

The HOTBOX

A Publication of the Teen Association of Model Railroaders

June/July 1995

1995 National Convention a Success!



MEET THE NEW EDITOR

NEW SECTIONS: PRODUCT REVIEWS & PHOTOS

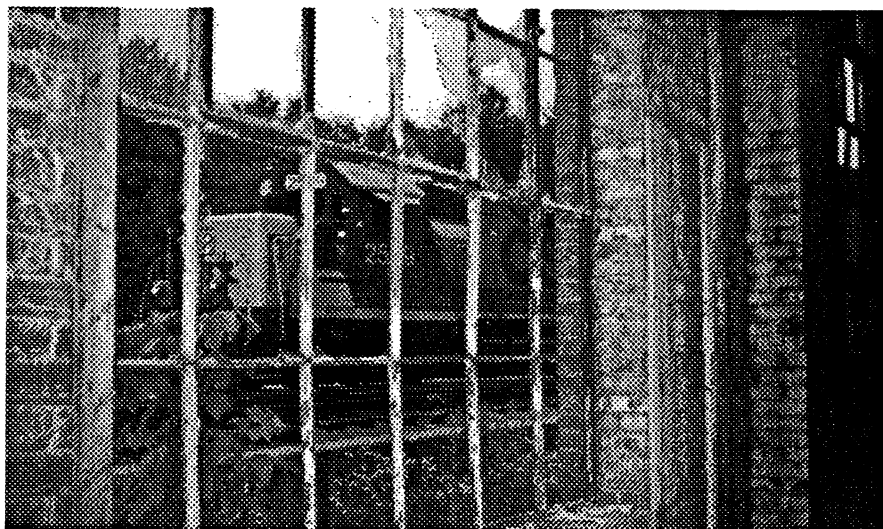
THE McCloud RAILWAY

.....PHOTOS.....



A GT train led by two GP38-2's, one of which is a CSX unit, roars through the Conrail cut in Miamisburg, Ohio on a cold march day this year.
Photo by Mike Riley

This interesting photo was taken thru an abandoned building at Loyall yard in Loyall, KY during one of the many railfanning outings during this year's national convention. *Photo by Peter Maurath*



Two of the SP's new MK5000C's pose in Dunsmuir, Calif. during January of '95
Photo by Jayne Bruck

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 organization 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.

~In This Issue~

4. **A new editor is chosen!**
and he is...Mike Riley
5. **President's Soapbox**
8. **The McCloud River Ry.**
the history and how to model this railroad
10. **Product reviews**
Central Valley's plate girder bridge
11. **Sprucing up structure kits**
A few details and a bit of paint really help
12. **What's going on in the TAMR?**

TAMR Membership

Membership in the TAMR includes a subscription to the Hotbox, the January mailing of the 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 USA).....\$20.00
Sustaining (Reg. & Assoc.)..\$20.00+

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

President: Peter Maurath 3119W. 100 Cleveland, OH 44111	Vice President: Matt Schwerin 218 S. Walnut St. Wilmore, KY 40390	Secretary: Curtis Tate 403 Amber Dr. Somerset, KY 42501
Editor: Mike Riley 1040 E. Maple Ave. Miamisburg, OH 45342	Treasurer: Brad Beaubien 1508 Harrington Loop Sgt. Bluff, IA 51054	Pivot Pin: John Reichel 1800 E. 38 St. Oakland, CA 94602
Auditor: David Hadely 836 Forest Dr. Anderson, IN 46011	Northeast Rep: Ole Bye RR2 Box 425 Chester, VT 05143	Central Rep: John Wilson 735 W. 3rd St. Anderson, IN 46016
Southern Rep: Brandon Hughett RT1 Box 330 Robbins, TN 37852	Western Rep: Mike Acree 9005E. Lehigh Ave.# 30 Denver, CO 80273	Can./Intl. Rep: Mike Yan 6127 -137 Ave. Edmonton, Alberta, Canada T5A OP2

Submissions

The Hotbox depends entirely on the members for it's material. If you have articles for publication, want to respond to one of our columns, or have questions, write to the editor.

Guidelines for Submissions

Style/content- Your own writing style is fine. Don't worry about grammar or spelling, the editor will take care of it.

As far as content, anything pertaining to trains, model or prototype, fiction or non-fiction will be accepted. It must be of interest to the majority of the readers. The editor may choose what gets printed and what doesn't.

Photos/artwork- Photos will greatly enhance your articles. Send glossy prints only. Brighter photos with good contrast work best. You must send caption info (where, when, how, why) Send an SASE if you want your photos returned. Artwork will also enhance your articles. All artwork must be in black or blue ink. The editor will do artwork, in completely nescessary. The editor is not responsible for lost or damaged work. Send an SASE if you want your artwork to be returned. Send two copies if possible.

