



Teen Association of Model Railroaders

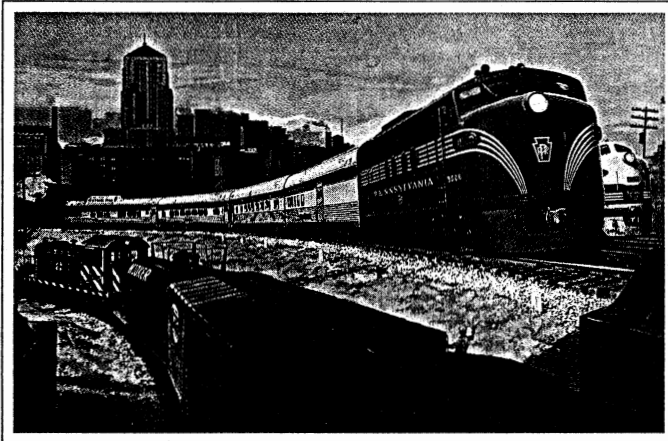
# HOTBOX

June, 1993

Issue #283



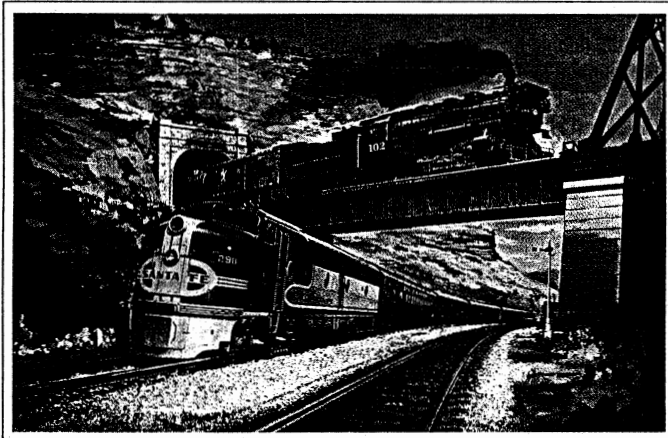
# ALL AMERICAN LOCOMOTIVE PRINTS



**#352 - Midwest Terminal-A** 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				

Card # \_\_\_\_\_

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Daytime Phone# \_\_\_\_\_

Name \_\_\_\_\_

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City/State/Zip \_\_\_\_\_

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# June, 1993

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### On the Cover:

CSXT GP38 #2164 through Howell, Michigan, in 1991. The locomotive is in CSX's newest, best, and brightest paint scheme, originally applied to CSXT B36-7 5895 at Waycross, GA., on March 26, 1991. Since that time more than 1,200 CSX locomotives have either been delivered or repainted into this scheme, or roughly 40% of the roster. Over 2,000 of CSX's 3000 locomotives have been repainted from a non-CSX scheme to one of the various schemes CSX has used. This unit is a former Louisville and Nashville GP38, originally numbered in the 6200-series. Many of these type locomotives are being retired and sold by CSX in favor of newer, more efficient products from General Electric, namely the C40-8, of which CSX owns 415 currently. [Photo by: Phil Michaels.]

### 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.

## Addresses:

<b>President:</b> Brent Johnson 530 W. Alex Bell Rd. Centerville, OH. 45459	<b>Secretary:</b> David Thompson P.O. Box 337, Port Haywood, VA. 23138
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<b>TAMR Advisor</b> John Rossi III 6 Beech Ct. College Point, NY. 11356	<b>Promotion Dept.</b> Chris Wagner 616 S. Ashland LaGrange, IL. 60525
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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:

There are a number of excellent articles on file, ready and waiting to be published. Some deal with prototype trains while others are modeling tips or layout construction articles. All the regular columnists are doing a superb job getting their articles in each and every month. There's a lot to look forward to, so don't miss out! The convention will have taken place by then, so there might be some news from Valley Forge as well. Have a great month!

