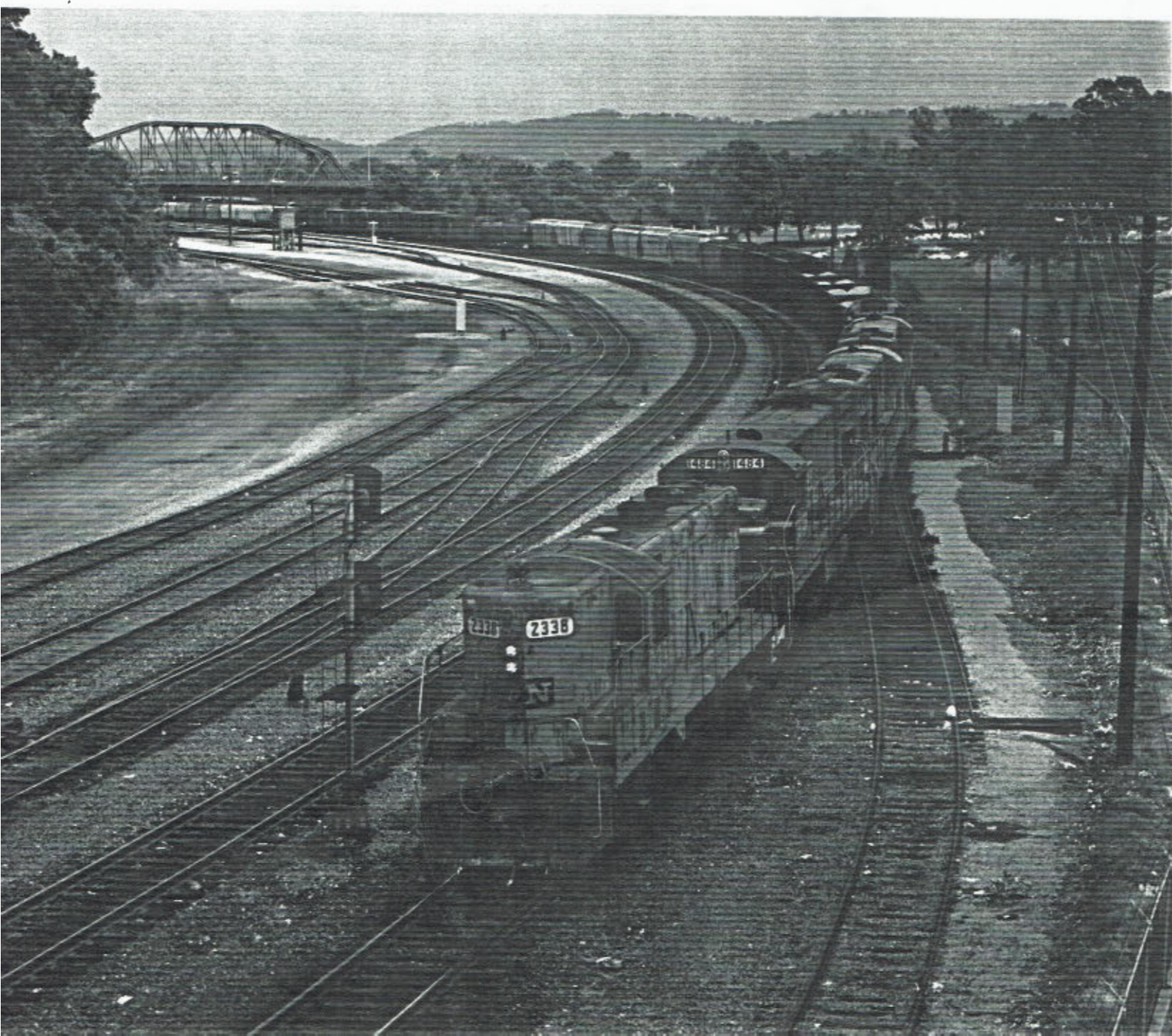


THE HOTBOX

A Publication of the Teen Association of Model Railroaders



January 1995



THE BLUEGRASS LIMITED



**June 23, 24, 25
1995**

TAMR NATIONAL CONVENTION

THE HOTBOX

The official publication
of the Teen Association
of Model Railroaders

The TAMR Hotbox is the official publication of the Teen Association of Model Railroaders, a non-profit association created to promote, stimulate, foster, and encourage among youth and young persons, the hobby of model railroading, the activity of railfanning, and the preservation of the history, science, and technology thereof.

The Hotbox is issued monthly, twelve issues per year, along with the TAMR Directory of Members in January.