Mike Riley: the new Hotbox editor

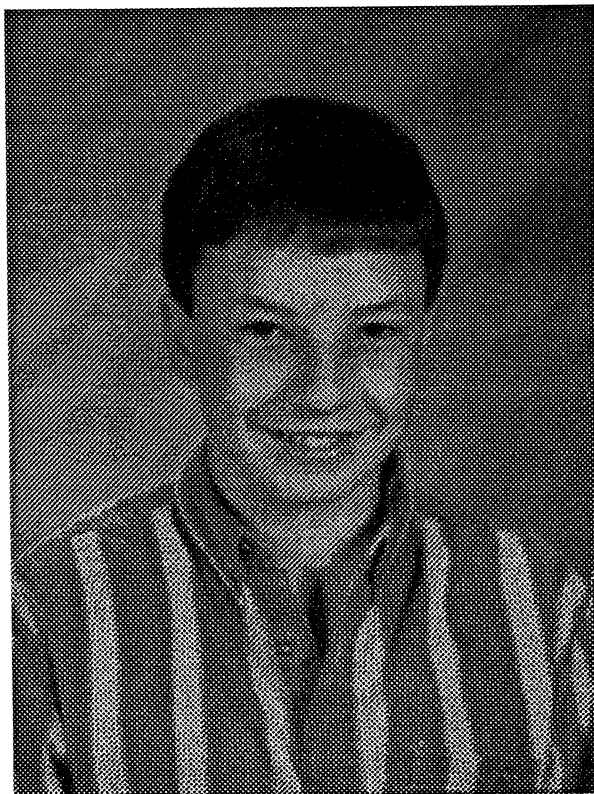
by Mike Riley

Those of you who attended this year's national convention probably met me. If you didn't, my name is Mike Riley. I am 14 years old, and live in Miamisburg, Ohio, which is just south of Dayton, the site of last year's convention. Too bad I wasn't a member last year for the convention, I hear it was a good one. In fact, I have only been a member for a few months!

I volunteered for the job of editor when I saw Brent Johnson's "ad" in the April issue. I wanted the job because I enjoy typing on my computer and like word processing. I want to make the Hotbox look as good as it can (and it will be hard to make it look better than it did when Brent had it!). If anybody cares, I am using a Macintosh Quadra 605 with Aldus Page Maker and Quark X-Press. If anybody interested in contributing to the Hotbox has a Mac with either of these programs, send your stuff on a Mac -formatted 3.5" disk. It will be alot easier for me and you. If you don't have a Mac or even a computer at all, don't fret! Just send in typed manuscripts... I don't really care!

I model in HO scale, in the modern era. I have a 12' x 12' layout in my parent's basement. The railroad is called the Maryland & Ohio Transportation Co. It is a class 1 major coal and steel hauler. It's name pretty much sums up where it runs, Baltimore, MD to Toledo, OH. I really enjoy detailing locomotives, and all of them on my layout are or will be completely detailed. I also like to kitbash buildings, and all but a few on the layout started out as something else.

I am also building a small (about 5' x 6') N scale switching layout based on the Pennsylvania Railroad during the mid-to-late 1950's. It will be set in McKeesport, PA, and will be basically a small yard with about twenty spur



tracks running through streets and around buildings.

I really hope you all enjoy any small changes I am going to make to the Hotbox. If anyone has any suggestions for me, please don't hesitate to let me know. I look forward to the next few years with you guys, and know I will have a lot of fun. Oh yeah, I guess I should mention that I combined this issue into the June and July issue in an attempt to catch up!

Happy Railroading,

Mike

President's Soapbox

.....
Conducted by President Peter Maurath

This is going to be a new addition to the Hotbox. In which, I the president, will get up on my soapbox and conduct a sort of meeting to air new ideas and plans for this association. So as to not waste any more time, let's get into the situation at hand. Yes, this association is improving- you've seen the Hotbox, people want to change the logo, even hook us up on the Internet. Now that is all good and fine, but what good is having all of those improvements if you have less than eighty members to enjoy it? What we have here is an emergency. As our association improves, our membership continues to spiral downward. If this trend continues much longer, we'll be in dire straights as incoming funds are what keep this association alive. But what makes even less sense is that we have over 500 prospective members ready to join while we lose more and more. Now I don't think that John isn't doing his job, he's one of the best pivot-pins we've ever had, but with all he has to do things can eventually become overwhelming. What he needs is someone to take the load off so that he can do a better job.

