

HOTBOX

"the Un-Magazine of Model Railroading"

May 1982

No. 175





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) \$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: Dee Gilbert
for Membership Box 132
Harrison, AR 72601

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.

ELECTION RESULTS

Here are the results of the 1982 elections for officers in the TAMR:

Auditor - Dan Carroll

Treasurer - Claude Morelli

Canadian Region - Don Leitch

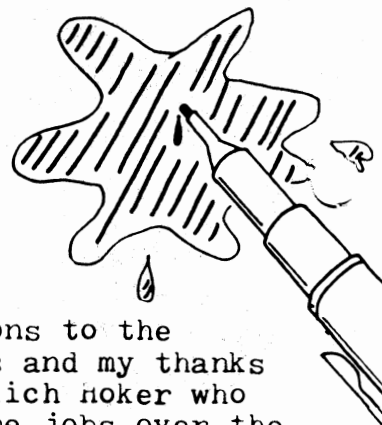
Central Region - Paul Michelson

Several write-in candidates were also received for the position of NR Rep and these people will be contacted individually to determine if they will run in a special run-off election to be held for this position. If more than one person decides to run, platforms and a ballot will be enclosed in Northeastern Region members' HOTBOXes in June.

In closing, I would like to congratulate the winners. I would also like to point out that voter turnout was once again extremely poor, but that I have the confidence that these new officers will get the TAMR back on the right track.

--Greg Dahl, Auditor

From Our President's Pen



My congratulations to the winning candidates and my thanks to Greg Dahl and Rich Hoker who have both done fine jobs over the past two years. Now is the time for all of us (officers and members) to work together in order to expand the TAMR. This is your association and you can only get out of it as much as you put in, so get involved! Write an article. Help with promotion. Tell your friends about us. Write to a local member an exchange modeling views. In short, do something.

You also might be interested to learn that the MCR/Division 1 of the NMRA is holding a convention in the Canton area at which TAMR members are welcome. TAMR members will be able to participate in all the activities except the N&W Brewster yard tour (as the N&W will not permit any minors without a parent or guardian). Special model and switching contests will be held for teen attendees. No NMRA membership is required to enter either of these contests (however, one is required if you want to enter any of the regular NMRA convention contests).

The convention will be held on May 21-23 at the Imperial House motel (just west of Interstate 77 at the Everhard Road exit--#109--which is just north of Canton, OH). The cost is \$33 for all the convention activities and the banquet or \$18 for the convention activities alone--the N&W yard tour is a separate \$6 extra fare.

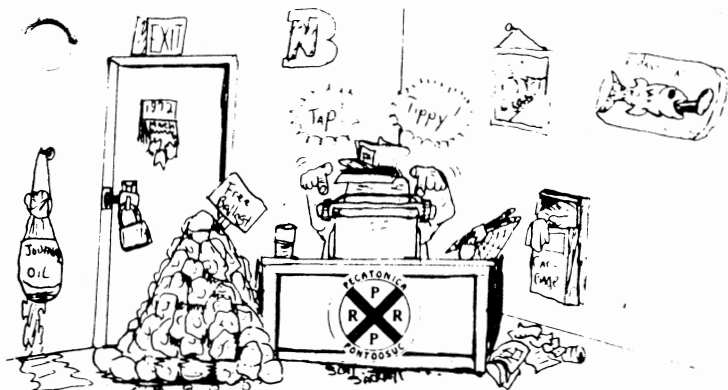
If you've never attended an NMRA convention, let me assure you that you'll be constantly busy with their famous clinics and other convention activities. Rumor has it that Lone Eagle Payne will be there and even I might show up. So plan to attend if you are in the Canton area. Here's your chance to meet some TAMR members!

--Ken Keels

TAMR President

TAMR HOTBOX

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

Limited Perspective

Have you ever seen a picture in a magazine or travel brochure that left a visual impression in your mind? Did you ever subsequently visit the location and stand at nearly the same vantage point from where the picture was taken and notice that the view you were seeing wasn't the same as in the picture? If you answered yes to both those questions, you have accidentally stumbled upon one of the advantages of photography that can be used to make your model railroad look more realistic.