## 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

# Operating Your Model Railroad Realistically

By: Brent Johnson, TAMR President

Many model railroaders find that making scenery, painting rolling stock, or building structures is their most favorite aspect of the hobby. For me, I find the operation the most appealing aspect. The movement of goods across the nation, and the world, is what prototype railroading is all about. So why not reenact this on your model railroad?

You may have read Tony Koester's article in the March Model Railroader about an enhanced car forwarding system produced by Old Line Graphics. I use a system of car cards and waybills sold by the NMRA for 1 cent per car card and 60 cents for a pack of waybills. Unlike Old Line's system, there are only two waybill cycles, and two cycles gets the job done.

## CAR CARDS

Every car on the system will have a car card. This card will contain this information: reporting marks, car number, and the AAR classification. So the car card for Penn Central boxcar number 322753 would look like the one below.

## BOX CAR

REPORTING  
MARKS

PC

CAR No.

322753

A.A.R. CAR CLASSIFICATION

XM

TYPE OF LADING

EMPTY CAR  
RETURN TO YARD

W. A. M. -66

## WAYBILLS

The waybills tell where the car is going and where the car is from. There are two types of waybills. The waybill for the PC boxcar is the type that will never leave the car. When the car reaches its destination, the waybill is flipped and put in the "setout file" for that area. The "setout file" is one of three card boxes used to hold the cards and to represent the time elapse of the loading or unloading of merchandise from cars (labeled setout/hold/pickup). So if there are cards in the pickup file and you are performing the run for the industries in that area, you would locate the car or cars, pick them up, and return them to the yard. After the operating session, the railroad owner can move the cards to the next box over (e.g. setout to hold). The yard operator will classify cars according to the next destination of the car (shown on the waybill). The yardmaster does not flip the waybill, that is the job of the operator. So what happens if a car enters the yard without a waybill? Then that car is empty and should have a waybill with the same AAR classification put in its slot. The waybill shown with the L&N hopper would be that type of

waybill. The operator will remove this waybill at East Ridge Coke & Chemical and place it in the box marked "HT" at the yard. The other side of the waybill asks for the bill to be flipped over, so it is good to highlight these instructions to prevent the operator from making a mistake in the waybill operation. A slot on the car card for the waybill to be placed can be cut from ziploc freezer bags. Cut 2"x2-3/4" rectangles and scotch tape the sides except for an opening in the top.

## WHERE TO FIND THEM

You can probably purchase these at an NMRA division meeting for the prices mentioned earlier. An assortment pack of 100 car cards is available for most railroad cars including passenger and blank cards for one dollar. You can also purchase as many as you want of one particular car. If you cannot purchase these near you, send a list of how many and what type of car cards and waybills plus a check for the amount and \$1.50 for shipping to Brent Johnson, at the address listed in the HOTBOX. I will return the shipping money I don't use to you.

FROM The Beegee Corp.,  
Huggersville

TO Trustworthy Paint  
Mfg., Kingston

Car Classification

XM

When car has arrived at this destination,  
**TURN** waybill over.

# HOPPER CAR

REPORTING  
MARKS

L & N

CAR No.

75062

A.A.R. CAR CLASSIFICATION

HT

TYPE OF LADING

EMPTY CAR  
RETURN TO YARD

W. A. M. -66

FROM Kingston Coal Co.,  
Kingston

TO East Ridge Coke &  
Chemical, East Ridge

Car classification

HT

When delivery is made, separate  
from car card. This card goes  
into yard file, and car card place  
in station (set out) file.

## AAR FREIGHT CAR CLASSIFICATIONS

FD - Depressed-center flat car  
FM - Flatcar  
GB - Mill gondola  
HM - Open twin hopper  
HT - Open triple or quad hopper

LC - Boxcar with roof hatches  
LO - Covered hopper  
LP - Pulpwood car  
NE - Caboose  
RBL - Insulated boxcar  
RP - Mechanical refrigerator

RS - Ice-bunker refrigerator  
SM - Single-deck stockcar  
SP - Poultry car  
TA - Tank car (ICC 103 series)  
XAP - Auto parts boxcar  
XM - Standard boxcar

