

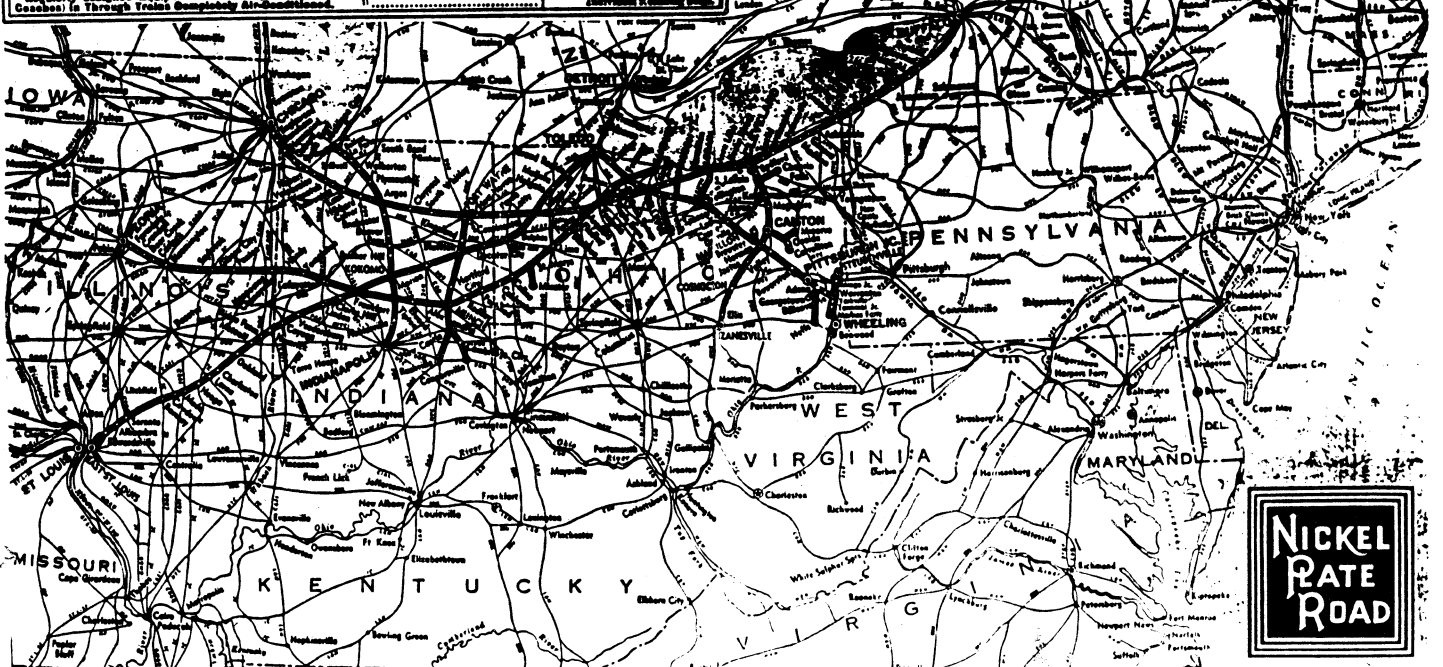
# HOTBOX

"the Un-Magazine of Model Railroading"  
 November 1982 No. 181

A Remembrance  
 Of Days Gone By

CONDENSED THROUGH SCHEDULES OF TRAINS AND EQUIPMENT.