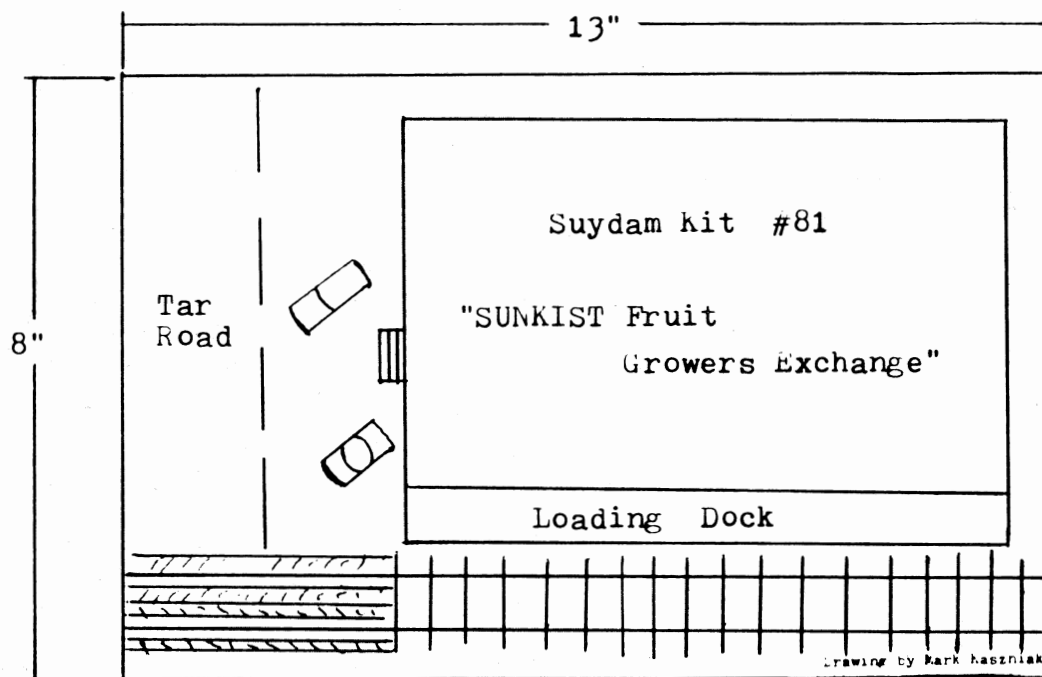
The advantage that I am referring to is what I like to call "limited perspective." That essentially means that when you take a photograph, you **arbitrarily**, if not consciously, determine the boundaries of the photograph. What lies beyond the scope of the viewfinder will not be seen in the finished product even though it is there. Your eyes have the ability to scan the whole area while a photograph just gives you one segment of that area to concentrate upon. How then can this technique be used to improve your modeling efforts?

With even a small layout, it is very difficult for an observer to view all of it at once. Our eyes have developed a method for coping with this apparent handicap which is known as scanning. They look at one segment, take in the important

details and move on to the next. Since all this is performed subconsciously, many times we don't even realize we are doing it. Therefore, it is very important to create special scenes on your pike, called vignettes, where a good amount of interesting detail is present. These areas will then hold the attention of the viewer's eyes so that the detail can be studied. Yet it is just as important to create visual blocks that will prevent the observer's eyes from scanning past those detailed areas and which will serve as a transition space to the next detailed scene. Thus in effect, you have created a number of modeled photographic areas which the observer can study more closely.

One way of determining how large these detailed scenes should be is to view your pike as if you had never seen it before and were studying it for the first time. Stand at a typical viewing point and look at a particular area, do not let your eyes **scan over** the entire pike. Now note the bounds of your viewing area. The area around the perimeter of that viewing area should not be highly detailed. **Instead, concentrate your efforts at** the center of the scene. Now move on to another area, note the bounds of your sight and detail the center area of that scene. Continue in this **manner** until you have completed your whole pike.

If you have a typical four by eight foot pike, you can perhaps have three to five (depending on your locale) detailed areas intended to draw the eyes of your visitors. The remainder of the space will **serve as** transition regions. However, this is not to say that you can not create highly detailed scenes within an already detailed scene. A good example of this is a railroad yard. Such a facility usually has a lot of interesting cars and activity to draw an observer's attention. So what do you do to **make** to scene even more impressive, locate a highly detailed engine servicing facility right near the edge of the benchwork. The observer can then move in even closer to study the detail in this so called "mini-scene." Try this technique out, you might be amazed at your results.



