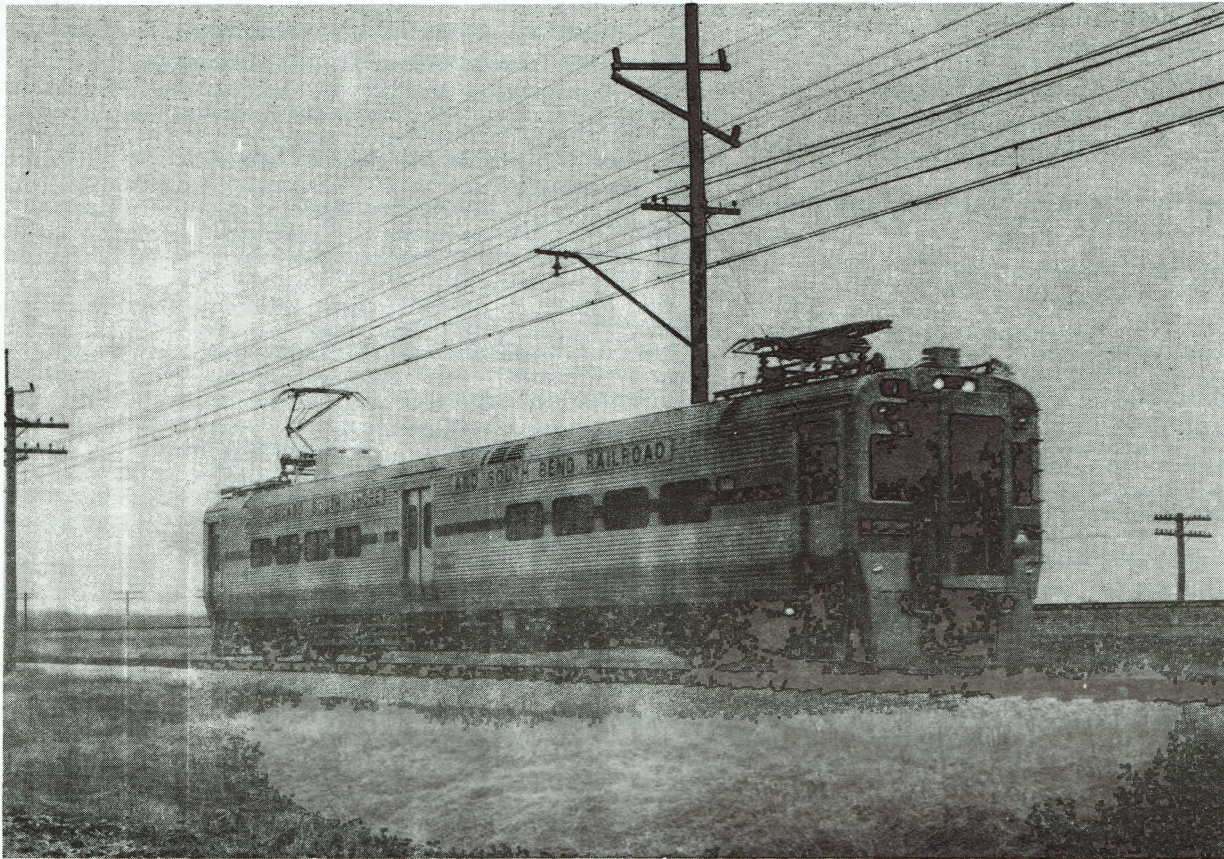




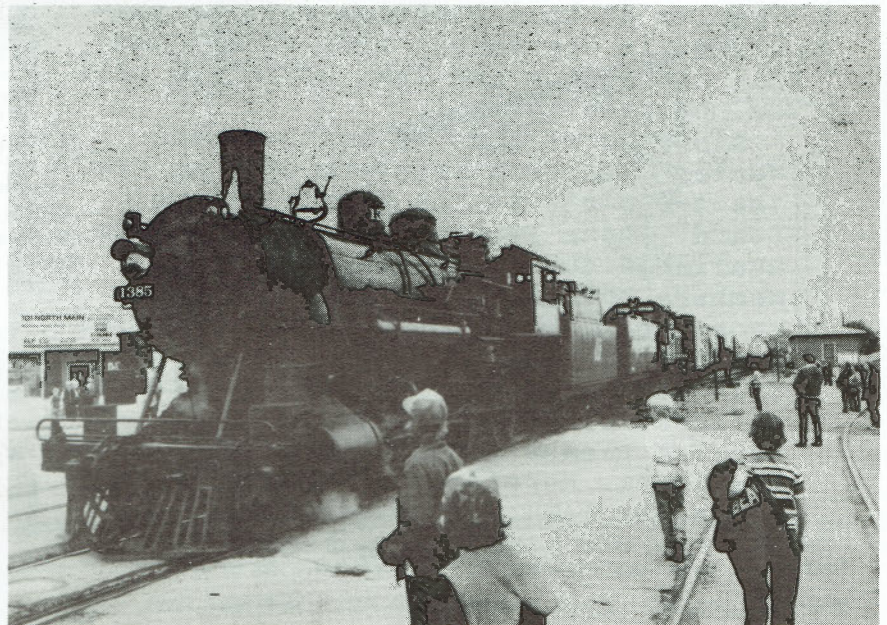
HOTBOX

"the Un-Magazine of Model Railroading"
No. 176.

June 1982



New Juice and
Old Smoke debut
in the Midwest





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: 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 St.
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.

NR Election

Election for the regional representative of the Northeastern region is being held at this moment. All NR members will receive the official election ballot and candidates' platforms in their June 1982 HOTBOX. Please take the time to vote. The NR has been one of our more active regions and therefore deserves good leadership. Results of this election will be published in the August 1982 HOTBOX and all candidates and TAMR officials will be notified by mail.

Also the offices of Southern and Western Regional Reps are open as are the two slots on the Constitutional Board. These positions have been made available due to the fact that the members holding them have failed to renew their memberships. The Executive Board will be appointing members to fill out the unexpired terms of these offices, if you are interested in serving please contact me or the TAMR President. Here is your chance to serve the TAMR. Write today!

--Dan Carroll, TAMR Auditor

This HOTBOX will reach you in plenty of time so you can make some plans to attend the TAMR's SIG activities at the 1982 NIMRA National Convention in Washington DC (July 13-18). The TAMR has been given two 90 minute clinic spots (July 15--1:00 PM and July 17--1:00 PM) where we will be holding bull sessions for teen modelers. This will allow you to get together, meet other modelers and discuss typical problems faced by teen modelers in our hobby.

Lone Eagle Payne will be the coordinator for this two clinics and special presentations may be made by various TAMR members attending the convention. Naturally, we are urging all TAMR members in and around the Washington DC area to attend.

While NIMRA conventions can usually be quite expensive if you decide to partake of everything, let me point out an economical way to attend this year's convention. First, plan to attend on the last three days of the convention (July 16-18). Next, register for the K-4 "Teen without tours" package. The fee is \$20 and for that sum here is what you can do:

On Friday, attend as many clinics as possible. All the big names in model railroading are presenting clinics, so you should find something appealing. That night, attend the live auction or take a guided tour of DC's METRO.

On Saturday, more clinics, including the TAMR's and maybe take a tour of some of DC's non-rail sights.

On Sunday, plan to attend the big model railroad trade show and then head for home. If you are from out of town, you need only spend two nights in a motel room. To further reduce costs, take some friends to share the room and transportation.

For more information write: Washington '82 Convention, P.O. Box 39, Burtonsville, MD 20866. To register, make checks payable to: Washington '82 Convention and write: Registrar, Washington '82, 982 Bonifont St., Silver Spring, MD 20910.

--MAH



BENCHWORK: Part One

The important things to remember about modular benchwork are 1. To keep it manageable in size, 2. To keep it lightweight, and, 3. To build it solid. Basic suggestions and the critical dimensions were given in "The Modular Concept: 3 Modular Benchwork", previously published in the HOTBOX. Please refer to that article for the basic information.

In order to provide a framework for your planning, TEEN TRAK specifications have also added some standard shapes and sizes which will ensure that a TEEN TRAK layout will operate in any layout arrangement and with all types of equipment.

In TEEN TRAK there are 3 shapes of module: Rectangle, Hexagon and Trapezoid. This time we'll look at the rectangles.

RECTANGLES: Most modules will probably be this shape, but a lot of variety is possible if different sizes are used. You can build your module to any length that is a multiple of a foot (or 300mm, if you work in the metric system) up to a maximum of 6' or 1800mm. Thus you can build a 1'/300mm, 2'/600mm, 3'/900mm, 4'/1200mm, 5'/1500mm or 6'/1800mm module. 6'/1800mm is the maximum length recommended in order to keep the module reasonably portable. If your plan needs more length, build it in 2 or more sections as shown in the last TEEN TRAK article.

