



# Teen Association of Model Railroaders

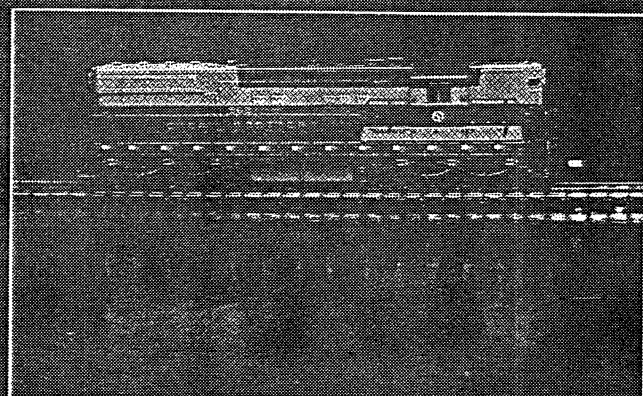
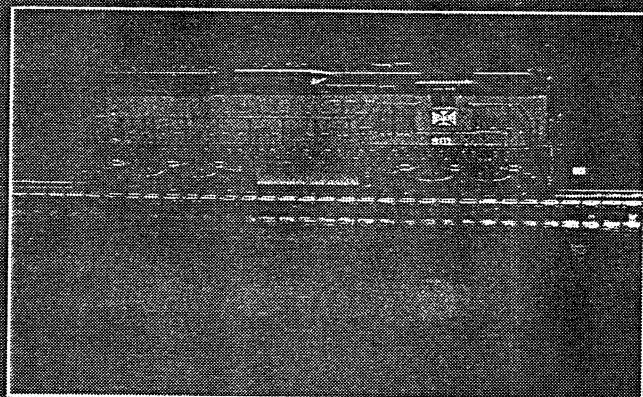
## HOTBOX

February, 1992

Issue #266



# Performance Perfected, Details Sublime, Don't Wait to Order Your N Scale SD 7's & 9's!

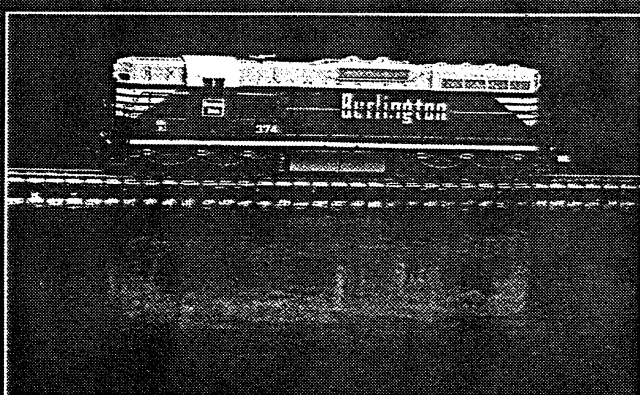
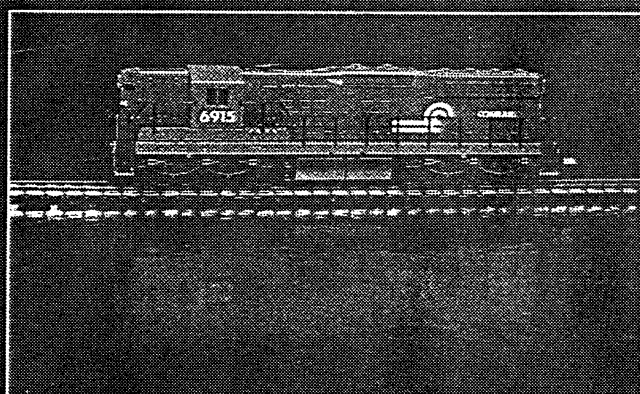


## **SD-7's**

- #4500 Undecorated
- #4501 Undecorated\*
- #4502 Rio Grande 5300\*
- #4503 Rio Grande 5302\*
- #4504 Southern Pacific 1431\*
- #4505 Southern Pacific 1442\*
- #4506 Baltimore & Ohio 761
- #4507 Baltimore & Ohio 764
- #4508 Bessemer & Lake Erie 453
- #4509 Bessemer & Lake Erie 801\*
- #4510 Great Northern 550
- #4511 Great Northern 568