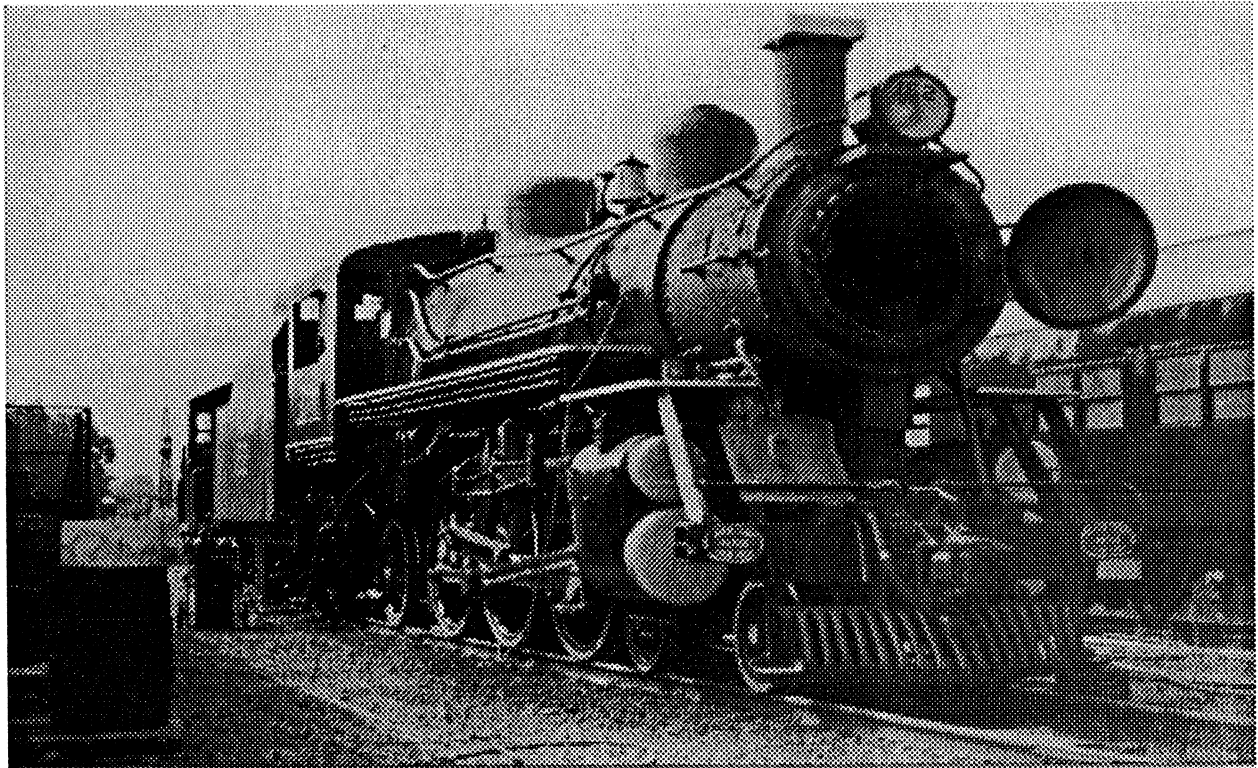
Now how, you may ask, is this going to be accomplished? Just as we have regional reps that take care of each area of the association, we should have regional pivot-pins. Now they, in turn, can handle all of the prospective mail in their area so John has about 400 letters alleviated. The results would be faster response, better organization, and most likely of all, more members!

But there are some catches to this, as is everything. First, we'll need more space on the flyers, ads and brochures. But, I'm sure if doing this raises membership, it will pay for itself in time. Also, it would be up to us as to whom to select to take on these coveted positions. Most likely, they would be elected from each region, and their job would be exactly like John's except that they would only have to deal with people in their own region. This sounds like a hefty undertaking that may or may not work. If we want this organization to work and look at ourselves in a year or two and see our membership multiply, then we're going to have to try the best idea on the table and, hey, it just might work.

This article is written as an open table discussion, in which your feedback is greatly wanted to see if this is the best route. I would like to hear from all officers, though. So join in the fun of this association and tell me if I'm making the right move!!

Peter Maurath - TAMR President
3119 W. 100
Cleveland, OH. 44111

.....Photos.....

