



Teen Association of Model Railroaders

HOTBOX

May, 1993

Issue #281



X2000

Train for Tomorrow

By: James Duffy

I had planned my ride aboard the X2000 for at least three months, and finally the day of the ride had come. The weather was extremely nice - a beautiful, sunny day with 65 plus degree temperatures. I was all ready for the trip, and finally the ride I had anticipated was a reality.

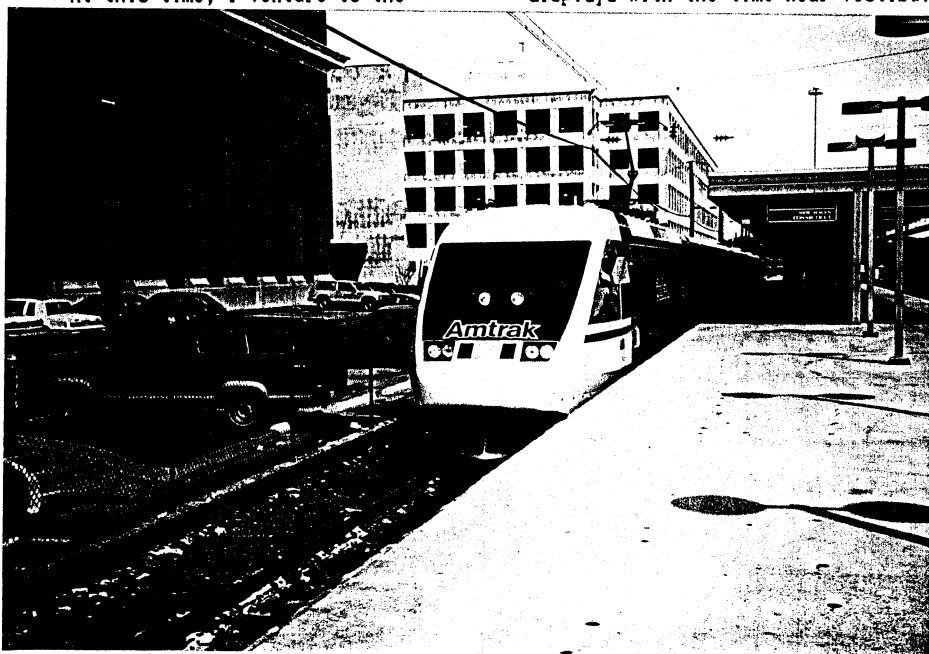
I arrive at the New Haven, Connecticut, Union Station where Amtrak, Metro-North, and CDOT Shoreline East trains operate. The locomotive and five cars of the X2000 are visible from the parking lot, and I can hardly wait to get some photographs. I scurry up to the platform, and while the crew sleeps during their layover (it's about 12:30pm), the two Swedish representatives were very pleasant, explaining and showing the equipment and controls aboard the train. The control cabs are very nice; similar, but not exactly alike to that of a Turbotrain, except that the engineer controls from the left side, not the right as in North America. Everything inside is meticulous and even by seeing the rare window-washers proves how much pride the crew has in the train. Two o'clock was quickly approaching, however, and I was preparing to board for a 2:33pm departure.

I boarded the train and it was overwhelmingly nice. Every pair of seats were facing, with a nice wooden table between them. The seats were extremely comfortable as well, with the European 2-1 (two seats on one side and one seat on the other of the aisle) seating giving more room than Amtrak's 2-2 or even Metro-North's 3-2 seating. The seats, however, aren't the only nice thing. On the side of each seat is a control panel, where the switch for the overhead light and music controls are - yes, music controls! You can either bring your own earphones or purchase a pair (\$3.00) aboard the train and you can choose from three stations. When I was aboard, a classical station, an easy listening station, and a 60s-70s type

station. Volume controls made listening easy and really added to the trip.

I depart New Haven Union Station and we are told that the beverages and some snacks, excluding alcoholic beverages, are complimentary. An attendant brings the cart to my seat, and I have a plethora of beverages to choose from. As we enjoy refreshments, I especially enjoy the view out of the extra large windows aboard the train. We aren't going extremely fast; we are following current Metroliner schedules. Still, the ride is very smooth and very quiet.