Table No. 1 - CHICAGO, CLEVELAND, BUFFALO AND NEW YORK.										Table No. 2 - ST. LOUIS AND CLEVELAND.									
September 24, 1960.										September 24, 1960.									
10	9	8	Mile	7	6	5	4	3	2	8	7	6	5	4	3	2	1	0	1
<p><b>EASTBOUND.</b></p> <p><b>No. 6 - NICKEL PLATE LIMITED-Daily.</b>            (Via Nickel Plate-Lackawanna.)            Sleeping Cars: Chicago to Cleveland - Double Bedrooms (Car 6-04-04).            (Open 9:30 p.m.)            Chicago to New York - Double Bedrooms (Car 6-04-04).            (Open 9:30 p.m.)            Chicago to Buffalo (Open 9:30 p.m.)            Buffalo to Chicago (Open 9:30 p.m.)            (Occupancy at Hoboken until 8:00 a.m.)            Ft. Wayne to Cleveland - Roomettes &amp; Double Bedrooms (Car 6-04-04).            Arr. Cleveland (In Term.) 11:55 p.m.            Arr. Buffalo (In Term.) 11:55 p.m.            Arr. Erie (In Term.) 11:55 p.m.            Arr. Fort Wayne (In Term.) 11:55 p.m.            Arr. Chicago (In Term.) 11:55 p.m.</p> <p><b>No. 9 - NICKEL PLATE LIMITED-Daily.</b>            (Via Nickel Plate-Lackawanna.)            Sleeping Cars: Chicago to Cleveland - Double Bedrooms (Car 9-04-04).            (Open 9:30 p.m.)            Chicago to New York - Double Bedrooms (Car 9-04-04).            (Open 9:30 p.m.)            Chicago to Buffalo (Open 9:30 p.m.)            Buffalo to Chicago (Open 9:30 p.m.)            (Occupancy at Hoboken until 8:00 a.m.)            Ft. Wayne to Cleveland - Roomettes &amp; Double Bedrooms (Car 9-04-04).            Arr. Cleveland (In Term.) 11:55 p.m.            Arr. Buffalo (In Term.) 11:55 p.m.            Arr. Erie (In Term.) 11:55 p.m.            Arr. Fort Wayne (In Term.) 11:55 p.m.            Arr. Chicago (In Term.) 11:55 p.m.</p> <p><b>No. 10 - NICKEL PLATE LIMITED-Daily.</b>            (Via Nickel Plate-Lackawanna.)            Sleeping Cars: Chicago to Cleveland - Double Bedrooms (Car 10-04-04).            (Open 9:30 p.m.)            Chicago to New York - Double Bedrooms (Car 10-04-04).            (Open 9:30 p.m.)            Chicago to Buffalo (Open 9:30 p.m.)            Buffalo to Chicago (Open 9:30 p.m.)            (Occupancy at Hoboken until 8:00 a.m.)            Ft. Wayne to Cleveland - Roomettes &amp; Double Bedrooms (Car 10-04-04).            Arr. Cleveland (In Term.) 11:55 p.m.            Arr. Buffalo (In Term.) 11:55 p.m.            Arr. Erie (In Term.) 11:55 p.m.            Arr. Fort Wayne (In Term.) 11:55 p.m.            Arr. Chicago (In Term.) 11:55 p.m.</p>										<p><b>WESTBOUND.</b></p> <p><b>No. 7 - THE WESTERNER.</b>            Daily.            (Via Lackawanna-Nickel Plate.)            Sleeping Cars: New York to Chicago - Roomettes &amp; Double Bedrooms (Car 7-04-04).            (Open 9:30 p.m.)            Buffalo to Chicago - Individual Reclining Seats.            Arr. Chicago (In Term.) 11:55 p.m.</p> <p><b>No. 8 - THE WESTERNER.</b>            Daily.            (Via Lackawanna-Nickel Plate.)            Sleeping Cars: New York to Chicago - Roomettes &amp; Double Bedrooms (Car 8-04-04).            (Open 9:30 p.m.)            Buffalo to Chicago - Individual Reclining Seats.            Arr. Chicago (In Term.) 11:55 p.m.</p>									





# HOTBOX

**OFFICIAL PUBLICATION - Great 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.

## EXTRA BOARD

Honorary Life Member #7 - David Burris, the person responsible for the founding of this association way back in 1964, got in touch with the TAMR this year and has been awarded an honorary life membership by unanimous vote of our officers. Welcome back, David!

Modules - Rumor has it that Ken Keels, Don Leitch, Chris Brindamour and Andy Taylor are busy working on modules. Chris and Andy request that members in the NR interested in modules get in touch with them for the possibility of arranging a meet in the future.