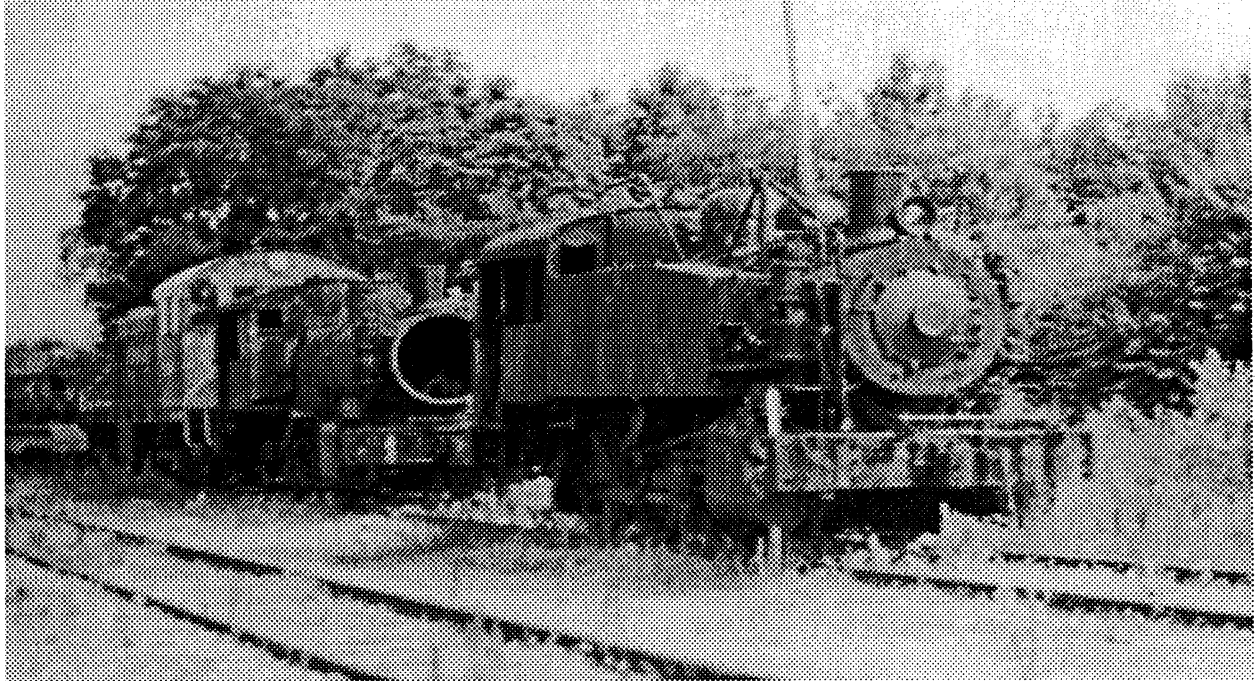


The Kentucky Railway Museum owns the last operational L&N steam locomotive. Here, crewmembers clean out the smokebox, preparing it for it's next train. Photo by Mike Riley



An "Old Reliable E6 sits dead, overtaken by weeds. This unit, number 770, probably pulled such hotshot trains like the Hummingbird. Photo by Mike Riley

.....Photos.....



Here's quite an odd sight! Two 0-6-0 tank locomotives (the center one's tanks removed and sitting at the shop) and an old Alco S-2 diesel switcher awaiting repairs. The steamers need alot of work, but the S-2 looks like it is brand new; it has no rust and it's paint was flawless and shiny! Photo by Mike Riley



A tiny GE 25-ton diesel centercab switcher shows off it's simple yellow paint scheme on the long track full of derelict locos and cars at the Kentucky Railway Museum. I counted over fifty pieces of rolling stock, and didn't even walk the entire way down the track! Photo by Mike Riley

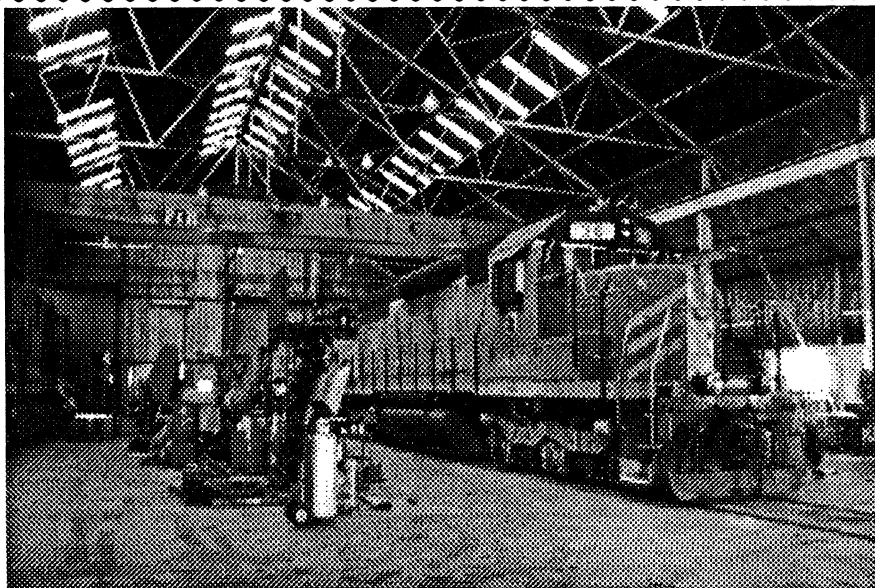
The McCloud Railway

the history and how to model this Northern California railroad
by John Reichel

.....
This February, my friend Ken Riley (of no relation to the editor, Mike Riley ~ed.) and I visited the McCloud Railway way up in the northernmost reaches of California. Ken is modeling the MCR in N scale, so it was a great chance to see the prototype and make sure the railroad comes out looking like the prototype.

From 1896 until 1992, the McCloud River Railroad served logging companies and carried bridge traffic between the Southern Pacific connection at Mt. Shasta City and the Great Northern (later the Burlington Northern) connection at Lookout. In 1992, IteI, the owner of the MCR and several other small to medium-sized railroads sold the MCR to private owners who renamed the line the McCloud River Railway.

Most of the rolling stock still says McCloud River Railroad on it, although one of the railroad's four diesels--ironically the only one still wearing the old paint scheme--is lettered for the McCloud River Railway. Have you ever seen all of a railroad's locomotives under one roof? Ken and I found all four of the MCR's locomotives sitting cold inside the engine house; the railroad operates on weekdays only. At least they are all back home: 36 and 37 were on lease to other railroads for a while but have returned to their warm enginehouse in the shadow of Mt. Shasta. (I hear, tough, that 36 and 37 are for sale so there may be only two MCR locomotives in the



future.

Engines 36-38 are SD38s while number 39 is a similar, newer model, the SD38-2. The old paint scheme is orange with white stripes whereas the new one is brown with orange stripes. The new scheme doesn't even have the railroad's name except for the tiny herald on the side of the cab. All of them have dynamic brakes needed for the steep 4-5% grades.

