

the Hotbox

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Issue # 305

The official Publication
of the Teen Association
of Model Railroaders



A Norfolk Southern high hood passes the old Daniel Boone flour mill in downtown Wilmore, KY in Feb. of 1995 just after a winter storm. *Photo by Matthew Schwerin*

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- ~The Hotbox's new design
- ~The story of Mallard, Missouri
- ~A New Feature: Train Places
- ~And a whole lot more!

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Submissions

Submissions to the Hotbox will be accepted in any form, written or typed. Typed material is preferred, but not required. If you use a Macintosh with PageMaker or Quark X-Press, material on Mac-formatted 3.5" disks will be gladly accepted.

Articles should be model or train related. Model features need not be about trains, but anything that could be modeled.

Articles should be accompanied by photos or drawings or both. Drawings should be in dark black ink. The editor will draw artwork if you are unable to produce quality work. Photos should be prints, any size, slides will not be accepted. Photos should be accompanied by a description, name of the photographer, date and location of photo and any other information. They should have very good contrast, be more light than dark, be in focus, and have good composition. Write your description on the back of the photo, please.

Product Reviews should be accompanied by photos of the product, a brief description, steps of construction, any tips for construction or use, and the good

and bad points of the product.

Train Places need to be accompanied by a map of the area, directions to reach the site, a photo or two, a description of the area, approx. train frequency, good access locations, etc. For more information see the "Hot Spots" sections in *Trains* magazine.

A very welcome feature article is layout tours. Tours should be accompanied with a track plan, photos, a description of the layout, and any other information. If you want any material returned, include a self addressed envelope with proper postage.

About the TAMR

The Hotbox is published every month by the Teen Association of Model Railroaders. Membership to the TAMR includes a subscription to the Hotbox, an invite to all of the numerous conventions and outings we hold, and the opportunity to meet many new people and travel many new places.

Regular (21 & under).....\$15.00
Associate (over 21).....\$18.00
Sustaining.....\$20.00+
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From the Editor

Well, here we are, fall already. Most of us are ready to start back to school. We will probably have to put our hobby on hold for a while since the homework will be pouring in! I guess I'm lucky, since I'm home-schooled and don't have to worry as much about deadlines. Does your school have a train club? Let me know. Just remember, school *always* comes first, trains last.

I guess I should apologise about the Hotbox being late. I have been busy with school and trips and stuff like that. I have also been procrastinating. I guess this, however, turned out for the best because I have been receiving some last minute information about the upcoming conventions. I hope you all get a chance to visit one of them. Unfortunately, I won't get to go to them since my family is going on vacation. Another note: I combined issues again to hopefully get caught up. I hope I won't have to do this again.

I hope you enjoy the new Hotbox. I am very pleased with the new design and am quite sure you will be too. I wasn't too happy with my first issue. I am using a scanner to paste in the photos to gain versatility and the ability to alter them. This and the fact that my printer is only 300 dots per inch limits the quality. I am not as impressed with the quality as I was with Brent's photos. I am saving my money for a better printer, though. Please don't send in 8"x10" photos for the cover since larger photos take much more memory in my computer. Remember I can resize the photos to any size needed. A good example of this is this month's cover. It started out as a 3"x5" photo. Don't forget to read Peter's Prez Soapbox this month. It is very important.

My article file is running desperately low and I really need your help. Send me something, anything, please! Whether it's just a photo or two or an entire series of articles, I'll take it! Just start sending your stuff! PLEASE!

Happy Railroading,



-Mike Riley

Pete's Soapbox

This time around we have to talk about being more user friendly. It may not seem like such a big issue, but in this world of the "sharing, caring" 90's, we should try to get ourselves involved within this organization, because that is what we are here to do, promote this grand old hobby, and have fun doing it. What good is it if the only severely involved people who write articles are the officers? We should try harder to show off our work to each other through the Hotbox, by asking other members if they want to showcase their layout, send pictures or information. For once come out of the shadows and realize it is not that scary being in the limelight once in a while!

At this point I want to reflect back on the first in my series. Thanks to all who have provided the much needed feedback on my original ideas. It has been great help and it is very good to know you all care, but I want *more* feedback, and not just from officers, but from everybody! This is your association, and if you want to see it last, join in!

