIALS

- Athearn - GP-38-2
- Miniatures by Eric - L7 CPR & CNR Double Front Light
- Miniatures by Eric - bell and horn
- Miniatures by Eric - CN radio antenna
- Juneco - B11, B12, B13 jewels
- Floquil - Primer
- Testors - Gloss Black-Bottle and can
- Testors - Dullcote
- Accu-paint - AP-18 CN red orange
- Microscale decals - sets 87-567 and 87-568
- Kadee - #5 couplers

Curing your Athearn's Ills.

by Mike Yan



If I were asked what my favorite brand of locomotive is, I would probably say Athearn. Athearn's locomotives run well, have excellent shell detail, and are reasonably priced. Also, spare parts are available if they should break down. In fact, I like Athearn locomotives so much that my entire roster consists of Athearn locomotives: an SW-1200RS (kitbashed), two GP-35's, and a GP-38-2. However, despite their many advantages, Athearn's locomotives do have a couple of setbacks, which can easily be corrected.

Many modellers is the lightbulb. Athearn puts the bulb in the cab of locomotive, when it should be in the headlight. This problem can be solved by removing the light bulb and its bracket and replacing it

Figure 1

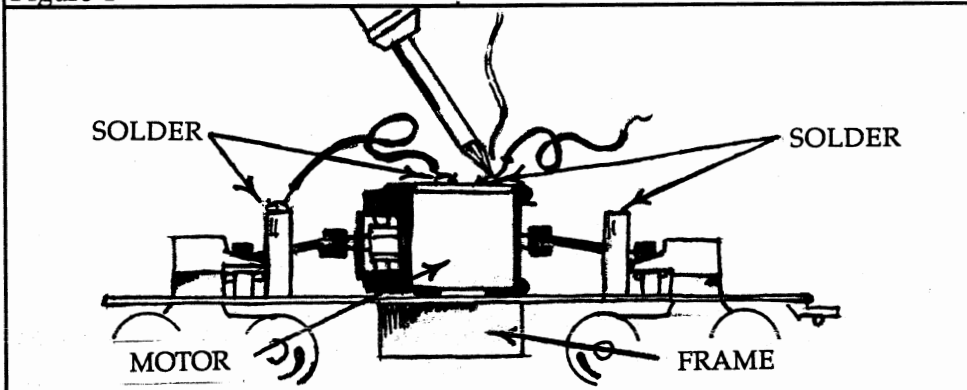
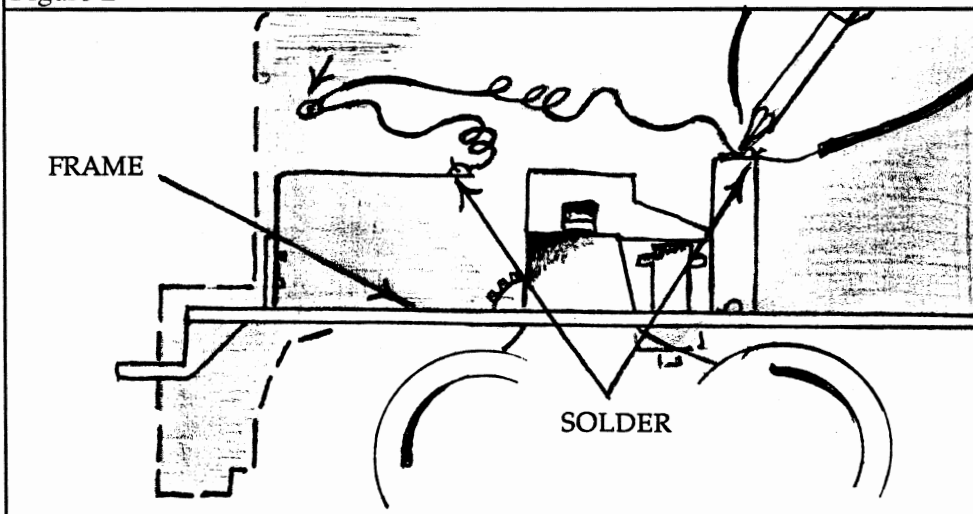


