



HOTBOX

"the Un-Magazine of Model Railroading"

No. 174

April 1982

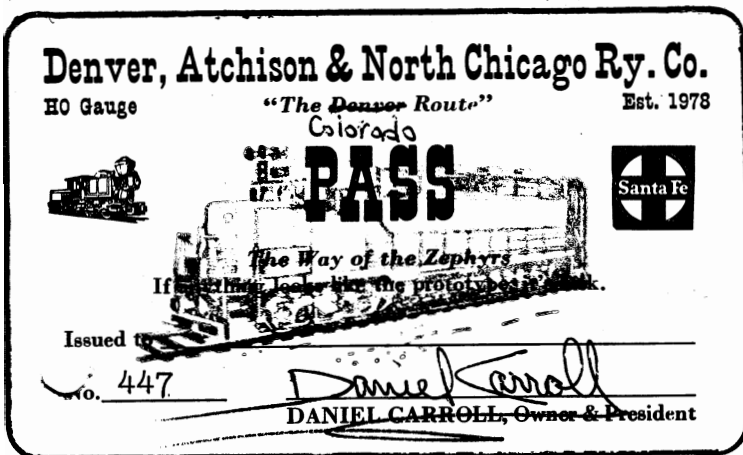
1981 PASS CONTEST RESULTS:

FIRST PLACE



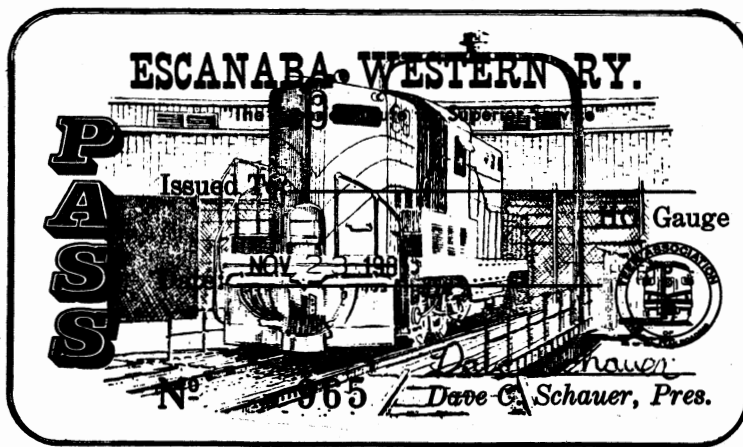
Lucio Russo

Second Place



Daniel Carroll

Third Place



David Schauer



HOTBOX

OFFICIAL PUBLICATION • Iron 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) \$15.00

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

PASS CONTEST RESULTS

As you can plainly see, the cover of this HOTBOX features the winners of the 1981 TAMR Pass Contest. Although the turnout was poor, I believe that we received some excellent passes. Since you are all wondering about the prizes awarded the winners, here goes:

To the winner, Lucio Russo (our only member residing in Italy), a wall plaque with two original Pullman Car signs: "Kindly refrain from smoking" and "Kindly flush toilet after each use--except when train is standing in station."

To the runner-up, Dan Carroll, a shield wall plaque with a 1927 photo of the Orange Blossom Special and a spike from the original Florida trackage.

To third place, Dave Schauer, a CS&A private-road name 40 foot box-car.

As a final note, I am going to relinquish my duties regarding the HOTBOX's pass column. I know that someone will step up to fill the

void, so please write to the HOTBOX Editor if you are interested in taking it on. I can truly say that my experiences in the TAMR have been fun and that I'll be looking forward to the results of the 1982 pass contest.

--Dave Ellett

TEEN TRAK IS COMING!

What is Teen Trak, you ask? Only a modular railway system designed especially for a teen's budget and modeling skills. If you've been reading our "Modular Concept" series, you know that Paul Ingraham had promised to design just such a system for the TAMR. Well, he did and we will be presenting the first part of a multi-part series on the Teen Trak system in the May 1982 HOTBOX.

You may be interested to learn that Paul Ingraham has been appointed Technical Chairman of the new NIMRA HO Modular Special Interest Group. As a result, he is in contact with many more modular groups and receives the latest advances in modular railroading. He is also working on a recommendation for a universal modular HO specification. This work is proceeding quite smoothly and quickly and the TEEN TRAK system is being carefully developed to be fully compatible with the new recommendation. Thus the technical details of TEEN TRAK are quite complete and represent the latest thinking.