Back to the issue at hand. I have come up with a streamlined idea for the regional pivot pins. Thanks to some help from Newton Veznia we've been able to come up with a final idea. First, we'll keep John Reichel as the main pivot pin to save having to change flyers, brochures, etc. again. From there, the regional pivot pins will be forward letters from John from their region and would be responsible for that region's prospective members. They would also have to check with John and work with him on a monthly basis as a helping hand.

Now that I've come up with this, we will now be accepting nominations for these positions. The criteria is as follows:

- ~Must be able to handle large amounts of mail~
- ~Can be well organized~
- ~Keep in touch with everyone~
- ~Computer a plus, but not necessary~

Anyone who feels they can handle this *including* present officers can send their nominations to the editor, Mike Riley, who will then print up the ballots for you to vote on. We need *at least* five nominations to fill all of the positions.

-- Pete

Convention Time!

Come to the North-East Region's Annual Convention

Ole Bye, the N.E. Region rep. has invited everyone to his annual convention to be held in Bellows Falls, Vermont on Sat., October the 9th.

The Agenda Includes:

- ~Meet at the Bellows Falls, VT. train station at 9:45AM to railfan the Fall Foliage Special.
- ~Return to the station at 11:00 to board the Green Mtn. Flyer. The price for the train is \$10.00, not including lunch.
- ~The G.M.F. returns at 1:00, at what time a local hobby shop will be visited. You will just hang out until 4:30.
- ~At 4:30, you will railfan the Sunset Special train until 6:00.
- ~A pizza party will be held at an undecided location. You will be notified at the convention site.

Call Ole for further information at (802) 875-4594

The Tale of Two

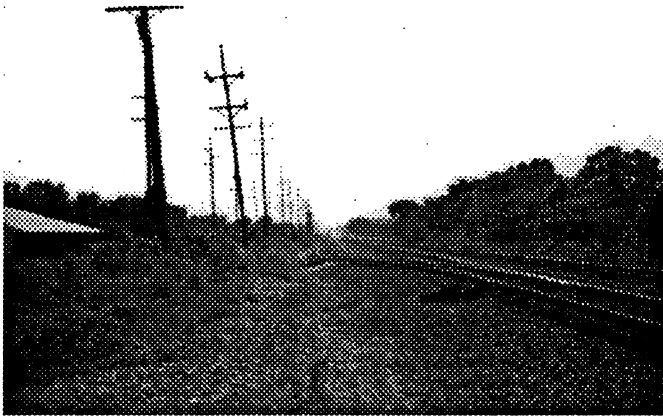
By Arnold Baughman

Photos by Mike Riley

Stations

This is the story of Mallard, Missouri and how it came to not only having two depots but two railroads. This was especially odd for a town so small. My name is Terrance Emmanuel Eugene Niles, Teen for short. The following information was given to me this very morning September 8, 1970 by one of Mallard's oldest residents and county historian. So I know these facts to be true.

It all started on February 27, 1847. The Mallard Herald, the town's only newspaper, featured



The ex- RI, now UP mainline right outside of Mallard.

an article that on that very day a charter was approved in Illinois for the establishment of the Rock Island & LaSalle Railroad Company. It would allow the railroad to build eastward toward a connection with the Illinois & Michigan Canal. Now this got all of the citizens of Mallard thinking, why couldn't their town have a railroad? Why couldn't their town become the focal point of some railroad to build toward or better yet why couldn't they build their own railroad? Why not indeed!

Enter Duck Mallard. Most people think he got his first name because of his last, but that wasn't so. His full name was David Ulysses Conrad Keaton Mallard, henceforth Duck. Now Duck had served in the War of 1812 while he was only 17 years old. He came west after the war around 1819 and began trapping beaver around these parts. He

then set up a small trading post around 1830. Because of Mallard's close relation to what was to become the Missouri River, packet ships would often stop there. By 1835, ole Duck made the place official. Some streets, lots and even a cemetery were platted. He also applied to become a post office. Mallard was now an official town. Things were really looking up.

