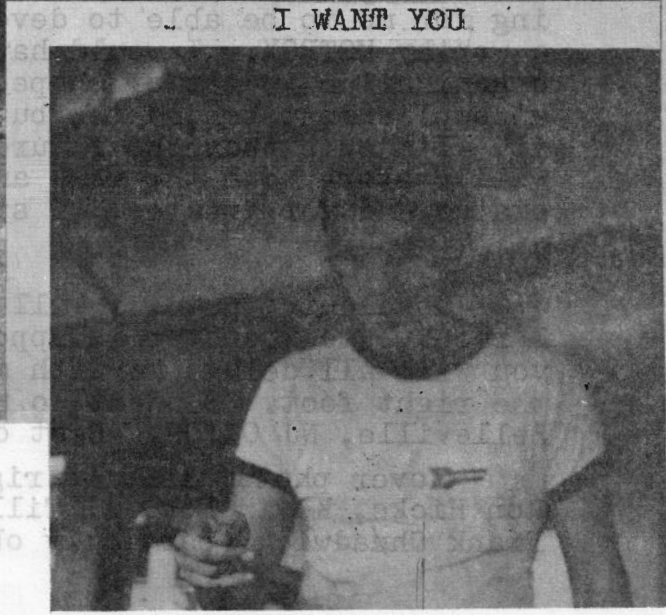


TAMR HOTBOX

Official Publication of the TEEN ASSOCIATION OF MODEL RAILROADING

Sept-Oct. 1974

JH-15



right: Tom Papademas (by coupler),
Miltonson, Mike Plumb, Mike Napolitano,
(obscured), Bryce Dunlevy, cont.

FOR THE TAMR!

by John W. Held

With this issue of the HOTBOX your elected officers and appointed flunkies announce the resumption of, and their total commitment to, a regular HOTBOX!!! Difficult to believe? Well, it really is true, and now possible; the answer is a completely mimeographed issue with all but total abandonment of the now economically unfeasible offset printing. Furthermore, the Editor will send future issues of the HOTBOX to the Publisher on a regular basis, no matter how little material there may be on hand to construct it.

Obviously, this means you will be getting an issue about every two months now, but it will be totally dependent on material submitted by YOU if it is to fulfill your desires, and the quality of printing may not be the finest in the world. Since this issue largely cleans out my files, the odds are stacked way in your favor that something you submit will grace these pages. The responsibility for the production of an interesting and informative HOTBOX is now in the hands of the membership, not a select few, which should be the conclusive test of the Teen Association of Model Railroaders.

Well, there is a very good possibility that this issue will beat the "Summer 1974" HOTBOX/1973-74 DIRECTORY in reaching you, and the same old bugaboo - printing difficulties - is the culprit. We hope the wait will be worth it, with 24 pages in the HOTBOX, and our 300+ membership DIRECTORY, both completely offset printed. The delay has been caused by the fact that we're getting a very favorable price: nothing!

Repeating an announcement that appeared in that issue, which all 300+ members will receive, was the announcement that nominations were being sought for the upcoming - and late as usual - election. The posts that are open are President, Secretary, and Auditor, so if you would like to nominate someone, or even yourself, notify Phil Simonds, 139 Westminster Ave., Buffalo, NY 14215, and include a platform if you're announcing your own candidacy.

Finally, "I hereby announce my resignation, effective with the receipt of this issue, of the post of Editor of the HOTBOX, to all TAMR members and the Executive Board. College and other demands upon my time and attention have simply become too pressing for me to be able to devote the essential time to produce a worthy HOTBOX. I would have liked to step down with the organization in better shape, or even leave a legacy of stellar accomplishment behind me, but events proved otherwise; so be it. I'm sure that the future Editor, officers, and members will restore both the TAMR and its HOTBOX to their former status and far greater. I stand ready to help."

John W. Held

Concluding note: I will forward any and all material that I receive to whomever is appointed as my successor, so I hope you will all deluge me with material so he can start off on the right foot. Send it to me at: John W. Held, 72 Bell St., Belleville, NJ 07109. Best of luck, and KEEP ON TRACKIN'!