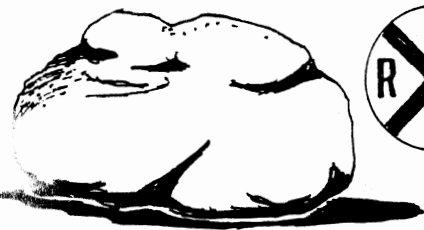
Figure 2



First, instead of using wire from there to the wires, Athearn has chosen to use flat metal bars for electrical connections to and from the motor. These work okay, but occasionally they may become rusted, and electrical continuity would be lost. Another problem that bothers some modellers

with a grain of wheat bulb down in the headlight. Personally, I prefer to remove the bulb and leave the unit unlighted. This leaves more voltage for the motor and minimizes the possibility of a short. The fact that the engine is unlighted does not bother me since my layout is well lighted and I do not usually notice the headlight anyway.

These improvements, along with periodic cleaning and lubrication, will ensure reliable operation of your Athearn locomotives for many years.



A DAY IN THE LIFE OF

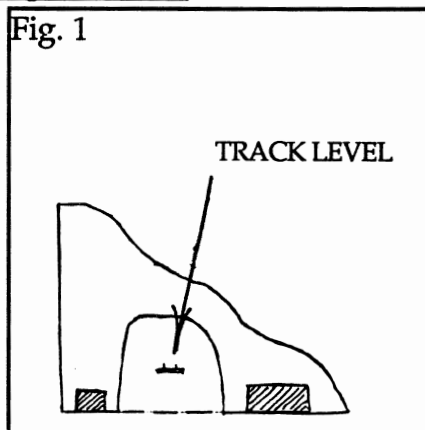
WHITE ROCK

by Roger Balwinski

Hello, this is Roger Balwinski with another installment of the White Rock RR.

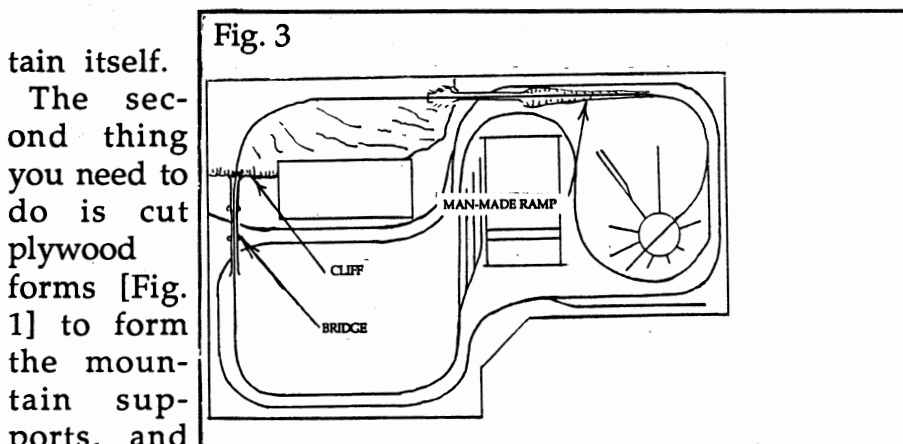
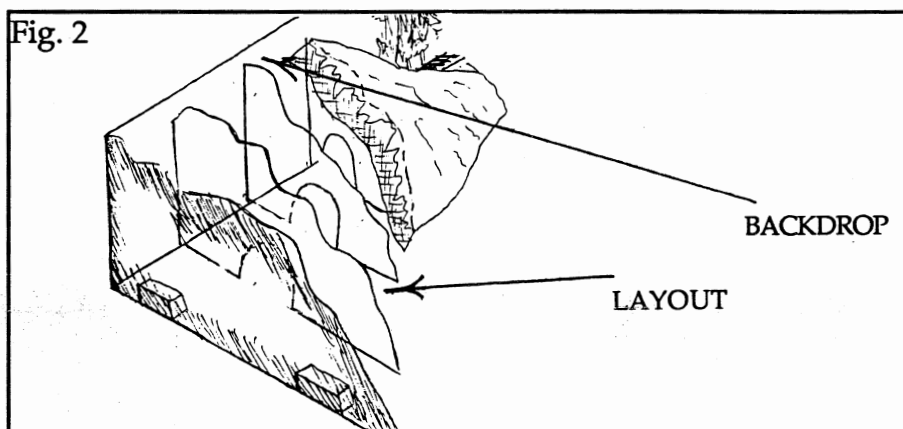
As I sit in front of a bleak typewriter, "I got my mind set on you" plays on the radio; yes, I need to focus -- it has been a busy month for me in school and now I am secretary of the TAMR, so I haven't had much time to write an article. But with out fail, I do have a project to write about this month.