Widths can be any multiple of 6" / 150mm. So you can choose 6"/150mm, 12"/300mm, 18"/450mm, 24"/1200mm or 30"/750mm.

30"/750mm is the widest module suggested because that's about as far as you can comfortably reach across to rerail trains. Also, if you combine the maximum 6'/1800mm length with the maximum 30"/750mm width, that's the biggest size you can get through a standard doorway on end - and you may have to do that more often than you think!

You can probably figure out from your plans what length you will need to build your chosen module, but here are two charts that will show you what will fit in each length and width size in O, HO and N scale. The narrow widths work well for mainline scenes without much switching. They are great for bookshelf units too. As the modules get wider, you can add more switching track and buildings. The widest modules will accommodate roundhouses and large stations also. But be careful not to crowd too much track into the module. Allow some extra space for scenery and buildings to capture the flavor of the scene.

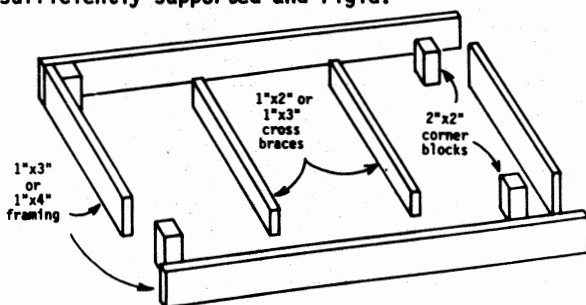
MODULE WIDTH	150 mm / 6"	300 mm / 12"	450 mm / 18"	600 mm / 24"	750 mm / 30"
O SCALE		1	2	3	4
HO SCALE	1	4	7	10	13
N SCALE	2	7	12	17	22

RECOMMENDED MAXIMUM WIDTH

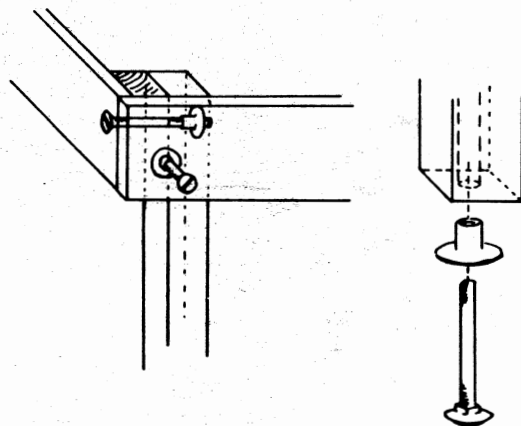
MODULE LENGTH	300 mm / 1'	600 mm / 2'	900 mm / 3'	1200 mm / 4'	1500 mm / 5'	1800 mm / 6'
O SCALE	1	2	3	4	5	7
HO SCALE	2	4	6	8	10	12
N SCALE	4	8	12	16	20	24

* RECOMMENDED MAXIMUM LENGTH

FRAMING: The easiest way to frame the module is simply to build a grid. Use 1"x3" (or 1"x4" in the larger scales) all around the outside. Glue and screw the framing together. 2"x2" corner blocks will help add strength at the joints. Then use 1"x2" (or 1"x3") lumber across the module every foot/300mm to support the top. This way you can use thinner top material - down to 3/8" thickness - and be assured it will be sufficiently supported and rigid.

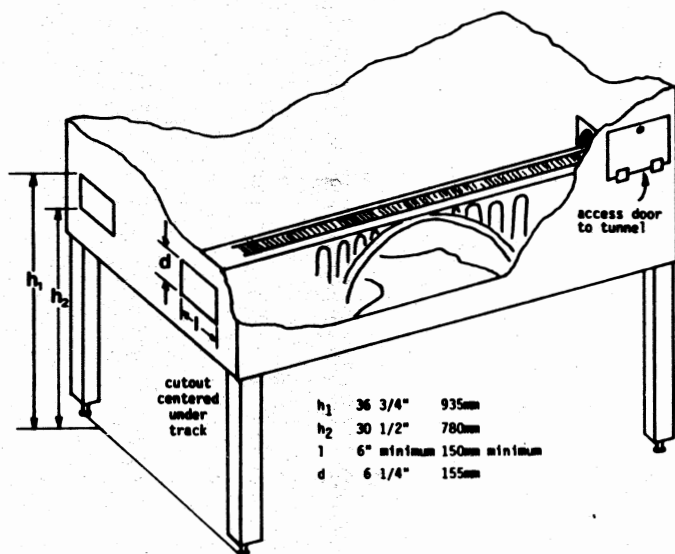


LEGS: The simplest way to make legs is to use 4 pieces of 2" x 2" wood. These are held into the corners with flathead 1/2" bolts run through the framing from the outside and screw into tee nuts on the inside of each leg. Install one bolt from the end and one from the side, one above the other. To provide height adjustment, put a 3" long 1/4" bolt into the bottom end of each leg also. This is threaded into a tee nut in the end of the leg. This bolt allows the module to be leveled on uneven floors.