Now the townsfolk wanted ole Duck to look into the possibility of a railroad. Duck decided to take on the challenge. He started by looking for support for the railroad. It was beginning to look as if it might actually work! By 1851 Duck received a charter to build a railroad north to a connection point with the Chicago, Kansas & Nebraska Railway Company, which was still under construction. It was rumored that it was owned by the RI & LRR. Duck decided to name his new railroad the Mallard, Coborn & Northern. Despite a gala affair of long ground breaking speeches and many promises he railroad suffered a life of being only a paper railroad like many of it's time.

In 1862, Missouri, like the rest of the country was embroiled in the Great War, or the Civil War as we know it now. The importance of a railroad was again in the fore front. Gunboats, both union and confederate had made their presence on the Missouri River and on Mallard. The need to quickly move troops in and out of Mallard, quicker than the road could provide, was the renewed push for the railroad. Everyone called on the town father again. Even though ole Duck was 71 years old now he quickly arose to the challenge. When he looked at the situation, things had really changed. The charter for the MC&N had expired. The RI&LRR was now the Chicago, Rock Island & Pacific Railroad. The CK&N was gone, also, absorbed into the mighty Rock Island. To Duck's delight there was a new suitor in the game, the Illinois Central Railroad.

Both of these railroads were looking to

cross the Missouri River. The IC had just crossed the Mississippi at Hannibal, MO and had cast it's eyes on Mallard as it's crossing. Even though the R.I. had already crossed the Missouri at Liberty on it's way to Kansas a few years earlier, it viewed the IC proposal as a threat to it's lucrative central Missouri business. The R.I. was intent on keeping the IC from crossing the river. Ole Duck knew of all of this and as the saying goes both the CRI&P and the IC came a courtin'.

Now Ole Duck realizing the importance of his position immediately filed for a renewal of the old Mallard, Coborn & Northern charter with just one little change. The railroad would not only build north, but south, also, to the city of Springfield, Missouri via Versailles. In order to do this, the railroad would have to build a bridge across the Missouri River. With the war going on, no one, not even the R.I. or the IC noticed what was going on. Ole Duck secured the renewal and the rights to cross the river. Things didn't really get off the ground until after the war was over. In the spring of 1866 the I.C. was but a few miles from Mallard as was the R.I.. Ole Duck being the shroud kind gave the rights to the middle of town to the RI, which with track miles away began building their station. The IC was furious and threatened to cross the river a few miles south of Mallard if if Duck didn't reconsider. To make things worse for Duck and the CRI&P the town of Eldon, Versaille's arch rival, was fed up with the lock the RI had on freight business. Rates openly embraced the IC and their idea to the tune of free land and money if the IC was to go ahead with their proposed river crossing. Both the RI and Duck knew this was not good for all involved. They decided to talk to the IC to see what, if anything, could be worked out. During the meeting Duck pointed out to the RI that he had only given them the rights to the middle of town, it had nothing to do with the river crossing and that was up for grabs by the highest bidder. Neither the RI or the IC were happy with this decision. Nor did they like being played for a fool against each other. Things really got ugly for Duck. Both railroads said they would bypass Mallard if Duck continued to "jack them up" over terms of the river crossing. Duck quickly seeing things not going his way was able to save the day with some fast backpeddelling and thinking. Here are the finer points of the deal as reported by the Mallard Herald on July 26, 1867:

•Both the RI and the IC would build into town. The IC would be two blocks from the RI.

- The MC&N charter would be forfeited.
- The town of Mallard would purchase the rights to the river crossing from the defunked MC&N.
- The town of Mallard would build, with their own funds, the bridge across the Missouri River.
- Once complete, the town of Mallard would deed one half of the bridge to the IC and the other half to the RI.

What a great deal for both railroads. Ole Duck proved to be no match for the big city boys of the mighty railroads. The town of Mallard had no choice but to abide by the deal Duck made, for to do otherwise both railroads would hold to their threat and build their own bridge and town farther south and grind Mallard into oblivion. So on November 1, 1868 work started on the Mallard side of the river. They had the approach done and two of the four piers in place when disaster struck. A flash flood in early February took out all of the work they had done. The town was broke and could not resume work. In the spring of 1870 the railroads says they would build the bridge. Mallard would pay them back with interest. This was agreed upon by the winter with the work to begin next spring. However the panic

of 1870 was going on full strength now and even the mighty railroads didn't have the money to start. Things finally worked out and the



The Mallard side of the Missouri River bridge. Mike Riley photo

bridge was completed in the summer of 1873 with the first train, CRI&P freight, crossing on July 20, followed immediately by an IC passenger train.

