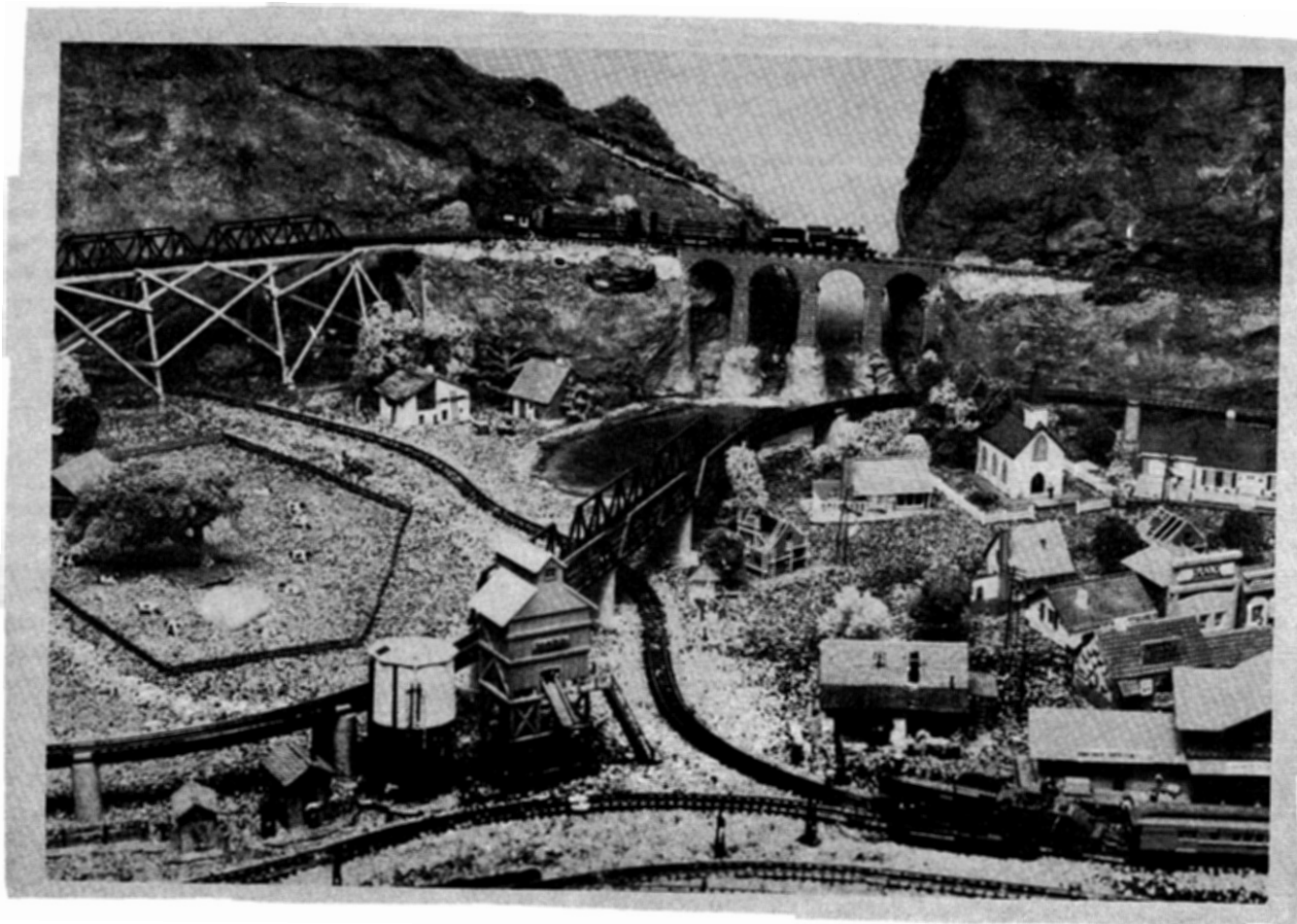


HOTBOX

"the Un-Magazine of Model Railroading"

May-June 1981

No. 167



"HEADIN' YOUR WAY"

on the

**CHICKAMAUGA, SHILOH
& APPOMATTOX R. R.**



HOTBOX

OFFICIAL PUBLICATION • Tern Association of Model Railroading

Issued every month with an additional special mailing of a Directory of Membership during the summer

Annual dues for the TAMR are as follows:

REGULAR: (under 21 years of age) \$10.00

ASSOCIATE: (21 years of age and up) \$9.50

SUSTAINING: (both Regular & Associate) \$100.00

Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR to the TAMR Secretary.

TAMR Secretary: Gerry Dobey
145 E. Kenilworth Ave.
Villa Park, IL 60181

All other HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

HOTBOX Editor: Mark Kaszniak
4818 W. George Street
Chicago, IL 60641

DEADLINES: The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.