# Shortnotes on Shortlines

Well, S.O.S. is back. The first letter received in my mailbox for the S.O.S. is from Jeff Yoder. He wants to know about some Virginia railways. Here is some basic information on railways in Virginia:

Buckingham Branch Railroad Co.:  
P.O. Box 336, Dilwyn, VA. 23936

-Track Miles: 17.3 from Dilwyn to CSX at Bremo (interchange at Strathmore)

-Loads: Kyanite ore, pulpwood, cross-ties, industrial sand, aggregates

-Rail: 100-pound

-History: Chartered March 3, 1879; opened May 1, 1885; sold by CSX March 3, 1989

-Locomotives: One---EMD GP7U

-Cars: 35 boxcars, all leased

Commonwealth Railway, Inc.:  
1 Park West Circle, Suite 201,  
Midlothian, VA. 23113

-Miles: 16.5

-Loads: Aggregate, chemicals, plastic

-Rail: 112-pound

-History: Sold by NS, August 24, 1989

-Locomotives: One---CP7

-Cars: Unknown

Eastern Shore Railroad Company:  
P.O. Box 312, Cape Charles, VA. 23310

-Miles: 64.1--6 by car ferry--then to Norfolk, VA.

-Loads: grain, fertilizer, chemicals, and various traffic for NS, CSX, and Norfolk and Portsmouth

-Rail: 130-pound

-History: Built by New York, Philadelphia, and Norfolk R.R.; chartered September 17, 1881; bought by PRR, became PC, but not CR; rebought by Eastern Shore RR on October 1, 1981

-Locomotives: Four---All EMD GP7Us

-Cars: 27 covered hoppers

-Note: Sounds interesting!

## Interstate Railroad:

This is what you might call an "invisible" railroad. It is controlled by NS, but still has reporting marks and tuns itself.

## Norfolk and Portsmouth Belt Line R.R.:

Another "invisible" line. Owned by CSX and NS jointly. For more info., write to: 1050 Virginia Ave., P.O. Box 7547, Portsmouth, VA. 23707

We will finish the list next month.

# Building the T.A.M.R. National Layout

By: John Reichel, TAMR Pivot Pin

In the April Issue of the HOTBOX, you read about how I created the track plan for the TAMR National Layout in Oakland, California. I hope you were able to follow my somewhat confusing description of the design. This month I'll tell you something about how the layout is being constructed.

My model railroading partner, Richard Stanhope, is a building contractor, so he has access to lots of lumber and plywood scraps. Even luckier, he's my landlord, so if he says, "Let's nail that 2 x 4 to the wall," or "Why don't we cut through that wall?" there's no problem!

Thanks to Richard's expertise at carpentry, the benchwork went up so fast I can barely remember what came first. We made L-girders out of 1 x 4s and 1 x 2s, gluing them together with carpenter's glue (a great product!). Then we attached a long L-girder to the wall using drywall screws (another great product!). We always have at least three sizes of drywall screws around. You should drill a pilot hole through the first piece of wood the screw goes through but not the second. This will make a tight bond. A reversing drill (with a screwdriver bit) is great for driving these screws, although you can do it manually.

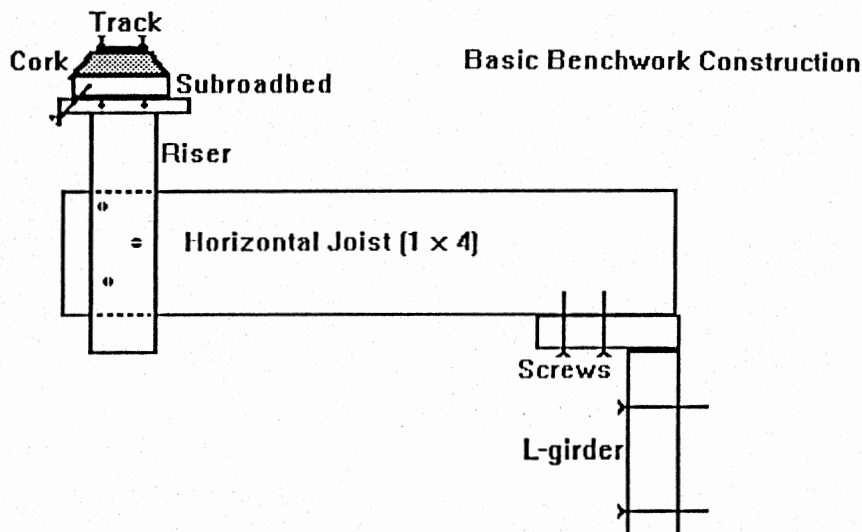
We then laid 1 x 4s on top of the L-girders, with the skinny (1") side screwed to the L-girder from the bottom. We used 2 x 4s for legs; some narrow spots have diagonal braces instead of legs.