So there you have it, the true story of why Mallard has two stations as told to me by the county historian just this very morning September 8, 1970.

This is the background history of a fictitious module of this town I am building in my hobby shop. Next month we will begin construction of the module. ~ Arnold

In The News

Western Region

Western Region Rep. Mike Acree is asking for HELP! It seems that he and only one other Western member are truly active in their region. Mike will not have a convention this year because of the lack of participation. He plans on publishing only one more regional newsletter-the Daylight-, and then just letting the Hotbox take over (at least until the participation begins again). All of this goes along with Peter Maurath's commentary on page 4 of this and last issue. Participation is supposed to be carried out and enjoyed by the members, not just the board members! Come on you guys (and gals), this is your organization so take advantage of it! Get involved and make a difference!

Southern Region

The Southern Region Rep., Brandon Hughett has announced that he was going to resign. An election will be held for this region to decide the next rep.. Send nominations to the editor.

Central Region

Central region members and TAMR's auditor David Hadely and secretary Matt Schwerin are planning the Central Region's convention to be held on October 6, 7, and 8. It will be held at Matt Schwerin's house in Wilmore, KY, which is just south of Lexington. Plans are to railfan NS in the area. For more information, call David at (317) 643-8946 or Matt at (606) 858-4426.

In General

David Hadely also plans on taking a trip over to Virginia and West Virginia sometime at the end of October to go railfanning. For more information, call him.

The TAMR is looking for nominees for regional pivot pins to handle prospective mail. The nominees should be well organized, able to keep in touch with other members, willing to write a lot of letters, able to handle lots of mail, and have a computer (not required, but it would help a lot!). Send your nominations to the editor, Mike Riley. You can nominate yourself or someone else. Also include a paragraph about why you think you or the person would be good for the job.

HELP!!!!!!!!!! The Hotbox editor, Mike Riley, is down on his knees begging for your help! His pile of articles is growing ever smaller. Please, please send articles to him. All material will be gladly accepted unless it is, well, awful and unpublishable. If not, it will be published.

~Mike Riley

What's happening in the T.A.M.R.?

An Idea! for the member directory

"I think this year we will try something different with the directory. A 'yearbook' sort of thing. Yeah! With a photo of the member! Oh, oh, and a brief description of their layout.

And maybe what they do other than trains. People would like to know what part of the hobby others like, too. Yeah! Oooh, how bout a picture of their layout. That would be real cool!"

That is what I was thinking one night. I think a yearbook would be a great way for TAMR members to get to know one-another. Every member should send me the following information compressed into a paragraph or less for each:

~1 paragraph about what you like to do other than trains~

~1 paragraph about your layout (if you have one)~

~a school wallet-size photo of yourself~

~a photo of your layout or a model you are particularly proud of (optional)~

~1 paragraph about what you like and dislike about the hobby~

~your address and phone number~

All members are required to submit this information before this year is over so I can put together the yearbook. If you choose not to send anything in, your address will be printed at the end of the yearbook, behind all of the other people. Please send them in. Remember to include a photo of yourself and your phone number and E-mail address (if you have one).

Don't miss out on this unique opportunity!

- Mike Riley

Train Orders

letters from members

First off this month is this letter from Chris Martone. It reads "Hi! I'm 17 years old and don't have a layout as of right now, but I am collecting cars and locomotives to start one. I am going to model the Florida East Coast Railroad. Their locos include GP40-2s, GP40s, GP38s, GP9s, and 4 old SW9s. But I'm having real trouble finding HO engines for this company.

I've found plenty of cars but not one engine. I guess I'm just gonna' end up buying these engines undecorated and then painting them for FEC motors. Do you know of any teens or adults modeling the FEC line? Maybe you could ask the to write to me.

Also, FEC occasionally uses Norfolk Southern locomotives and I'd like to know how I can get my hands on some, especially C30-7s.