Notice of Change in Dues & Publication Rate

- 1) As of July 1, 1981, dues for the various classes of TAMR membership shall be as listed above.
- 2) All those who renew or join on or after July 1, 1981 will be required to pay the increased rate and will then be entitled to receive twelve (12) issues of the TAMR HOTBOX.
- 3) The TAMR HOTBOX will switch over to a monthly publication at the beginning of 1982. This will give the TAMR time to assess funds; change its prospectus literature; gather articles for future publication; revise mailing lists and establish new publishing and mailing procedures for the monthly schedule.
- 4) The remaining 1981 HOTBOXs--with the exception of the November/December 1981 issue--will be limited to twelve (12) pages in order to prevent either a drain on the TAMR's finances or the HOTBOX's article supply.
- 5) Starting in 1982, each HOTBOX will then be a minimum of twelve (12) pages unless membership figures and/or financial considerations warrant otherwise.

--Approved by TAMR Executive Board
June 6, 1981

INTERCHANGE

If you have something to buy, sell or trade, use the INTERCHANGE to get results. Your ad is seen by all TAMR members. Rate: 10¢ per column line (35 spaces), name and address printed FREE. Send all ads to the HOTBOX Editor who is temporarily handling all advertising.

WANTED: Atlas HO Chessie System body shell. Good condition. Write: Don Leitch, 1840 Forest Drive, Sarnia Ontario, CANADA N7T 7H6.

TO ALL PASS EXCHANGERS:

Send your request for the Pass Listing to: Dave Elliott, 4277 19th Place SW, Naples, FL 33999. All requests must be accompanied by a pass made out to Dave plus a 3x5 card showing your railroad name, your name and your address PRINTED or TYPED.

1981 ELECTION RESULTS:

By Greg Dahl, Auditor

Amendment 1 (dues increase): Approved
Amendment 2 (Directory): Defeated

PRESIDENT: Ken Keels, 624 Birch Tree Court, Rochester, MI 48063.

SECRETARY: Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181.

SOUTHERN REGION REPRESENTATIVE:
Talmadge Carr, Box 4900, Tyler, TX 75712.

WESTERN REGION REPRESENTATIVE: Roger Arnold, 1843 Park Circle, Marysville, CA 95901.

INTERNATIONAL REGION REPRESENTATIVE:
Mike & Mary Lucas, 1 Tristan Close, Calshot, Southampton, ENGLAND SO4 1BN

Copies of the official tabulation were mailed to all candidates, any other member may receive a copy by sending an SSAE to the Auditor. Voter turnout was poor with about one quarter of the membership voting.

INTERCHANGE (cont'd)

FOR SALE: Assorted Atlas and Tyco tracks: 9", 6", 3" and other sizes of straights. 1/2, 1/3 and full 18" radius curves. Turnouts, crossings, bumpers, etc. All HO brass track. For free price list, write: Chris Brindamour, 10 Meadowland Drive, North Kingstown, Rhode Island 02852.

FOR SALE: Used Atlas HO remote switch machines--left and right--\$1.25 US each ppd. Used Atlas switch control boxes: 75¢ US each ppd. Contact: Don Leitch, 1840 Forest Drive, Sarnia, Ontario, CANADA N7T 7H6.



BLUE GRASS EASTERN R.R.
The Kentuckiana Route

For Pass and Ticket Information write: Don Leitch, 1840 Forest Drive, Sarnia, Ontario, CANADA N7T 7H6

1981 Convention Details in Next Issue

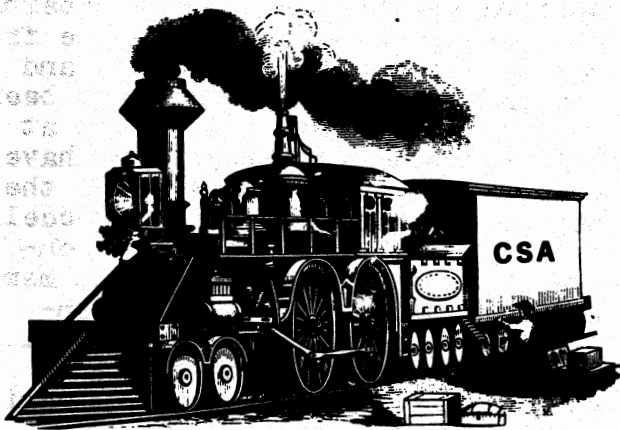
TAMR HOTBOX

CONVENTION BLUES

The subject I want to discuss with you is our annual convention, if you wish to call it that. For years, our annual convention has been a "sacred cow" in the TAMR--to be praised, but never criticized. Let's face facts, the TAMR, in its relatively short life span, has yet to hold a truly successful national convention. There are many reasons, but the most important is lack of initial planning.