TAMR Membership

Membership in the TAMR includes a subscription to the association's magazine, The Hotbox, the January mailing of the TAMR Directory of Members, and a quarterly regional newsletter, as well as an invitation to attend and participate in all TAMR events. The following categories of membership are available:

Regular (21 and under).....\$15.00
Associate (Over 21).....\$18.00
Over Seas (Outside U.S.A.).....\$20.00
Sustaining (Reg & Assoc).....\$20.00+

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

Submissions

The TAMR Hotbox depends entirely on the association's members for its material. If you have articles for publication or want to respond to one of our columns, send your submission to the following people:

The Prime Mover.....David Hadley
TAMR Clinic.....John Reichel
Shoestring Budget.....Peter Maurath
Shortnotes on Shortlines..Aaron Marcavitch
Haulin' Coal.....Brent Johnson
All other submissions.....Hotbox Editor

Guidelines for Submissions

Style, Content- Your own writing style is fine with us; remember you are among friends. If you have grammar trouble, let the editor worry about that. The ideas of what you write are what is important. As far as 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 the majority of readers. The editor reserves the right to choose what gets printed and what does not.

Photos- Please send glossy photos only. Brighter photos with good contrast work best. Photos relating to your articles will enhance

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International Region Representative, Mike Yan tells how computer technology can aid the hobbyist.

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Editorial Commentary on how researching the prototype can be a hobby within itself

Front Cover: A little more L&N never hurt anybody. GP7 #2338 leads a misc. consist at Chattanooga, TN on May 15, 1981. *Jill Orozi Photo*

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them. Please send caption information with your photos. Include: Where, when, how, why, or any other essential information along with the name of the person who took the photo. All photos will be kept unless a SASE is sent along with the prints. Cover photos should be 8x10 or larger with minimum grain.

Artwork-All drawings and artwork must be in black or blue ink. Artwork relating to your articles is gladly accepted. The Hotbox editor is not responsible for lost or damaged artwork. Send SASE if you would like your artwork returned. Please send two copies if possible.

Building a

Suspended Roller Coaster

by Matthew Schwerin

for your layout

In the August-September 1994 issue of the HOTBOX, member Michael Feds of Goshen, Ohio, asked readers to help him build a working HO scale suspended roller coaster (like Kings Island's Top Gun ride). I had the opportunity to ride Top Gun last summer, so I have a basic understanding on how this ride is set up. With this in mind, I set out to design and build a working suspended roller coaster. Here's how I went about building it.

Construction

Using an N-scale Model Power Industrial Switcher (Bachman also provides a switching unit that will work fine), I built the coaster's power unit. I constructed a box-shaped shell (fig. A1) out of a sheet of Evergreen Scale Models styrene and placed it over the diesel locomotive shell. At this point it is a good idea to paint and decal the unit (Note: I named my coaster "The Express Liner" after CSX's late roadrailer service).

Next I built the arms that will connect the power unit to the roller coaster car. I used 1/4" x 15" Plastruct square tubing #570-708. I built two arms per power unit (each arm will hold two cars each). Then glue the arms to the power unit (fig. B1).

Car Construction

After you complete the roller coaster arms, you can build the roller coaster car. I built mine from Evergreen Scale Models styrene sheet (6" x 12"), assorted detailing parts, and leftover kit parts. Figure C1 shows how I built the car and how everything fits together. Don't forget to paint and decal the car before moving onto the next step.

Now you are ready to attach the coaster car to the power unit arm (fig. D1). Use a powerful plastic weld glue and let it set for a minimum of two hours for a strong weld. This is very important so that no HO scale persons are injured in a runaway coaster car - remember "safety first."

Track Construction

After you have constructed the power unit and the coaster car, you are ready to build the track (fig E1). I used N scale nickel silver flex track, Atlas #2548 N scale plate girder bridges, and Plastruct square tubing (1/4" x 15") #570-708 for supports (Note: It would be wise to make the support sections no less than 6 inches high).

The amount of track and supports will depend on the design of your coaster. To bend the plate girder bridge, use a heat source to make curved sections. be sure to remove the rails already built into the bridge.

Completion

The last step to building a roller coaster is the construction of the ride boarding area. This is your chance to really be creative. I suggest using a modern Vollmer covered platform for starters, but feel free to use whatever you like.

For the modelers out there who like super detailing, I would suggest using Plastruct ladder with safety cage #570-1708 for use on the track supports and to add color to your coaster, use Plastruct's fluorescent rods (fig G1). They come in several colors, so have fun! To Michael and other fellow TAMR members, I hope this article can be of service to you. Please

write me about any design or construction changes you have and send photos of your creations. I will be looking forward to seeing your coasters!