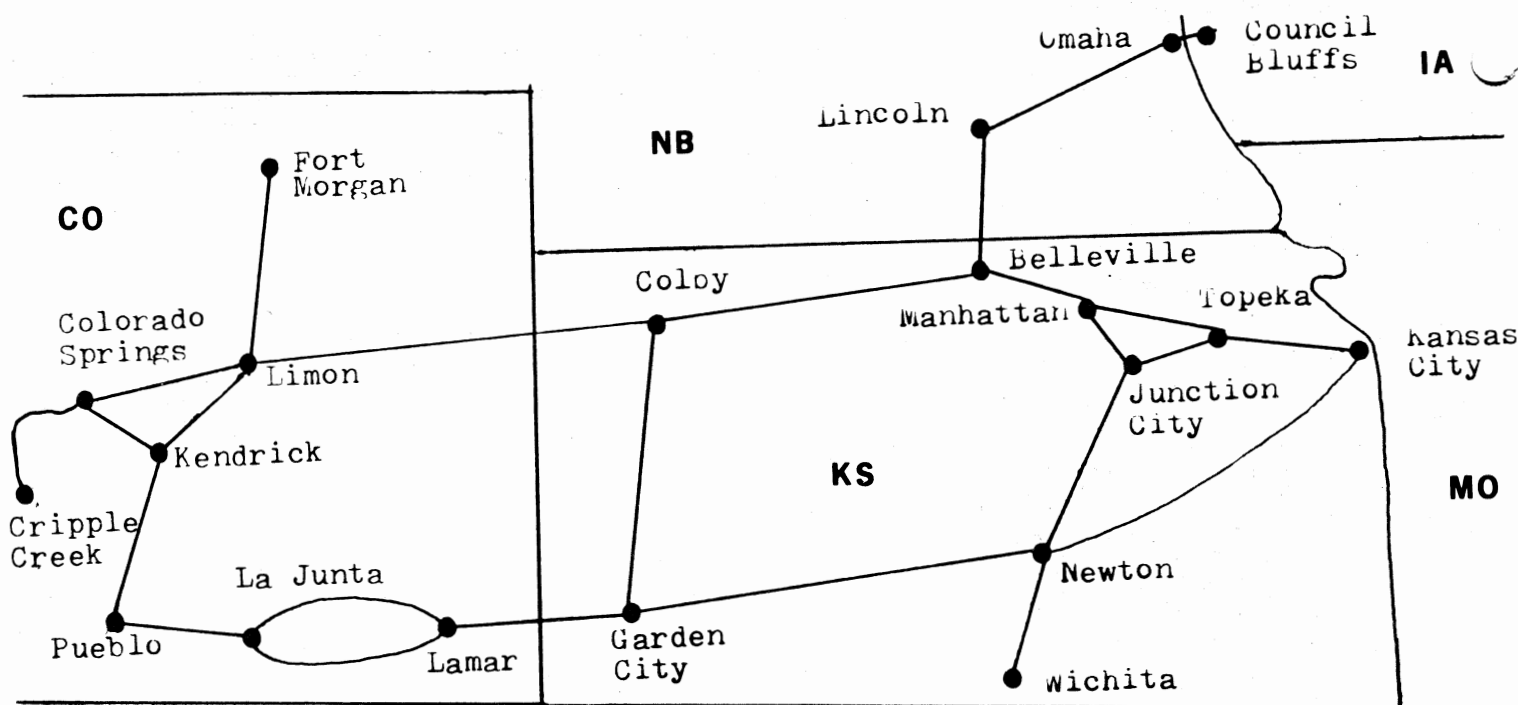
MOUNTAIN AND VALLEY SCENERY: Modeling mountains and valley adds a lot of scenic interest to the layout. To do this with modules requires only a little adjustment in benchwork construction. The basic grid framing plan is the same as for flat module. The difference is that plywood is substitute for the outside framing members. Then the cross braces can be dropped down as low as needed for the scenery.