Our current by-laws contain a provision for a convention committee in order to make sure each national convention is something special. Too bad no action is being taken to fullfill its intended purpose.

By Dave Ellett



"The Pride of Dixie"

My friends, this is the story of the Chickamauga, Shiloh & Appomattox RR which is perhaps known best by its slogan: "The Pride of Dixie," but also by its initials C.S.A. Of course, the initials C.S.A also stand for the "Confederate States of America." As you've probably guessed, this is definitely a very Southern railroad!

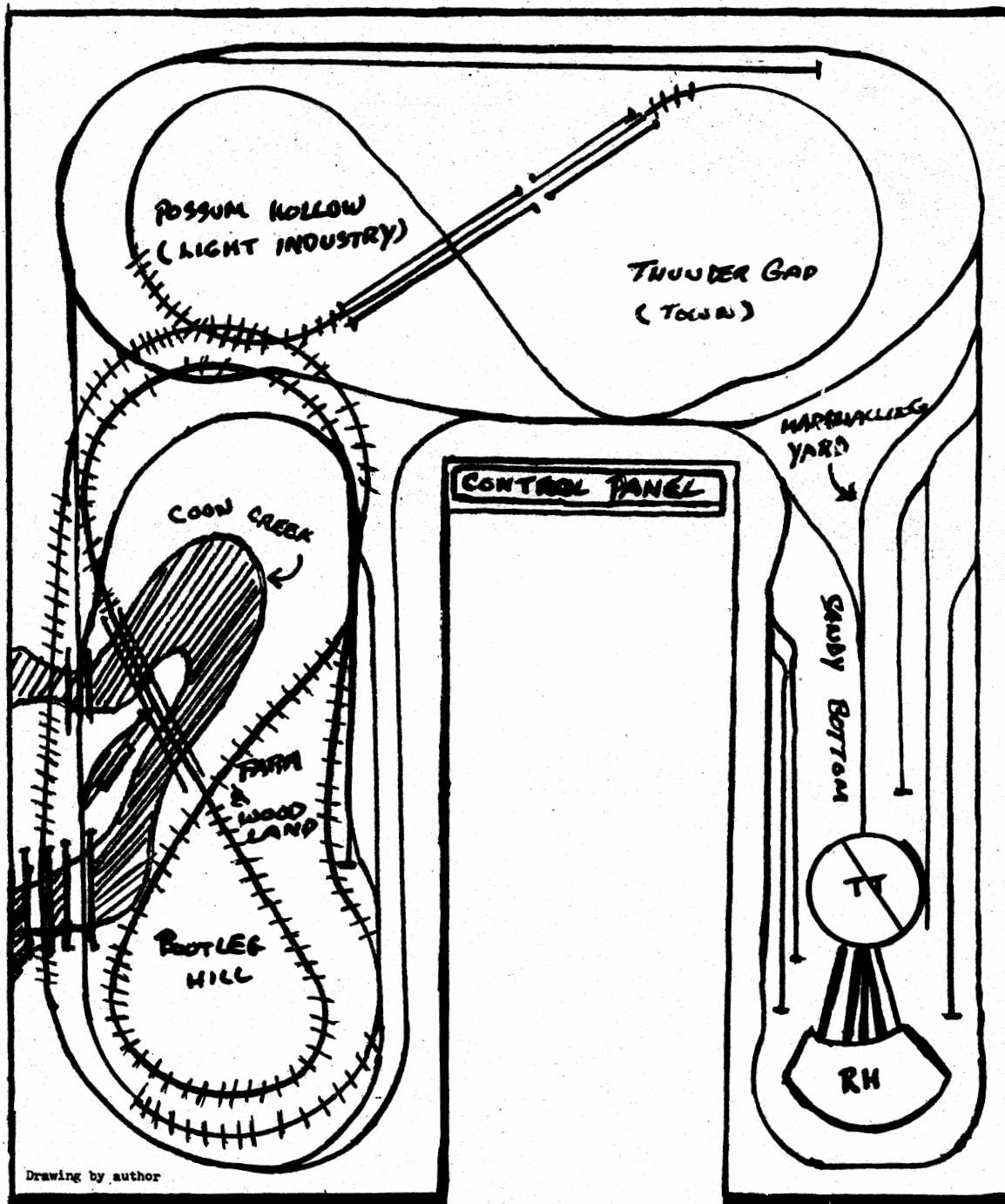
The CSARR was begun in 1973 as an N scale layout. At present, it is a 4x16 foot "U" shape affair (see trackplan next page). Cookiecutter construction was used and there are three operating levels. The motive power consists of only steam locomotives and four trains can be run simultaneously with two more waiting on sidings for interchange.