Bill of Materials

Plastruct

- #560-708 square tubing
- #570-1708 ladder w/ safety cage
- #570-17365 fluorescent blue rod
- #570-17465 fluorescent green rod
- #570-17565 fluorescent red rod
- #570-17665 fluorescent yellow rod

Model Power

- N scale industrial switcher

Alexander Scale Models

- #120-3401 coach two seater

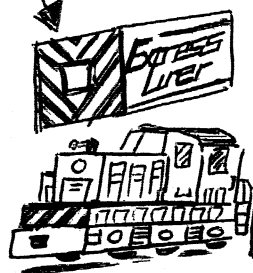
Atlas Model Railroad Co.

- #2548 N scale plate girder bridge

*A Hotbox
Construction
Article*

FIG. A1
Box shaped shell cover
for Industrial switcher

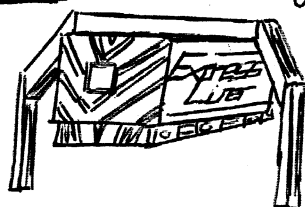
Cut out for
headlight



NOTE:
Paint and decal
before placing
over shell of loco.

FOR ALL CUTTING USE A
DREMEL MOTO TOOL
OR A HOBBY KNIFE
AND A SNAP SAW

FIG. B1



GLUE TUBING TO
SHELL
PLASTRUCT
SQUARE TUBING
570-708
1 1/4" x 15"

BUILDING THE ROLLER COASTER CAR

FIG. C1

BUILT FROM STYRENE SHEETS, ASSORT.
DETAILING PARTS, LEFTOVER KIT PARTS.

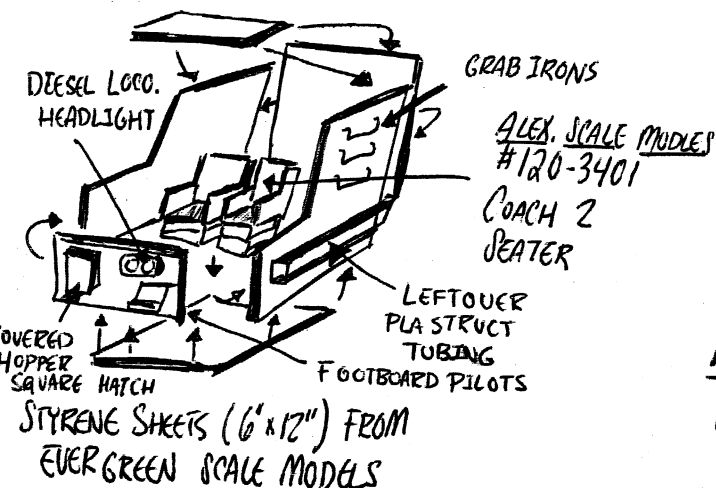
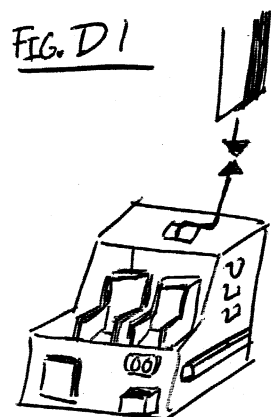


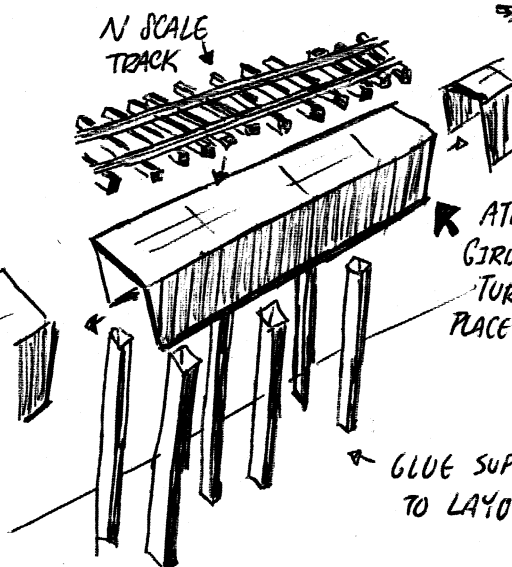
FIG. D1



GLUE CAR TO
SQUARE TUBING
FROM POWER
UNIT

FIG. E1

BUILDING THE TRACK



NOTE:

IT WOULD BE WISE TO MAKE THE
SUPPORT SECTIONS NO LESS THAN
6" HIGH.