Use lightweight plywood - 3/8" or 1/2" is plenty thick - for the framing pieces. Put a piece of 1"x1" wood in the corner where the plywood ends and sides come together to keep the corners strong and square. Cut out the slots for the inter face clamps in the ends at the heights shown in the drawing below. You can use tunnels if you want, but, if you do, be sure to provide a removable panel or access door in the side so that joinder tracks can be put in and the track can be reached for cleaning and in case of accidents.



Next time we'll look at corner and junction modules. If you have any ideas or questions, please write to either the HOTBOX or to me directly. I'll be happy to hear what you think!

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



Great Plains RR

As with many other modelers, the Great Plains RR (GPR) was formed around a modeler's skills and ideas with provisions for expansion as improvements are made and new skills gained. My personal "love" for both steam and diesel engines and a wide range of rolling stock made free-lancing just about necessary.

The actual layout was started in July of 1980 after seven months of intense planning. I used a full-size template as a last step to try to work out all the major bugs in the track arrangements. I guess that this technique worked as I have yet to come across any major faults in the trackwork.

I had to develop my layout to be totally portable and small enough to be stored. The result was a number of two by six foot modules that have their own control stations.

At present, all the track is Atlas flex-track with their Custom-line turnouts. All uninsulated rail joints have been soldered and cork roadbed

is used under the track. I plan to relay all the track with Lambert dual-gauge track and homosote roadbed. This change is a result of my increased interest in narrow gauge. So instead of selling all my standard gauge equipment, I decided to go with both.

My personal interests are mainly super-detailing craftsman kits, scratchbuilding and kitbashing. I am very bad with general things--like scenery--but do a lot of nit-picking in small areas. This has lead to steering away from a large layout in favor of a small, well-detailed one.

This summer, I will begin work on two new modules, one will be a large yard and the other a winding mountain side for the narrow-gauge. My side hobbies include pass, car and decal exchange along with collecting railroad books, drawing, photography and railfanning.

Like most modelers, I couldn't resist developing a "history" for
(cont'd next page)

Great Plains Rk (cont'd)

my pike and I thought you might be interested in how I justify my varied tastes in equipment and motive power:

"The Great Plains Rk was formed in 1972 with the original idea of serving as a bridge line for the major railroads in eastern Colorado. Since that time, the GPR has extensively grown (see map) and is providing additional competition to the Union Pacific and Santa Fe railroads. This was accomplished by a general reduction in freight charges to GPR shippers as a result of some very unusual (for the 1970's) railroad practices.

One of these practices is the use of both diesel and steam locomotives on the GPR. This way trains can be operated with whatever locomotive is appropriate without wasting horsepower. Also trains no longer run on set schedules--with the exception of scheduled passenger trains--but on an as needed basis.

In the beginning, the main problem that the GPR faced was finding old steam engines to rebuild for service. Fortunately, many Colorado businesses and institutions came to the rescue by donating some of their old monuments. The rebuilding was done in a completely new servicing facility at Limon, Co that includes facilities for both steam and diesel engines. Another problem facing the GPR was in the acquisition of low-horsepower diesel engines and switchers to fill out its roster. Since all the major manufacturers refused to build only a couple of low horsepower engines, the GPR decided it would be better to purchase older models and have the new shops rebuild them.

The date of February 28, 1975 is significant to the GPR as that is when the ICC granted trackage rights to the GPR on the Missouri Pacific to Kansas City. Ever since then, the GPR and MP have worked hand in hand so it seems the arrangement has worked out well for both roads. After the demise of the Rock Island in late 1975, the GPR was the first railroad to acquire some of its trackage. The GPR got the Rock's line from Kansas City, MO to Colorado Springs, CO. As the track

was in very bad shape, the line is currently being rebuilt with welded rail and improvements to the existing roadbed. The railroad hopes to have this work completed by the summer of 1983; however, trains are still running on all lines from Colorado Springs to Belleville. In 1979, the ICC granted the sale of Union Pacific and Santa Fe trackage from Garden City to Colby, KS. This line will provide a vital link in the GPR network.

With the new trackage, the GPR has placed enormous orders with EMD to offset its sudden lack of power. New motive power will consist of SD40-2's, GP40-2's, GP50's, SD50's and GP38-2's. In addition, steam locomotives were originally planned for the Rock Island trackage, but no one could build the number needed in such a short time so now the GPR is investigating the possibility of building a large scale plant to build only steam locomotives.

Naturally, all this activity was accomplished because the GPR has posted enormous profits in its nine years of operation and there seems to be no limit to the possibilities. The future looks very bright for the GPR and the management has set its sights on two lofty goals: a mainline to Denver/Salt Lake City and a connection to Chicago."