At this time, I venture to the



The locomotive end of the X2000 at New Haven, CT., April 14, 1993 (J.C. Duffy)

snack car. I decided to try some Amtrak cuisine, and I wasn't disappointed. Although expensive, the grilled chicken breast sandwich was very good (I also picked up souvenirs). As brought it back to my seat, an attendant was taking orders for lunch, so unfortunately I ate a little early. When I had finished, I decided to look through the train. Everything is electronically controlled at the touch of a button. Normally, to go between cars, you have to slide a heavy door, but not here. You feel like you are walking through a spacecraft as all of the doors slide open. Even the bathroom is electron controlled. There are displays with the time near vestibules.

The interior of an X2000 coach, also at New Haven on April 14th. (J.C. Duffy)



May, 1993

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On the Cover:

This is a photo of the locomotive won by David Thompson in the Layout Article Contest, which John Reichel sponsored last year. The prize was a Bachmann Spectrum 70-ton switcher. David plans to repaint it for the Norfolk Southern---the old NS, not the more recent merger of the Norfolk and Western and the Southern. David won the prize for writing an excellent article about modeling a shortline railroad. The article was published in the June 1992 edition of the HOTBOX. The photo was taken on the TAMR National Layout in Oakland, CA. (see page five for more on the layout). It's been awhile since the contest, but there may be others in the future. [Photo by: John Reichel.]

TAMR HOTBOX

Official Publication of the
Teen Association of
Model Railroaders

The HOTBOX is issued monthly, for twelve issues per year, with a special mailing of the TAMR Directory of Members in May.

Dues for membership in the TAMR are as follows:

Regular(21 and under).....	\$15.00
Associate(Over 21).....	\$18.00
Overseas(Outside N.Amer.).....	\$20.00
Sustaining(Reg. or Assoc.).....	\$20.00

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

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Guidelines for Submissions:

Style, content- Your own writing style is fine with us; remember, you are among friends. Do you have grammar trouble? Let the editors worry about that. The ideas of what you write are what is important. As for content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to a majority of readers.

Typing- Typing is not required, as most everything we receive is retyped into a computer. But it will save the eyes of the editors, so please do so if you can.

Artwork- All drawings and artwork are preferred to be done in black ink, but it is not required. Please send two copies if possible.

Photos- Black and white photos generally work best, but color prints will come out fine also. Photos taken in low light just don't print well, so try to send brighter photos. Also, make sure that they have good contrast. Please send caption material with your photos. Caption material should include the location, date, and any other essential information.

Next Month:

The next issue of the HOTBOX will come out in mid to late June. But before that, the 1993 TAMR Directory of Members will come to your door. A region-by-region, alphabetical listing of all TAMR members and their interests, plus other valuable and important information, along with 1993 election results. We hope you're looking forward to it. The June HOTBOX will feature excellent articles by TAMR members and other interesting articles as well.

Submissions

The TAMR HOTBOX depends almost entirely on its members for its material. If you have articles for publication or want to respond to one of our columns, send them to the following people:

Modeling Tips.....Mike Yan
TAMR Clinic.....John Reichel
The Traction Motor..... Zachary Gooch
All other submissions.....Phil Michaels