Personnel - Tom Gasior has resigned as the DAYLIGHT editor; Claude Morelli is taking the helm. Joe Stanley (Rt. 1, Box 77C, San Angelo, TX 76901) is filling the position of SR Rep. until the next election.

## 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.

### HO NEW AND USED SALE

2-BL1 FEC--1 damaged, both for \$2\*;  
UP AHM switcher \$8.50; German passenger set--1 engine, 1 car, needs work \$7; 0-6-0 switcher--unoperable--\$1;  
Tyco Pennsy F unit, needs work \$1;  
AHM Milw Road center cab, brand new \$9.50; AHM W&W w/ flashing beacon, brand new \$11.50; Tyco-Burlington, needs work \$2.50; AHM UP-needs work \$2.50; Dummy UP less trucks \$1.50;  
2 Tyco "Comin' round the Mtn," brand new \$12, both for \$21.00; DD40 B&O Athearn twin motor \$17.50; 4-6-0 Western & Atlantic, no cab, needs work \$2.25; Athearn GN SD40--little noise \$7.50. Buildings Grand hotel \$2; Wells Fargo \$2; barn \$2; Barber Shop \$1.50; 7-11 \$1.50; 2 Factories \$4 each; freight station \$1; Arlene Pass. Station \$4; Post Office, marshal, gun shop--all \$5.50; bridge 75¢; water tower 75¢; Limestone quarry--all wood, not finished building \$7; coal load 75¢; sand loads 75¢; houses \$2; Bachmann houses \$2.50 each. Track All new! Nickel Silver: 1-#4R, 13-#4L, 2-#6R, 1-#6L. #4's all Atlas. All \$3 each, including #6's; NS double slip switch \$10.00; 1 brass curved turnout \$5.50; 30 deg. crossing \$2.50; 12 used bumper track ends, 40¢ each; 4 new 8-terminal barrier strips \$2; All new Atlas selectors, \$2.50 each; Atlas connector, \$2.50; 2 MRC transformers, \$3 each; 1 Tyco transformer, \$3; 3 ft. sect. NS track \$1.10 each. Scenery 4x8 foot grass mat, \$5; Campbell wood tie stain, \$3; Lifelike foliage, 75¢; Lifelike grass, 75¢; Woodland foliage, green & med. green, \$1.75 each; woodland earth soil, \$3; 1- 2 tunnel portal, custom painted, \$5; 6 sets of custom painted barrels, stacked, \$1 each. Send to: Mark Nerger, 9842 Heather Drive, Cantonment, FL 32533. Please add \$2 for shipping costs on all orders. \*-dummy

# CRUMMY NEWS



BY MARK KASZNIK, EDITOR

## GREAT TRUTHS, Part 2

I must admit that the response was heartening. The several letters I received in response to the "Great Truths, Part 1" editorial of the last issue begged for more. So without further ado, I will continue where I left off last time:

4) Don't over lubricate your model locomotives! If a locomotive runs poorly, more than likely there is a mechanical (i.e. binding) or electrical (i.e. poor pickup) problem rather than a lack of lubrication. So soaking your motive power in thirty weight oil won't solve the problem. Instead, fix it so that it runs right, then lubricate sparingly. Excess lubrication drips onto your track causing dust and dirt to accumulate which will then invade your locomotives and cause real problems.

5) Inaccessible switch machines cause the most problems. Believe it or not, these electrical gizmos have minds of their own. They are sort of like organisms that lie dormant till the worst possible moment and then come alive to do their dastardly handiwork. In the case of switch machines, they will operate flawlessly until you decide they must be covered over with a mountain, bridge or other object that can't be readily moved. Once this happens, their behavior becomes extremely erratic and cantankerous causing no end to your prolonged grief. So do yourself a big

favor--make sure all switch machines are accessible at all times, then your problems will be minimal at the most.