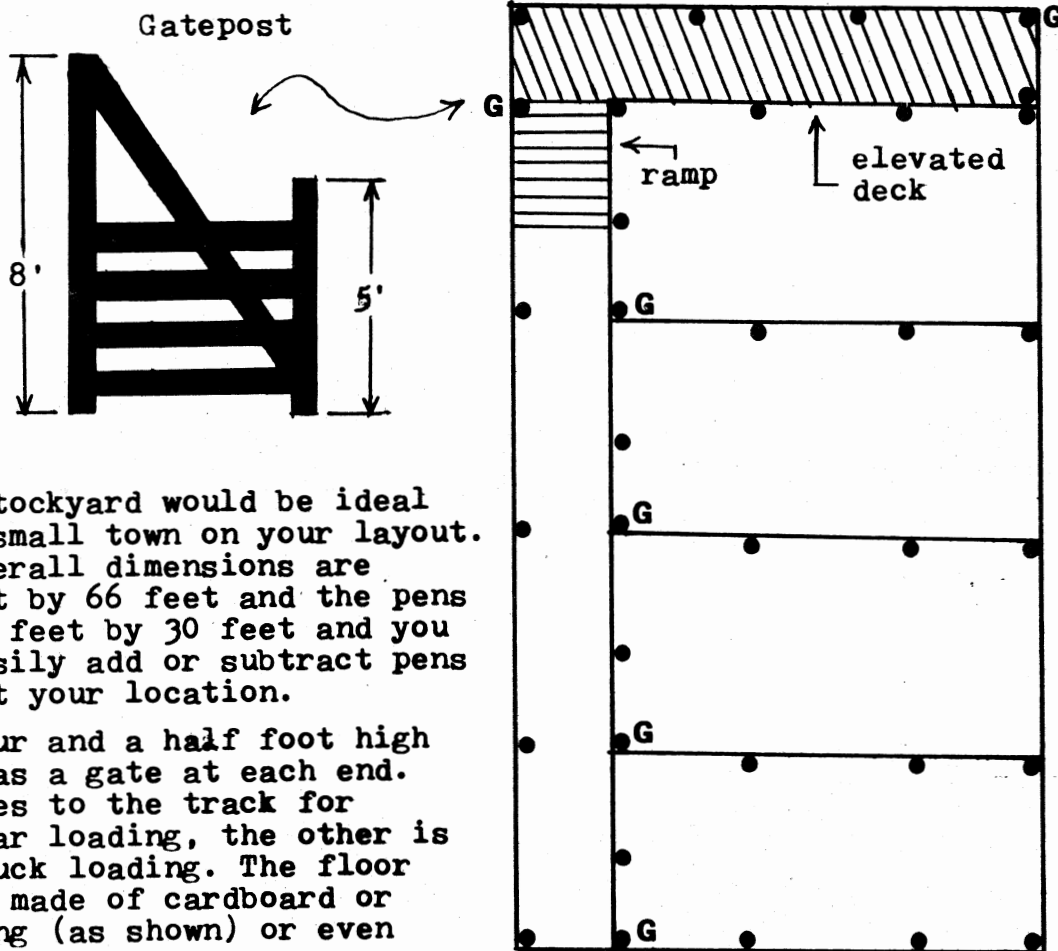


CANADIAN REGION LA REGION CANADIENNE

The Canadian Region, TAMR has been reorganized. So, if you're interested in Canadian railways, this is the region to join. Membership benefits include six issues of the bi-monthly Intercolonial and a chance to be part of CanReg's new model railway network. Yearly dues are \$4.00 (Cdn\$) or \$3.75 (US\$) in the U.S. Make cheques payable to Donald N. Leitch. To join or for further info, contact:

Don Leitch
Canadian Region Representative
1840 Forest Drive
Sarnia, Ontario, Canada
N7T 7H6

Railroad Architect



This stockyard would be ideal for a small town on your layout. The overall dimensions are 36 feet by 66 feet and the pens are 16 feet by 30 feet and you can easily add or subtract pens to suit your location.

The four and a half foot high deck has a gate at each end. One goes to the track for stockcar loading, the other is for truck loading. The floor can be made of cardboard or planking (as shown) or even concrete.

The posts can be made from dowels or square stripwood and they are all five feet tall, except at the gate posts (labeled with a letter G in the drawing) which are eight feet. The fences are made from individual boards of stripwood glued to the posts. The gates themselves are simulated by a diagonal board from the top of the gatepost to the bottom (see enlarged illustration). This design is very flexible and can be rearranged into any number of combinations.