FIG. F1

BUILDING THE RIDE BOARDING AREA/STATION

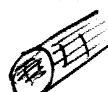


FIG. G1

SUPERDETAILING PARTS (ADD-ONS)

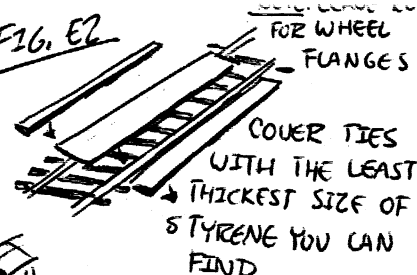


LADDER w/ SAFETY CAGE
PLASTRUCT # 570-1600
or # 570-1708
(for track supports)



FLUORESCENT RODS
PLASTRUCT # 570-1736S (BLUE)
5/32" x 9" 570-1746S (GREEN)
(Use to add 570-1756S (RED)
color to your 570-1766S (YELLOW)
coaster!)

FIG. E2



Building a Layout on a Shoe String Budget

Conducted by Peter Maurath

A Lawyers Favorite Moving Object

It's often seen on most city streets and on route to the local hospital. This item is an ambulance. There are few modern representations of ambulances on modern layouts.

The most popular model has the appearance of a van with a large box on the rear. This style is hard to come by in N scale. Now there is a simple way to build one for your Lech Memorial Hospital.

Doors for the rear can be drawn or painted on, or if you have the patience, scribed in. Lights can also be dabbed in with paint. For a good reference on details try and get a good look at the prototype when it's not racing down the street.

Next Month: We'll try a new labeling idea to help add signs and lettering to vehicles and buildings. Don't miss out.

About Building a Layout on a Shoestring Budget

BLSSB is a long running monthly column conducted by Peter Maurath dealing with cost cutting methods of model railroad construction. Send your questions or comments to

Peter Maurath
3119 W. 100
Cleveland, OH 44111

Construction

To start you need a truck. I chose the tow truck from Bachman Truck Set #1. The tow and spare tires are easily removable so you can add the ambulance to it. Next, cut small pieces of illustration board or styrene to build a box on the rear of the truck. Make two to fit on the sides of the truck and two to go behind the cab and on the back.

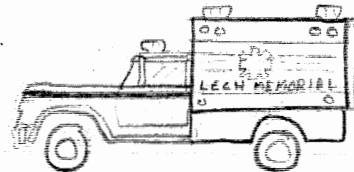
Finally, all you will need is a roof cut from the same material (figure 1). Once you have this completed, you should have a large box on the back of a pickup truck.

Painting

To finish, you can paint the vehicle any choice of ambulance color you like and add lettering for whatever hospital or rescue squad you would like represented by your vehicle.

Bill of Materials

- ♦ Bachman tow truck
- ♦ Illustration board or styrene
- ♦ Paint (choice of colors)