Please write if you can help.

Chris Martone
4219 Ponds Dr.
Cocoa, FL 32927

-John Reichel: "I told Chris about Proto 200's excellent E9 that's painted for FEC, although it's too old for the era he's modeling.

-Mike Riley: "Chris, I think I may be able to help you. First off, the C30-7s. Railpower has in fact made a shell for this popular engine. I think it should drop right onto Athearn's U30C underframe. For the rest of the NS locos, you are in luck! The following locomotives are made by Athearn and decorated for the NS: SD40-2, SW1500, GP50, GP38-2, GP60 and GP59 (the 59 is painted for number 3610, in Southern's livery. The NS painted one to honor the Southern's 100th anniversary.) and the GP40-2. They are all excellent locomotives at a very good price. Bachmann Spectrum makes a GE Dash 8-40C decorated for NS in two numbers. They are out of production but are very easy to find. Your local hobby shop should have one. ConCor makes an MP15 and a GP38(h.h.) decorated for NS, and Walthers has it's Trainline GP9r painted for NS oper-

ation lifesaver (although, the paint scheme is wrong as well as the number.) As for the FEC units, you will have to paint them. Model Railroading Magazine's book Modeling and Detailing Diesels Volume 2 has an excellent article about building an FeC GP40-2. The information also applies for other FEC engines. Volume 1 has some awesome information about NS locomotives if you are interested.

Next comes this letter from Darcy Dueck. It starts off with a cheery "Hello" and continues "I live in Trochu, Alberta, Canada. I started running trains at about 7 years old. For Christmas I got a starter kit with 12 curves, and engine, and 4 cars. I've been gradually collecting more and more track and scenery. Christmas was always a time when I got a big jump.

Now, at age 12, I have a 4'x8' piece of plywood for a table. I have 14 cars and 2 engines, a fair amount of track, and a bit of scenery. I'm trying to get as much of Canada on my layout as I can. I have a turntable, a yard, a lake, farmyard, and right now I want to make a mountain town in the Rockies.

I still have lots to do and I need lots of help from people older than me. I have mostly done it all myself with a bit of help from my parents and grandpa.

I'd like to hear from other young modelers, so please write to me. Thanks!

Darcy Dueck

R.R. 2

Trochu, Alberta, Canada T0M 2C0

Laugh of the Month

I heard from John Reichel and he told me about a girl who somehow mistook our association for some teen-age modeling agency. She requested a free picture of ABC's Home Improvement's Johnathon Tayler Thomas! Can anybody help? I just have to know, how in the world could someone mistake us for a modeling agency? Where would this girl have heard about us? Do we have an ad in SEVENTEEN or one of those magazines? Oh well. Any other funny stories out there?

Conducted by Peter Maurath

We're back and we're new and improved with this latest brainstorm that comes straight from the national convention. Now for those who attended, they will already know the secret, but for those who missed such a grand event will hear it now.

There is a simple way to create railings on your layout made with the ever-popular spaghetti noodle. It only requires two major components. First you need some square wood strip-- 1/16" or smaller and the noodles ("angel hair" pasta has a smaller diameter and looks the best). I had gotten mine from a craft store, but they can be found at a hardware store or hobby shop.

To start you need to paint these items. The wood will be the concrete posts so a grey color will work- Floquil's concrete is an excellent color. The noodles are metal so paint them a color that resembles the age of the railing; if it's new or freshly painted, just paint it. If it's old and not well maintained, paint it the original color and then drybrush it a rusty, grimy color.

Once they've been painted, cut the wood to the desired height. Then cut all of the noodles to the same length-- usually about 10 feet. Next comes the construction. Make a jig or template out of graph paper or thin cardboard. The distance between the two posts should be exactly the same as the length of the noodles. Your jig should be long enough to hold at least five posts. Insert the posts in the jig and glue the noodles between them with ACC or white glue. Repeat this process indefinitely to whatever length you desire. You can use your own artistic talent by adding another noodle or changing the length.

These make a detailed addition to and size layout especially for an N scale city. I used these for a railing bordering downtown, which is set above the rest of the town. If you build them right you can have one sharp feature on your layout.