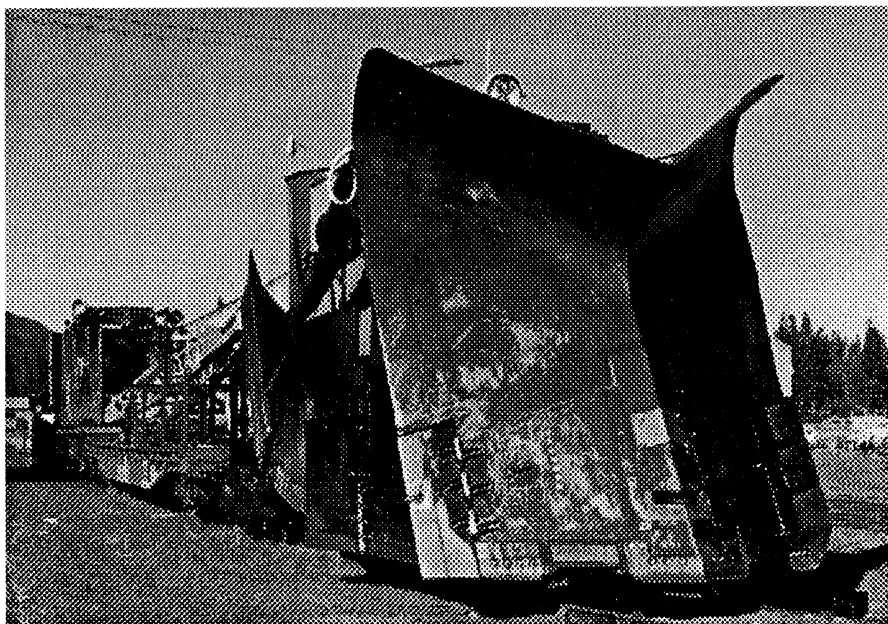
We found a couple of wide-vision cabooses in very faded orange. One was badly ordered and decrepit, but the other was still in service. Revenue cars were divided between 50-foot double-door boxcars and an odd type of lumber car that appeared to be about 55 feet long. This car looks like a double-door boxcar, but the ends look like those from a bulkhead flatcar. The roof has a different shape, too, much like the roof of an auto-rack.

We got to see a variety of maintenance-of-way equipment: an old derrick, a water car, a Jordan Spreader, a wedge snowplow, and a wedge-shape box that serves as a snowplow

and a flanger. The box probably is used when the snow is not deep enough for the spreader or the wedge snowplow, but is too deep for the pilot-plows.

Modeling the McCloud Railway

The SD38 has never been big in the model railroad world. You could make an accurate SD38 or SD38-2 in HO by combining parts from an Athearn GP38-2 with a Kato SD40. "Right!" I can hear you saying sarcastically. Who would want to cut up a Kato locomotive after paying over a hundred dollars for it? You could use an Athearn SD40-2



McCloud Snowplow/ flanger. John Reichel

instead, but if you don't want to do that, it looks close enough straight out of the box. Microscale makes decals for the old orange and white scheme, but they will have to be modified to say McCloud Railway.

The MCR wide vision cabooses look extremely short, but the Athearn HO model is close enough. Roundhouse (MDC) makes an MCR 50-foot boxcar that is excellent. Nobody that I know manufactures the other kind of boxcar we saw.

In N scale, I'd recommend using a Spectrum SD40-2 unmodified. There aren't any decals available, but you might try reducing the

HO scale decals down on a color copier using blank decal paper. The N scale wide-vision cabooses I've seen are all too long for the MCR version, but they will have to do. I still haven't found any freight or passenger cars lettered for the MCR in N. O or S scales? I don't think anything is available.

Woodland Senics Iron Ore is a dead ringer for the lava rock ballast used by the MCR, as compared with the samples we collected. Ken's using Woodland Senics conifers in the smallest size (not the premade ones, but the ones that come about 36 to a bag)

to populate his hillsides. He's making the scenery support out of blue Styrofoam, hardshell, and rock castings. Unfortunately, Mt Shasta (14,400 ft) is a bit too big to put on the layout, but it's there in spirit (or backdrop)! Δ



Here is one of the MCR's wide-vision cabooses sitting behind one of the enclosed double-door wood cars John spoke about in the text. Modeling one of these cars represents a challenge. Photo by John Reichel.

Product Reviews

Central Valley Plate Girder Bridge
Reviewed by Mike Riley

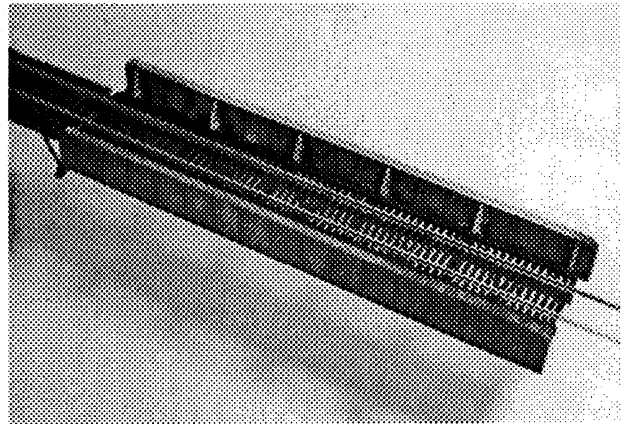
The Central Valley single track plate girder bridge that I reviewed is one of the best looking scale-model bridges I have ever seen. The kit builds into a 75' span, and if you put one or more together with a nicely cast pier between each one, they look quite impressive to say the least. I put two back-to-back along with one of Central Valley's Pratt Truss Bridges to span a yard throat on my layout and am very impressed with them.