This month I have started a mountain out of plaster. This will be the first addition for us. See Figure 3 for the location of the mountain. First, we have to raise the track. I raised my track about four inches despite the fact I didn't have sufficient space, so one of my grades is a bit steep. What I did was to cut a sub-roadbed out of plywood and support it with wood blocks to achieve a gradual grade on one side(it will be the man-made embankment going into the mountain). On the other side, I used an Atlas Concrete pier set since, as you can in the plans (January issue.), the track is supposed to come out of the cliff side of the mountain, cross a river, then proceed to ground level. Since it is a short distance to descend four inches, the grade on this side, however I plan to reduce this grade in the future, if it is possible. Now to the moun-



to a thick mixture and apply it to the mountain one batch at a time. Make sure not to use too much plaster at a time, or it may set before it is applied. And remember to cover the track below where you are plastering!

Last, but not least, paint your mountain and add ground foam and trees to



tain itself.

The second thing you need to do is cut plywood forms [Fig. 1] to form the mountain supports, and then place on the layout [Fig. 2] I nailed the supports to wood blocks and then nailed the blocks to the layout. Next, staple or nail screen to the plywood forms. After this mix some plaster

the mountain.

After you do all this you should have a very nice mountain. Good luck!!

Be back next month with...da, I don't know.

MOTOR CITY LIMITED

1991 TAMR NATIONAL CONVENTION

The last time it happened Reagan was still in the Whitehouse, Iraq was our allie, and the Berlin wall was not avaiilable at your local Kmart for \$12.99 per 6-ounce chip. And here it is again folks, yes, its the...

TAMR CONVENTION!
YIPPEEE!!!

Now let's calm down and get just the facts:

***WHERE:** Detroit, Mich

***WHEN:** JUNE 28, 29, & 30

***ACCOMODATIONS:**

-Holiday Inn Dearborn

Phone: (313) 278-4800

1-800-465-4329

22900 Michigan Ave.

Dearborn, Mich 48124

-Mercury Motor Inn

Phone: (313) 274-1900

22361 Michigan Ave.

Dearborn, Mich 48124

-Village Inn

Phone: (313) 565-8511

21725 Michigan Ave.

Dearborn, Mich 48124

-Hampton Inn

Phone: 1-800-426-7866

[Great view of trains.]

Michigan Ave.

Dearborn, MI 48124

-Dearborn Travelodge

Phone: 565-7250

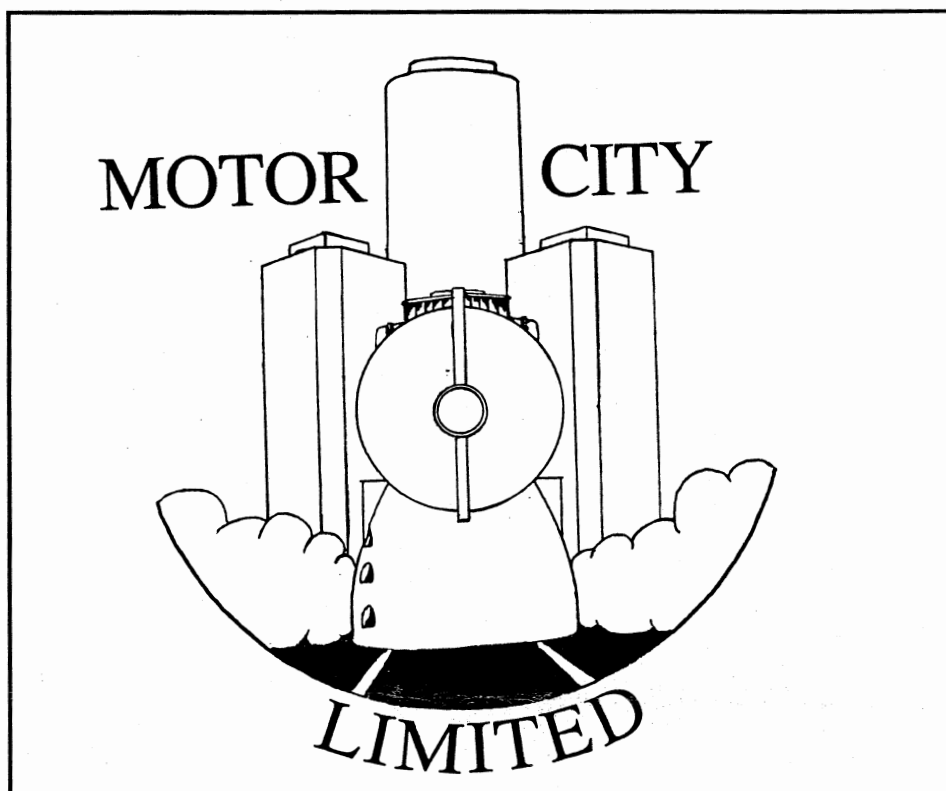
23730 Michigan Ave.