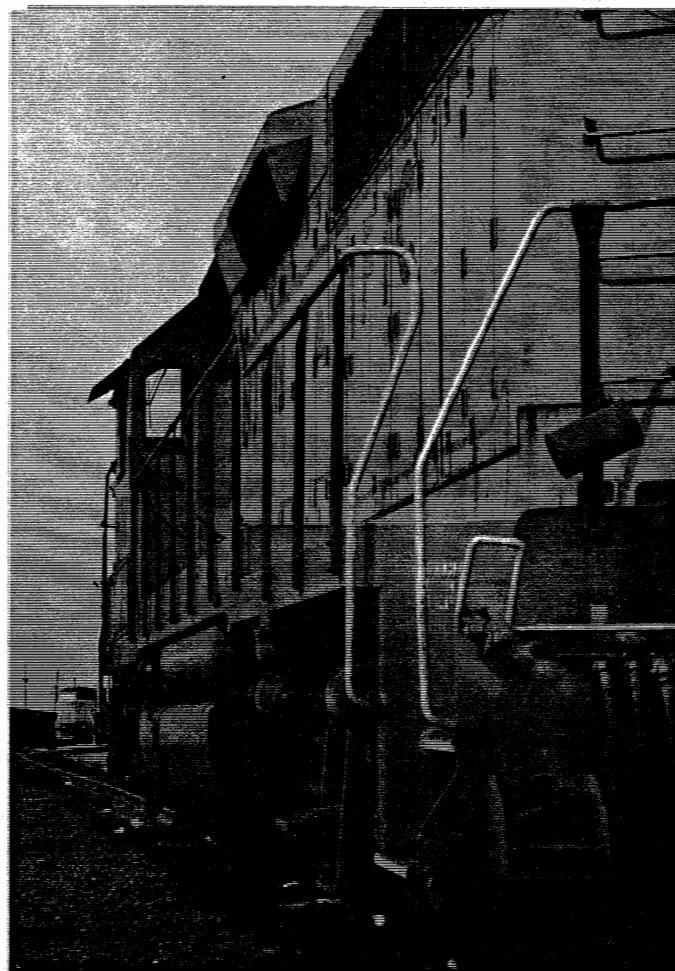
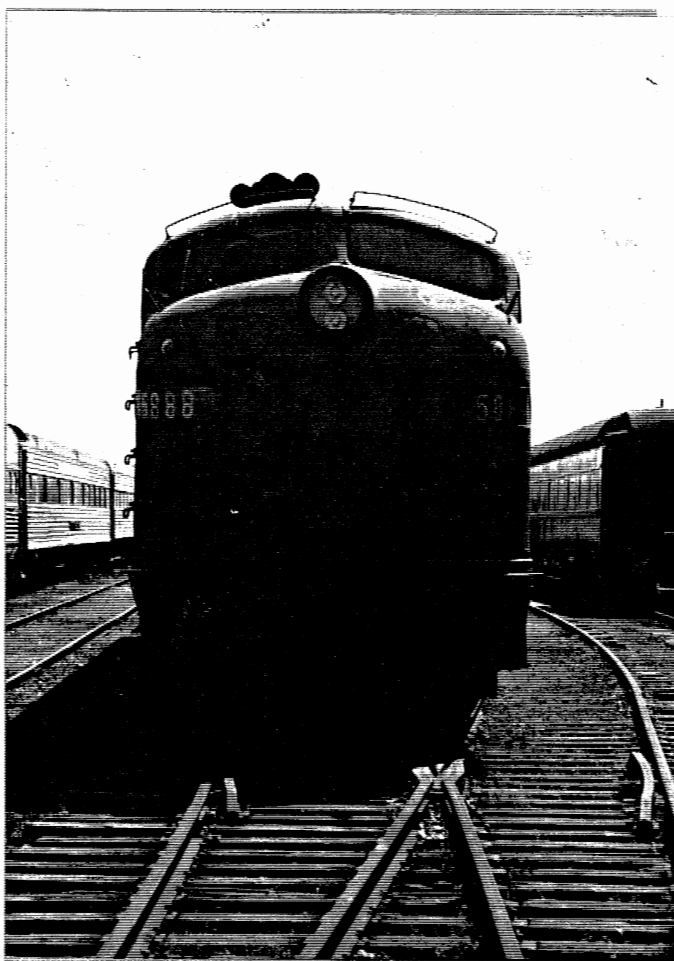
A Washington Township, Ohio ambulance. Similar to the one described in the article.



Left: Once the largest yard on the Louisville & Nashville, now reduced to limited service is CSX's DeCoursey yard in Latonia, KY, just south of Cincinnati. This photo of the tower that used to overlook a large hump yard was taken after the TAMR 1994 convention. *John Reichel Photo*

Bottom left: Ex-Pennsylvania E-unit at a railroad museum in Covington, Kentucky on June 26, 1994. *John Reichel Photo.*

Bottom right: (Ex-Western Pacific) now Union Pacific GP40 #674 at UP's Oakland yard. *John Reichel Photo*



Announcing the Great Giveaway of 1995!

Thanks to the generosity of new TAMR member Kenneth Thamm (a hobby store owner) and other members, TAMR is pleased to announce that a number of model kits, accessories, and magazines are available **FREE** to TAMR members. (Plus only \$1 for shipping.)

First priority will go to members who don't have much money to spend on trains; such as those who state that they: A) are too young to have an after-school job; B) have parents who are out of work; C) have other reasons.

Please indicate whether your preference is: A) Magazines; B) "How-to" books; C) HO industrial structures; D) HO storefront buildings; E) HO trackside structures; F) HO accessories; G) HO freight cars; H) N scale freight cars; I) Scenic materials; J) Color snapshots; K) Membership in the NMRA's Layout Design group; or L) a surprise!

All you have to do is write to John Reichel at 1800 E 38th St, Oakland, CA 94602, and send \$1 (cash OK, wrap paper around it) to help with postage costs. Thanks very much to Mr. Thamm and other members.

Internet & Trains

by Mike Yan

Computer technology is all around us. It provides us with a multitude of conveniences and services which could only be dreamed of just a few years ago. In addition to e-mail, there are also other services on the Internet, including newsgroups, which feature articles about specific topics like model railroading. So far, I only know of one model railroading newsgroup, called:

rec.models.railroad

One of these applications of modern technology is the Internet. This worldwide computer network allows for fast and easy communication and can also be a great way for us TAMR members to discuss trains.