Also since the specifications are designed to be compatible, this means a TEEN TRAK module can be integrated into a module system based on the universal system, if and when it is adopted. TAMR member modules can then be compatible with other module systems besides TEEN TRAK. So if you don't have room for a large layout, or feel that you should start with a smaller system to perfect your modeling skills, be watching for the first installment of the new TEEN TRAK modular system.

CRUMMY NEWS



MARK KASZNAK, EDITOR

The Last Generation?

Isn't it about time that we faced the plain fact that the lore of the train and the drama of railroading has lost much of its impact on our populace. Trains are no longer the universal means of travel in this country. Thus, our hobby has lost a measure of the prestige that it once proudly carried. Today's youngsters are given airplane pilots, astronauts and truck drivers as role models instead of the locomotive engineer and train conductor. We are then faced with the real problem that succeeding generations will produce fewer and fewer train enthusiasts. This, of course, poses a unique problem to our association. We are going to have to work much harder to maintain a steady growing membership. New ideas for attracting members will have to be developed and tested. Furthermore, we are facing the additional burden of having to educate our new members as to what real railroading is all about.

This last burden could well be the death blow to our beloved hobby because as the numbers of rail hobbyists decrease so do the number of those documenting present day rail operations. It is conceivable that there may be an information shortage on prototype rail operations in the future. The demand for prototype information will remain, but there simply won't be enough providers.

Without the prototype to use as an example, our hobby could take a severe turn in one direction or even lose its popularity altogether.

Consequently, it is important to obtain as much information on rail operations as possible. This chore can't be left up to the railfan. Why? Well, most railfans are primarily interested in the equipment and operations of the railroad only. Yet model railroading involves much more than equipment and operations. The overall landscape through with the prototype runs as well as the structures and industries along its right-of-way are also important to the modeler. It is in this area where the information shortage will be most acutely felt.

A perfect example is the now defunct Rock Island. While running, this road was extremely popular among both modelers and railfans. At the moment, the Rock is still relatively intact, but what will happen three or four years from now when all the non-essential rail is removed and structures along the right-of-way torn down or converted into non-rail functions. A great deal of information on the Rock Island will be lost forever.

Therefore, this generation and the next must be made aware of their responsibility to the hobby. Fortunately, it is not too difficult to preserve information. A moderately priced camera, film, tape measure and notebook are about all that is needed. So use your free time to record the rail operations in your area. Not only will you gain numerous ideas to improve your own modeling, but you will also be preserving our rail heritage for the future.

Naturally, books and magazines will remain the primary sources for disseminating this information to the modeler. They will then enjoy a continuing popularity in our hobby. If, however, the old adage of "let George do it" prevails, you could very well be one of the last generations of modelers. Think about it.

GILPIN & THE SPICES

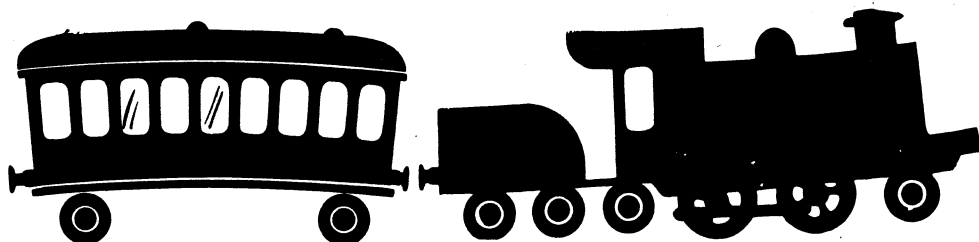
(Editor's note: Here we go again with yet another brochure from the famous Shining Mountains RR - featured in the July/August 1981 HOTBOX. Seems that the mail is divided on whether or not I should continue with this series of brochures. Some of you are questioning the sanity of the author of this series--as right you should--while others are pleading for a much accelerated schedule of brochures. To the former group of people I say relax and enjoy yourselves; to the latter, I can only say that I am printing them as fast as the carrier pigeon delivers them.)