## **SD-9's**

- #4525 Undecorated
- #4526 Undecorated\*
- #4527 Pennsylvania 7607\*
- #4528 Pennsylvania 7621\*
- #4529 Conrail 6915\*
- #4530 Conrail 6921\*
- #4531 CB & Q (Burlington) 329\*
- #4532 CB & Q (Burlington) 374\*
- #4533 Norfolk & Western 2349\*
- #4534 Norfolk & Western 2351\*
- #4535 Southern 198 H
- #4536 Southern 199 A



**\*Dynamic Brakes**



For a FREE 1990 Catalog, Send a #10 (Business-size) Self-addressed, Stamped (50c)  
Envelope to: Atlas Tool Co., 378 Florence Ave., Hillside, N.J. 07205

All photos pre-production samples

# FROM THE DESK OF

## Phil Michaels, Editor/HOTBOX

Well, believe it or not, here it is. Two months in a row with the Hotbox. That hasn't happened in a while. Since I mailed last month's issue I've gotten a lot of responses from people across the TAMR. Particularly from people in the Southern and Central Regions. Thanks a lot to everyone who has submitted material, most of it that has been submitted so far should show up in the March issue, but probably not everything. Please, though, keep those letters and articles coming in.

I hope you like this month's issue, there's a lot of good things in it. There are some excellent modeling tips by John Reichel, along with news (finally!) from the 1991 TAMR convention submitted by Lone Eagle Payne. You will also find part two of the article about modeling CSX's Road Slugs. In addition we have a new letter contest going which you can read more about on page six.

I hope that February proves to be a good month for all of you. Although

here in Michigan it is still quite cold, there are still many opportunities to get some great photos while railfanning. You can also work on your model railroad if time permits and if your basement isn't too cold. (Like mine is!) So until next month, keep it up with all the great articles and letters. TAMR is moving once again and together we can (and are) making it work. Thanks to all who have lended their help to me.

---Phil Michaels  
Editor/HOTBOX

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Dearborn Hts., MI. 48127

### On the cover:

The original General Motors diesel-electric demonstrator FT 103 on the Indiana Harbor Belt at LaGrange Park, Illinois in June, 1990.  
(Photo by: Chuck Janda)

### NEXT MONTH:

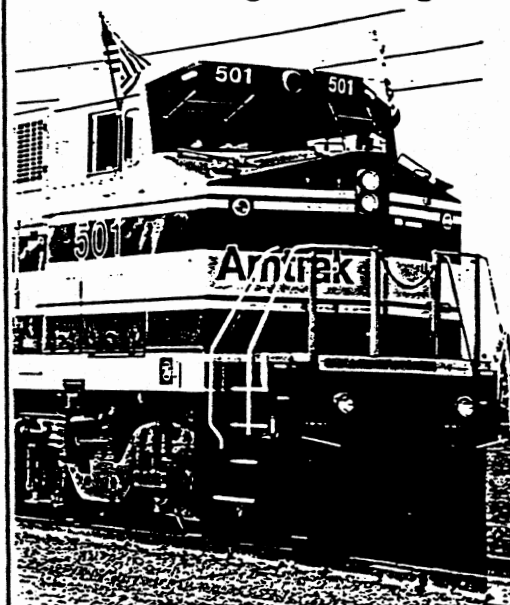
The final part of the three-part series on modeling CSX Road Slugs plus many other member-submitted articles that all will enjoy. An excellent March issue!!!