The railroad is set in the early 1900's at leaf "turning time." The locale is around Thunder Gap, Virginia; high in the Blue Ridge mountains. The CSARR runs from Coon Creek to Thunder Gap with stops at Possum Hollow, Sandy Bottom and Bootleg Hill. Thunder Gap is a well developed community with stores, saloon, jail, depot, blacksmith shop, school, church, houses, etc. It also has a spattering of light industry which includes a feed mill, rock crushing plant, lumber mill and coal mine.

The layout is housed in a separate train room with red carpeting on the floor and the walls housing my railroadiana collection which includes Currier & Ives prints, old Stock Certificates, trainfare tickets, railroad bank bills, UPRR Cuspidor, lanterns, etc. Still, I consider the CSARR a "mathematical layout" that is constantly subject to addition and subtraction. Then too, I love to scratchbuild, maintain and repair my own equipment.

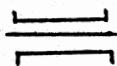
I have been a modeler and railfan for about ten years now and am also an avid pass exchanger. Stamp collecting and anything to do with the Civil War (Actually we call it the "War between the States") keep me plenty busy.

A recent addition to the layout is the Marshalling Yard section which includes a roundhouse and a turntable. The Chairman of the board of the CSARR is my grandson, David Watson. Although I am long past my teen years, I joined the TAMM so that I might be exposed to a younger point of view and because I hope that I will be able to help modelers in the areas of scenery, wiring and general trouble shooting. I know from personal experiences that the best way to get something out of something is to give it all you have. I intend to do just that.



Trackplan of the Chickamauga, Shiloh & Appomattox RR

— Low level
 ##### Upper level



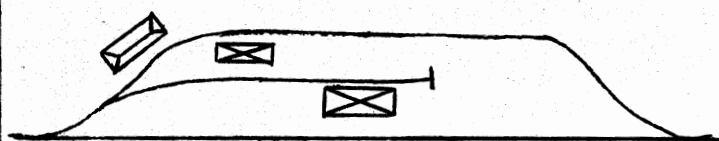
Bridge or Trestle
 R.H. = Roundhouse
 T.T. = Turntable

A Modern -

Are you still trying to figure out how you're going to run both steam and diesel locomotives on your modern era pike? If so, then I think that I might have a solution for you. Why don't you incorporate an operating railroad museum on your pike.

There are many examples of such operations and many are still active today. Perhaps the best way to fit a museum on to your layout is to add an extension. If your space is limited, connect this extension to the layout in two different places (see fig. 1) so that it resembles a large passing siding. This will make it easier to turn your equipment when necessary.

Figure 1: Museum layout



Drawings by Mark Kaszniak

Establish a couple of priorities for your museum. You should have a minimum of one spur track to handle excess equipment plus some engine servicing facilities. If space is at a premium, don't be afraid to scatter these along the rail museum's mainline. Of course, you'll also want some structures for your museum. Maybe an old station, storage sheds and maintenance shops.

Your museum should have a number of odd and old pieces of equipment to make it look convincing. Perhaps you could create a little vignette showing a group of dedicated rail buffs laboriously restoring an old rusted steam locomotive? A couple of railfans measuring and taking pictures of the equipment and a

couple of families out for an afternoon of fun are also nice touches.

The museum also adds a number of operating possibilities to your pike. The museum can sponsor some fan trips over your railroad with a couple of photo run-bys to keep the railfans happy. Perhaps the museum offers to furnish equipment for a special excursion train or anniversary special that you are planning to run. An engine from your railroad would then have to go to the museum, pick up the necessary equipment and bring it to your main station (see fig. 2). Passengers and local V.I.P's would then board and the train would be taken out on the mainline for the special trip. After returning to the station, the passengers would disembark and the equipment would then be returned to the museum.

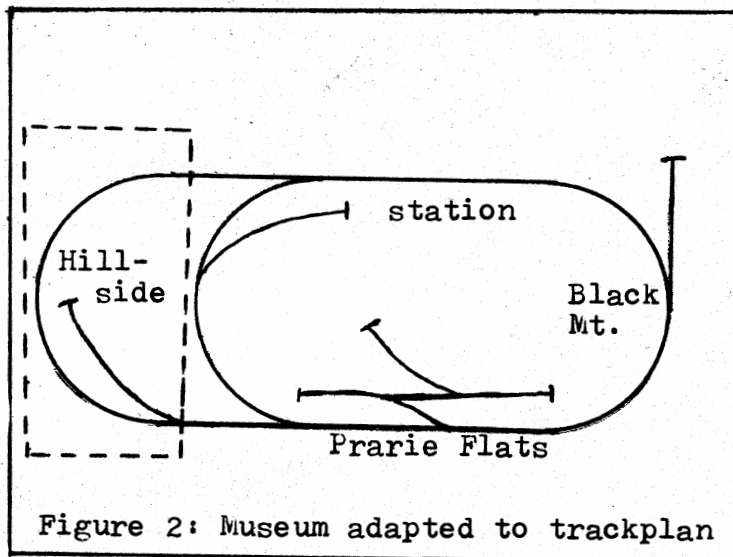


Figure 2: Museum adapted to trackplan

In summation, I would like to say that an operating museum is a good way to introduce some passenger service or steam locomotives on your modern diesel pike. It also provides you with many operating possibilities along with a pleasant diversion from your normal train running routine.