Up here in the Shining Mountains, we have been hard at work. As usual, I might add, because sloth and idleness are not permitted. Neither, unfortunately, is the pinching and/or patting of ladies' bottoms. Although, I am lead to believe that it was a favorite habit of Gilpin's until one day, knowing no better, he mistook a Grizzly for a lady with astonishing consequences. The result of this hard work produced to an amazed mankind a HUGE Spice and Salt manufactory. It is beyond all question that the present size of our works already exceeds the total combined resources of General Motors and the Shining Mountains car shops.

What, you will now be asking yourselves, has this to do with model railroading? An extremely good question, dear Sir or Madam, and I am very glad that you are puzzled for quite frankly so am I. Yet I doubt very much if Gilpin is puzzled. Now that may sound cruel and heartless, but Gilpin has a very tortous and devious mind and he does find it very easy to rise above these day-to-day crises, which-let's be honest --we all have to overcome.

Anyway, in order to reduce this brochure to proportions which can conveniently be read on the biffy (dare I use such a rudity in print) as per Mr. Kobrinetz's recommendations, I must hurry along and tell all you good and patient souls about additional brochures that Gilpin is planning to share with an eager sun-loving select group of fun-lovers.

I can give you a short resume of one if you like: It, in essence, is a proposal to have Naturalist holidays on the Shining Mountains, but with a slight--and subtle--twist. Holiday makers will be expected to travel naked to the Shining Mountains and then get fully dressed upon arrival. This, we can only hope, will prevent any of you good and dear souls from having any naughty thoughts when running about our lush and green mountain sides. However, for those amongst you who were expecting excitement, the Grizzlies will be as nature intended them to be. I am quite sure that you will therefore be glad that we have decided to make this holiday different than the usual run of scantilly attired young ladies and old men.



The Modular Concept:7

Modular Layout Setup

Paul Ingraham

There are really two phases to setting up modular layouts: what is done **BEFORE** the layout is assembled and what is done as the modules go together. Both phases are important.

BEFORE: A modular layout is a joint effort. To insure that the layout goes together and operates without problems, each module builder should be sure that his module is in good order: 1. Check the trackwork, clearances and electrical systems to be certain they meet specifications and operate properly. 2. See that all controls are clearly marked and functioning properly. 3. Touch up scenery for good appearance. 4. Check equipment over for good running - proper wheel gauge, coupler adjustment and weighting. 5. Double check that all C clamps, leg bolts, connector tracks, patch cords, hand controllers and tools needed to set up the module are at hand. 6. Mark all locomotives and rolling stock, tools and other loose items for easy identification.

The person in charge of layout setup should be **SURE** to check out the layout space before the setup! 1. Check space dimensions, access doors, halls and stairways, electrical outlet locations. 2. Confirm operating hours and security arrangements. 3. Get track plans from the participating modelers and work out the layout arrangement in advance. Consider the audience when arranging the layout operations. A club meet or modelers' convention will require more emphasis on realistic operations than will a public shopping center display. 4. Get definite commitments from participants for manning the layout. It is especially important at conventions and public shows to be sure modelers will be on hand so that questions can be answered, trains can be monitored and security can be assured.

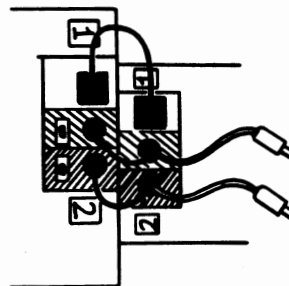
AT THE LAYOUT: Find out from the layout coordinator where to set up. Then proceed step-by-step as follows:

Benchwork: Set up the module on its legs and move it into position in the layout. Adjust height and level the module with the leg adjustment bolts. Clamp the framing to the adjoining module with the C clamps.

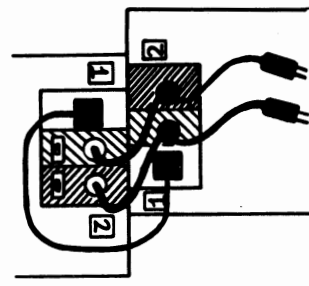
Trackwork: Select a proper connector track: Check the rail code on each module at the interface. Check the length of the connector track. Check to be sure that all rail joiners are present and in good repair. Put the connector track in place by sliding the joiners at one end onto the rail ends of one module. Line up the other end of the connector track with the rails on the other module. Slide the rail joiners onto the rail ends of the other module. Double check both lateral and vertical track alignment and adjust C clamps and leg bolts as needed.