Address Changes:  
Steve Schwenk  
705 N. 5th St. #4  
Lafayette, IN. 47901

Mark Dieckman  
2804 S. Grand Ave.  
Sedalia, MO. 65301

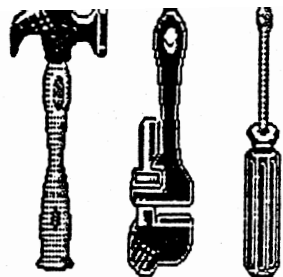
### Bill of Lading:

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Cnvntr. News....Pages 5-6  
Letter Contest.....Page 6  
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CSX Road Slugs.....Page 7



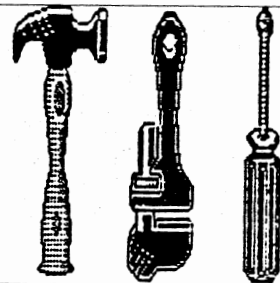
(Photo by: John Reichel)





# Modeling Tips

by  
John Reichel



Did you receive a train set last Christmas but are having trouble getting it to run well? Looking for a few tips to make your trains run better? many beginners become discouraged because their trains won't stay on the track (especially when backing up), won't stay coupled, won't uncouple, or won't run at all.

If you have any of these problems, DON'T GIVE UP ON MODEL RAILROADING. The problem isn't that the model trains don't work well, it's just that beginner train sets don't usually have the best components available. I don't want to knock the companies that put out the train sets; most of them also have fine products for experienced hobbyists, such as Bachmann's Spectrum Line and Life-Like's Proto 2000 series. Just don't get too attached to your train set. Sets are a great way to get started, but as you get more interested in the hobby, you will probably find that your original train set equipment gets used less and less.

Here are some tips. Please write to me with tips you've found useful and I can add them to the list.

---If you don't already have a train set but want one, think about putting together your own combination of inexpensive, but

higher quality equipment. In HO, for example, you can buy an Athearn engine, several Athearn or Roundhouse cars, Atlas nickel silver track, and a simple MRC power pack for the retail price of a train set. Everything will run much better and it will also last much longer.

---Con-Cor, Mantua, and Walthers also make HO cars that are easy to put together and not too expensive.

---If you have a scale other than HO, check with other TAMR members who use your scale, or your local hobby shop, about good-quality, low-priced, equipment.

---Use nickel silver track. It costs a little bit more than brass, but the electricity gets to the trains better. You can clean it with a Brite Boy (eraser-type track cleaner).

---Rail-Zip (made by Pacer) helps the trains pick up electricity from the track. You just put a few drops along the track and let a train spread it around.

---Sectional track is OK for beginners. Flex track involves cutting rail, which might be frustrating at first.

---Fasten down your track. If you just set the track down on the carpet, the sections

won't stay together; plus carpet fibers and dust will get into the engines. Also, the engine's momentum will tend to move the track around. So nail your track to a plywood tabletop, with or without cork roadbed. If you decide to ballast your track later, you can remove the nails.

---Speaking of ballasting, I wouldn't recommend it to a beginner. Try it after you have everything running well, and keep the ballast away from your switches.

---Although they seem expensive, you should try substituting Kadee couplers for the plastic ones. They allow trains to run better, especially backwards, and they look better, too. They're easy to uncouple, unlike the type that come with HO cars. They're a snap to install in most freight car kits. If you can't afford to put them on all your cars, you can put a Kadee on one end of a car and leave the plastic one on the other end. That way, you can hook up all your equipment. I like to do this with cabooses so I can run them on the end of any train.

---Don't rely on your train set power pack---it just isn't powerful enough. Keep it around to power your accessories, but invest in a more powerful pack from MRC or Spectrum. You don't have to get a fancy one.

---Always be careful with tools. Cut away from yourself. Don't use knives or screwdrivers. Use goggles with power tools. Use acrylic paint if possible. Make sure you have good ventilation when using any kind of paint, thinner, or cement.

---CA (Krazy Glue-type cement) works well, but be careful. It sticks just GREAT to skin, especially to eyelids. Use just a little.

---For plastic parts, check out liquid cement instead of the kind in the tube. It makes strong joints and doesn't create "strings" that mess up your models.