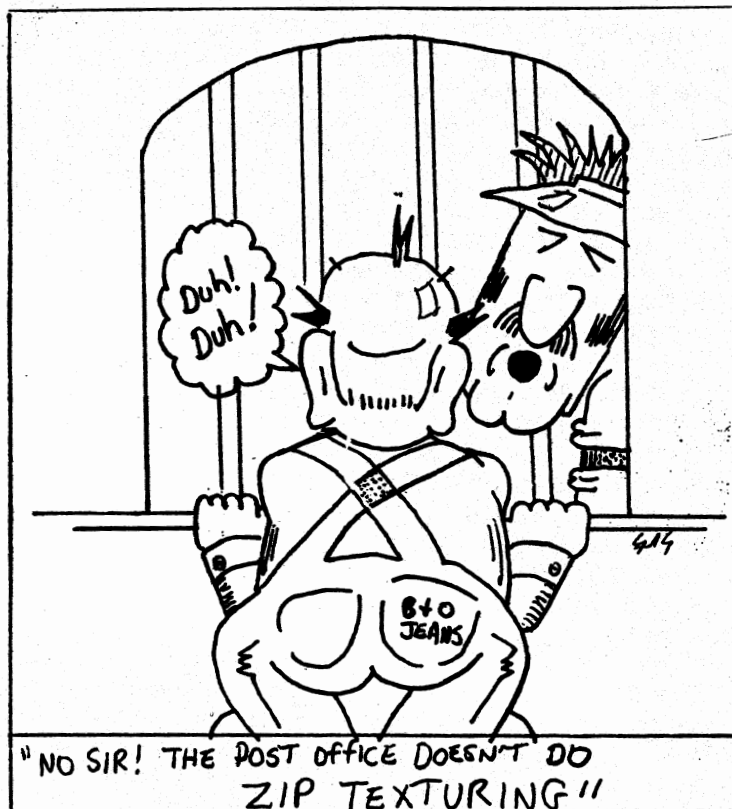
- Rail Museum

Putting In Some ZIP

In the last HOTBOX, we showed you the techniques necessary to construct hard-shell scenery and thus by now you must already have a basement full of unrealistic white-looking mountains. Perhaps you'd be interested in learning a technique which would allow you to turn those white plaster shells into miniature representations of Mother Nature's own.

This technique is called Zip Texturing and it was invented by the late Linn Westcott (former editor of MODEL RAILROADER magazine) about the time the post office adopted the five digit zip code system. As its name implies, zip texturing can be applied rather quickly. In addition, it is easy to learn and produces almost fool-proof results.

Basically, the process involves coloring your white plaster mountains with various diluted shades of dye and then sprinkling earth and grass materials over this. Zip texturing is used to provide a basic scenic covering for your pike which looks quite realistic, but is not overly detailed. Later, you can go back and insert details, in the form of rock carvings, castings and foliage, where you think they are needed. Therefore, zip texturing is a good initial scenery treatment which can be im-



proved upon at a later date.

Like most model railroading techniques, you're going to need some special "tools" for applying zip texturing and they are as follows: a set of kitchen sieves; a medicine dropper; a window cleaning sprayer and a syringe or modified squeeze spray bottle. You'll also need the following materials: dye (such as Rit or Tintex), the most useful shades are black, cocoa brown, yellow and green; glue and earth and grass materials (such as those made by Life-Like or Woodland Scenics).

The first step is to make the dye solutions. So pour the contents of your packages of dye into separate pint bottles filled with warm water. This makes a saturated solution and undissolved grains will remain on the bottom. From this solution, you can take a number of medicine droppers full and place them into your window cleaning sprayer bottle which has been filled with water. You now have a dilute solution of dye which can be sprayed on to your plaster. You can experiment by mixing various concentrations of colors in your sprayer to get the effect you like,

(cont'd next page)

ZIP TEXTURING (cont'd)

but a good starting point is 2 parts black dye, 1 part cocoa brown dye to 9 parts water. If the plaster looks too pink when this solution is applied to it, you can correct it by adding a little yellow. Try to develop a solution that pleases you and then mark its formula somewhere so you can use it over again. However, try to keep to light grayish colors in your solutions and make sure your plaster has been wetted down before applying the dye (dry plaster absorbs it like a sponge, damp plaster less so). Let the first dye treatment dry and prepare another, slightly darker, one. This can then be sprayed on or washed down the mountain. By allowing the dye to wash down the mountain--by placing syringes full of dye at the top of your mountain and letting the dye run down--a highlighted effect is achieved. This can be done over and over again to get the effects you want.

