



Teen Association of Model Railroaders

# HOTBOX

January, 1992

Issue #265



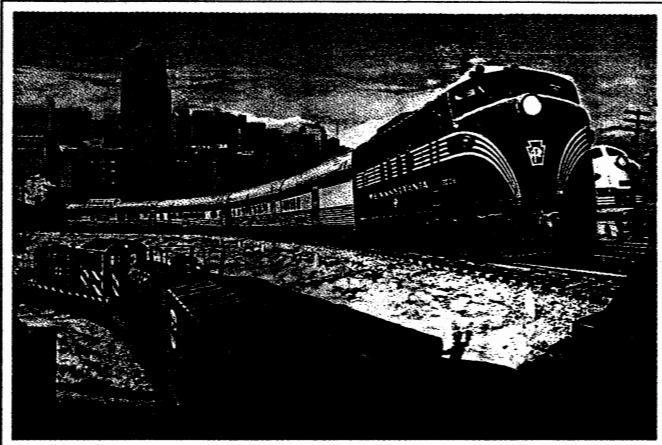
Welcome back to  
the HOTBOX!!!



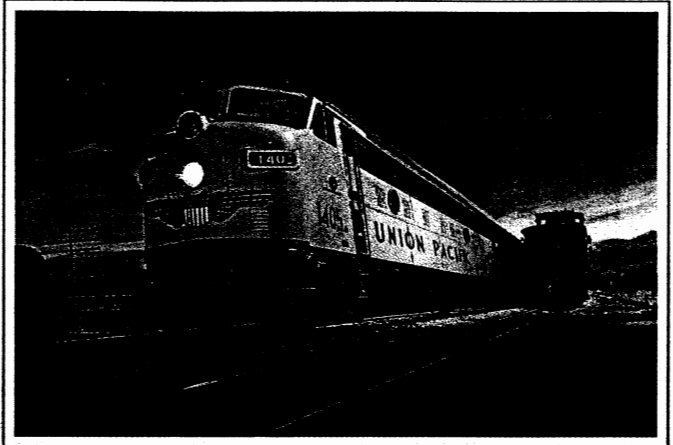
Happy New Years'!



# ALL AMERICAN LOCOMOTIVE PRINTS



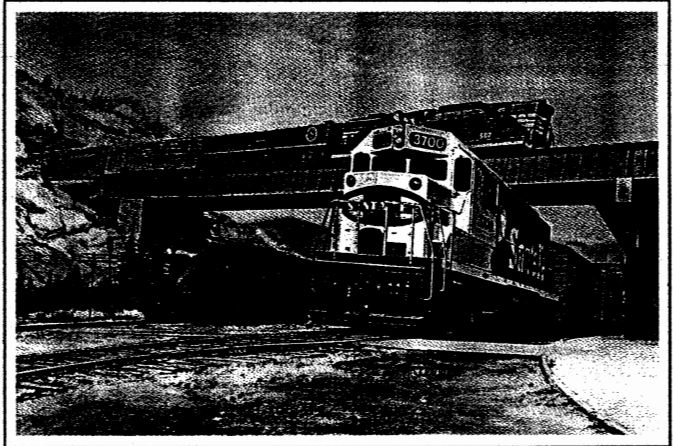
#352 - **Midwest Terminal**-A streamlined passenger train departs on the main track, while a small switcher is engaged in shunting its string of freight cars.



#353 - **The Union Pacific Fast Freight**- The drama and grace of the UP railroad, noted for speedy freight trains pulled by multiple units of diesel locomotives, is captured in this print.



#354 - **Santa Fe "War Bonnet"**- This popular locomotive is shown accelerating a passenger train; while on the bridge above, a heavy steam switcher wrestles with a long cut of freight cars.



#355 - **Mainline Action**- The Santa Fe is a freight and passenger scheme. Also shown, a Pennsylvania Railroad FP-7 loco and a Burlington Route SD-24.

## Clip & Return

Item #	Qty.	Title	Price ea.	Total
#352		Midwest Terminal	7.95	
#353		Union Pacific Fast Freight	7.95	
#354		Santa Fe "War Bonnet"	7.95	
#355		Mainline Action	7.95	
#356		Complete set of 4	25.00	
Sub-total				
P&H				
Total				

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FROM THE  DESK OF  
**Phil Michaels, Editor/HOTBOX**

Hello to the T.A.M.R.!!! This month's issue of the HOTBOX, be it seven months late, should be an enjoyable one, although what wouldn't be enjoyable after this long?

Before anything else, let me tell you a little about myself. My name is Phil Michaels, and I have been a member of the TAMR for two and a half years now. I am fifteen years old and I am a sophomore at the high school here in Howell, Michigan. I have seen this organization's downs and ups (No, not ups and downs, downs and ups) since joining and I really want to make this thing work, as one member has said, "like clockwork".

I expect that I won't have to do everything by myself, that means you have to help.

I hope to be seeing articles from many of you very soon. Like John Reichel said in his "mini-HOTBOX" a few weeks ago, "It doesn't have to be long, just a couple paragraphs about yourself and your intrests, a description of your layout (or plans for one),[etc.]." I would especially like to hear from any members who have joined within the last six months or so.

I really hope we can stabalize the HOTBOX and the TAMR as we work together to promote teens and trains, all at the same time. In this issue you will find a temporary directory, so you can contact others in TAMR. I would like to hear from all regional reps.(and the president)on what's been happening in the TAMR, so that we can print any news in the HOTBOX.

---Phil Michaels  
 Editor/HOTBOX

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**BILL OF LADING**

Editorial.....Page 3  
 Modeling CSX's Road Slugs.....(Part One).....Page 4  
 Locomotive News Spotlight.....(SP Locos).....Page 5  
 TAMR Interim Directory 1991-92.....Pages 6-7

**NEXT MONTH:**

We don't have much material, so send in whatever you can! We will have an article by John

Reichel next month with many tips for young modelers, but it won't fill the whole Hotbox, so I hope to see more.