---Join a local model railroad club. You'll learn alot from the other members. You won't have to figure out everything for yourself. The other club members might have some projects that could earn you some money, such as making dozens of model trees. They might even have some trains they don't want anymore that you could have if you're nice to them.

---Write to the Student Fare column in Model Railroader. The guy who writes the column, Rick Selby, is really nice and he has lots of good suggestions. It's fun to become "famous" by seeing your letters in a magazine. And you can share

your ideas and experiences with other modelers.

---Become active in the TAMR! Write articles for the Hotbox. Write to other members. Send pictures to each other. We can all learn alot from our fellow members.

---Consider running for a TAMR office, such as Regional Representative or President. Even if you don't win, there are lots of projects waiting that can help both you and the TAMR.

---Most of all, don't get discouraged! This is a great hobby!

# Convention News...

## A VIEW OF THE 1991 TAMR CONVENTION

by Lone Eagle Payne  
Former Pivot Pin, TAMR

Suppose the TAMR had a convention, and nobody came? That is about the situation of the '91 TAMR national convention. Peter Schierloh and Roger Balwinski made plans to hold such in Dearborn, Mich., June 28-30. Twelve members had plans to attend. The agenda was to hold a get-together Friday night to let everyone get to know each other, show some slides and videos, and whatever.

Then on Saturday to do some railfanning at yards in Detroit and Canada. To visit some Detroit home layouts and the Detroit Sand Hill & Western club pike. Later Peter's parents were to host a cookout with pizza, corn on the cob, mashed potatoes, biscuits, brownies, and cold soft drinks.



A CSX yard slug set at Clifton Forge, Va. The mother is a GP39 (ex-C&O #3910) and the Yard Slug is also of Chessie heritage. (Submitted by Andy Crow)

We operated on Roger's home pike, which is very well done, although only partly scenicked. And the club pike in the basement of Roger's church is shaping up nicely, a module at a time, and for the space allotted, will eventually become a group-operated pike. The President of the Sand Hill & Western Club pike graciously opened the Club for a half hour of operation and viewing. Seemingly none of the original founders are among the present members, so some electrical problems are coming to the fore, and in all that maze of wiring, I can see a long time til finding the bugs. Unlabeled, unnumbered connections make tracing a nightmare.

We also got a chance to photograph Norfolk & Western 1218 (loco, tender, auxiliary tender, and baggage car) snuggled in the back of the NW yards, where it is rumored that it will be prepared for an excursion run sometime in mid-July. Two NW "Black Stallions" moved just out of camera range, with some CP Rail locos sandwiched in the background. The CSX yard gave us a chance to get photos of GT, SOO, SP, and CSX locos awaiting assignments.

### TELL US ABOUT YOUR LAYOUT! WIN A SWELL PRIZE!

Putting an article in the Hotbox is a great way to tell other TAMR members about your layout. Plus, it's a good way to meet new pen pals. It's not a lot of work; it's not like you're writing a term paper or anything. Just write a couple of paragraphs about your layout, or your plans for one, and mail to the Editor, Phil Michaels, 522 S. Tompkins, Howell, MI 48843, or to the Pivot Pin, John Reichel, 1800 E 38th St, Oakland, CA 94602.

You can write about any problems or questions you've had, and your fellow members can write back to you with their suggestions. We're here to help each other out!

You can include a sketch of your track plan if you want, and photos are welcome too, especially if you're in them. You can also include a photo of your favorite full-size train. Black and white prints and color slides give the finest reproduction, but color prints are fine too (better if they have good contrast).

The writer of the best article will win a prize! Be sure to say what scale trains you have, because the prize will probably be a freight car in your scale. May

Greenfield Village was a Sunday jaunt, especially as we wanted to observe Peter as the fireman on the paddle-wheeler Suwanee, where he spent his daylight hours instead of hosting the convention. He kept the steam pressure up without too much effort, and is a good "hog-tier" when it comes to snubbing a hawser around a piling.

Two coal-fired trains kept circling the perimeter of the Village with well-willed coaches, and a demonstration of a Plymouth loco being turned on the turntable by small children was the end of the '91 get-together.