Cover photo: left to right: Tom Papadeas (by coupler), Ron Hicks, Kevin Lee, Al Tillotson, Mike Plumb, Mike Napolitano, Frank Chadwick (partially obscured), Bruce Dunlevy, cont.

2 Athearn S-12's=1 RS-12

by Kevin N. Tomasic

You will need two Athearn S-12 shells to bash this Baldwin, and I leave the powering up to you. So get the X-acto saw and start cutting. I needn't warn you about the necessity of keeping cuts square, right? And please refer frequently to the diagram, as careful study of it is essential.

On the first shell, cut four access doors from the cab, then the steps from the back of the cab; the result is A. The remainder of the shell is then cut 7 feet from the front of the engine, portion C. Remove and save the fuel tanks -B.

Moving on to the second shell, cut two access doors from the cab. (B) Now cut the battery box, D, and save for use on the short hood. Remove and discard its fuel tanks.

The next step requires surgery on the two cabs. One has its back, containing the four windows and centered door, carefully cut out. The other has its front carefully removed. This front is then inserted into the other cab, yielding a double cab.

To prepare the short hood (C) all the front and top detail is removed, saving the front of the light fixture for later installation, as per the diagram. A door is scribed onto the front of the short hood, also.

The final assembly may now be done. Parts A and B are carefully cemented together, and the cab is added to the assembly. Now the rebuilt short hood (c) is glued to the back of the cab, followed by the affixing of the battery boxes (D) to the short hood.

The conversion is not perfect in that the unit is about two scale feet short and the hood door placement is off slightly. An RS-12 roster appeared in the Oct-Nov 1970 issue of EXTRA 2200 SOUTH magazine, although unfortunately no pics were included. Some roads still use them, so you can still obtain details shots.

I powered my RS-12 with a Hobbytown RS3 drive with a homemade frame, though a switcher frame could be used with the RS3 drive, but it would have to be stretch to fit. In fact, an entire stretched switcher drive could be used, as the Milwaukee road has RS-12's on switcher trucks. With some work, I'm sure the original Athearn drive could be accommodated, but the trucks may be a problem.

For any problems you may have with this bashing, or for further information, contact either the Editor, or the author, whose address is: 2043 East Homestead St., Pittsburgh, PA 15212.

Cover photo continued: Brian Helms, Ralph DeBlasi (above), Phil Simonds, Dave Dubersky (above), Ed Robinson, Chris Buckley, Matt McDonough, Marc Solomon, and John McGlaughlin aboard A PATCO boxcab. Camera-shy: Jeff Murphree. Photo by John W. Held, as, unfortunately, most of the photos in here.

LETTER TO THE EDITOR

"What the TAMR has Meant to ME"

I must say that I am a little bit strange (Ed. note: quite true). But then, most other TAMR members are as well - it seems to be a requirement for membership in the organization. Thus I take strange approaches to things, including this letter.

I must also say that I am a snob - a snob in the ordinary sense of the word is one who discriminates on a basis of social class, mind you, which ain't me - but one who evaluates personal standards and morals. I have been known to drop acquaintances with persons whose code of personal conduct I do not agree with. Such a policy has left me relatively isolated from my peers: but then I would rather not be with them. I am happy to report, however, that most of those whom I have come across in the TAMR have been within my standards. These individuals have become my trusted friends, often through correspondence; many I have met only once or twice, some I have never seen.

This organization - through one of the worst periods in its brief history - has given me many happy times in many happy memories. These have only come through the magic word: PARTICIPATION. I've written letters, traded slides, made trips to meet people, even run my own convention (the MLR Hamilton Convention of 8/73). I've done astute things and some very dumb and/or stupid things but I've come through it all and I've had a regular riot.

My advice to new or undecided members is this: GET INVOLVED!! The new DIRECTORY will be out soon, find a few names in it and write those persons. Look up members in your area and give them a call. Join in the activities of your region and if it is unorganized, do your bit to get it going. You'll find it well worth the effort.

John C. Eull

Ed. Note: this was one of the very few replies I received to my request that members write to the HOTBOX concerning their experiences, suggestions, and criticisms concerning the TAMR. I hope this will become a regular feature of the HOTBOX, and I hope you will take this first small step and tell us "What the TAMR has Meant to You", good, bad, or indifferent.