Many of you may be able to get free access to the Internet through your school, university, or workplace. If you already have access, you can send me e-mail at:

myan@gpu.srv.ualberta.ca

Suppose I were to decide one day that I wanted to write a letter to someone and tell them all about my recent railfanning excursion or modeling project. I would have to take out a pen and paper and write the letter out, in which case I would make my average of ten mistakes and be forced to heap globs of carcinogenic white-out onto the paper. Then I would have to get an envelope and buy a stamp with my hard earned money. Furthermore, I would have to wait up to a week for my letter to arrive and at least another week for a reply. By then, I probably will have forgotten what I wrote about.

There is also a newsgroup for fans of prototype trains, called:

rec.railroad

I'm not sure if everyone can access these newsgroups, though. Most of the postings I've seen seem to originate from university servers. I use a

I would like to compile a list of TAMR members' e-mail addresses and have them printed in the HOTBOX or as part of the directory. Hopefully the postal service will then cease to be a limitation to our model railroading enjoyment. (Wouldn't that be nice! - B)

However, I can avoid all this hassle by using the Internet to send electronic mail. My message would reach its destination in seconds instead of days, and I may even receive a reply letter in that session (Sure beats the postal service! - B). Also, since I can type about twice as fast as I can write, I would be saving valuable time.



Canadian National SD60F #5521 leads a train past Belvedere LRT station in Edmonton, Alberta in July of 1994. Mike Yan Photo

TRAIN ORDERS

Conducted by Brent Johnson

Researching the Prototype . A Hobby Within Itself

Ever since I was a little kid, I have been into trains. Many modelers got their start with a train set running around the Christmas tree or another nostalgic beginning like that. I, on the other hand became interested in trains by seeing the "real thing," the models came afterward.

I have an aunt and uncle who have lived in Baxter, KY for years, with the L&N's CV Subdivision right outside their front door. With endless trains of hoppers passing by frequently, and with a cousin driving those frequent coal trains, I became hooked.

Over the past couple years I began reading more about my favorite rail lines and how I could someday make them into a "dream layout." I became hooked on the L&N's Eastern Kentucky Subdivision then to the Clinchfield Railroad; both major coal producers, but I had never actually seen either of the lines in my life. Somehow I was attracted back to the CV, perhaps something nostalgic from my earlier childhood. A trip on the line in a coal train about did it for me, and I was hooked on the CV.

Since last summer, I began seriously researching the line and it's been really fun! I first picked a specific year in which to model. I chose 1974 because I like the second generation power with a minute amount of first generation still roaming the road.

In addition to the book by Ron

Flanery, *The L&N in the Appalachians*, which I've had for some time, I purchased topographic maps from the U.S. Geological Survey, mapping the entire route of the CV (See CV map on page 4 of Dec. 1994 HB). If you have never purchased USGS quadrangle maps, they are not cheap, but the detail and the amount you can see in 1:24,000 scale is worth the price. The branches of the railroad seemed to go everywhere! If I were ever to model this railroad, the maps would be excellent help. If interested in purchasing maps from the USGS, call (303) 236-7477 and they'll send you free information about the states you want maps for.

I've been a member of the L&N Historical Society for several years and their magazine, *The Dixie Line*, give me more information to aid me in my research. I also placed a membership advertisement, asking for information on operations, timetable, etc. The response I received was overwhelming. Specific railroad historical societies can give you valuable information for your research, so joining one is not a bad idea. Speaking of historical societies, the Friends of the Burlington Northern Railroad Historical Society has lowered its membership to \$8 per year for anyone 16 or younger. Many current railroads have historical societies, so if you have interest in modeling a modern road, they can be a great help.

Definitely if your prototype interest is a road still in operation and the year chosen is today,

research on operations can easily be witnessed today. I on the other hand have to rely on history and photographs. Taking photos is one of the best methods of research regardless of what year your planning on modeling. Many of the coal tipples on the CV are still standing today even if they're out of service. Plus, things seem to change at a slower rate in south-eastern Kentucky, so photography is a must. Many of the cars used in 1974 are still on the line, and in L&N paint!

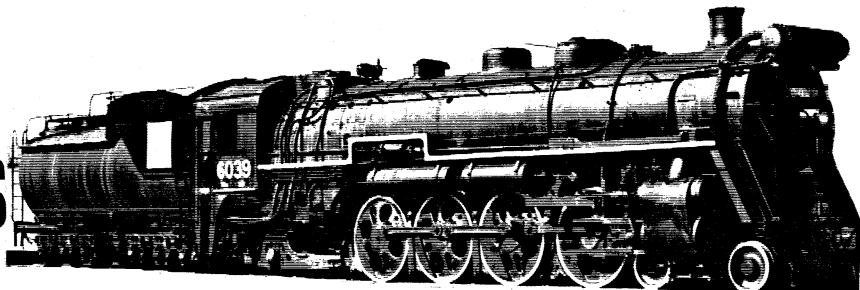
Many modelers choose to free-lance their railroad completely, and some choose to free-lance prototype railroads. However, I have had so much fun researching my favorite line, I couldn't begin to free-lance. Modeling the prototype accurately, not a bad idea, eh? It all begins with research, a fun hobby within the hobby. - *Brent Johnson, Editor.*