6) Build your layout in removable sections. This makes sense even if you are not into building modules (sorry, raul!). Why? Well, first if your layout has even the remote possibility of ever being moved, you will not be facing a problem similar to the guy who built the thirty foot cabin cruiser in his basement and is contemplating how to get it out his basement door. Second, a removable section is much easier to wire, scenic and maintain.

7) Your layout does not have to be built on a four by eight sheet of plywood. In my opinion, your typical 4x8 layout often causes many more problems than it solves. For instance, unless it is accessible from all sides, you will need arms like a gorilla to reach the far ends of your empire. Then the size itself almost dictates an oval trackplan of some sort no matter how hard you try to conceal it. Now ovals are generally good for breaking in equipment, but usually pose serious operational limitations.

A much more interesting trackplan will result if you utilize a U or G shape arrangement in your four by eight foot space (avoid duckunders as they tend to inhibit your mobility and generally cause severe headaches when you bump your skull). With this type of arrangement, you are forced to at least swivel your body as you follow the progress of your train thus creating the illusion that it is indeed going somewhere. Continuous running options in the form of a dogbone or return loops can be incorporated to enhance your operations if you so desire. Still remember, there is nothing wrong with a point to point or out and back scheme. The extra switching you have to do adds to the enjoyment, especially on a small pike.

Here I am out of room again. This list will be continued at a later date. If you have some of your own great truths that you'd like to share, the address is, as always, on page 2.

## Eastern Railroading in a 8x12 Space

The purpose of this initial installment of the Layout Planning Service is to show you the beginning steps in designing a model railroad for a limited space.

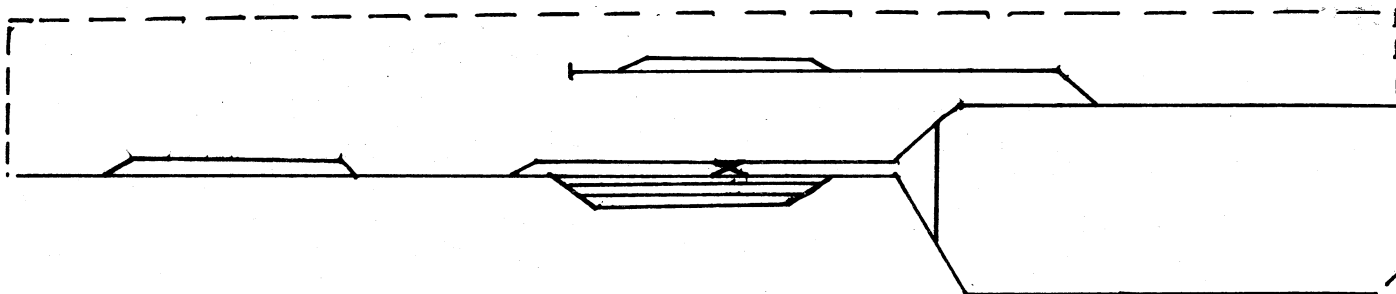
Andy Kiely wrote and asked me to develop a railroad that could handle 85 foot passenger cars, service a small fleet of steam locomotives and generally recreate the mountainous eastern U.S. where he hails from. He also wanted a separate coal hauling branch, wide curves, a central control pit and a ratio of about 40% yard and industry to 60% scenery. All of this had to be done in an 8 by 12 foot space in HO scale. In addition, he expressed a preference for a duckunder to the central pit.

Now, 8 by 12 feet in HO is not a lot of space for a railroad, thus it was necessary to plan small. The first thing I recommend doing is sketching out on graph paper approximately what you think will fit. For this, I use John Armstrong's "squares" method. Here you divide your available layout space into squares roughly equal to your minimum radius. Doing this will allow you to estimate where you can fit return loops and long curves. Next it is best to develop

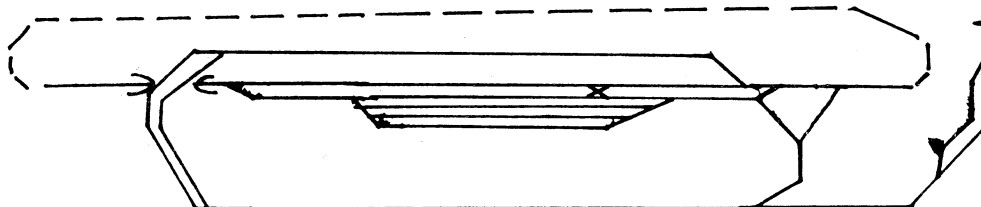
some sort of operating scheme (see figure 1, below).