Stockyard

Drawn by: D. J. Lartz

Scale: Full size for N

Motive Power on a Budget

Model Die Casting has now made motive power in HO and HO_N3 very affordable with the introduction of their #1550 static locomotive kit in HO_N3. For those who can't afford to have a full stall of working steam locomotives, this kit is just what you might need.

The kit contains an HO_N3 narrow gauge outside frame locomotive chassis, with the boiler coming from their standard gauge 0-6-0 saddle tank kit. All the drive wheels and drive train equipment is included. Extra parts, such as stacks, airpumps, etc., are also included so you'll be able to make numerous variations to the basic kit, even the construction of a 2-4-4-OT. This kit is definately a kitbasher's dream. A full set of instructions covers the assembly of either an 0-8-OT or a 2-4-4-OT with additional instructions for many other modifications.

The first step in building the kit is shortening the boiler. About nine-sixteenths of an inch must be removed from the boiler for it to fit the chassis properly. If this is done carefully, the cab and boiler should fit with no problems. Next, follow the instructions for assembling the chassis and drive train, add a few parts, paint and you're through.

The kit can be modified into a 2-4-4-OT, although this is a bit harder to accomplish. The locomotive was not intended to be powered, but since the chassis is from an operating locomotive kit, it is possible to actually power the 0-8-OT without too much difficulty by using M.D.C. gears and a motor. Attempting to power the 2-4-4-OT would be very difficult--take it from one who has had experience trying! I would not recommend the powering of the 2-4-4-OT to a beginner.

This kit provides many different

possibilities for using inexpensive, non-operating power. You could simply place the completed locomotive around the roundhouse or engine shed to represent a regular piece of operating motive power. In this way, you can beef up your meager collection of motive power without the added expense. Another possibility is to set the locomotive on some siding, add some rust and weathering to the body and you have a locomotive no longer in service.

You could set the locomotive outside the roundhouse with a shop crew doing repairs. Perhaps with the front boiler plate open and a F&A inspector checking the condition of the flues? For a spectacular display, you might want to set up an overhead traveling crane lifting the locomotive for driver repairs. On a similar note, you can set the locomotive on a pair of Rio Grande Model's locomotive shop trucks with the drivers removed. If worse came to worse, the locomotive could be placed in some scrapyard with a crew working on it to salvage the valuable metal.

This static steam locomotive would be excellent for use as a second non-operating engine when inserted into a train consist. The locomotive is heavy enough to stay on the track, yet light enough to be pulled quite easily. Also, there is the added plus of no current drain as experienced when using two or more operating locomotives. The locomotive could be used to represent dead locomotive in train being hauled to the shops for major repairs. Add an engine crew in the cab and the locomotive becomes a helper engine.

By mounting the locomotive on a flatcar in either gauge, it could be used as a load. Perhaps it is being shipped to a scenic railroad or is your latest motive power acquisition? In any case, I'm sure you'll find many uses for this versatile kit.

NR BALLOT

Northeastern Region Rep.

Term: 1982 - 1984



Peter Antoniou



Chris Brindamour



Andy Taylor



Voting Instructions: Vote for candidate of your choice, mark your ballot appropriately. Place the ballot in an envelope addressed to: Dan Carroll, Auditor, 11034 W. 78th Ave., Arvada, CO 80005. Affix a stamp and mail before the election deadline.

Deadline: July 17, 1982

CANDIDATES' PLATFORMS

PETER ANTONIOU; of Wethersfield, CT, has been a member for at least 2 years. He models in HO scale and favors steam, diesel and passenger equipment. In addition, he has written for the DEPOT and is active in the region.

"I am running for the office of NR Rep. You may not recognize my name, but I have written articles for the DEPOT, attempted to recruit members and have recently been appointed this year's convention chairman.

If you elect me, my job will be to represent your interests to the TAMR. I can't do this unless I know what you want. If I don't hear from you, I will try to find out what you want by either publishing surveys in the DEPOT or writing you directly. I want to represent all of you and if you elect me, I will see that I do.

I hope that more of you will vote in this election than the last one because this election should be a reflection of what you, the members, want and for that, all members must vote."

CHRIS BRINDAMOUR; of N. Kingston, RI has been a TAMR for at least two years. Recently he has been active in promoting the TAMR and is trying to get a Trains On Stamps Committee formed. His New England & Eastern RR is currently under construction in HO scale.