TAMR News

No Not Again! It's the second time since the 1994 convention that an editor has printed Carl Crizer's name wrong for a convention picture. I mistakenly typed Curtis Tate's name in the caption for the top picture on page 9 in the December HOTBOX. Sorry Carl! Must be a contagious plague of placing somebody else's name in place of yours. Sorry again Carl!

If anybody is interested in becoming assistant editor, feel free to move to Dayton. It would help eliminate these kind of mistakes! Till next time. - *Brent Johnson, Ed.*

TRAIN ORDERS

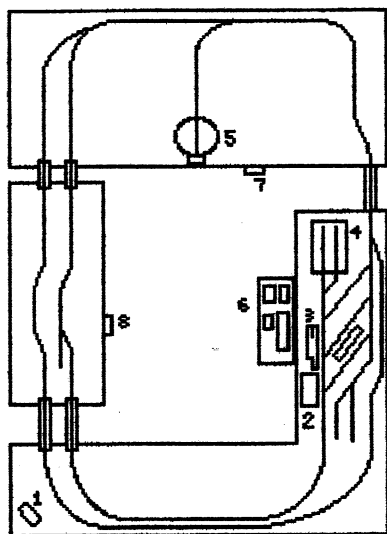


HOTBOX RPO Car

To start us off we have a letter from Kelly Heeren who hails from Merville, Iowa. Here's what Kelly has to say:

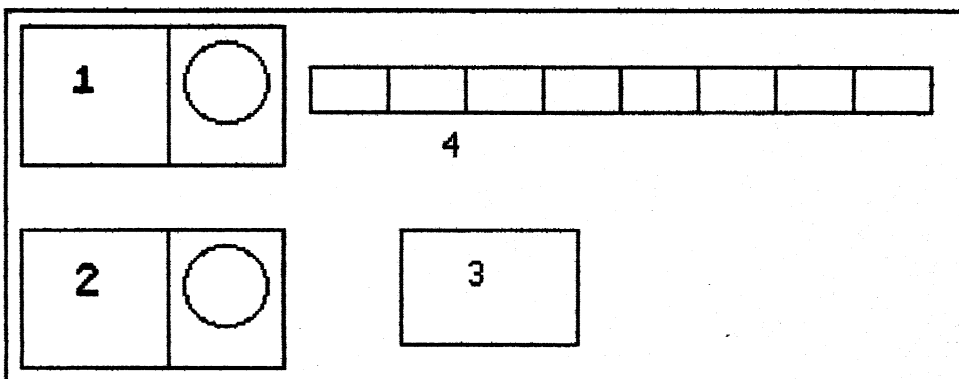
My name is Kelly Heeren. I have been interested in model railroading since the second grade. I am seventeen years old and have just completed the track plan for my HO scale home layout. I still have to complete the insulating of my yard and sidings, and also have many questions on yard operations. I have enclosed a schematic of my railroad that I drew on my computer at school. I would appreciate any help you can give me.

Box 315
Merville, IA 51039



West Fork Railroad

- | | |
|--------------------|------------------|
| 1. Radio tower | 5. Turntable |
| 2. Freight station | 6. Control panel |
| 3. Loading dock | 7. Switch panel |
| 4. Diesel shop | 8. Switch panel |



Main Control Panel

- | | |
|----------------------|------------------------|
| 1. Mainline throttle | 3. Accessories control |
| 2. Yard throttle | 4. Switch control |

Well Kelly, I have some not modeled on the layout. As for experience in yard operations since what you've modeled, your yard I am an operator of a small yard on operation would mainly be a home layout I operate on once a composed of trains dropping cars month (my operating times are off for the local industries and a more sporadic because of work local switcher distributing them. now). First off, the purpose of a I hope I didn't confuse you more. yard is to store cars (perhaps empty If anybody can help Kelly out, boxcars until a customer requires please write to her at the address some), and to classify and make already mentioned. - BJ.