Electrical: Plug a 4-conductor patch cord across each interface for low voltage power. The system power supply can be connected into the layout with the same type of cord.

For track patch cords, a 3-ended patch cord is used for each track across the interface. Determine whether the adjoining modules are facing the same way around or if they are reversed. If they are the same, i.e., the #1 rail of each track is on the same side of each module at the interface, connect a **BLACK** plug to the track power plug for that track on each module. If the modules are **reversed**, use a **BLACK** plug at one end and a **WHITE** plug at the other. It's a good idea to check



Modules oriented in **SAME** direction: Attach **SAME** polarity (**BLACK**) plugs to each module.

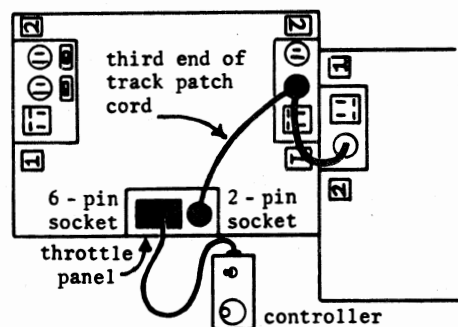


Modules are **REVERSED**: Attach **OPPOSITE COLOR** plugs across interface. (**BLACK** to one module, **WHITE** to other module).

each cord as it is installed to prevent polarity reversal and short circuits. This can be done by connecting a throttle to the block (as explained below) and running a locomotive along as the track power cords are installed. A reversed cord will cause an instant short circuit. Simply pull one plug out and insert the other color plug in its place.

Track Blocking: Open the gap switches in those modules which will be the limits of the operating blocks. All other gap switches between these are closed. Note that the block limits on parallel tracks need not be at the same locations. The block limits for each track are determined by operational considerations.

Throttles: The hand controller for each block can be connected to any throttle panel within the block. The location should be determined by visibility and operational considerations. Once the throttle is plugged into the 6-pin socket, take the third end (either **BLACK** or **WHITE**; it makes no difference) of the nearest patch cord for the track to be controlled from that throttle and plug that end into the 2-pin socket in the throttle panel.



Put an engine on the track and test run it through the whole block in both directions. Watch carefully for any trackwork kinks, dirt, electrical breaks. Make final adjustments as needed.

For other ideas on modular setup and operation, see the Modular Coordinator's Report, available from me for \$5.00.

Paul Ingraham 3304 Maybelle Way, No. 1 Oakland, CA 94619

Teen Modulation:

By Paul Ingraham

This is the big moment! Time to set up the layout! As you can see, it's easy to put a modular layout together. And next time, we'll start to look at a special TAMR system, specially designed to help you get into modular modeling with less fuss and lower cost. Watch for it and start planning your module now so you can join in the fun with other TAMR members when the layout is put together!

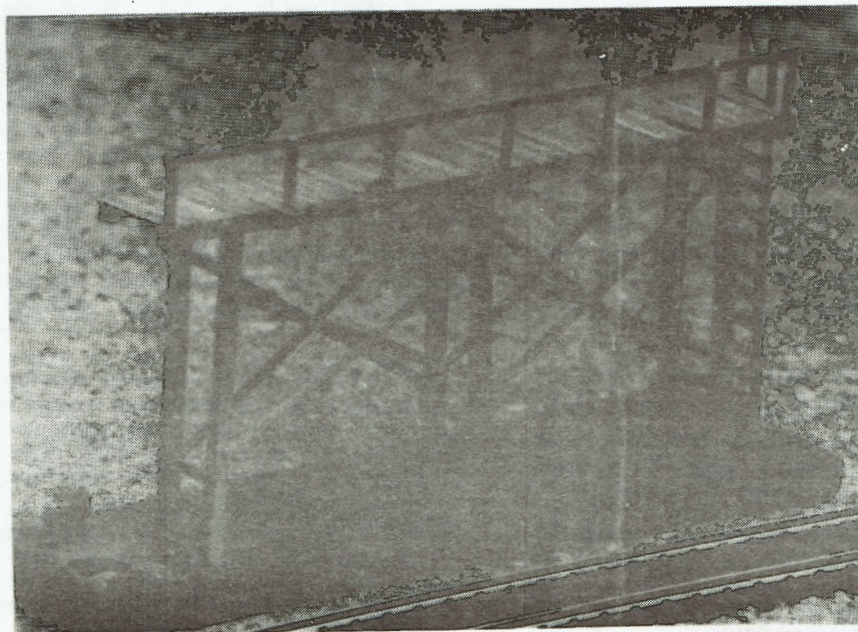


Photo by author

Hall Chemical Company's Tankcar Loader

When the A.T. Hall Chemical Company expanded its operations in 1951, it built a new tankcar loader and tore down the old one. The loader, which is located on the Marblehead branch of my Boston & Maine RR, is still used several times a week as of late 1981.