Newz, fillers, prototype, junk, members info, etc.: As most of you know, the D&H has purchased the last two remaining "Sharknoses". Rumors in the East are rife at the moment that they have been re-engined with Alco 251 diesels, which can be checked out Oct. 19, when they will head an excursion from Wilkes-Barre, PA to Oneonta, NY....Contrary to some other rumors, these sharknoses do not sport the probocis of the other well-known shark nose, TAMR member Ralph DeBlasi! ...Each convention gets a saying describing its overall spirit, but his one didn't come up with a general widespread comment; vying for the title are Phil S.'s :ooh, ick (his initial reaction to NYC), Mike N.'s O noooo, and the Editor's own prolonged "sigh". Will those in attendance please vote on this important item, and otherwise contribute your opinions?...There is some muttering in the Allegheny Region about the feasibility of having another convention or meet. It has been proposed to hold one in conjunction with the MER of the NMRA, but they don't seem to have any biggies on their agenda, either...Infinite thanks to those who continue to write to (cont?)

QUICKIE CONVERSION

BY John W. Held

Only four railroads - the Soo, UP, Milw., and SAL) bought Alco's RSC2 diesel, while 415 similar RS2's were sold to many more roads. So which one did Atlas choose to produce in N scale? Of course. Fortunately it is a simple matter to convert their RSC2 to the more common RS2, or from there the even more popular RS3. On the other hand, it's no longer as simple to get your hands on this or many other N scale models since Atlas chopped its product line and MRC dropped out altogether. But you may be able to dig one up, or perhaps you already have one, so read on.

Basically, all that needs to be done is a retrucking, similar to the one that some of the prototype owners did to their models. There are distinct methods that can be used in the operation, but whichever you choose, you'll need these parts and tools:

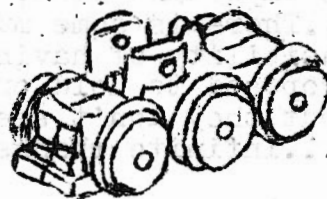
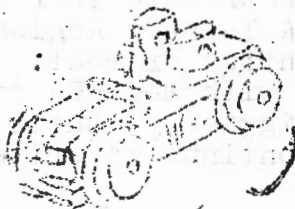
MRC part no. 6017, complete assembled C420 front truck-\$1.50
MRC part no. 5017, complete assembled C420 rear truck-\$2.50
small screwdriver, tweezers (after all, this is N scale!),
and for the preferred method, a small soldering iron.

The parts should be available from Ak-Sar-Ben Hobby Co.,
P.O. Box 5254, Lincoln, Neb. 68505 at the above prices.

The better method involves unsoldering the small wires leading from the motor to the truck's wheel wipers, after which the original trucks drop free (be careful not to break the wires in any event, as there is little slack in the wires). You then simply resolder the tiny wires to the replacement truck's wheel wipers, attach the trucks, and you've got an RS2. Take care to melt as little plastic as possible, and keep solder to a minimum.

The other method eliminates soldering for you weak at hearts. You release the trucks from the frame, then push the truck detailed assemblies from the truck chassis by pushing upwards and then maneuvering them clear. You may now press the wheels off their axles, revealing the wipers, which can now be slipped out of their channels. Repeat the wheel removal on the two axle trucks, remove their wheel wipers, slide the original wheel wipers, hopefully still connected to the wires, into their channels, press their wheels back onto their axles, and remount the trucks. The difficulties with this method is the fragility of the wires, and the fact that it is almost impossible press all the wheels back onto their axles true, leaving you with a wobbly diesels.

Now after the fiddling and adjustment to the gearing is complete you can satisfy your detail hounds who point out that your prototype road never had RSC2's..... And if they bring it to your attention that they never had an RS2 either, bust them!



CONVENTION REPORTS:

The fifth annual national TAMR convention ~~was~~ held on August 16-18 in the metropolitan Philadelphia area. While not quite as successful as some prior shindigs, the unanimous consensus of those present was that it was enjoyable, stimulating, and fun.

Festivities began at noon on that fateful Friday, as the contingent assembled at the suburban motel that served as the focal point of many of the activities. The afternoon was spent hanging around dingy railroad facilities gawking at decrepit diesels, as well as salivating at that magnet of TAMR members: hobby shops. After a glorious repast at McDonald's, it was off to the Silver Valley Model Railroad Club of Camden, NJ.