On the cover: Soo Line SD40-2 6617 in the "candy-apple red" scheme on the point of train R-201 running on CSX trackage through Howell, Mi. Also, Con-rail GP38 7712 at Conrail's Saginaw Yard in Lansing, Michigan.



## Modeling CSX's Road Slugs



By Phil Michael

CSX has always been my favorite railroad ever since the days of Chessie System, which, when combined with the Seaboard System, became CSX Transportation.

In the spring of 1988 CSX decided it needed 100 new slugs. Twenty would be conventional yard slugs, similar to the former B&O and C&O slugs used in Cincinnati, Ohio, and Russell, Kentucky, respectively. The other eighty would be "road slugs" to be used on coal drags in the mountains. These would be constructed from the frames and shells of former GP30's and GP35's and would retain their original shape. The first of these, CSXT #2200, was released in August, 1988 and units through number 2279 were completed by November, 1989. CSX has since received fifty more of these in series 2280-2330. Number 2302 was not delivered nor will it be. It might be because there is a GP7 with that # that could still be around.

I decided to model a road slug in the summer of 1989, when they had

been completed as far as 2233. These road slugs had the basic design of the GP30 or GP35 that it came from, with the exception of one road slug that was created from a GP40 engine, but there were also many differences. All but three doors were removed from the sides, the air intake was blocked, the cooling fans removed along with the class lights, rear numberboards and anything else unneeded.

I have always been partial to GP30's so I decided to model that carbody style rather than a GP35. Makes sense, eh?

I started with the natural thing, a dummy GP30 (Bachmann). It runs smooth so that problem was already tacked. I then went out and bought some .020 thick sheet styrene from Evergreen. A good hobby knife of any kind should do just fine if you can cut straight. (I don't cut all that straight and my road slug still looks good!) You will need sandpaper, good hobby glue (NOT Elmer's-- I tried that first and trust me, it was not a

pretty sight!), and a fairly steady hand along with a little bit of patience. OK a lot of patience, who am I kidding? (Fine if you don't.)

Here is a quick list of all supplies needed:

1. Dummy GP30
2. Hobby knife
3. Sandpaper
4. Sheet Styrene, (.020)
5. Hobby glue
6. R.R. Colors MofW grey & SP Dk.grey
7. CSX decals (Micro-scale of Herald King.)
8. R.R. Colors Conrail Blue and dark blue, also Santa Fe yellow. (Santa Fe yellow is very close.)
9. Paint brushes

That should give you a good idea of what you need to build a road slug. Next time I'll explain how I made the road slug in detail and I will also have a complete roster including mother units (GP40-2's)!



## Locomotive News Spotlight

Edited By Phil  
Michaels

"Southern Pacific Locomotives  
in the 1980's"

By Jason Eminian

Ever since the early 1980's, Southern Pacific has been changing the look of its locomotives. For better or worse, these changes involve ways for better and cheaper operations around the system. New technology is another factor, but work rule changes and federal and state relaxation of regulations are also major factors.

There are some obvious things that stand out the most when watching a lash-up of SP power roll by. It is very common to see a rotary beacon sitting atop the cab just to the left of the horn. When SP mounted these flashing lights, they took off the old oscillating lights (Oscillating lights are located in-between the numberboards. Their purpose is to rotate in a circle-like fashion, lighting up more in front of a train than stationary headlights.) and filled in the hole with steel plates. Next came the round Mars light, so common to SP diesels. This light sits above the regular headlights on the top of the nose. It also was not spared, and it was removed and replaced by a molded steel plate.

SP didn't stop there! For a while the railroad switched to Santa Fe type numberboards. That, however, didn't last long. Classification lights have been removed from way back in the late 1970's.

It also seems like STANDARDIZATION has been thrown out the door. Most railroads try to equip all of their locomotives with the same options. But once again SP has drifted its own way. New power such as GP60's, B39-8's, and Dash 8-40B's have all arrived with their lights and horns in different places.

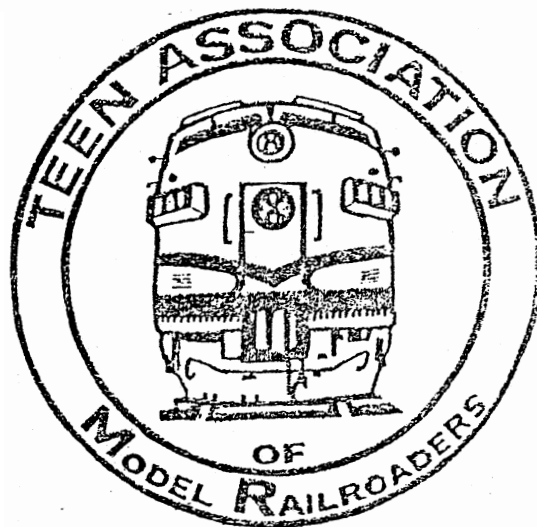
It can be challenging for modelers who adjust the details on their models to the changes the prototype makes. With the Southern Pacific going through constant changes such as its recent merger with Rio Grande, it is interesting to see how their locomotives reflect these changes. It's also fun to model them.



TEEN ASSOCIATION OF MODEL RAILROADERS (TAMR)--  
1991-2 INTERIM DIRECTORY (compiled 12/91)

NORTHEASTERN REGION

[32 members listed]



SOUTHERN REGION

[15 members listed]

3)

CANADIAN/INTERNATIONAL REGION

[6 members listed]

WESTERN REGION

[20 members listed]

CENTRAL REGION

[33 members listed]

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