To support the subroadbed, we made T-shaped risers out of scrap lumber. The subroadbed is plywood, about 3/8", cut into curved and straight sections with a scroll saw. Use screws, not glue, to attach the risers to the benchwork so you can adjust the height if you

need to. I sanded the subroadbed before gluing down cork roadbed with ceiling tile adhesive. I used a combination of Atlas and Railcraft code 100 nickel-silver flex track. The Atlas track (and #6 turnouts) is held down with track nails, while the Railcraft track is glued down with ceiling tile adhesive (using a staple gun to hold it while the glue dries). Almost all of the rail joints were soldered; some were left loose to allow for contraction or expansion due

to temperature changes.

For a while I had dual cab control wiring using Atlas Selectors, but because a lot of wires were pulled out during scenery construction, almost everything is on the same circuit now! Eventually I'll fix the wiring. In the next installment of this series I'll tell you about how Richard and I are doing the scenery.



## Layouts On A Shoestring

B u d g e t

By: Peter Maurath

This month's article is very appropriate for this time of year, so I decided to give it to you now. No matter what kind, shape, or period layout you're modeling, unless it's the Sahara Desert, you need trees, and most often, lots of them.

I have found a very reliable and cheap source for my tree-making. If you or anyone you know has an oak tree then you have a chance of making these model trees. The foliage comes from the brown, fuzzy remains of leaves when they flowered. This stuff blows around, collects in sidewalk cracks, and is collected easily. If you can find a good source or sources you can make up to one-hundred trees. There is one small catch, however.

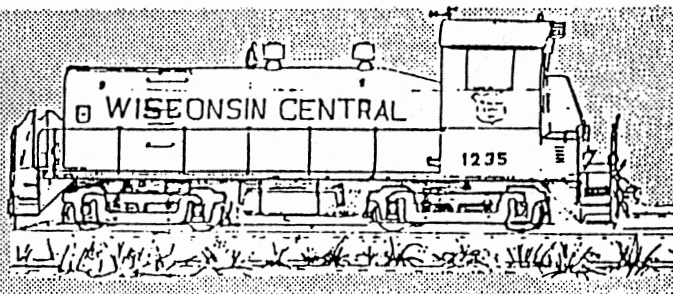
Unless you're modeling fall or brown covered foliage, you're going to want to color them. All you really need is a can of flat green spray paint. Then go to work. Make sure they are in balls, because they tend to fall apart.

.....(Continued on page eight).....



# Train

# Orders



To: All TAMR Members  
From: TAMR Treasurer, Brad Beaubien

REGISTRATION: Send for registration information at the following address:

VALLEY FORGE EXPRESS '93  
P.O. Box 457  
Swedesboro, NJ. 08085

or call: (609) 467-1739

## BE THERE

\*\*\*\*\*

Since we have yet to establish a classified ads section, I am using this space for an ad someone placed:

Need a building to help touch-up your modern layout? Well then look no further. I am now able to offer you modern shopping centers that come in a variety of sizes and range in price from \$7 to \$25. You can also get extra details to accompany your store. I will also soon be able to offer you skyscrapers in a variety of sizes and prices. For more information and order-form send SSAE to the address below:

Peter Maurath, 3119 W. 100th  
Cleveland, OH. 44111

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## Teen Association of Model Railroaders

### Treasurer's Report Summary

January 1, 1993 - June 30, 1993

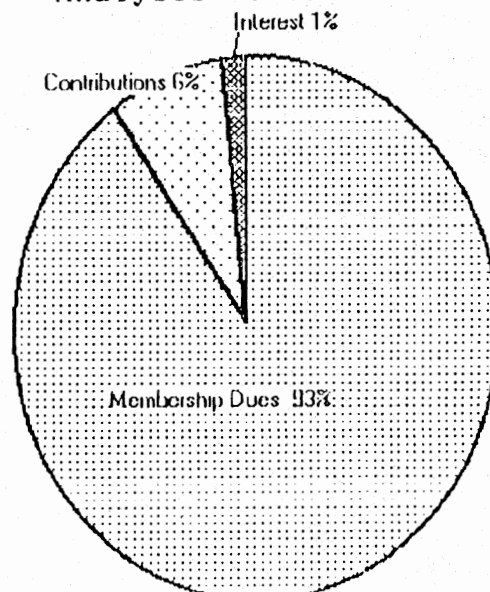
January 1 Bank Balance (+) \$ 620.55

Income Jan. 1 - June 30 (+) \$ 561.43

Expenses Jan.1- June 30 (-) \$ 582.29

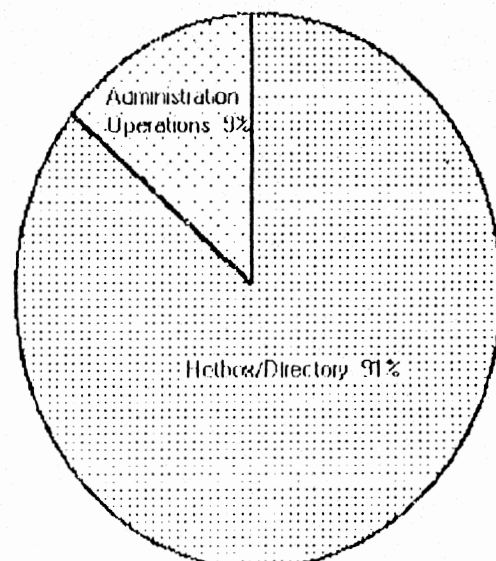
Total Funds Available,  
June 30, 1993 \$ 599.69

## Analysis of Income



Membership Dues	\$523.00	93%
Contributions	\$35.00	6%
Interest on Savings	\$3.43	1%

## Analysis of Expenses



Hothbox/Directory	\$531.37	91%
Administration operations	\$50.92	9%

I, as TAMR Treasurer, assure that these figures are true & correct.

Date: 7/10/93

*Brad Beaubien*  
Brad Beaubien

The Regional Budget Vote has passed! The representatives will soon begin mailing out regional newsletters, and they need your articles and information. Don't stop writing for the HOTBOX, but do write some for your regional newsletter. If you find yourself without a representative or without a newsletter, send articles to me and I may produce a newsletter for your region. These newsletters will come quarterly, starting June or July. Look forward to your regional newsletter, and make sure to contribute some to help your representative out.

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## TAMR 1993 National Convention

WHEN: August 6,7,8 1993 (Fri-Sat-Sun)

WHERE: Valley Forge, PA. (Valley Forge Convention Center)

ACTIVITIES: NMRA clinic programs, manufacturer's exhibits, NMRA train show, model and photo contests (ends Friday night), railfanning trips, and layout tours.

LODGING: On your own. Information on hotels/motels is available from the NMRA convention coordinator. Reservations are highly recommended. If you are looking to share a room to help keep costs down, we will put you in touch with others who are in a similar situation. For room sharing contact:

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

I will put you in touch with someone if there is anyone available.

# The Traction Motor

Conducted By: Zachary Gooch

Before I begin this installment, I'd like to personally congratulate Brent Johnson on winning the TAMR presidential election and Stefanie Greenwood and Jennifer Dooley on their new positions as representatives of their respective regions.