"Hi. my name is Chris Brindamour and I am running for the position of NR Rep. Over the years, I have noticed that a few people have been doing all the work in this region. If I am elected, I will try to get more people involved in the running of the NR. I have found that this hobby becomes more enjoyable if you

(cont'd on reverse)

NR Elections (cont'd from front)

become involved. You get a chance to meet new people and discover new ways of doing things.

The DEPOT has improved recently and I want to make sure that it stays that way. I also want to make sure that it is distributed on time.

Lastly, I want to try to gain as many new members as possible. Few teens are aware of our association. I have begun to organize a promotion department for the TAMR, its regions and divisions. I hope this department will bring in the members and money needed to make our association as strong as possible. So please vote! This has been a problem in the past and I hope it stays that way!"

ANDY TAYLOR; of Marblehead, MA has been a TAMR member for almost two years. He recently placed first in the model division of the HOTBOX's photography contest.

"When you elect me to be the NR Rep, my goals will be as follows:

- 1) To publicize the region and the TAMR because having more members increases the quality of the material that you receive from the association
- 2) To increase your benefits from the region as a direct result of gaining more members.
- 3) To serve as an effective liason between the region and our national officers. Your opinions and thoughts are what count.
- 4) To keep railroading, real and model, FUN for you.

I may not have much experience in the TAMR, but that is compensated for by my eight years of model railroading and my other organizational experience. Let's work together and keep the NR as the best reason in the TAMR.

AUDITOR'S NOTES:

This ballot is only being sent to TAMR members who geographically reside within the boundaries of the Northeastern Region as defined in the TAMR by-laws and who hold valid memberships in the TAMR as of June 1982.

Results of this election will be published in the August 1982 issue of the TAMR HOTBOX and will be communicated directly to all officers and candidates.

Any ballot postmarked after the official election deadline will not be included in the official tabulation. Copies of the official ballot also will not be tabulated.

--Dan Carroll
TAMR Auditor





Layout Planning Service

REPLY TO: Jim Kobrinetz

PURPOSE - To take a typical space size, criteria and scale for a teen's model railroad and develop an appropriate trackplan. The best way to accomplish this is to get suggestions from teen modelers, namely TAMR members. You can use this service to see what another plan for your space size would look like or just to see what can be done in a typical space, say your bedroom. I am not interested in developing plans for warehouse--size basements or four track mainlines with 32 inch radius curves for your closet. I am looking for practical space sizes and layout requirements. Please note that the TAMR reserves the right to publish any plans developed through this service along with layout concepts involved in the HOTBOX for the benefit of other TAMR members. So if you are interested in having a trackplan developed, please fill out the survey below and return it to me.

TRACKPLAN SURVEY: Please answer the following questions as completely as possible. Feel free to use reverse side or additional sheets, if necessary.

- 1) Size of layout area--Please include wall locations, doors, obstructions, etc. A simple sketch of your available layout space is preferable
- 2) Scale--O,S,H0,TT,N,Z, etc.
- 3) Era you are modeling (Example: 1920-1940) :
- 4) Concentration--Passenger, Freight, Operation, Scenery, Mainline, Switching
- 5) Minimum mainline radius (Example: 32 inches):
- 6) Minimum mainline switch size (Example: #6):
- 7) Maximum mainline grade (Example: 3%):
- 8) Specifics--Include type of territory plus any special facilities that you would like included (i.e. big yard, passenger terminal, particular scenic feature). Also let me know if you want your layout based on a particular prototype railroad and/or geographic location.
- 9) Name and address, just in case I have to get in touch with you for more specifics. Besides I have to send your finished plan somewhere, don't I?

**ON THE
POINT:**

For the railfans in our midst, two rarities appeared in midwest this Spring. First, the South Shore's new car shown here undergoing testing around New Carlisle, IN. Photograph by Tim Vermande. Second, the C&NW in May ran a "Prosperity Special" over its Wisconsin Division with C&NW #1385--a 4-6-0 from the Mid-Continent Railway Museum in the lead. 1385 is shown here (with white flags no less) at Crystal Lake, IL on May 23, 1982. Photograph by Mark Kaszniak.

MARKERS:

ARRIVING NEXT ISSUE: Brian Kraus introduces us to his Chicago & Northwestern Ry. Frank Rudowski provides an interesting twist to card order operation. Tim Vermande returns with some tips on tripods. All this, plus our usual array of columns will be contained in the "fire-cracker special" consist of the July issue of the "Un-Magazine of Model Railroading."

TAMR HOTBOX, "the Un-Magazine of Model Railroading"
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