What for many was the high point of the convention ensued, as the entire evening was spent observing the marvelously executed pike, and later, all were given opportunities to operate wherever one chose - everything from road jobs to branch-line runs.

The following morning came the beginning of a long day of "fantripping". The first stop was a tour of the PATCO Hi-Speed line which connects Philadelphia with its eastern NJ suburbs. This rapid transit line is quite probably the most advanced mass transit service in the country, if not the world, and we were given a comprehensive tour of their facilities and their method of operation, capped by several photostops. Several hours later we clambered back aboard our bus to begin the long ride to the Strasburg Railroad for inspection of the assorted PRR equipment they have managed to collect, and a train ride. An omen was the downpour that commenced as soon as we stepped off the bus and continued until we reboarded, but certain unnamed guilty parties managed to dispell the gloom by persuading the Strasburg to wish "little Tommy Papadeas a Happy Birthday" over the train's public address system before we departed with the birthday boy in hot pursuit. The stop was made, appropriately enough (?) in Intercourse, PA, for the annual TAMR banquet, and although the scene turned out to be akin to a cafeteria, complete with mess sergeants, the food was quite good and plentiful, and the Editor can personally attest to the excellent coffee-flavored mashed potatoes. The bus managed to deliver us back to the motel, where we migrated to Ralph DeBlasi's home to view his lack of progress on his new Lehigh Valley, some slides and movies, and the model contest (won by Jeff Murphree with a fine dilapidated shed, with Ralph placing second). Eventually all escaped back to the motel for some badly needed sleep, save for one bunch that partied until the long arm of the law.....but that's another story.

The next day dawned as bright as the previous gloomy, and before all departed for their homes or the group railfan trip to Allentown, PA, the results of yet another photo contest were announced, with Mike Napolitano bagging a subscription to TRAINS for a fine D&H slide, and Brian Helms took MODEL RAILROADER for a color print of Reading FP7's while Al Tillotson received an honorable mention for an excellent b&w of EL E8's. Finally, after the usual round of tearful goodbyes the various revelers made their ways home, a little happier, and a lot wiser.

While this convention brought out only 20 or so members, much less than the preceding two, it should be judged successful

CONVENTION, CONVENTION

in light of the many problems it faced: widespread apathy within the TAMR, lack of HOTBOXs and thus publicity, and a rather hectic organization due to uncertainty as to where the 1974 National was actually going to be held, all of which led to less than perfect arrangements. On the plus side, all who did come had the usual great time associating with other members, and there was an international representation - members from the West Coast, Mid West, Florida, and Canada.

Finally, planning is already beginning for the 1975 National Convention, but this time there should be a decision much sooner as to where it will be held. There is some agitation to conduct it on the West Coast as thus bring a convention to this relatively neglected area; other proposals are for a "secondary" convention in a more easterly section, but not to compete with a Western schedule, and the NMRA through faithful Lone Eagle Payne has suggested some joint event with their "Rails Alive" National Convention in Dayton, Ohio. All alternatives should be widely discussed, and the officers would appreciate any and all suggestions members might have.

Chicago, London Conventions Draw Mixed Results

Full details are not in as this issue of the HOTBOX goes to press, but it is known that conventions held by the Great Lakes Region in Chicago, and the Maple Leaf Region's latest in London, Ont. were both successful, though marred like the National by poor turnout. Hopefully, there will be a further report on both these events in the next HOTBOX. Incidentally, these two regions, along with the Allegheny Region and a core in the Buffalo, NY comprise the heart of activity within the TAMR today. The question is, did everybody else die?