Willow Creek Railroad

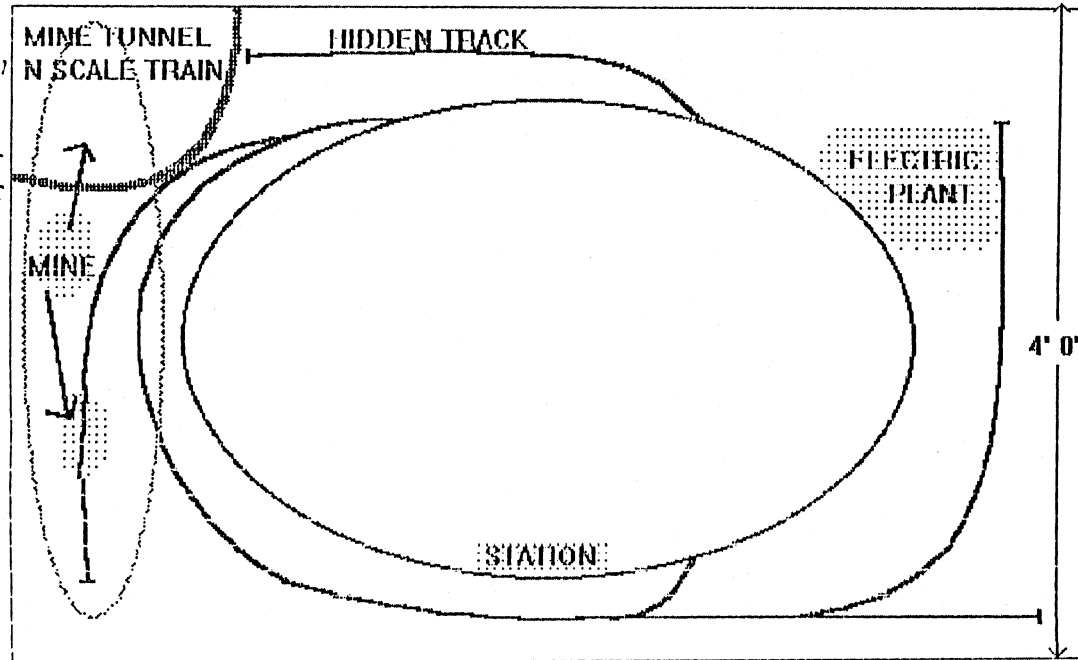
By: Brad Beaubien

WILLOW CREEK RAILROAD - HO SCALE MAP NOT TO SCALE

Imagine, you awake to the sound of a diesel coal train rattling your window panes on a misty morning. You go downstairs and smell the fresh bacon and eggs cooking on the kitchen stove. Your dad is sitting reading the morning paper while your younger brothers and sisters are watching cartoons.

Many modelers make up stories such as this to make their layouts seem a bit more realistic. Many include small towns because they possess a unique quality. In the months of planning my layout, I produced many stories in my head about rural America. From these stories evolved my freelanced Willow Creek Railroad. I wanted to combine small town USA with trains. Every train has a purpose, and that was my biggest obstacle. I played with the idea of passenger service, but that might require a large town. After I piled through many ideas, I settled on a coal mine and a rural power plant.

Willow Creek Railroad is a small division of the Union Pacific. My railroad's main purpose is to take coal from the mine to the electric plant. The mine produces coal that is taken out by an N-scale train. It then dumps the coal to be craned into my HO train and returns back into the mine tunnel. After the idea of mining, I still liked the passenger service idea. I decided to add a dead end line that could be hidden at the rear of the layout. This would enable me to have a passenger line that I could bring through once in a while. The rest of the time it could be hidden. From the front of the layout it appears as if the train leaves the layout and moves on. My scenery was constructed from white foam and plaster. Since I have not yet completed my layout scenery, I have only purchased one locomotive for each scale. For the HO there is a UP GP40 diesel and for the N there is an EMD F9. As for structures, I have



numerous buildings and shops for my downtown area. My station is made by Heljan and is for both passengers and freight. As the name of Willow Creek implies, a creek runs through town. I

Shortnotes on Shortlines

By: Aaron A. Marcavitch

Well, I'm back, and I would really like to know where your questions for SOS might be. Maybe many of you just don't have an interest in your local shortlines. But how about your local historical railroads? That point brings me to another.

A railroad that was formerly in my area was the Waynesburg and Washington Railroad. This shortline would be either an engineers nightmare or a modelers. It was once said to have more turns than a snake with hiccups. The hills were not of great proportions, but it is extremely tough to follow a stream step for step. Starting (from a person's point of view) in Waynesburg, which was

have done my best to combine rural America with the beauty of railroading. I encourage you to develop a story about your railroad and it will then become a little more realistic.

the main yard, the railroad followed the local streams, until it progressed upwards to West Union, the apex. It then dropped downhill to Hackney, the original ending point. Then it moves on to Washington, where all connections to the major roads, such as the Baltimore and Ohio, were made.

The railroad was nothing spectacular in station design, with mainly Pennsylvania Railroad types (The PRR controlled the railroad until its end). However, the Washington station was spectacular, with glass canopies and a large glass clock. The Waynesburg station was also something that touched my

(.....continued on page eight.....)

The TAMR National

Layout

By: John Reichel

Note--This article was written aboard Amtrak's Coast Starlight between Seattle and Oakland, in the comfort of a Superliner sleeper. What a way to go!