Trains 101

Conducted by Mike Riley

Last month I wrote about adding some paint and details to structures to make them look better (Sprucing Up Structure Kits). If you liked that, here are some more of my tips and methods for your models. This month the topic will be the basics: the right tools for the job. First off, I will discuss the tools required to build good models, followed by some tools that are nice but not absolutely.

The first and foremost important tool is the X-Acto knife (often called hobby knives). The X-Acto Co. produces a huge array of tools intended for miniatures, and by far the most popular is the number 1 handle and number 11 blade. I have about 12 #1,11 (that is what I'll call them) knives and I have been looking for more. You can never have enough of them! A company called Excell makes handles identical to the #1's, and they are much cheaper. The #1,11's retail for \$5.00, and that is too much! I found the Excell handles with #11 blades and a cap at a local hobby shop for \$1.00, too cool! I quickly grabbed up a bunch, and got more my next visit! X-Acto also sells a dispenser for the #11's. It has 15 blades and is \$4.69. You can also buy a bulk pack of 100 blades for around \$20.00... which one do you think is the better deal? Trust me, you will use a lot more than 15 blades, I have gone through a 100 pack in less than a year. You may think that replacement blades aren't necessary-- THEY ARE!!! It is downright dangerous to use a dull blade because they don't cut into the plastic very well and instead slide down the surface and into you, trust me, I know! The injury is more painful and often times more serious with dull blades (once again, I know!). New blades also cut better. While you're out buying blades and handles, pick up a few #17's, 18's, and 10's. The 17's and 18's are chisel point blades and come in handy a lot. The number 10's are rounded and similar to the chisels. For the number 18's (and a lot of other purposes) buy a number 2 handle. Unfortunately, Excell doesn't make these.

E-Xacto's Swiss Needle File set is definitely worth the price of \$18.00. It includes 6 different files and a handle (which I seldom use). They also sell 12-packs of files of different shapes for about \$25, and they are indispensable. X-Acto's X-tra Hands w/ Magnifier device is also nice for small detailed work. It includes two alligator clips to hold your work and a 2x magnifying lens so you can see. It comes in really handy when soldering. They also sell a self-healing mat in two sizes that make just excellent work surfaces, especially if you don't want to ruin the finish on your desk.

PanaVise Work Positioners are probably the best set of second hands money can buy. They really don't lie in their slo-

to improve your models

gan "PanaVise turns your work every which way but loose". The thing can be positioned in so many ways it isn't even funny! They aren't exactly cheap-- about \$35.00-- but they are the highest quality.

Mascot makes a lot of tools that are handy, especially the tweezers. 13 styles are available and all are inexpensive and top-quality. It's worth having several different sizes around for different jobs. They also sell the best pliers in the business. It goes without saying that several different sizes come in handy.

Drilling holes in things is almost always necessary when building models. Once again, Mascot will come to the rescue with the best drills of the many out there. If you deal a lot with detailing engines and having to install grab irons and other very thin-wired items, number 80 or 79 bits are the only things that work. If you use anything bigger, the pieces just won't fit well. Bits this small are very easy to break so buy about 10 of them (they are nearly the same size, so don't buy 10 of each). They aren't cheap, but well worth the price. Mascot's Pin Vise for drilling the holes is also the best of the market. I don't like the double-headed pin vises with two collets. They are just too hard to use.

Back to cutting. A Razor saw is a must for cutting up diesel shells and building walls (and a lot of other things for that matter). First, *never*, *ever* try to cut anything with a hacksaw blade. You *will*, not maybe-- will, ruin whatever you are working on! X-Acto sells the best razor saws for a low price and it is worth having one of each size. They sell a set with three sizes and a handle for around \$15.00, and that is the best deal you will find.

One thing you can't live without is a steel rule and a square. General makes the best steel rulers with scale markings for N, Z, HO, S and O. Buy two of them, as they get lost easily. My square came from who-knows-where and is marked Empire. It has a bubble level on it, as well as an adjustable 12" steel ruler. Try to find something similar to this; the bubble level is not needed.