With this fictional background, I designed myself a loader. Since this was my first attempt at a totally scratchbuilt structure, I kept the design simple and didn't follow any of the prototype's examples.

On the plan (see next page), I have given only the basic dimensions so that you'll have the freedom to alter the design to your specific location if you so desire. The two and a half inch height is just enough to clear the tops of my tankcars, so be careful that the pipe doesn't snag the tops of your cars.

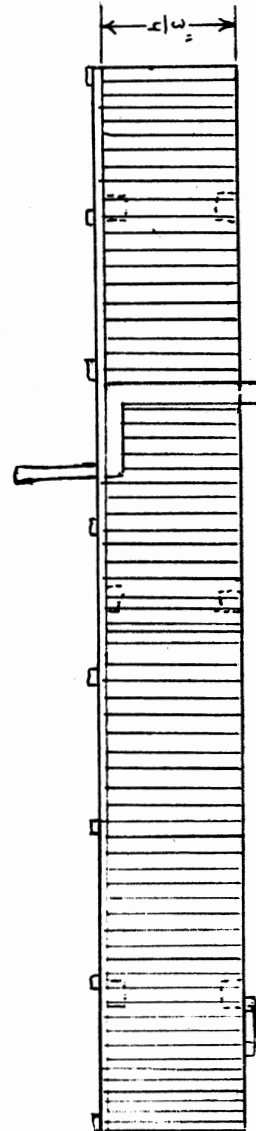
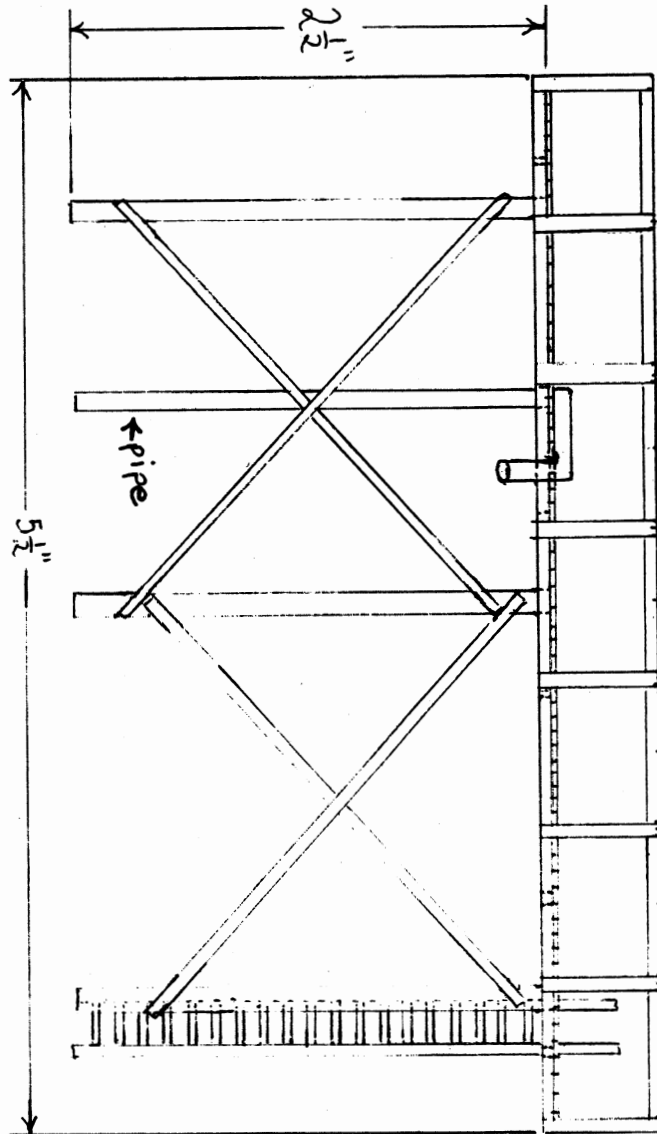
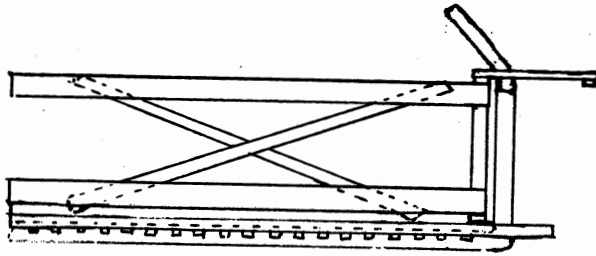
The sequence of construction of my model was as follows: First, I built the deck out of 4 x 8 inch scale stripwood (for the stringers) and 3 x 6 inch scale wood for the deck.