DIORAMAS

So you went railfanning the other day and now you've come home all inspired to do some serious modeling. The layout (if you're lucky enough to have the space) is on hold because you're still awaiting that shipment of track and the detailing job on that locomotive also can't be done because the hobby shop ran out of your favorite brand of paint. Still you'd like to get some modeling accomplished, but just don't know what to do. Don't despair, I might just have a cure for your illness. How about making a module of a module, or to put it more correctly, a diorama. The idea of building a diorama, which by definition is a highly detailed scene, is not new, but maybe it will spur a few ideas that'll give you an incentive for modeling.

The first step toward completing a diorama is to decide what the main subject of the scene will be.

In my case, a highly detailed building only seemed natural since I had just demolished the old layout and this building kit was just urging to get out from underneath the benchwork of the new one.

I had Suydam's "Sunkist Fruit Growers Exchange" from the previous layout, but since the building simply wouldn't fit into the concept of the new layout (no matter how well built, a fruit exchange just doesn't look right in a northern Wisconsin setting), I decided to use the kit as a basis of a diorama where I could show off custom painted cars and locomotives.

First thing I did was cut a base from quarter inch plywood. Since this was to be a rather small diorama, this thickness of plywood worked fine. If you're planning on a larger diorama, perhaps you should go to thicker plywood. I think the base should just fit the intended

usage as a lot of wasted space tends to detract from the scene. Careful planning will eliminate any excess space entirely.

After the base, I laid the railroad tracks. I knew how large the building was and was therefore able to build up the surrounding area without worrying about too small a base. Ballast came next, this was generously weathered with dirt and oil (from passing, leaky locomotives) except in that area where there would be a grade crossing.

The structure was then placed on the base and clearances checked with an NMRA gage. Then I held the building down and traced around it with a pencil. This would allow me to do most of the rest of the detailing (which is rather sloppy) without destroying the structure.

Now it was time to construct the road. I opted for a tar road since this building is supposedly set in an industrial district. Simply laying and smoothing out some plaster seemed too easy, but after I painted it with various shades of black, brown and gray--water colors worked surprisingly well--it seemed to take on a character of its own. Still, I held back for two or three days until the thing was completely dry before preceding. If you're attempting to build this type of road, I'd suggest using cardboard forms to hold its shape and keep it from running all over the place.

I simulated the wooden grade crossing by custom cutting and fitting each small piece of wood. For this, run out and grab yourself a bag of Campbell's wood ties and stain them appropriately. I found that Floquil's Mud diluted with a little water seemed to age those ties OK. Black watercolor can also be added to improve the aging process.

With road, rails and finally the building in place, all that was left to do was add some ground cover. Real dirt, shifted through a strainer, was affixed to the base by using undiluted white glue. Then ground foam from Woodland Scenics was piled on top and the results were surprisingly good.

Lichen completed the scene.

If you want to get some extra practice in before you tackle that dream layout, if you just don't have room for a layout now and want to keep a hand in modeling or just think I'm a fantastic guy and do everything that I do, maybe you should try a diorama. There are no hard and fast rules for creating a diorama, so don't think the way I've illustrated here is the only way. Just remember that the basic concept of a diorama is a highly detailed scene and go from there. After all it's better than sitting out a trackside in the freezing cold waiting for that train that isn't likely to come.

2 IMPORTANT CHANGES

Two important changes have been made in the TANK of which you should be made aware. First, Gerry Dobey has appointed Dee Gilbert to the position of Secretary for membership. This means that Dee will be taking care of all renewals and new members for awhile. Gerry initiated this move because HOTBOX circulation has become a major problem and he just couldn't handle the workload. So if you have any questions and/or complaints of non-receipt of the HOTBOX they should now be directed to Dee.

You also have probably noticed that this HOTBOX is a bit thinner than usual. The Executive Board voted to decrease the HOTBOX size to avert an impending financial crisis caused by a sharp decline in our member renewal rate. Both the new Auditor and Dee will be working hard to restore our membership back to its usual level and boost the renewal rate. Be assured that this HOTBOX size reduction is only a temporary measure and that we should be back to full production by the Fall at the latest.