Introduction

Did you know that there's a TAMR National Layout? Well, there is. While it's not owned by TAMR--it's actually my home layout--TAMR members from all over the world are welcome to bring their HO equipment for an informal operating session.

In the future, I hope to add a two and one-half-foot narrow gauge line on which TAMR N-scalers can run their equipment.

My friend Richard Stanhope and I have been working on the layout since August 1991. Before that, I collected ideas from John Armstrong's books and his articles in *Model Railroader*, as well as from the excellent publications by the NMRA's Layout Design Special Interest Group.

Track Plan

The basic concept for the layout is a large central passenger station, with a number of routes that connect with each end of the station. There are also branch lines.

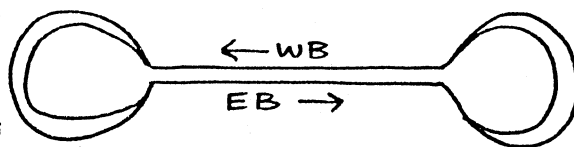
My desire to run a lot of passenger trains was a major factor in developing my track plan. A train may leave the main station going east, spend time on a staging (holding) track to suggest a longer run, and return to the station. The train can then head west and repeat the process.

I followed the Layout Design SIG's advice about making the train look like it's actually going somewhere, while allowing the trains to run continuously.

Let me explain. In the prototype, trains run from point to point. They don't run in circle from town to town and then return to the starting point, they go back and forth [of course!--ed]. But true point-to-point layouts don't allow you to kick back and watch your trains run; you have to stop the train, put the engines on the other end (manually or by uncoupling and running around), and return. Few of us have the room for long enough runs to make point-to-point operation interesting, so we usually have track plans based on ovals, figure-eights, dogbones, or other plans that allow continuous running. Many fine layouts have been built in a 4' x 8' or 5' x 9' space (Yes, I know some of you have interesting point-to-point layouts, so don't get mad!).

I'm lucky to have a large basement that's suited to a continuous-running layout that simulates point-to-point as well as loop-to-loop, operation. It's basically a dogbone with a long middle (the main station area) that has its two tracks close enough to simulate east-bound and westbound mains. A passing siding at each end allows a limited amount of staging.

Basic Concept:



To make it easier to follow, this sketch omits several station tracks. In addition, to add visual interest, the left portion crosses over itself.

The tricky part of the track plan is the siding I put between the EB and WB mains, with access from both. This siding, which is on a separate circuit to avoid reverse-loop wiring problems, allows trains to cross between mains, thereby allowing loop-to-loop or simulated point-to-point operation.

A train can head east on the EB main, then return to the same track. A train can also head east on the WB main, then return to the same track. By doing this, the EB and WB mains can be made to represent different routes to completely different destinations.

In reality, I usually run the

trains counterclockwise around the entire dogbone, but it's nice to know I have the option of running loop-to-loop if I want to.....(to be continued).....

Layouts On A Shoestring

Budget

By: Peter Maurath

This time around I have chosen a creative and fun project with some basic materials.

Unless you are modeling a rural area or an early time period, this attention-getting project should easily fit into your layout. Today, most people travel by car, so naturally, highways were created. And at some point along the way these highways had to cross rivers, valleys, or urban areas on overpasses. These bridges usually cost in the millions of dollars to construct. But the overpass we're building, with a little ingenuity, can be built for under twenty-five dollars. The only materials needed, and you might already have them, are some square and round dowels, foam core board, illustration board, and some spaghetti noodles.

The first thing is to find the location you will be building your bridge, so you can measure the distance for it. Next, cut your illustration board to size, with the width varying depending on the size of your road and the scale. Then cut out a matching piece of foam core board. This is the basic deck. Glue the two pieces together and let it set for a while to dry. The pillars or supports, are made from the dowels. Cut the square dowel the width of the bridge. Cut the round dowels to the desired height. Next paint on a concrete color, I chose Pactra Acrylic Dark Gull Gray. Once they've dried, glue the two round dowels to the square dowel and make your supports. Glue them to your deck bottom.

Afterwards you can add railings, a median, lane markers, and lighting using the streetlight method from earlier articles. With a little thought and hard work, you'll have a real eye catcher!