PHOTO PAGE CAPTIONS

1. A "secret" Alco product, C430 #2054 at Pittsburgh, PA. Perhaps its owner, the nefarious Penn Central, is ashamed of it, as they only painted a small identifying mark on the rear?
2. While Tom the Greek checks to see if his arm is still attached, Ralph DeBlasi reads a signal and Matt McDonough stares off into space at the Silver Valley Model RR Club during the Philly conv.
3. Jeff Murphree intently switches the industrial park, same time, same place.
4. A superb sawmill on the Club's pike, featuring animation with the saw apparently cutting the logs.
5. "Broadway Limited" pulled by two PRR PA's passes tower, again in Camden.
6. Spaced out members aboard the Strasburg fan trip; Mike Napolitano stares at the birthday boy, Bruce Dunlevy stares at the photographer, Tom plots revenge, and Chris Buckley eyes a passing attraction. "What fun this is, riding the rails".
7. Three PRR Geeps drag a long freight by the caboose track at Silver Valley's yard.

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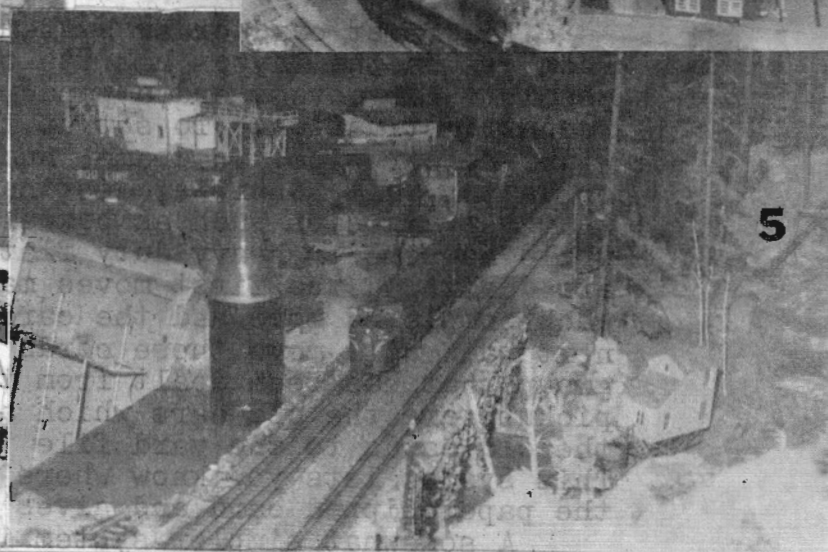
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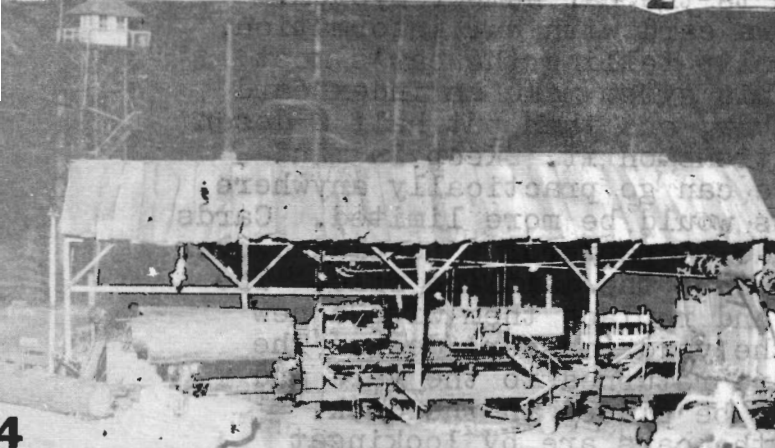
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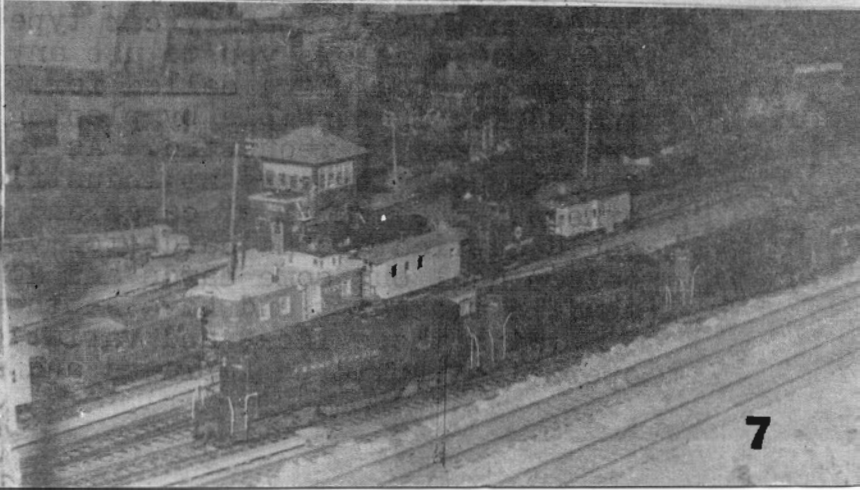
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BASIC CARD ORDER OPERATION