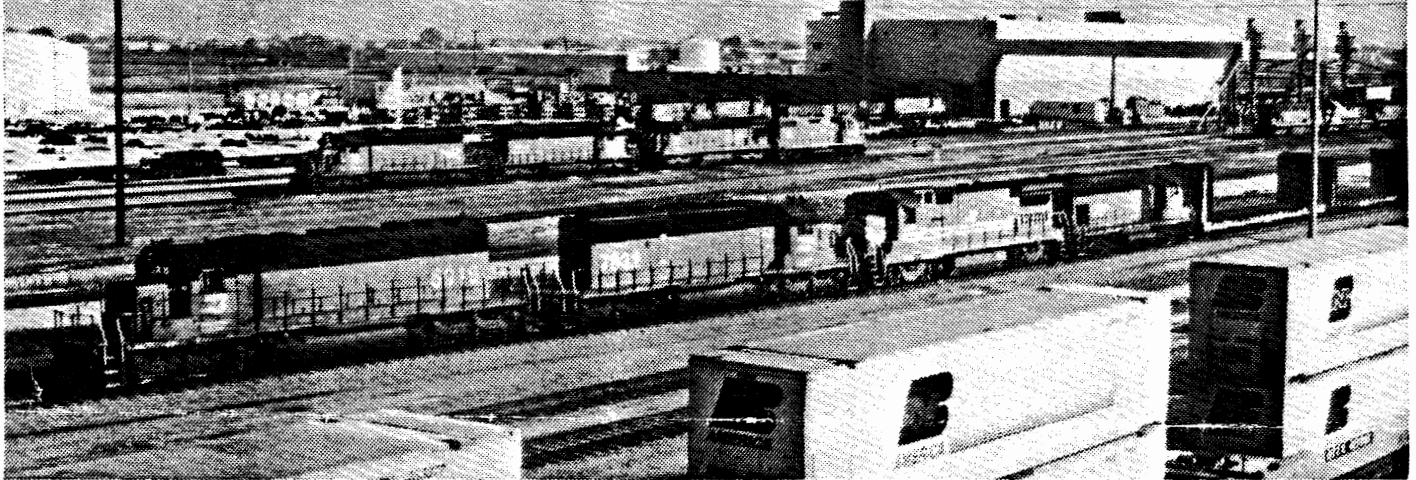
In its simplicity, a yard may follow a pattern of mainline freights dropping off cars at the yard, from their the cars are classified into local freights and the cars are distributed to the industries where they are needed by the locals. Cars can also be placed on the mainline freights to be taken off to another destination, probably to a destination not modeled on your layout (into staging tracks).

To add more yard operation, an interchange with another railroad could be created and cars would need classification for destinations on the interchange railroad, or from the interchange railroad to local industries of to destinations

Election results are not in yet, but we will relay them to you as soon as possible. The only position which the winner will be undecided until the votes are in is for the presidency.

If you are interested in becoming an officer, there are several positions open. Check the Dec. 1994 Election Statement section for positions that had no candidates running. If you're interested, drop me a line. You must be living in the region that corresponds to a regional representative position. Till next month. - BJ.

FRIENDS OF THE BURLINGTON NORTHERN RAILROAD HISTORICAL SOCIETY



The Friends of the Burlington Northern Railroad historical society was incorporated in the state of Idaho on January 3, 1993. It was chartered to gather, preserve, and share information about the history and current operations of the Burlington Northern Railroad. The group began with approximately 140 members absorbed from the Burlington Northern Historical Society, an unincorporated interim organization interested in studying the history of the Burlington Northern Railroad.

The group's quarterly publication, The BN Expediter, is the voice of the organization that shares news about the group's activities and BN historical data. It is a 16 page publication and will grow even larger as the society grows and more members contribute information.

The society also has an annual meeting at some location on the Burlington Northern system with programs, a tour, a luncheon with a keynote speaker and a business meeting.

An archives is currently being established to preserve information about the Burlington Northern and a preservation committee has been established to position itself to preserve and store artifacts as the society begins to acquire them.

As with any organization, its true success is measured by its continued, sustained membership.

And, to continue its endeavors, the Friends of the Burlington Northern Railroad needs member participation and support. Membership dues run per calendar year (January through December). Please consider joining or renewing your membership in the Friends of the Burlington Northern Railroad historical society.

Name _____ Address _____

City _____ State _____ ZIP _____

Country (other than U.S.) _____ Telephone (optional) _____

Membership: Regular \$16 _____ Sustaining \$32 _____ Youth (16 and under) \$8 _____

Renewal _____ / New Member _____

Would you like your name and address entered on our annual members listing? _____ (yes or no)

Make checks payable to FOBNR, P.O. Box 17303, Whitefish Bay, WI 53217-0303

The Friends of the Burlington Northern Railroad is not supported by, nor affiliated in any way with the Burlington Northern Railroad Company, its subsidiaries or affiliates.