Dearborn, Mich 48124

***How the to get here:**

-By car: call me, Pete Schierloh at (313) 274-4975, I will supply maps to drivers and arrange car pools. **NOTE: Please respond now, I need to know who's driving and soon!**

-By Train, yes train!: Amtrak to **DEARBORN,**



1991 CONVENTION LOGO

please, do not go to Detroit! Trains to Detroit (Dearborn) can be connected at Chicago and Toledo.

Phone: 1-800-872-7245

-By Plane: Land in Detroit Metropolitan, let your travel agent find you an airline.

As for what's happening at the convention, that will be mentioned in The Motor City Limited Newsletter. To receive the Newsletter please write to one of the to addresses mentioned at the end of the

article.

I hope as many of you, as possible, can make it to this year's convention.

Notice: All members of the Executive Council (Reps., Pres., V.P., Tres., Aud. and Sec.) must contact Peter Schierloh!

If interested, contact now.

Peter Schierloh

22463 Edison St.

Dearborn MI 48124

Phone: (313) 274-4975

Roger Balwinski

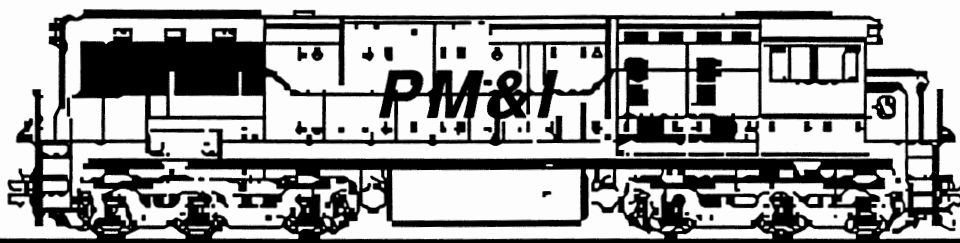
8622 Riverdale

Dearborn Hts. MI 48127

Phone: (313) 274-1873

The Pittsburgh, Marietta, & Ironton R.R.

by Zachery Gooch



Hello once again fellow railroaders. In this second part of the PM&I series, we'll take a close look at the history of my freelance railroad.

Built for Coal and Steel

In the late 1800's, several steel mills in the Ohio Valley became dissatisfied with the service they were receiving from the B&O and Pennsy railroads. Among the largest of these companies was the River Valley Steel Corporation. RVS Corp. decided to form its own railroad and, with help from other steel mills in the Ohio Valley, raised enough funds to begin construction at Pittsburgh. Chartered as the Pittsburgh, Marietta, and Ironton Railway, work began on April 19, 1897. Their goal was to complete a mainline to Ironton, Ohio, where connections would be made with the N&W and the DT&I.

The PM&I's mainline followed the Ohio River out of Pittsburgh and crossed back and forth over it at several locations with massive truss bridges designed to handle the weight of heavy coal and ore trains. In Ohio there usually mainlines on both sides of the river to serve the many steel mills that had financed the PM&I.