TAMR Clinic

By: John Reichel

Question: I like my Athearn HO diesels, but I'm having a really hard time putting the handrails on them. They all come out crooked. It's hard to push them into the holes, and some of them get bent. Also, some of them turn out higher than the others. Even when I get them straight, they slide around and get crooked again. Help! Thank you,

Warren Smith, Oakland, CA.

Answer: Some HOTBOX readers will probably have more suggestions, but here's what works for me. Remove the shell (body) from the chassis (mechanism) of the engine. Take one of the wire handrails and thread the appropriate number of stanchions onto the rail. Be sure that the angle is facing the right way (the same direction as the bend in the handrail where it goes into the body of the engine). Also, be sure you're using the right size stanchions because many diesels use different sizes along the same rail.

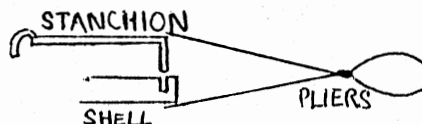
Hold the stanchions next to each other, and use needle-nose pliers to make the bend in them a little bit sharper. Then insert one end of the handrail into the body of the engine and push the stanchions in, one by one. If you have to force them, they will bend; instead, push gently with the pliers right at the bend. In the process, some might fall off the other end of the handrail, so thread them back on before you put the other end in.

Put one jaw of the pliers inside the engine body and the other on the bend in the stanchion and press gently. This makes the stanchion get right in there. Then use the pliers to make the stanchion hold the handrail tighter. Press hard, but be sure to hold the pliers close to the body so you don't force the handrail away from the body.

Make sure the stanchions are vertical by lining them up with the little

doors on the hood of the engine. You can turn the engine this way and that to see if the stanchions are really vertical. Then tighten the stanchion around the handrail a little more. Put on a tiny drop of CA (crazy glue) where the stanchion wraps around the handrail. Don't put glue where the stanchion goes into the body because it will destroy the paint.

Illustration:



Align all the stanchions this way.

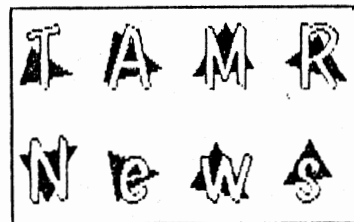
If one turns out tilted a little bit, gently force it to the side with the pliers. When you're done, move on to another handrail. I usually like to do the ends before the sides, but I don't think it makes a difference.

This probably sounds like a lot of work, but I can do an entire engine now in about 15 minutes, so it really isn't too bad. You might want to practice on an engine you don't care for before you try it on a favorite. Good luck!

Question: My Athearn engine that I bought has made me mad. This is the second time this has happened. The problem is that every time I run my engine, the light goes on but the engine doesn't run. This is the second engine I've bought. It had happened at about the third week I've had it each time. I've checked all the troubleshooting charts and nothing works. Do you have any suggestions? I would appreciate it if you would send me some suggestions. Thank you.

Kenny Hitchcock
9842A Deadwood
EAFB, SD. 57706

Answer: I wrote back to Kenny and asked if he was putting his track right down on the carpet. It sounded to me like his engines were picking up lint, so he should fasten his track down onto plywood or benchwork. Do you have any other suggestions? Please send them to Kenny at the address above. Thanks.



From the Desk of David Thompson,
TAMR Secretary:

In the month of April, TAMR received three renewals and four new members. The renewals came from Raymond Criglow, Curtis Tate, and Phil Michaels. New members are Tim Moser, Jonathon Brier, Jeffrey Yoder, and Richie Ellis.

New TAMR members:

Tim Moser	Jonathon Brier
636 Main	1847 N. Craig Ave.
Hickman, NE. 68372	Altadena, CA. 91001

Richie Ellis	Jeffrey Yoder
336 Ellis Lane	Pt. 2, Box 151A
Mt. Carmel, TN. 37645	Gladys, VA. 24554

Election results will be announced in the 1993 Directory, which everyone should be receiving within one to two weeks of this issue of the HOTBOX.

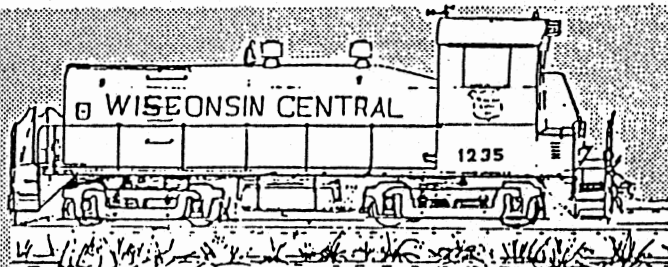
The TAMR National Convention is still full speed ahead. It's now less than three months away, so if you plan on attending, contact John Rossi III at the address on page three for more information.