After the dye has been applied and allowed to dry, the earth and grass materials can be applied. To do this, you must first wet the dyed plaster with a glue solution (1 part glue to 4 parts water is good). Then place your earth material into one of your kitchen sieves and tap the sieve in areas where you'd expect it to be. Now do the same with the grass (by mixing several shades of grass along with some earth will produce a more realistic covering than a single grass shade). Now before these items are allowed to dry, run some water down your mountain to simulate erosion effects. The water will carry away deposits of earth and grass and bring them to pools and hollows. The effect is quite realistic (be sure to place a bucket under the layout to catch the excess water). You can repeat the soil, grass and erosion techniques over and over again until you get the effect you want.

Finally, look over the railroad carefully to make sure you haven't left any tool marks to spoil the scene. Also, don't be afraid to experiment with these techniques, a number of different effects can be obtained if you go this route. Try to make your railroad's scenery unique, but realistic.

Thanks All Around

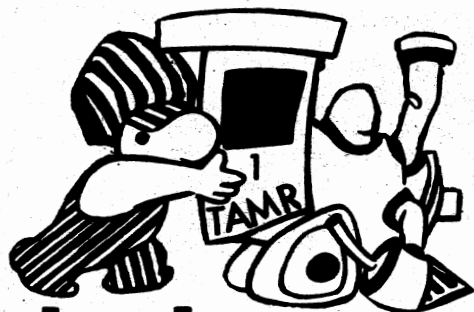
Spreading the word about the TAMR isn't all that easy. As members, you know what a fine association we have, but the secret to effective promotion is to convince non-members of that fact.

How then does the TAMR inform non-members of our efforts? The primary means is through two national model magazines, MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN. By giving us space-available advertising, they help us to reach many more young modelers than we can through other methods. For this, the TAMR owes both MR and RMC a great debt of gratitude.

Furthermore, both of these magazines realize that the future of model railroading lies in the hands of today's and tomorrow's young modelers. The teenage modelers of today will become the adult modelers of tomorrow provided they are given the encouragement and attention they need to master the skills necessary to become proficient modelers. MODEL RAILROADER's Managing Editor, Dick Christianson, addresses this very subject in the June 1981 issue. The TAMR wants to publicly thank Mr. Christianson for including the TAMR in his comments because our ability to attract--and thus aid--young modelers depends on how well we are known. Sure our ads bring attention and inquiries, but they might also be overlooked by those anxious to devour the contents of the latest issue. On the other hand, the editor's comments are read by most readers simply because they are looking for an added insight into their hobby.

Spreading the word involves many people and while we consider it a duty to be shared equally by every TAMR member, we realize that some will contribute more than others. Thus it is only proper that we should, from time to time, acknowledge their accomplishments and offer our sincere thanks for their efforts on the TAMR's behalf.

--TAMR Officers & HOTBOX Staff



Helpers

Do you have any helpful hints for making your model railroad look more realistic that don't take a lot of time or money? If you do, consider submitting them to the HELPERS column. All items are to be sent to the NOTBOX Editor.

In the Scheme of Things

Are you stuck on what and how to design and paint your motive power? Well, maybe I can put some light on this confusing situation.

First thing to do is plan an appropriate paint scheme to suit your pike. Then you must decide whether or not you want an elaborate scheme. How many shortlines do you know of that have paint schemes as elaborate as say CP Rail's? Their scheme may look simple, but the price they paid for it was well into the million dollar mark.

You may want to base your scheme on the area in which your pike is located. Bright colors are commonly found in all parts of the continent, basically for safety reasons. However, a number of railroads have dark color schemes such as N&W and the SP. Another approach is to adopt the paint scheme of some prototype. This is the route I took. All I did was remove the original road's lettering and logo and replaced them with my own while leaving the basic paint scheme unaltered.

Now a word or two about painting: If your color scheme is already worked out, it's time to choose the proper paints. Be careful of the type of paint that you choose. Some paints, like Floquil, will attack certain plastics and cause distortion. In this case, you'll have the prime the plastic with a protective lacquer before putting on the paint. For those who don't have an airbrush, you might want to try a line of paints that is available in aerosol cans for a smooth application.