Go out to the local hardware store to find these items: two mill files (the finest toothed

one you can find), a few 1/16" drill bits, 1000, 600 and 300 grit sandpaper, a block of 2" extruded styrofoam (not the white Beadboard kind or you will find yourself with a mess), a 1-gallon bottle of white glue, a smaller white glue bottle, a pair of needle-nose pliers, a pair of heavy-duty cutters, and a small desk-top vise. A small anvil (those things Wiley Coyote is always getting hit with) is helpful, too. You may think these are only available in 10 ton steel mill versions, but I have seen some that are no bigger than my hand at a Pep-Boys auto parts store.

Next comes some tools that may seem like luxuries or unnecessary, but they are really worth having. First off is a soldering iron and solder. You can find one at Radio Shack for under \$7.00, but I wouldn't buy it. They usually don't put out enough heat for most jobs. For the workbench, you need a pencil-type iron that can produce at least 100 watts. For about \$50.00 you can buy a really good one with a nice stand and a temperature dial; I recommend you get one of these. Don't buy one of those battery operated irons, they don't put out much heat and they don't last long. I like to use 60/40 rosin core solder found at a Walmart at 49 cents for a yard. It has a low melting temperature and is very strong. It is made by Kester and comes coiled up in a tube. For most projects, flux will be required, and any kind but acid flux will work, as the acid type will corrode your work.

Another item that really is a luxury is a Dremel Tool, or motor tool. They are relatively expensive but the uses you will find for them are countless. Hundreds of attachments and bits are available. They work very well for cutting track smoothly and cleanly. Ask for one for Christmas!

An air brush is an excellent item to have, and it will soon pay for itself. You have an unlimited selection of colors to choose from, while spray cans only have about fifty.

Well, there you have it, the basic tools and the not-so basic tools. I hope you get some use out of this. Next month I will discuss the many adhesives and how to use them.

-Mike

ATTENTION FANS OF NORTHEASTERN RAILROADS!

By John Reichel

Are you a fan of Northeastern Railroads? Do you like to take pictures? Great! *Railpace* magazine wants to hear from you. In fact, *Railpace* even has a column devoted to young railfans and their photos.

In case you're not already familiar with this fine magazine, I'll tell you a little about it. First of all, as someone living out here in the west and a fan of western railroads I sure wish I had something like *Railpace* out here! It's great! Each issue is packed with great photos and in-depth articles about northeastern railroads. What I really like are the topographic maps that show you exactly where the tracks are and how to get to good railfan spots.

And to top it all off, *Railpace* even has a youth-oriented column, "Teen Scene," edited by Aaron Keller. I've told Aaron there are many railfans in the TAMR who would like to share their photos. So, here's your chance to get published in one of the premier railfan magazines!

Here are the guidelines for submissions:

~ *Railpace* covers the Northeastern U.S. and eastern Canada. You don't have to live in the northeastern though. If you have photos of run-through power in your area, such as a Conrail Diesel zipping across Iowa, send them in! Also, if the local shortline is using locomotives formerly owned by northeastern railroads.

~ Aaron can use 35mm color slides and prints. Be sure to label all slides and prints with your name and address. If you want

your pictures back, enclose a stamped, self addressed envelope.

~ Don't send every picture you've taken; choose the best ones. Shots that have good focus, fairly high contrast, and are not too dark.

~ Even if you think your best shots aren't all that great, send them anyway. It might take several tries before your first picture is published, but don't give up hope. Aaron says to "try, try again" and eventually you'll get published.

~ Write a caption for each photo and make sure it's easy to tell which caption goes with which photo. Example: "Slide 1: Former Conrail GP40 4362, now owned by Wayne Shortline Railroad, crosses the James Gordon Viaduct outside of Gotham City, October 7, 1995. Kodachrome Slide." If you don't have information that detailed, say what you know: "Slide 1: Guilford diesel spotted in Grayson, WI, 10/7/95."

~ One more special TAMR note: Photos can contain people as well as trains. So, if there are any TAMR people in your photos of northeastern railroads, great!

So, ladies and gentlemen, start your cameras! Aaron is waiting to hear from you.

Railpace Magazine, Teen Scene
C/O Aaron Keller
187 W. Bush Rd.
Gloversville, NY 12078-6406

SAVE YOUR TRAINS!

**By This Time Next Year, This Train
(& All of Amtrak) May Not Be Running!**

DON'T LET AMTRAK BECOME EXTINCT!