by Lloyd Neal

Operation consists of more than just running trains around in aimless circles. It involves running a train like the prototype; the train should be started slowly and build speed gradually. In stopping the train starts to slow quite a ways out so that only light braking will stop it at its destination. A jackrabbit start or hard stop will jar passengers or freight alike with damages and lawsuits.

But there is more than just this. Freight trains carry cars with loads to various industries. Railroad cars are supposed to do things other than travel around empty.

On the prototype freight movements begin like this: a shipper calls the railroad and asks for a car for his use by tomorrow morning. The railroad then sends an empty car from the closest location on the next wayfreight. The shipper loads the car and calls for it to be picked up on the next freight. The railroad then ships the car to its destination. Involved in this operation are waybills and other paperwork beyond the actual car movements.

For a model railroad you could order cars for industries much like this, but you may tire of a system demanding so much paperwork and effort, as well as the actual movements.

A way around this is use of a card order system for car movements. Several have been developed for the modeler's use, and they provide a varied selection of cards - and moves - with each shuffle and drawing of the cards. These card systems are in wide usage since they give infinite and varying movements with ease.

The first card order system is the car number system. Each car on the layout has its own card with car information, possible car moves, and a paperclip telling the car's most recent destination. To set up this system make an index card with the car type, roadname, number, and then put half a dozen or better, all possible, destinations on it. Keep in mind that certain cars such as boxcars can go practically anywhere, while hoppers or heavy duty flats would be more limited. Cards are dealt and the first moves made. A paperclip is placed over each completed move and the card into the mainline file. The next train will move these cards and replace them with a new group that has been dealt from the yard (master) deck. The pickups are the old cars which are returned to the yard and the old cards to the yard file to be placed in the deck. This system lets you know where the cars are by looking at the paperclipped card and gives you a variety of switching.

A somewhat simpler system involves making car routing cards which only specify car type and industry to serve. This system allows you to use any car you wish as long as a boxcar is used where called for. Moves to other on-line industries is possible by placing two moves on one card, and two cars may be requested. As in the other system, a mainline file is used for cars at industries and a yard file for all others. The number of cards and cars does not matter and you could duplicate some cards for your busier industries. As before deal out some cards and do the indicated moves and then shuffle the cards and have another train.

With these ideas and variations of your own your railroad operation should be improved and more fun.

COMMITTEES

The revived Photo Exchange Committee continues to seek all who are interested in trading, selling, lending, borrowing, or other photographic pursuits, prototype or model. The Chairman is John C. Full, 254 Haddon Ave. South, Hamilton L8S 1Y1, ont. CANADA. John would like to add these names to the list of active members included in the "Summer 1974" HOTBOX:

Ronald P. Hicks, 3066 Eggert Rd, Tonawanda, NY 14150; uses a Minolta SRT-101 35mm SLR for shots of rare diesels, traction, and passenger trains. Better still, he's willing to lend them!

Douglas Johnson, 4855 N. Paulina St, Chicago, IL 60640; speak to or HOTBOX publisher if you're interested in color prints of CNW, ICG, Soo, and other Chicago roads. He's willing to trade or lend same from his Kodak X-35 Instamatic.

Lawrence R. Kolka, 26 Averton St., Roslindale, MA 02131; lends slides of passenger trains, B&M, PC, and old NH. He's very interested in Metroliners and the like, and uses Ekta-chrome in 104 and pocket 30 Instamatics.

Kevin A. Scanlon, 106 Van Buren St., Pittsburgh, PA 15214; records B&O, N&W, B&LE, and PC with his Nikon 35mm SLR, and he'll trade either slides or b&w prints, too!

Bob Sterner, 1124 Potter Rd., Park Ridge, IL 60068; Chicago - that's Bob's territory: CNW, Milw., Soo, and others. He trades or sells the products of his Kodak Retina Reflex III 35mm SLR.