Finally, please accept our apologies for any inconvenience caused to some of our members who have received multiple renewal notices. Naturally, we only expect you to renew once and please disregard any additional notices that you may receive.



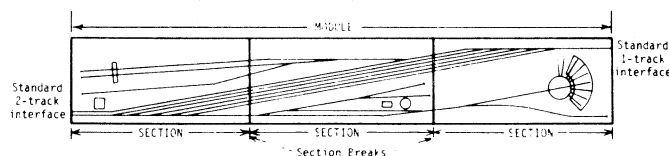
TEEN TRAK is here! A modular system designed specifically for the younger modeler, it is simpler and easier, uses fewer electrical components and is less expensive to build than other modular systems. Yet it is a flexible design that incorporates the features most modular modelers want. And it is compatible with the recommendations in the Modular Coordinator's Report which have been printed in the HOTBOX.

Modular modeling is ideal for teens. It allows you to get operating in the hobby quickly and cheaply. It allows you to share with other teens at clubs, meets and shows. Best of all, when the time comes for you to move out on your own, you can take your module with you and operate right away in your new quarters - an apartment, a house or even a college dorm or military barracks. Building in modules is the sensible way to get the most out of your hobby time - and the most from your hobby dollar. Building a module is an investment in modeling fun that you'll be able to keep on using for years to come, anywhere you are.

In this series of articles we will describe only the specifics of the TEEN TRAK system where they differ from the specifications already presented in "The Modular Concept" series in HOTBOX. Because TEEN TRAK is compatible with that system, we will also be referring you to those articles. So if you don't have all 7 articles from "The Modular Concept" series, write your HOTBOX editor for back issues!

If sufficient interest develops, a complete TEEN TRAK Modular Manual can be compiled. So please let us know what you think. And if there is ever anything that isn't clear about TEEN TRAK specifications, PLEASE let us know right away so we can make it right for you.

To begin, we will need to understand what we're talking about, so here are some of the basic definitions that we'll be using in talking about modules.



MODULE - A layout unit that has certain standardized features that allow it to function interchangeably with other similar units. A module may be made up of two or more sections or be constructed as a single unit.

SECTION - Any one of a set of two or more layout units which can be connected in a fixed arrangement to form a module.

INTERFACE - Those ends of the module which are designed to connect to other modules. Interfaces have standardized benchwork, track and electrical connections as will be explained in detail in the specifications.

SECTION BREAK - Non-standard interfaces between the sections within a multiple unit module.

THROUGH TRACK - Any track which crosses a module interface and is designed to connect with a track on an adjoining module.

GAP - An insulated break in the rails. In TEEN TRAK, all gaps are made in BOTH rails.

ELECTRICAL CONNECTION PANEL - The panel at each interface containing the sockets and plugs that connect to the next module.

THROTTLE PANEL - The panel near the center of the module that contains the throttle socket, the track selector switch, and the track gapping switches.

LOW VOLTAGE POWER LINES - The 4-conductor wiring that carries AC and DC power through all modules. It provides power for the throttles as well as accessories and turnout machines, if these are used on the module.

The TEEN TRAK system will include dimensions for O, HO and N scale, so you can build in whatever scale suits you best. If you're just getting started and haven't really settled on a scale, think about the space you have available - or might have in the future - and also the kind of modeling you like to do - mainline, switching, logging, etc. Read some of the planning and track plan books for ideas. Now try to sketch out just one scene that you particularly like and get some idea of how big it would be in each scale. That should help you decide.

If you are already building in one scale, try planning a scene that you'd like to model on a module or set of modular sections. Don't worry if it looks too big; we'll show you how you can break it down into reasonable-sized pieces in the next article.

Remember: Modular modeling allows you to get together with other modelers to put together a layout. So you don't have to build the whole layout yourself - just one scene that you really like yourself.

Next time we'll introduce the TEEN TRAK benchwork specifications. You will be able to build a module right along with the series! When you do start building, we'd sure like to hear about it. It might encourage another teen to build a module too. Before you know it, you could have a club at your school, in your Scout troop or Boys' Club - and put up a layout in your shopping center or at an NMRA or TAMR convention! TEEN TRAK - it could be the start of something BIG!