If you decide on the Testors line of paints, be sure to apply two coats of paint to your model because after decaling, a dullcoat lacquer is usually applied. Yet the Testors paint will run off the model if you only use a single coat and then spray with the dullcoat.

As for lettering, I recommend that you stick with a technique you're good at. Decals and dry transfers are the most common. I'd advise against stenciling or hand lettering unless you're really proficient at the technique. Besides both decals and dry transfers are easy to use and come in a variety of styles.

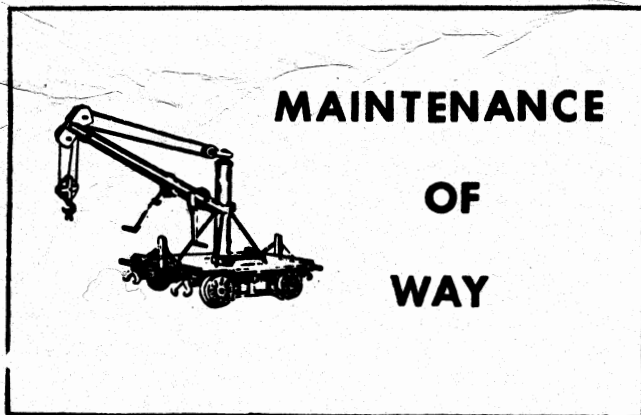
--Steve Harris

An Electrifying Idea

Everyone is familiar with the telegraph and telephone lines that parallel the rights-of-way of our railroads. However various electric power lines also find it convenient to follow the railroads as well, although seldom does one see them included among your trackside details.

Basically, there are two types of power lines, those carried on those tall pyramid towers situated around large urban areas and the smaller two wire lines looking much like telephone or telegraph poles out in the country side. Since the pyramid towers are more difficult to build, I will only consider the two wire country version. Fortunately, these are easy to construct because you can buy normal telephone or telegraph poles and modify them to your needs. This can be done by removing all but one of the crossarms and all but two (one on each side) of the insulators on that crossarm. The cast on bases and then also be removed and the poles planted into the scenery along your right-of-way. Actually stringing the wires is optional and depends on whether or not you are prone to snag them. If you decide to string wire, black thread is a good choice. Elmers glue will hold the thread. As for ending the poles, two methods can be used. Either burying the cable or attaching them to a building.

--Fred LeSage



M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAM or the HOTBOX. Please submit reviews to the HOTBOX Editor.

MODEL RAILROADER CYCLOPEDIA - Vol. 2, Diesel Locomotives, Kalmbach Publishing, 1027 N. Seventh Street, Milwaukee, WI 53233, 161 pages, \$22 plus 75¢ postage and handling.

When Cyclopedia Vol. 1 dealing with steam locomotives was published in 1960, all fans and modelers waited anxiously for Vol. 2 dealing with diesels to be released. However, considering Kalmbach's financial resources, the talent of their staff and the material at their disposal, MR's new Cyclopedia is a great disappointment. The book is mainly a collection of diesel drawings that have appeared in the pages of MR over the years. These drawings are supplemented by 500 photographs which is the book's only strong point. The captions are inadequate and often overemphasize unimportant points while ignoring the more important ones.

In addition, the book contains only those units which have already appeared in MR. A U25B plan represents all U-boats and a C628 is the only representation given to Alco's Centuries because that's all that MR has published on these types of units over the past 15 years. Also, the photo reproduction is not up to par with previous Kalmbach efforts. A great many of the published photos seem to have been last minute choices for the lack of anything better.

If you want to save yourself \$22.00, I suggest you go out and buy the Diesel Spotter's Guides and Update as you will find all the information and more than what is contained here.

--G. Dobey

"Oldtimer" 2-8-0 Consolidation, HO or HOOn3, Model Die Casting, P.O. Box 926, Hawthorne, CA 90250, \$39.98

The MDC "Oldtimer 2-8-0" is a great little kit. It consists of metal and plastic castings along with brass drivers and tender trucks.

Both the tender and loco are metal with a highly detailed plastic layer covering which is smooth, glues well and accepts paint easily (I recommend Polly S paints for covering and weathering since they won't craze the plastic).

Another nice feature of this kit is that detail parts are provided so that you can change the period of the model to the 1890's or 1940's.

Instructions are good, complete and offer several "blow apart" views for ease of assembly. A page of phototype photos is also included to aid in superdetailing along with a small catalog of other MDC products. This is a craftsman type kit and should take you about a week of evenings to complete.

The model is also offered in narrow gauge and should make a nice addition to the roster in lieu of a brass model. The \$39.98 cover price may sound a bit steep, but various mail order houses have discounted it to as low as \$22.95; so you may want to look around a bit before you purchase one.