After it dried, I added the legs which were made out of 8 x 8 inch scale wood. Bracing, made out of 3 x 6 inch scale wood, was then added and this assembly was allowed to dry. Next I added the railing and ladder, both made of 2 x 4 inch scale wood. Finally, I added the pipe which was made from one-eighth inch diameter copper wire.

The completed loader is stronger than it looks, but is still fragile. To add further stability, I mounted the loader on a small base until I place it on my layout.

Since building the loader, I have gone on to bigger and better things like a lumber yard and cement batch plant. Perhaps you should try scratchbuilding something for your layout? All it takes is a little patience, a little money for the raw materials and a little extra time. However, as you can plainly see, the results are worth it.

The RAILROAD ARCHITECT is a column which presents scale drawings of railroad-related items. If you think you may have something to contribute to this column, please contact the Editor of the TANK HOTBOX.



Tankcar Loader	
By: Andy Taylor	Scale: HO



MSC REPORT

Please address all comments and questions on this column to Dee Gilbert, MSC Chairman, Box 132, Harrison, Ar 72601.

Happy New Year to all members, new and old. This year has a lot of promise to it depending upon what you want to do and how hard you try to do it.

In the last three months, I have seen a lot of new electronic devices, motive power and rolling stock hit the model rails. Some of it is unique and some is old stuff with many improvements and more details. This then brings to mind a few cautionary notes regarding new items, especially the electrical ones. Always follow the instructions that are supplied by the manufacturer. Never leave a piece of electrical equipment unattended (including locomotives that are running) for even a short period of time. Something could go wrong and a hot spot is going to develop somewhere.

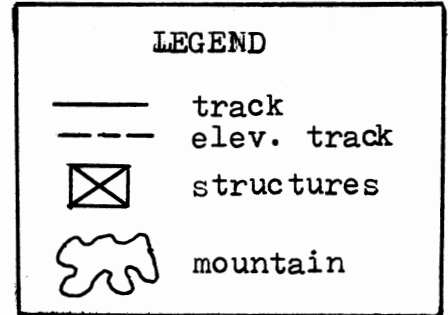
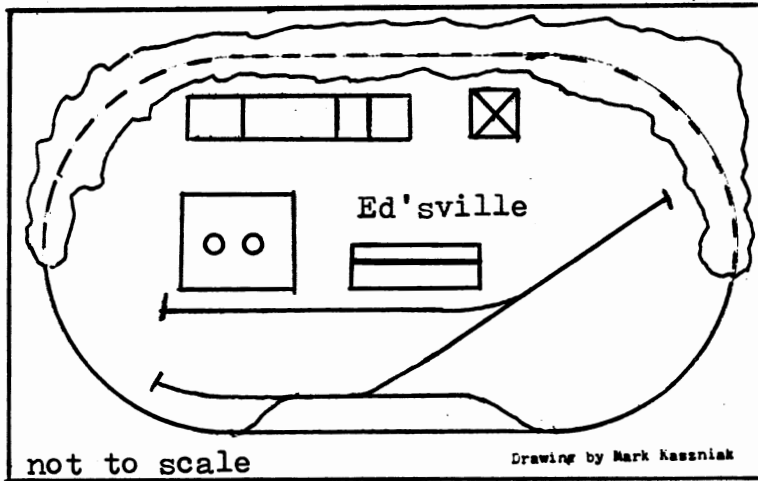
When wiring your layout, be sure to tape up every splice and then put them some place where they won't be snagged by your foot, finger or clothing. DON'T let a dead short stay with power in hopes of seeing where the smoke will come from in order to make finding the short easier. This isn't always true. Some wiring provided with trainset hookups is so light that it will melt the insulation very quickly while the track and locomotive or car involved don't even get warm.