Some people in Congress want to kill this train. In fact, when the new Congress meets in January 1995 there will be serious attempts made to eliminate funding for Amtrak--the only intercity passenger train service in the U.S. Just like every other form of transportation, Amtrak depends on federal support. If that dries up, so will the trains. *This is happening in spite of the fact that Amtrak has developed a large and loyal ridership.*

The fact is that Amtrak has become a real success story. Today it produces 35% more passenger-miles than it did in 1980, yet its inflation-adjusted operating subsidy is some 70% less. Amtrak covers more of its operating costs from fares--80%--than any other passenger railroad in the world. This system is doing much more with less.

Amtrak is being singled out among transportation modes for cuts. Considering inflation, from 1982 to 1991, aviation spending went up 97%, highways up 25%, Amtrak down 36%. Yet there are no proposals to eliminate highway and air subsidies from Congress--Amtrak alone is the target.

Killing Amtrak for the small savings of its subsidy makes no economic sense. Amtrak employs nearly 25,000 people. Tens of thousands of car builders and supply workers depend on their employers' Amtrak contracts. *The taxes on those salaries and on sales of supplies to Amtrak exceed Amtrak's congressional funding.*

Please write (and call) your representatives before it's too late.



Congress must hear from you, the Amtrak passenger. *You* are one of many who will be personally affected if Congress decides to abandon rail passenger service in this country. *You* know how important traveling by train is in your life, and in the lives of many others. Tell Congress! Tell President Clinton! Tell the Governor of your State! *They will listen, if they know our numbers.*

Please don't wait. While you're riding today...write a brief note or postcard to:

- ✓ Your Member of Congress
U.S. House of
Representatives
Washington, DC 20515
- ✓ Each of Your 2 Senators
U.S. Senate
Washington, DC 20510
- ✓ The President
The White House
Washington, DC 20500
- ✓ The Governor of your State

TEEN ASSOCIATION OF MODEL RAILROADERS

Membership Application

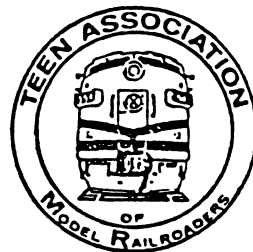
Name _____

Address _____

City _____ State _____ ZIP _____

Phone(_____) _____

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



MEMBERSHIP TYPE

- | | |
|--|---------|
| <input type="checkbox"/> Regular (under age 21) | \$15.00 |
| <input type="checkbox"/> Associate (age 21 and up) | \$18.00 |
| <input type="checkbox"/> Overseas (outside N. America) | \$20.00 |
| <input type="checkbox"/> Sustaining (regular & sustaining) | \$20.00 |

Make checks payable to:
**TEEN ASSOCIATION
OF MODEL RAILROADERS**

U.S. Funds Only!

Mail to:

**TAMR Secretary
MATTHEW SCHWERIN
218 S WALNUT ST
WILMORE KY 40390**

Other Affiliations:

- ☐ NMRA
- ☐ NARP
- ☐ NRHS
- ☐ Local club
- ☐ RR Historical Society
- ☐ Other _____

How many years with TAMR? _____

Are you a Railfan? _____

Do you trade:

- ☐ photos
- ☐ slides
- ☐ passes

Tell us about your layout: (check all that apply) RR Name _____

LENGTH(ft.)

- ___ 0-100
- ___ 101-200
- ___ 201-300
- ___ 301-400
- ___ over 400

EQUIPMENT

- ___ Steam
- ___ Diesel
- ___ Electric
- ___ Freight
- ___ Passenger
- ___ Other _____

SCALE

- ___ HO
- ___ HO_{n3}
- ___ N
- ___ O
- ___ O27
- ___ Other _____

MODELING ERA

- ___ 1900-1935
- ___ 1935-1950
- ___ 1950-1970
- ___ 1970-1980
- ___ 1980-present

LAYOUT STATUS

- ___ in stages of construction
- ___ in storage
- ___ imaginary, no layout
- ___ club, operate on a club pike

VISITOR POLICY

- ___ no visitors
- ___ contact first
- ___ appointment only
- ___ invitation only