All in all, this is a good kit and I highly recommend it to anyone who wants a good looking, hard working, affordable steam locomotive for the pike.

--Frank Rudowski

Railroad Roman 1/8" Alphabet and Numeral Set, Champion Decal Co., P.O. Box 1178, Minot, ND 58701, 65¢

It's amazing how a wild guess turns into something fantastic. I was at the hobby shop looking through the Champ Decal catalog for some decals for my DANC Railway. Suddenly I stumbled across the listing for 1/8" Railroad Roman decal set. This was just what I was looking for to letter the full name of my railroad on my locomotives. If you have a long railroad name, you might consider the 1/8" decals as well.

--Dan Carroll

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

Bored Already!

I have to agree with what Pat Seward pointed out in his letter in HOTBOX #163. However, unlike him, I plan to renew my membership in the TAMR. I think the HOTBOX should cover more facets of the hobby like the prototype, railfanning, etc. People are going to get bored reading all those modeling articles over and over again. And I'll admit it, I'm already bored!

--Scott Williams
Damascus, MD

(ED: The HOTBOX has no plans to change its format at this time. A couple of articles relating your model to the prototype are already in the works, but if you want pure prototype information, I suggest you subscribe to a couple of our regional newsletters.)

O - Boy

Are you a new modeler who dreams of something big? Well I say try it. Trying is the only way to really learn. Think about getting into O scale. Don't start off with a big project, start small and master all tricks and techniques before you embark on something more complicated. Sure, all good things cost more, but this is worth every penny.

--Doug DeLar
Crown Point, IN

A Want Ad

WANTED: An article, ad, column feature or black & white photo from everyone who reads this. Together we can keep the HOTBOX interesting and informative.

--Frank Rudowski
Wyandotte, MI

(ED: Believe it or not, this was an unsolicited response from one of you!)

Monthly Please

HOTBOX No. 165 was great. I like the new modeling format. The article by Jeff Meyer on Styrafoam Scenery will be especially helpful to modelers due to its lightness and portability. This would be an excellent scenery technique to use if you're building a module where weight is important. Here's hoping that the HOTBOX goes monthly very soon.

--Tom Gasior
Billings, MT

Suggestion Box

Rather than criticize the fine efforts of our hard working officers, could I make a few suggestions?
(1) Give a copy of the DIRECTORY to each member as soon as he/she becomes a member; that way he can correspond with other members right away and have a chance to feel like one of the gang.
(2) Print membership update sheets in the HOTBOX so that our members can keep their DIRECTORY up to date
(3) Carry commercial ads from mail order firms and manufacturers in the HOTBOX. It might help to pay for printing costs. After all, there are over 300 of us and we all buy something during the year. Who knows, they might even give discounts to TAMR members. No harm in asking.

--John Chambers
Ottawa, Ontario

(ED: The first suggestion is standard policy in the TAMR. Only we often run out of the previous year's DIRECTORY before the next is issued. The other two suggestions merit some thought by our officers)

HELP OTHERS SEE THE LIGHT

You already know how great the TAMR is at helping teen modelers in model railroading. Yet, do your modeling friends know? Help promote the TAMR in your area. Write to: Greg Dahl, TAMR Auditor, 1649 Euclid Street, St. Paul, MN 55106 for more details. Introduce others to the benefits of the TAMR while increasing your benefits as well.

FRONT COVER: A train is stopped at the Thunder Gap depot of the Chickamauga, Shiloh & Appomattox RR. Shortly it will move on to Possum Hollow, Sandy Bottom and Coon Creek. Turn to page 4 and see what makes the CSARR, the "Pride of Dixie."

MARKERS:

COMING NEXT ISSUE: Meet Gilpin, his dear old dad (always spelt with small "d's"), Miss Henrietta Abigail Zel, Li'l Herbal Bear, Mike, Mary and the Grizzlies in the July/August issue of the "Un-Magazine of Model Railroading." Yet the fun doesn't stop there. David Goff explains the evolution of Concord junction with some helpful hints on modeling variations for your pike; a new column comes to the HOTBOX, called the "Modular Concept," which will explain everything you always wanted to know about modules, but were afraid to ask. Then our scenery series continues with an explanation of "water-soluble" scenery. All this combined makes this summer's issue of the TAMR HOTBOX one of the best ever. Make sure that you don't miss it, otherwise Gilpin will be extremely upset!

An Official THANK YOU! The present officers and officials, plus those of us on the HOTBOX Staff, wish to officially thank outgoing President, Jeff Wilke, for his hard work over the past two years. The TAMR has made significant advances in the areas of member services, convention policy and its publications under his leadership.

TAMR HOTBOX , "the Un-Magazine of Model Railroading"
145 E. Kenilworth Ave.
Villa Park, IL 60181

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