And all of this just for the five of us: two conventioners, two planners, and a new recruit. The NMRA national convention will be held in Columbus, Ohio, in '92, and is somewhat expensive, but is a good source for obtaining model info by attending clinics and seeing the display pikes. Tours of industries and home layouts are added expenses. If you can afford the bucks, you can learn quite a bit, but if we all attend the '92 TAMR convention (July 22-26, San Jose, Calif.), we can have a good time on our own.

Now, here's a letter to get the contest going:

### NEEDS HELP WITH FROZEN POND

Hi! My name is Chris Strauss, and I live in the Chicago area. For the past 10 Christmases, I've set up an HO scale train around the Christmas tree. Somewhere in the middle, I have ice skaters skating on a frozen pond. **My question is, do you have any idea how to make a pond that has a frosty or frozen look to it?**

I've tried tinfoil and a piece of square glass, but for some reason it looks phony to me. Visitors say, "Oh, that's just a piece of glass." I'd like to hear some positive ideas about how to make my pond realistic.

Please address your suggestions to:

Chris Strauss  
498 W. 12th St  
Chicago Heights, IL 60411

Thanks for your suggestions and encouragement..



Plans are in motion for the convention (July 22-26, San Jose, Calif. Contact John Reichel, 1800 E 38th St, Oakland, CA 94602 for more info). I'll be there. From the pen of the Eagle-- Lone Eagle Payne.

Editor's note---  
This year's convention will be held in San Jose, California during the same week as the NRHS convention advertised on the back of the HOTBOX. So, if you have the resources, come on out and join the fun!!! Also, the space on the back is available for pike ads at (if you hurry, I do not know for how long.) no cost!

## Letters

### BRASS PASSENGER CAR SIDES

Have you ever worked with brass passenger car sides? These car sides have the correct window arrangement for particular railroads and are often the only way to get just the right kind of car.

The instructions say to glue the brass car side right onto the side of a plastic passenger car. The problem is: the sides become too thick and don't look that great.

Would it be best to sand the plastic side so the brass won't stick out so far? Or would you remove the plastic side entirely? (And, if so, do you brace the car so it doesn't fall apart?) Or would you add a layer of plastic or brass to the car roof so it all comes out the same thickness?

Please send your advice to John Reichel. Thanks a lot!



# Modeling CSX's Road Slugs

By Phil Michaels

Last month I gave you the basics about modeling a CSX Road Slug, including the materials you would need to build one, and a little of their history. This month I'll give you a roster of the slugs and their mothers, including paint schemes, and we'll conclude next month with the construction process plus the mother unit modifications. The Road Slugs are numbered 2200-2301, and 2303-2330, while the mothers occupy 6400-6499, and 6900-6943, and 6947.

Road#	Formerly	Carbody
2200	B&O 3544	GP35
2201	B&O 6968	GP30
2202	B&O 3559	GP35
2203	B&O 3581	GP35
2204	B&O 3560	GP35
2205	B&O 3548	GP35
2206*	B&O 3540	GP35
2207	SBD 6723	GP40
2208	B&O 6959	GP30
2209	B&O 3516	GP35
2210	C&O 3010	GP30
2211	B&O 6915	GP30
2212	B&O 3551	GP35
2213	C&O 3530	GP35
2214	C&O 3529	GP35
2215*	B&O 3510	GP35
2216	B&O 6966	GP30
2217	B&O 6934	GP30
2218	C&O 3568	GP35
2219	B&O 3500	GP35
2220	C&O 3538	GP35
2221	CSX 4396	GP35
2222	CSX 4381	GP35
2223	B&O 3505	GP35
2224	C&O 3520	GP35
2225	B&O 6901	GP30
2226	B&O 6909	GP30
2227	CSX 4140	GP30
2228	C&O 3566	GP35
2229	B&O 3503	GP35
2230	CSX 4379	GP35
2231	CSX 4302	GP35
2232	B&O 6949	GP30
2233	CSX 4118	GP30