As you can see, I wanted to insert a yard, several passing sidings and several routings. It is always best to lay out the largest, hardest feature first, so I began with the yard. Once this was taken care of, I proceeded to the wye junction, noticing at this point that I was rapidly running out of room. So, the plan was simplified a bit. I decided that I could fit in one alternate routing and just to keep things interesting, ran a coal branch from it as well. Also, in order to make life a little more difficult, the alternate route begins and ends at the wye junction, but neither end is accessible from the other (see trackplan). After some fitting, the final plan emerged as a railroad centered about a river valley, looping around the control pit (which was placed close to the yard for easy access) and servicing for two engines plus a wye to turn steamers on and lots of room for scenery which if effectively used can hide some of the track. Mainline trains can run while the alternate route and coal branch are switched. I will explain more next month and you will hear Andy's comments too.

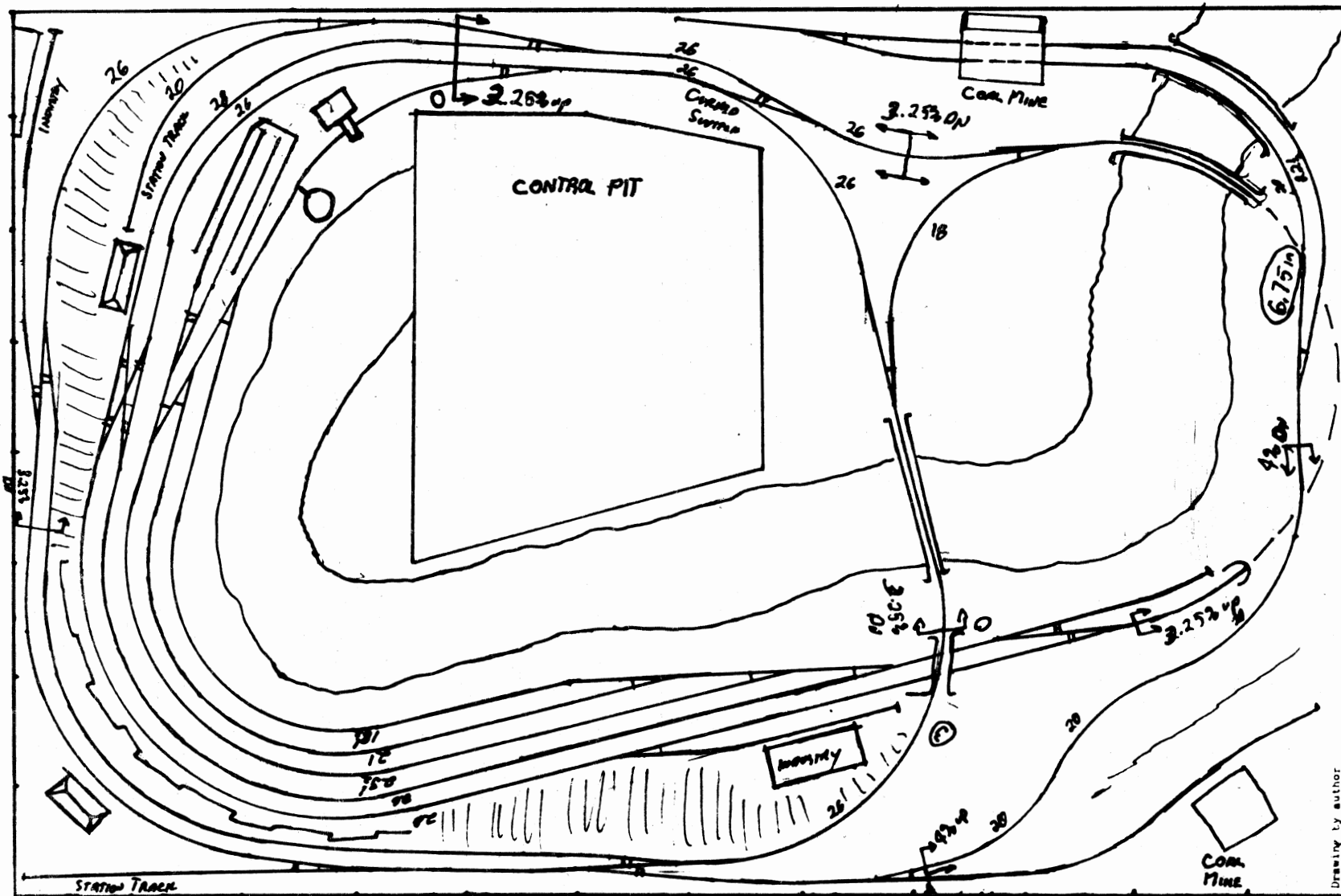
FIGURE 1



FIGURE



Drawings by author



Legend

Size: 8 x 12 ft.

Min. Radius

Scale:  $3/4" = 1'$

mainline = 26"

siding = 18"

Min. Switch

mainline - #6

siding - #4

Drawing by author



#### MODULAR LAYOUT SETUP

Now that your module is finished and working properly, you can get together with your fellow TEEN TRAKers and set up a layout.

The steps in putting a layout together were given in "The Modular Concept: 7", published in the April 1982 HOTBOX. Everything is the same for TEEN TRAK - up to connecting the electrical system. TEEN TRAK wiring is simpler to connect!

Plug both 4-conductor interface cords together across each interface. At one interface - the one nearest where the layout power supply is located - plug one of the 4-conductor cords into the power supply.

For track connections, plug the 2-conductor Quick Disconnect Plugs together across each interface. Just be careful not to cross them at double track interfaces!

Track blocking is done as explained in "The Modular Concept: 7".

Throttles are plugged into the throttle panels in each block. For single track modules, you're now ready to run. For double track modules, set the track control selector switch to the track to be controlled. Now you're ready to run.