Also, I'd like to recommend an excellent book of railroad photography that I happened upon at the local library. Rolling Thunder by Gary J. Benson is an exceptional collection of modern railroad photography from all over the U.S. and Canada. Interesting text by Fred W. Fralley describes the fall and rise of the railroad.

Now, on with this month's topic: Realism.

Webster's Seventh New Collegiate Dictionary defines realism as "fidelity in art and literature to nature or to real life and to accurate representation without idealization." In our common art of model railroading, we often strive for ultimate realism. Most of our modeling effort is put into creating an "accurate representation" of the "real life" prototype in miniature. The question is: How much realism is too much realism?

Personally, I'm somewhat of a nit-pick perfectionist when it comes to model trains. I was tinkering with my temporary layout in the basement the other day and began shuffling around cars with my CSX MP15DC switcher. In one of the sidings sat four CSX ore cars preceded by a monstrous Chessie center-flow hopper. As the engine locked couplers with the yellow behemoth, I began wondering if the number on that hopper was an authentic Chessie car number. For that matter, does the MP15 wear a correct CSX road number? Little details like the numbers always seem to bother me.

Then again, I'm not one to haul a model engine off to the work bench because it lacks a tiny set of louvers or some riveting the prototype had. I can usually accept minor flaws like these. It's major flaws that really get to me. Case in point: My Chessie U36C is a nice looking model, overall. It possesses all of the prototype's louvers, vents, and even the correct number of access doors; however, its scale length works out to be closer to that of a U18B; in other words, WAY TOO SHORT. It also rides on EMD SD40 trucks. Would this bother you? No? How about this: Chessie System never had any U36Cs.

Sometimes I wonder just what some of the model manufacturers out there are thinking when they turn out products like these. I remember an ad a few years ago in Model Railroader for the new Kato U30C. A chart accompanying the ad showed a list of road names and numbers available. A note appeared at the bottom of the list indicating that, for the Santa Fe version, U23C engine numbers were used. Santa Fe never had any U30Cs. THEN WHY PAINT THEM THAT WAY!?!

Manufacturers also seem to enjoy blocking realism with "Limited Edition" runs of certain cars or engines. In other words, these models may be worth something as collector's items, so they cannot be altered, weathered, or realistically detailed for fear of decreasing their potential value. What's more, these models may never be seen again. See that rare model of an RSC2? What, you can't afford it now? Too bad, it's gone in a few months, leaving you to kitbash your own Alco. With so much consumer money at stake, you'd think these guys could come up with better marketing plans to turn a profit AND benefit the hobby by keeping models on the market. Where would we be without companies like Athearn and Weaver?

The key to realism is striking a delicate balance between accuracy and practicality. It doesn't take a whole lot of effort to produce an accurate, good-looking model. It can be fun to send away for various parts to detail that monolithic C30-7 and put some time into proper paint and weathering. Just don't get carried away. So that SD24 has one too many of those minuscule louvers. That's no reason to go hacking away at the shell with files, sandpaper, and X-acto knives! Why risk damaging an otherwise excellent model to make a change that only an EMD employee would notice? You have to weigh the effort against the result. I plan to change that MP15s number simply because it's not going to take up a lot of time and money to look up CSX engine numbers and send away to Microscale for some decals. As for my Chessie U-boat, the work needed to produce an accurate model simply isn't worth it, and I don't want to ruin a limited edition Lionel engine. It will probably get traded in at the store for a Weaver RS3. I say we MODELERS leave these kind of products for the COLLECTORS.

.....(Continued from page six).....

Then, of course, you are going to need to make branches. This isn't hard either. Just go out and find some shrubbery, as long as it's not evergreens, and remove small sections of the twigs on the bush to form miniature trees. Preferably try to use dead branches and don't overdo it.

Next month we'll work on refining some non-operating Bachmann Crossing Signals.

Peter Maurath  
3119 W. 100th  
Cleveland, OH.  
44111