When providing lighting to your structures, be sure to leave some sort of ventilation so that bulb heat can be dissipated. Otherwise you might end up with a lot of warped structures. Then too, with some glues residual fumes may be emitted and the heat of the bulb may be enough to ignite them if there isn't any ventilation.

Better and longer lasting lighting can be had if you use 16 to 18 V bulbs and then use only 12 V to illuminate them. A bright white light is not an accurate representation of home lighting as seen through the windows of a home at night. The light usually has a yellow tint to it.

Any locomotive that smokes as it runs is drawing too much current on the motor and needs immediate repair. If it is under warranty, send it back to the manufacturer with a note of explanation. This is especially true for Tyco products. The nature of the construction of these locomotives does not lend itself to easy repair. Tyco itself seems to have opted for replacing the whole power units in its locomotives sent for repair rather than fixing the old one. Unless you start flooding them with your broken down power, they will never make the needed improvements in their line of motive power.

Those of you who have sent in our questionnaires with offers to help, please drop me a letter as soon as possible to let me know if you are still willing to help other modelers or not. I don't want to waste my time, nor the person's seeking the help, by referring them to you and not having you respond to their particular problem. All those who don't write will then be purged from my "willing to help" list. We've had some complaints in the past on this and I don't want it to happen again. This service exists to provide useful information on railroading to those who need it and not to support the postal system with a bunch of letters that will never be acknowledged. Only by working together can the system run as it was set up to run. Until next time.



Baltimore & Ohio RR

My layout is a four and a half by eight foot pike which stands four feet of the floor in my eleven by fourteen foot train room. The layout is not based on the Baltimore & Ohio RR except for the name and the equipment.

The trackplan is modified from plan number ten of HO Blueprints by Atlas. At the moment, I am experimenting with different card order systems, so my operation and train scheduling isn't really set. I designed the layout to have two trains running continuously plus another one for switching.

My motive power fleet consists of a B&O SW 1500 (Athearn); an F7 (Athearn) and a Royal Blue 2-6-0 (Tyco). The fleet is small, but so are the railroad's finances. As the treasury increases (i.e. new paper route), the railroad plans to purchase new equipment.

All my equipment is equipped with Kadee couplers and I eventually plan to superdetail my motive power. As for scenery, I'm going to construct a mountain for the elevated section of track and finish modeling the town of Ed'sville. The layout is wired following the practices given in the Kalmbach book, HO Primer. In the future, I hope to add some more complex wiring so that I'll be able to do more things with the layout. As soon as my new passes arrive, I will begin trading them as well.

After running the layout for a time, I learned many do's and don'ts which I will incorporate into a new layout once this one is dismantled. My next layout will probably be an around the wall design which will follow the prototype B&O a little more closely. I'm always interested in exchanging ideas in both modeling and railfanning so if you are interested, look me up in the DIRECTORY.





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 HOTBOX Editor.

Modeling Rapid Transit

One of the most neglected forms of model railroading is the modeling of rapid transit lines such as subways, trolleys and elevated railways. Some of the reasons for this may be due to lack of equipment made by the model railroad industry and the lack of prototype systems around the country.

Subways are particularly neglected because they have a reputation of being dark, noisy and dirty. Still they pose an added challenge simply because it's difficult to build and then view an underground railway. If you want to adapt a subway to your layout, you can build a long rectangular box underneath a portion of your layout. Providing "viewer holes" around station scenes can provide a very realistic look.

Subway rolling stock is hard to find and you'll probably have to base your equipment upon the type of city you're modeling. If you want to model New York or Chicago, the Q-car Company makes rolling stock for these cities. Examples are the NYCTA-BMT "standard" cars. IND "R-1" trains for New York and the 1-50 series cars of Chicago. Athearn also made a model of San Francisco's BART car a few years back.

As for stations, you'll probably have to scratchbuild them yourself. Although this might not be too hard for subway stations where your main concern is making sure they are long enough for the trains you plan to run.