Tim Tonge, 42 Outlook Ave., Hawthorne, NJ 07506; Amtrak, CNJ, B&O/C&O, B&M, EL, LV, NYS&P, PC, and P&W are all in Tim's portfolio. He's willing to trade the slides which he shoots with his Miranda Sensorex II 35mm SLR.

Tim Vermande, 51528 Pond St., South Bend, IN 46637; CSS&SB should be enough to get anyone interested in what comes from his Praktiflex FX 35mm but there's more: GTW, NJI&I, N&W, and PC, some slides, but mostly b&w.

Richard Young, 6091 Homewood, Buena Park, CA 90621; Rich uses a Minolta SRT-101 35mm SLR for prints of ATSF, SP, and UP. And he'll lend them or trade them!

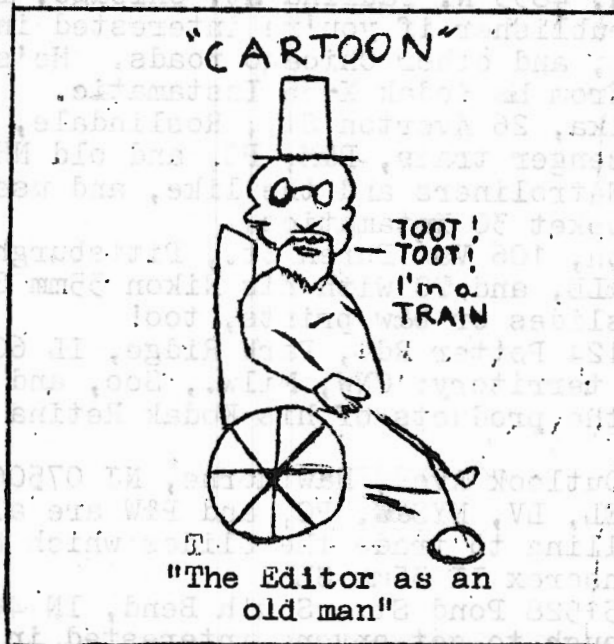
Patrick R. Golden, 310 62 4774, USS Richard Anderson (DD-786), R Division, FPO, San Francisco, CA 96601; Pat uses Canon QL17 and EXauto 35mm's to shoot steam and some diesels in JAPAN. His slides are available on a trade-only basis.

The new HOTBOX Stock Exchange Committee is also in the process of getting restarted. Anyone who would be interested in cleaning up on one market that's not sliding downward should contact Lawrence Kolka (above), it's chairman.

The Correspondence Exchange Committee is still willing, and able, to match you with another member of similar interests, near or far, by the trusty US Postal disService. It's Chairman is Chuck Scheerle, Southwestern College, Reid Hall, Room W211, Winfield, KS 67156. And you can receive the MARSLIGHT!

NEWZ, continued!
the lonely editor, even though your numbers may be declining ...There is much rumbling in the ranks of the officers, with rumored massive shakeups occurring almost weekly, to be countered in yet another memo. Although little is being accomplished (which will probably continue until new officers are elected) there is more activity than there's been in years...latest financial statement puts balance at \$56.21, which means

somebody's going to have to dig into their pockets if this and the offset issues are to reach one or more members.... A fervent reminder: will everyone who receives this with the exception of only the very latest members please send in their renewals to Phil Simonds (address elsewhere) or even the Editor, so we can get the train back on the track? This will be your last issue otherwise, unless, of course, the last issue was your last issue.....



THE CREW

John Held.....editor

Doug Johnson.....mimeographing, collating

Bob Sterner.....photo pages, collating

As this issue goes to press, I have been instructed to ask all members to renew. Enclosed should be a pink form which you are to use for this purpose (if you don't have one, contact me). Incidentally, if the offset issue and Directory should reach you before this with a demand of its own that you renew, you need renew only once, of course. We are well aware that many of you have recieved precious little for your \$\$\$, and that our promises mean little, all we can ask is that you support what we feel is a valid concept, an organization devoted to teen model railroading.

Return Requested

FIRST CLASS MAIL

Doug Johnson
4855 N. Paulina
Chicago, IL 60640