About forty highly detailed black styrene plastic castings make up this kit. A lot of the parts are small, and all of them are very fragile and brittle, so handle them with care. To build the bridge, you will need an X-Acto blade with a few extra number 11 blades (the normal, pointy ones), a bottle of Tenax 7-R liquid plastic cement with a number 0 or 1 brush, a pair of flush-cutting pliers, a few small jeweler's files, a bottle of CA or ACC cement, and an NMRA or three-point track gauge. If you chose to use glue that comes in tubes, like Testor's, you may be sorry, as this glue dries way too slowly. The Tenax 7-R glue dries in seconds and is about three times as strong as tube glue.

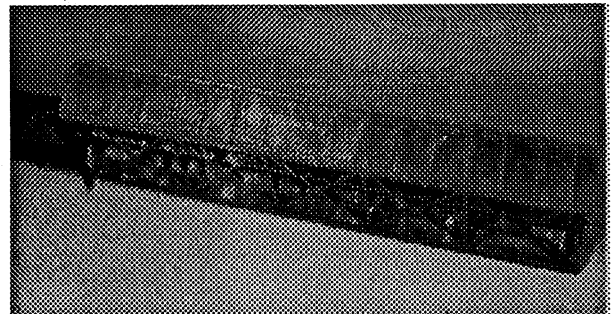
I won't say much about assembly- just follow the directions and you'll have no problems. Make sure you cut, not break, the parts from the sprues so you don't accidentally damage them. Also, completely clean the parts with the files, because any sprue left over clearly shows up on the finished model. The instructions say the tie sections will accept code 70 or 83 rail, but you can easily press code 100 into the molded-on spikes. Before you install the rail, run a bead of the thick CA glue between the spikes. Lay the first rail

down and press it into place. Once the glue has set, run a bead of glue down the other side. Lay down the rail, and put into gauge with the NMRA gauge, and let the glue dry. Don't let the gauge become wider than 4' 8.5", actually, let it go slightly tighter, this will help keep cars and locos on the track a little bit better.

This is, once again, the best bridge kit I have ever built, and should look right at home on your layout.



*Here is the bridge with a heavy coating of rust.
Photo by Mike Riley*



This view of the bridge shows the detailed underside of the structure. Note the delicate laticework. Photo by Mike Riley

Sprucing up structure kits

a bit of paint and a few simple details make a world of difference

by Mike Riley

photo by the author

I know alot of you have sat down and looked at your buildings on your layouts and thought about what you could do to make them more realistic. Sure, there are a few kits that look great right out of the box, but the sad truth is, even the best craftsman kits are just that- kits- without a little bit of work.

Theworst thing about plastic brick buildings is the fact that mortar (the concrete between the bricks) is not on out-of-the-box kits. If you don't do anything else to a plastic kit, put mortar in the cracks. It is probably the most noticable and worthwhile detail you can add. Adding mortar is simple. Just take a wide-tipped brush, dip it in thinner, then in flat-white paint, and wash the entire surface of the building with it. Put your brush down, and with a paper towel, gently wipe the white paint off the face of the bricks, but not down in the cracks. Set the wall aside on a flat surface and let it dry. you'll be amazed at the results.

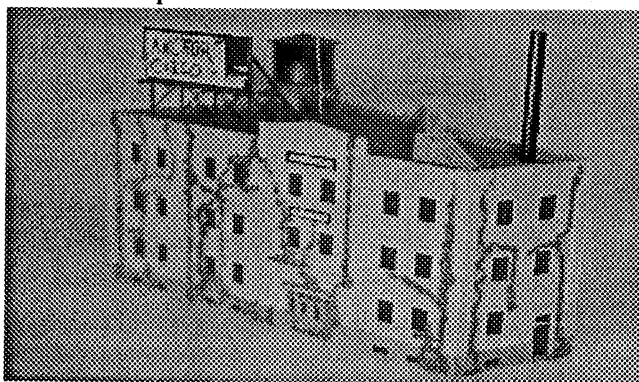
Here's a tip that will really help your entire layout. Decide on one color for all of your railroad-owned structures. A subtle color, like grey, light blue, or light, pukey green (the M&O's color) look best. Add a decal with your RR's name to the side of the building to give it some identification. Another neat detail you can add to brick buildings is to color in just a few bricks with a black magic-marker.

A prominent detail in the real world is vines and vegetation growing up the sides of older brick and wooden structures. This can be easily modeled on our layouts with some Elmer's white glue and a bag of Woodland

Senics green Course Turf. Lay the wall on a flat surface so the glue doesn't run into the windows and look wierd. "Draw" the vines onto the walls with the glue. Use common sense to decide where the vines would actually grow- on window sills, around and in creases and crevices, and up and around poles and downspouts. Cut the corner off the bag of ground foam, and lightly sprinkle it onto the wall so it completely covers the glue. Don't worry how much you use, because after the glue dries, turn the wall over and dump the foam off onto a tray or paper plate to be reused.