An elevated system would pose

additional problems because you'd have to shop around for the type of supports you'd need. Their design should probably be around the turn of the century.

A more common part of transit modeling is trolleys. You can have a trolley line transferring to a subway or even running underneath an elevated line. A loop at each end of the trolley line is customary for turning the trains. If you want to model a common U.S. system, Q-car Co. makes a PCC trolley which comes in different city variations. A less expensive model is the Bowser PCC trolley. The PCC was used extensively throughout the U.S. and would be a very good basis for modeling.

Finally, another overlooked aspect of transit modeling is buses. Bus routes can play a valuable part in any transit system because they can go to areas where the trains can't. Pirate models of England makes models of American city and inter-city buses that would look good on any layout. Buses can also serve as a means of transportation when the proposed rail line is still under construction or can act as feeder routes to the train station.

I hope that the information I've provided will get more modelers to at least look into transit modeling for it can be as interesting as any other form of model railroading.

--Jeffrey Ornstein

Curly Ties?

When using water-soluble scenery techniques on or near fiber ties, many modelers find that their ties "curl" out of gauge while drying. You can do many things to correct this, including ripping out all the track. I have found that placing a long flatcar or several cars on the track and placing weights on the cars while the scenery is drying will keep the track in gauge.

--David Goff

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.

TO SIG...

I think we should become a SIG of the NMRA. Not only would it help to promote the TAMR, but it would also give us a better image and some practical experience. We wouldn't be "traitors" just because we are helping out an association for our own benefit. If we hold our convention in conjunction with the NMRA's, we would have a better convention than if we held it on our own.

If we set up a display for promotion, we could all take turns manning the booth. Then everyone could take part in at least some of the "fun." It would also give us a better reputation in the hobby. If we start right away, we may be able to develop a program for the 1982 NMRA National Convention. The committee for this should be organized immediately.

--Chris Brindamour
N. Kingstown, RI

OR NOT TO SIG

I think that by joining the SIG, the NMRA would have us under their control and I don't like that at all. They would be able to tell us what to do, even if we don't want to. I believe that our officers are for the SIG because it would make their jobs easier rather than making the TAMR better. With this arrangement, the TAMR will end up doing all the work and our officers will become SIG officers instead of TAMR officers. Enough said.

--Todd Wilkinson
Garden City, NY

Give This Man A Bullhorn

Hey out there! We need articles to keep this magazine going. I'm going to do my share. Just picture your name after an article that hundreds of people will be reading (don't let that scare you!). You'll feel famous! So let's go, get those typewriters tapping and those pencils scratching.

--Brian Kraus
Cleveland, OH

(ED: I couldn't have said it better myself!)

Stamps for Choo-Choo's

I am interested in forming some kind of "Trains on Stamps" group in the TAMR. We could trade stamps and possibly have some kind of newsletter. If you are interested, please write to me: Chris Brindamour, 10 Meadowland Dr., North Kingstown, Rhode Island 02852.



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.

FOR SALE: Various Atlas, Tyco HO track; switches, straights, curves, crossing and bumpers. Also cars, an engine, transformer, book, crossing gate, selectors and insulated rail joiners. Guaranteed low prices. Send LSASE for a price list to: Chris Brindamour, 10 Meadowland Drive, North Kingstown, RI 02852.

TO AVOID missing any issues of the HOTBOX don't delay sending in your membership renewal. Do it today!

**ON THE
POINT:**

Here are the winners of the TAMR's 1981 Pass Contest:
First Place was awarded to Lucio Russo for his Arlington
& Western RR pass. Second Place was awarded to Daniel
Carroll and his Denver, Atchison & North Chicago Ry Co.
pass and third place was awarded to David Schauer and his
Escanaba Western Ry pass.

MARKERS:

ARRIVING NEXT ISSUE: Steven Masih describes the history of his
Great Plains Ry; Greg Dahl introduces us to a special kind of diorama;
Tim Vermande returns with another At Trackside feature and Mark Miter
provides some tips for assembling motive power on a budget. All this,
our usual columns and the 1982 election results will be coming your
way in the May 1982 issue of the "Un-Magazine of Model Railroading"

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

**PLACE
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Issued 4-9-82

FIRST CLASS MAIL