The HOTBOX is still looking for ways to improve its content, style, appearance, etc. If anyone has suggestions, send them in, they are always well appreciated!

The HOTBOX is also in need of some special help. We would like to start a regular column on the electrical aspects of model railroading. If anyone has these skills and/or interest, contact the editor as soon as possible. We also would like to regularly feature product reviews and news about new products. If anyone has access to this type of information or is good at reviewing model railroad products, you can also contact the editor.

Train

Orders



A column for TAMP officers, members and prospective members to express their opinions, ask questions, make suggestions and inform others of information.

The following are excerpts from a letter written to me by Mike Thidemann, the TAMP Northeast Region Representative, who also wrote the article about his freelanced Northern New England Railroad that appeared in the April HOTBOX:

The article on the NNE looks good. Thanks for giving us the coverage. A little update, we now have a few more engines, including an SW1, a C40-8W, and an SD60M.....

The Northeast region is doing well. One problem is that I have not had much feedback from the members. At the West Springfield train show.....we had a display table.....Enclosed is a picture from the show.

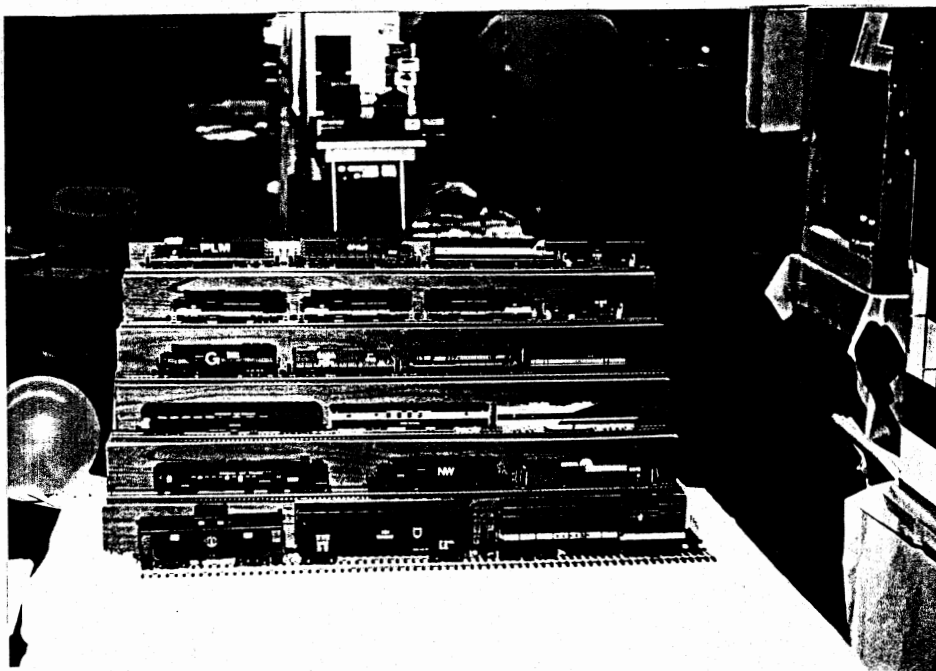
I am currently planning on attending the entire NMPA convention. If..... anyone...is going for the whole week, let me know so I can split a hotel room. [Has anyone] noticed the announcement about the convention in the May issues of PMC and Rail Model Journal (they put down the wrong dates.)?

.....Keep up the good work with the HOTBOX.

I hope that as many as can will be at the convention in August. Here are two photos of interest sent in by Mike.

TOP: CP Rail System 6034 and D&H 7304 at Ayer, MA., April 6, 1993.

BOTTOM: Equipment being displayed at the W. Springfield show. All except the bottom row is Mike's. Taken in February 1993 [Photos by Mike Thidemann.].



The Traction Motor

Conducted By: Zachary Gooch

Last time we discussed some of the finer points of selecting a proper engine roster to complement your railroad's purpose. This installment deals with some additional ways to make your roster colorful and unique while staying within the boundaries of realism.