Another detail you can add to a plastic kit is to replace the molded-in windows with Grandt Line castings. If you are unfamilliar with this line, they produce a very nice and extensive array of doors, windows, and other structural items. Grandt Line products generally run about \$1.50 for a package of 4-8 windows or doors. To remove the cast-in windows, scrape and file away the entire area where the new window will go with an X-acto knife and a few jewelers files..

I think if you try any of these tips, you wil not be dissapointed.



Here is the Walther's Reliable Warehouse kit with details like vines, mortar, a smokestack and a rooftop billboard added by the author

What's going on in the TAMR?

The minutes from the 1995 B.O.D Meeting

By Chris Wagner

.....
Alot of things happened at this year's Board Of Director's meeting at the 1995 national convention. The most discussed issue was the idea of having regional layouts that could be joined together to form one big layout at the conventions; sort of a modular thing. The following is the minutes from the meeting taken down by Chris Wagner. ~Mike Riley

2:38PM- Call to order

*Attendance

President Peter Maurath

Vice President Matt Schwerin

Secretary Curtis Tate

Treasurer Brad Beaubien

Auditor David Hadely

Editor Mike Riley and ex editor Brent Johnson

Regional Reps. Ole Bye, John Wilson, and Mike Acree

Promotional Manager Chris Wagner

Promotional Advisor Newton Veznia

*David Hadely motions to have the 1996 National Convention in Indianapolis (Anderson), Indiana

--PASSED--

*Treasurer's Report

-Tax exemption report

-Obtaining TAMR history from NMRA

*President's Report

-Concerned about decline in membership; has been writing to members

*Department of Promotions

-Prospective lists for 1993-1994 (people who have shown interest in the TAMR)

-End of promotion contest. Distribution of prizes

*Editor's Report

-Possibility of a color cover for the Hotbox

*Changing the advertisement in MR to the "Student Fare" column

*Linking TAMR officers on the Internet

*Matt Schwerin motions to divide the TAMR regions into chapters if there are at least 8 members within a 30 mile radius

--PASSED--

*Suggestions for changing the Promotional flyer

*Curtis Tate suggests membership application be changed

3:35PM

Meeting adjourns until evening

7:11PM

Meeting reconvenes at banquet dinner

*Matt Schwerin motions to give 8 donations (from Long's Model Railroad Supply) away as door prizes at TAMR cookout