Marietta was chosen to be the PM&I's headquarters and the track-laying crews finally reached Ironton on August 9, 1901, and the PM&I was officially complete.

Big Steam Power

Immediately after its completion, the PM&I began moving huge volumes of coal, ore, and steel. To handle this heavy traffic, a fleet of 2-8-2 Mikado locomotives was purchased in 1903 to replace the secondhand locomotives that were being used.

As PM&I trains grew longer and heavier, more powerful locomotives were needed. To solve the problem, Ma-

rietta Shops designed and built a fleet of heavy 0-10-0's and 0-12-0's. These all-drivewheel locos had incredible tractivepower and could pull almost anything. Built to be indestructible, these huge engines served on the PM&I until the end of steam.

Six-axle Diesel Power

Like the Norfolk & Western, the PM&I didn't purchase any diesels until 1955 when FM H-24-66 TrainMasters and Alco RSD-5's went into service. The Trainmasters were used as helper units on heavy coal drags and the RSD-5's were put to work as heavy transfer and the switcher fleet was replaced by Baldwin S-12's. The PM&I didn't have as much trouble with the TrainMasters' unusual opposed-piston engines as other railroads did. As more of them were purchased, the PM&I's steamers traded places with the diesels as they often received helper duties.

The PM&I finally replaced its entire mainline steam fleet with the purchase of several Alco RSD-12's and -15's in 1960. Unlike other railroads, the PM&I always operated its road-switchers long hood forward. Oddly enough, the PM&I always operated switchers cab forward. Because of the weight of the PM&I's trains, all road units were equipped with extended-range dynamic braking.

Big Diesels and Big Changes

Upon completion of several new coal branches in the mid-sixties, the PM&I once again needed more engines. These arrived in 1971 in the form of GE U36C's. These high-horsepower units performed extremely well in coal drags of 100+ cars. The PM&I liked them so much that most of railroad's TrainMasters were traded in for additional U36C's.

In 1975, the PM&I purchased its first EMD's when a fleet of MP15's arrived to help the aging S-12's and to replace the RSD-5's.

Even though the PM&I was a prosperous railroad, it received stiff competition from trucks and, like other railroads in the East, it soon suffered from financial difficulties and fell into receivership. In 1977, the Pittsburgh, Marietta, & Ironton Railway became part of Conrail. But the PM&I was not gone for good, as it would soon become one of many spin-off regionals that are turning the railroad industry around.

Next Time

I hope you enjoyed the history of the PM&I. In the last installment, you'll find out how the PM&I joined the list of the country's fascinating regional railroads.

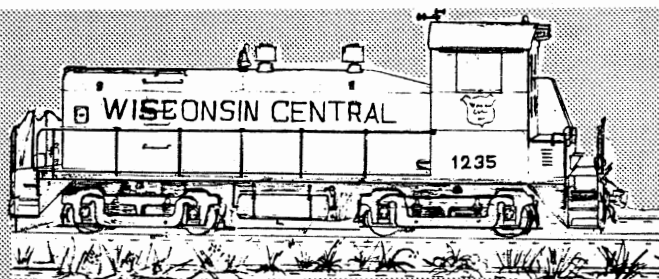
**Pride
TO
GET THE
JOB DONE.**



**SANTA FE
WHITE ROCK
DIVISION**

COPYRIGHT 1991 SANTA FE INC.

Train Orders



Well folks it looks as if I missed this deadline too, however let it be known that I have been out of town for a week, our school yearbook needs to be finished (Where do you think I get to use the computer!), and the play for which I have to build an entire set is only days away. Because of these things I'm a bit behind, however I am promising you that as soon as these events have passed I will catch up, and by summer this newsletter should be coming out one month ahead of schedule.

In this editorial I won't attacking any particular subject, but instead I will be printing several odds and ends that I have recieved in the last few weeks...

First, a quick note from the new secretary...

Hello, my name is Roger Balwinski and I am the new secretary of the TAMR. I have been in the club for about five years. Currently I am a feature writer for the Hotbox and Central Region's Pilot. I am 18 and currently attending University of Michigan-Dearborn.