There were two primary motives in deciding upon a C630 fleet for the PM&I. First, Weaver (basically an O-scale version of Athearn) has just released an excellent, accurate, high-quality model of the C630 in O-scale. Though a little out of my price range to say the least, it still serves as something to build a locomotive fleet out of in the future. Second, high-horsepower C-C Alcos are a very unique form of motive power. The only prototype operators of C630's that I know of are the Green Bay and Western and maybe a few shortlines. As described last time, the Alco fleet is a realistic possibility as a result of the PM&I's rocky history before the Conrail takeover.

In my opinion, every freelance railroad should have one or more characteristics to set itself apart from similar prototype railroads. One of the best places to start is the locomotive roster. Through the use of Capital Rebuild Programs, you can come up with some fairly unique units for your railroad. The PM&I rosters 19 PS19T rebuilds. Constructed from old Alco PS3's, the new 1900 horsepower Road Switchers retain their old prime movers but pack GE Turbochargers and other components to boost their original rating of 1600 horses. The engines are outwardly unique with chopped short hoods and a large bulge on the long hood containing the displaced dynamic brakes and allowing clearance for the new turbos. They act primarily as branchline power, seeing use as light road power on occasion. The idea came from a picture of a repowered CP PS3 with no short hood.

I'd like to thank TAMP Promotion Department Manager Chris Wagner for sending me some information that gave me a new rebuild idea and may interest many of you trying to keep up with the current prototype trends. The newspaper article from Suburban Life describes the use of the A.C. traction motor by Burlington Northern and subsequent development of the new SD70MAC. According to another article on this subject in the June 1993 issue of Trains, alternating current traction has been used in Europe for years and is just now gaining acceptance by BN as a method of unit reduction and increased productivity. Whether this technology will become as widespread as comfort cabs remains to be seen. With BN citing much of the SD70MAC success on coal trains, I started looking for ways A.C. traction motors could benefit the coal-hauling PM&I. The result, if the shops of David Thompson's Portlock, Coalton, and South agree to do the rebuild work, is having the PM&I's inoperable fleet of blown SD's converted into SD21ACs (Special Duty' 2100 h.p./A.C. traction motors). I plan on having them look similar to Wisconsin Central's (ex-Milwaukee Road) SDL39s. The units will serve as heavy six-axle switchers at coal yards, unloading points, and eastern Ohio strip mines to move long, heavy cuts of coal and ore cars where it currently takes two switchers to perform the same task.

A good way to come up with some unique locomotives for your railroad is to create unique situations. Say your railroad is reopening a long unused rail line to serve new industry, but the trackage and many of the bridges on the line are too light to support modern road locomotives (this is similar to the situation that led to the SDL39 creation). Solution? Maybe you could have some old six-axle engines on the roster like SD38s or SD24s rebuilt with lighter eight-cylinder turbocharged prime mov-

ers. With their lighter weight spread over six axles, they easily comply with weight restrictions. Call them something like an SD15-2 and give them strange features like heavily modified trucks, a strange version of the comfort cab, or a four-stack liberated exhaust manifold. You can think of any situation to create a strange locomotive and still be realistic.

Do some research into books on railroad engines like Kalmbach's Diesel Spotter's Guide. You're sure to find some ideas you can use on your railroad.

(Continued from page four.....) mind. The best way to describe it would be to show you the Water Street Freight Terminal from Walthers, but with a slight difference to the office end. If anyone would like to see the designs from any of the stations, write me for a copy or a list of names of stations.

Locomotives were all steam, excluding two gasoline speeders, and a rail truck. These are both interesting examples of the shortline falling apart, yet still trying to stay together. The rail truck is fascinating, so write if you'd like a picture and description. The only surviving locomotive of the "WAYNIE" is #4, at our local museum.

The main commodities of the W&W were passengers, coal, and goods. Coal is the lifeblood of this county and was also the lifeblood of the W&W. Passengers thought this to be a great marvel, and rode it to get to points out of the county. In fact, President Taft once rode on the line. Goods were livestock and general merchandise, like the first automobile in the county (ironic, isn't it?). I have studied this line extensively and can give any more information to anyone requesting it. I can also give plans for simple to complex layouts for the "WAYNIE". Thanks for your patience, and send some letters to SOS.