Are you a

Choo - Choo - Cuckoo?

At Trackside



AT TRACKSIDE is a column that explores the hobbies of rail photography (for modeling purposes or preservation) & railfanning. Please address all comments and questions on this column to: Tim Vermande, 51526 Ford Street, South Bend, IN 46637.

Disc-Drive Cameras! What Next?

Beginning in the middle of May, those of us looking for an inexpensive, compact, servicable camera may just find our dreams have been answered. The Great Yellow Father (a/k/a Kodak) has taken the wraps off the long-rumored disc camera. While not the "everything" camera, it does have a lot going for it thanks to modern technology.

The heart of this camera is its film. There are fifteen exposures arranged on a two and a half inch circle, must like the old view-masters. The disc has magnetic readouts, which beside the frame number, include a serial number unique to that disc! Processing machines will have a reference to that number telling how to balance for the best printing. In addition, the read-out can be programmed by the processor for exposure variations or even a printing history! The film itself is our old friend Kodacolor--now Kodacolor HR Disc--with an ASA of 200. The 15 exposure disc retails for \$3.19. It has the same base as sheet film so that it lies flat and like the Instamatic, it fits only in the correct way and opens up automatically once in the camera.

Kodak is also offering three types of cameras for this new film. All have a built-in flash that is powered by a lithium battery which is guaranteed for five years. The flash, which is ready instantly, adjusts itself to lighting conditions. The film is ad-

vanced with the help of a built-in motor with a speed of one frame per second. Furthermore, there is a four-element ALL GLASS lens so that 8x10's can be made which kodak will also offer. All this is contained in a camera about the size of a pocket calculator!

The 4000, the basic camera, has fixed focus from four feet and lists for \$68.00--it will probably sell for \$45.00 to \$50.00. Next step up is the 6000 which opens up like a suitcase forming a handle and can focus down to eighteen inches. The top of the line, the 8000, will fire up to three frames per second and has a self-timer and digital alarm clock built-in. Next, the kitchen sink! Following kodak's time honored pricing policy*, the 6000 will be priced around \$65 and the 8000, \$95 with two film discs. Cases and alike will also be available.

Processing will be available from kodak for \$7.35 a roll. It will cost your small independent finisher about \$18,000 to covert his equipment and conversion could run as high as \$130,000 and is naturally only available from Kodak. Thus you may or may not be able to get your processing done locally. Prints are 3 1/4 by 4 1/2 inches with enlargements to 5x7 and 8x10 available.

Considering the potential market, the thing will probably catch on. kodak has the money to make it work and initial viewings give the impression that, unlike 110, they are seriously interested in building a quality camera with a sharp lens.

* If you ever wonder why kodak can sell their cameras so cheaply, consider that they don't need to (and often don't) make a profit on the camera sales. The film and development is where the profit lies.



**ON THE
POINT:**

When steam locomotives get thirsty, the fireman is the one who sees that they get their water and that is no exception on the Cumbres & Toltec Scenic Railway. As the tender gobbles its 5,000 gallon drink, the fireman has a couple of moments to survey the tourists who have turned out on this fine August day. Soon that massive thirst will be satisfied and the fireman will have to go back to the more mundane duty of feeding the locomotive its daily requirement of coal. Such is the life of a fireman in the San Juan mountain range of Colorado.

Photograph by Mark Kaszniak

MARKERS:

ARRIVING NEXT ISSUE: Steven Masih introduces us to his Great Plains RR which operates on former Rock Island trackage in Nebraska. Mark Miter explores the possibilities of motive power on a budget and D.J. Lartz shows how to build a stockyard for your pike. All this and our usual columns will be coming your way in the June issue of the "Un-Magazine of Model Railroading."

HELP NEEDED: Although it is a bit hazy at the moment as to whether or not the TAMR will have some sort of SLG program at the 1982 NMRA National Convention in Washington DC this summer, we will probably have some sort of promotional campaign during the convention. Thus if you are planning to attend the 1982 NMRA convention and want to help promote the TAMR, please contact our President, Ken Keels, 624 Birch Tree Court, Rochester, MI 48063. Please help if you can.

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