Road#	Formerly	Carbody	Road#	Formerly	Carbody
2234	C&O 3572	GP35	2287	CSX 4110	GP30
2235	C&O 3564	GP35	2288	CSX 4365	GP35
2236	SP 6658	GP35	2289	CSX 4102	GP30
2237	CSX 4349	GP35	2290	CSX 4390	GP35
2238	CSX 4343	GP35	2291	CSX 4371	GP35
2239	CSX 4383	GP35	2292	CSX 4123	GP30
2240	CSX 4366	GP35	2293	CSX 4372	GP35
2241	B&O 6903	GP30	2294	CSX 4117	GP30
2242	C&O 3031)	GP30	2295	CSX 4420	GP35
2243	B&O 6970	GP30	2296	CSX 4124	GP30
2244	SBD 6658	GP40	2297	CSX 4374	GP35
2245	CSX 4347	GP35	2298	CSX 4120	GP30
2246	CSX 4115	GP30	2299	CSX 4389	GP35
2247	SBD 1411	GP35	2300	CSX 4136	GP30
2248	CSX 4111	GP30	2301	CSX 4368	GP35
2249	CSX 4113	GP30	2303	CSX 4395	GP35
2250	ICG 2274	GP30	2304	CSX 4407	GP35
2251	ICG 2253	GP30	2305	CSX 4367	GP35
2252	ICG 2251	GP30	2306	CSX 4402	GP35
2253	GMO 528	GP30	2307	CSX 4353	GP35
2254	GMO 524	GP30	2308	CSX 4132	GP30
2255	GMO 511	GP30	2309	CSX 4099	GP30
2256	GMO 508	GP30	2310	CSX 4355	GP35
2257	GMO 530	GP30	2311	CSX 4416	GP35
2258	ICG 2265	GP30	2312	CSX 4104	GP30
2259	GMO 506	GP30	2313	CSX 4362	GP35
2260	GMO 520	GP30	2314	CSX 4359	GP35
2261	ICG 2254	GP30	2315	CSX 4375	GP35
2262	ICG 2272	GP30	2316	CSX 4342	GP35
2263	ICG 2278	GP30	2317	CSX 4385	GP35
2264	GMO 510	GP30	2318	CSX 4346	GP35
2265	CSX 4107	GP30	2319	CSX 4415	GP35
2266	CSX 4116	GP30	2320	CSX 4097	GP30
2267	CSX 4126	GP30	2321	CSX 4410	GP35
2268	CSX 4129	GP30	2322	CSX 4131	GP30
2269	CSX 4139	GP30	2323	CSX 4088	GP30
2270	SBD 1352	GP30	2324	CSX 4039	GP30
2271	CSX 4105	GP30	2325	CSX 4411	GP35
2272	CSX 4138	GP30	2326	CSX 4068	GP30
2273	CSX 4109	GP30	2327	CSX 4306	GP35
2274	CSX 4413	GP35	2328	CSX 4058	GP30
2275	CSX 4414	GP35	2329	CSX 4055	GP30
2276	CSX 4401	GP35	2330	CSX 4423	GP35
2277	CSX 4403	GP35			
2278	CSX 4405	GP35			
2279	CSX 4409	GP35			
2280	CSX 4119	GP30			
2281	CSX 4304	GP35			
2282	CSX 4386	GP35			
2283	CSX 4121	GP30			
2284	CSX 4358	GP35			
2285	CSX 4134	GP30			
2286	CSX 4392	GP35			

\*2206, 2215, & 2280-2330, plus mothers 6400, 04, 19, 6424, 44, 84-98, 6900-01, 6903-24, 26-43 in current CSX scheme. Mother 6465 has just yellow ends.

3031 was the last GP30 in Chesapeake and Ohio paint before rebuilding.



TAMR HOTBOX  
522 S. Tompkins St.  
Howell, Mi. 48843

\*\*\*The TAMR 1992 Convention will be held here!!!!\*\*\*

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