--PASSED--

*David Hadely motions the concept of creating National and Regional layouts

--PASSED--

*Discussion of declining membership

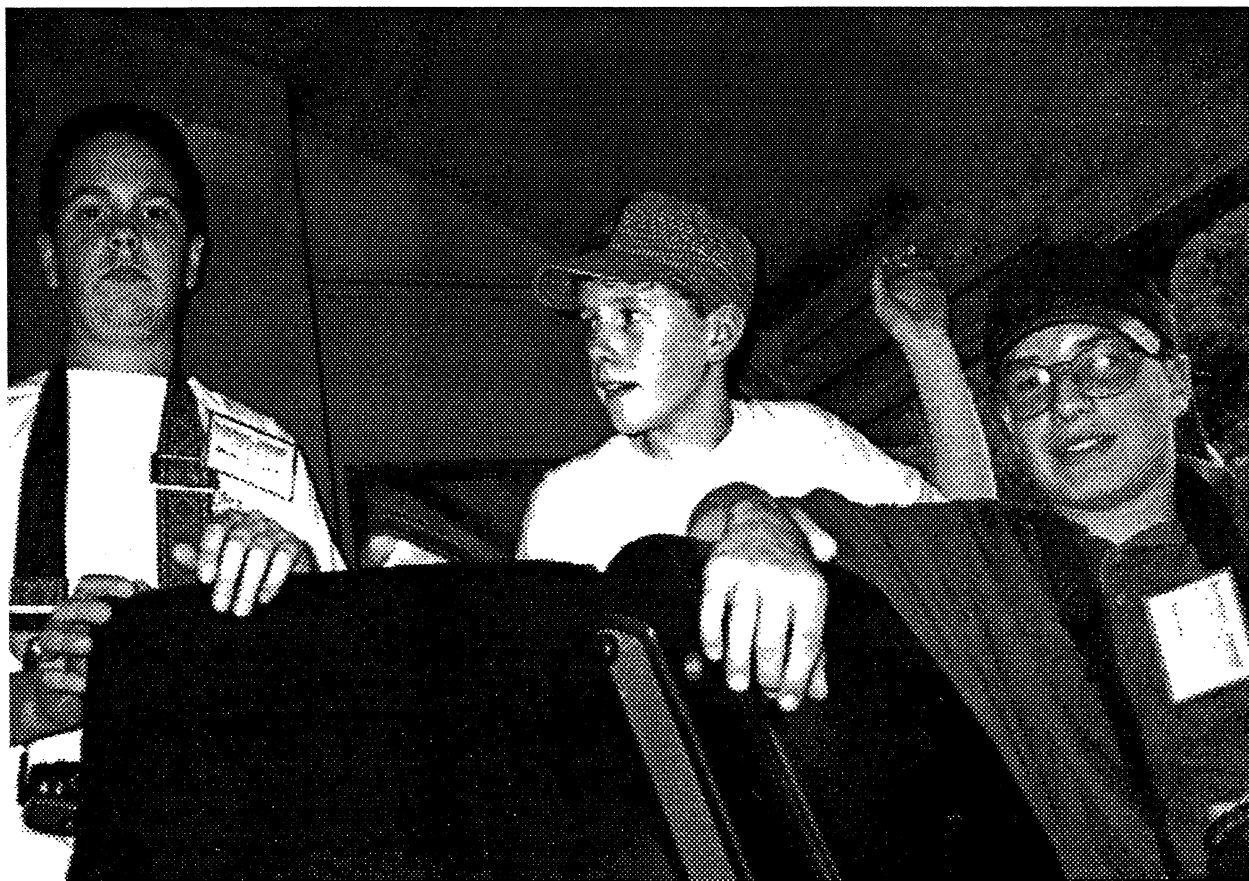
*Brad Beaubien motions to adjourn

--PASSED--

7:41PM - 1995 TAMR Board Meeting adjourns Δ

Missing Author!

Would the person who wrote a story called "The Great Locomotive Chase" please step forward? It is a very good article but can not be published without an author, whose name was accidentally lost.



Bryan, Ole, and Mike take a ride in an ex-Monon BL2 at the Kentucky Railway Museum at this year's national convention. Photo by Peter Maurath.

Jared Kennedy Model Train Repair

#1- Complete locomotive Maintenance: Lubrication, cleaning, tuning, tuning;
\$10.00+ parts

#2- Assembly: Athearn, other easy kits: \$1.00; Craft train kits: \$2.00

#3- Remotoring: with appropriate Mabuchi or Sagami motor; 15.00+ parts

#4- Flywheel: NWSL turned brass flywheel; \$10.00+ parts

#5- Regearing with NWSL regearing kits; \$10.00+ parts

#6- Rebuild: Regearing, remotoring, flywheel; \$20.00+ parts

#7- Painting: your choice roadname, style lettering, color, etc.
Locomotive: \$12.00, Car \$9.00 assembly included

#8- Detailing: Various cast metal and plastic detail parts; \$5.00+ parts

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TEEN ASSOCIATION OF MODEL RAILROADERS

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Zip/Postal Code _____ Phone (____) _____

Age _____ Date of Birth ____/____/____ Over 21 ☐



MEMBERSHIP TYPE

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- ☐ Associate (age 21 and up) \$18
- ☐ Overseas (outside United States) \$20
- ☐ Sustaining (all ages) \$20 (or more ☺)

Make checks payable to:
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Mail to:

TAMR Secretary
Curtis Tate
403 Amber Dr.
Somerset, KY 42501

Please answer a few questions for our annual directory:

Are you a current TAMR member? _____ If so, how many years? _____ Do you railfan? _____

Do you trade: ☐Photos ☐Slides ☐Passes ☐Videos (format _____) ☐Roadname decal/cars

What railroad groups do you belong to? ☐NMRA ☐NARP ☐NRHS

☐Local club (name: _____) ☐Other: _____

Do you have a layout? If so, name: _____

Length of trackage (feet): _____ Scale: _____

MODELING ERA

- ☐Pre-1935
- ☐1935-1950
- ☐1951-1970
- ☐1971-1980
- ☐1981-1990
- ☐1991-present

EQUIPMENT

- ☐Steam
- ☐Diesel
- ☐Electric
- ☐Freight
- ☐Passenger
- ☐Traction

LAYOUT STATUS

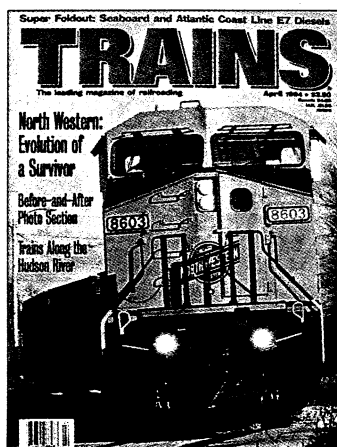
- ☐Planning
- ☐Construction
- ☐Operational
- ☐Storage

VISITORS

- ☐Visitors welcome (contact first)
- ☐Visitors by invitation or appointment only
- ☐No visitors

Thank you very much, and welcome to the TAMR!!

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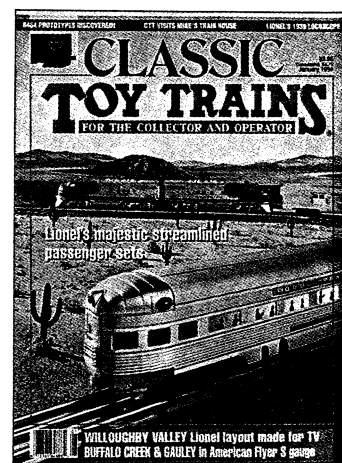
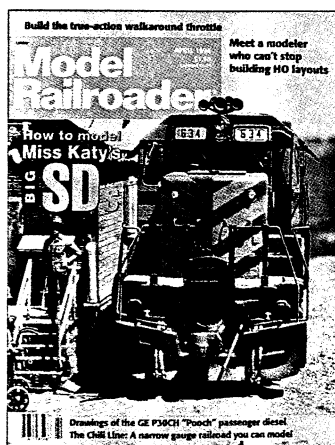
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