I would be glad to tell you what I plan to do as the new secretary, but Matt has not mailed me the materials yet. Currently, for the TAMR, I am

helping Peter plan for the 1991 TAMR Convention. I would like to send out a personal invitation to all those that can make it to come, its looking to be a great convention. I will be dealing with the lists of people coming and making arrangements for your stay. Please respond quickly.

I would also like to apologize for the latness of the Hotbox, Peter and I took over the production late, producing a late publication. With our busy schedules lately we have not been able to catch up, but I promise you we shall catch up soon and by the end of the summer we hope to have the Hotbox coming out early like the Model Railroader. The reason it takes us longer to put out, is because all of the Hotbox is done on the computer and printed by laser writer, and all drawings are of professional quality. Even the address labels are done on a computer.

Once I find out what I am doing as Secretary, I will inform you on my system. Thank you.

Roger A. Balwinski
TAMR Secretary

Next, some Presidential minutes..

As we head into spring, I would like to encourage everyone to go out and enjoy rail-fanning. I have found that

spring, as well as fall, are the best times to enjoy this hobby. It is neither too hot nor too cold.

I would like to announce that February was the last month that I served as the TAMR Secretary. I have enjoyed the last two years at this post, but I knew when I became President that I would have to find a new replacement. Roger Balwinski is the new TAMR Secretary. I would like to thank him for volunteering.

Finally, elections will be held soon, I will accept nominations for the following offices: Vice-President, Treasurer, Northeastern Region Rep., Southern Region Rep., and Western Region Rep., as well as a Canadian Rep. The duration for these nominations shall be one year. This is so we can put the elections back on schedule.

Please send all nominations to:

Matthew R. Heiman
TAMR President
3815 Stratford Lane
Louisville, KY 40207

Bye for now folks, see you in one month with the next issue of the TAMR Hotbox!

Peter Schierloh

Evolution of the Hotbox, then and now. See how we have changed!

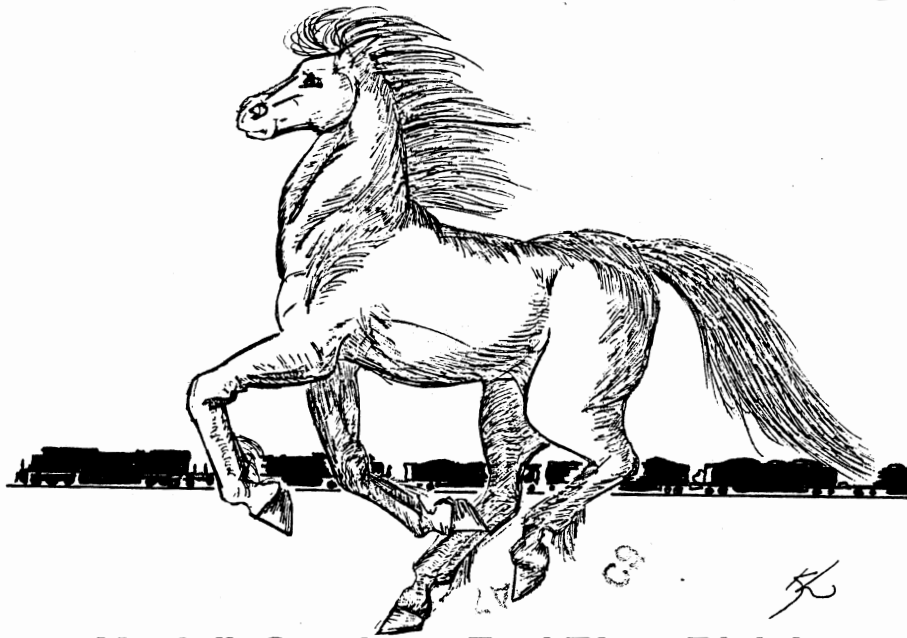


Then....



...and Now

Proud to be an American..



Norfolk Southern Red River Division ***We Support Our Troops***

This is a Pike Ad for my layout, the NS Red River Division. If you would like to place a Pike Ad in this spot please send your design and \$2.00 to the Publication Editor, Peter Schierloh. Space is also available on page two for \$4.00.

TAMR HOTBOX
c/o Peter Schierloh
22463 Edison St.
Dearborn, MI 48124