Put a test locomotive on the track and run it through each block in both directions. Check for any dirty spots on the rails, kinks in the track or other problems and correct them.

Checking electrical problems: Check out your own module by itself before bringing it to a layout. Then you should know that the problems, if any, are due to how the layout is set up and not to anything in your module.

IF THE ENGINE WON'T RUN after the layout is set up, follow this check list to help locate the problem:

1. Check that the power supply is plugged into a live outlet, connected to the layout properly and turned on.

2. If the throttle panel you are using is on a double track module, check that the track control selector switch is set for the track on which the locomotive is running.
3. Be sure the track and locomotive wheels are clean.
4. Try a different locomotive, one you are certain runs well.
5. Try a different throttle.

IF A SHORT OCCURS:

1. Throw all track gap switches to "GAP".
2. Starting at the block section controlled by the throttle, test run the locomotive. Add sections to the block by throwing the track gap switches to "THRU" one at a time and testing each time a new section is added.
3. When the short occurs, you'll know that the problem is in the last section added.
4. Check the interface track connection cords at the last interface to be sure they are NOT
  - a. cross-connected to the wrong track, or
  - b. internally crosswired. This is checked by unplugging the track connector plugs and allowing power to feed across the interface only through the connector track rails. If the locomotive runs correctly with the cord unplugged, the plug on one side of the interface is wired in reverse.

This checking procedure should catch any problems. If not, then carefully check each part of the electrical system on the problem module against the specifications. If barrier terminal strips are used, it will be very simple to correct any problems by moving wires around to the proper terminals on the strips.

LAYOUT ARRANGEMENT: You can set up TEEN TRAK modular layouts in any pattern - continuous loop, loop - to - loop, point-to-point. Some ideas were suggested in "The Modular Concept: 1 & 2, in HOTBOX for July - August and September - October, 1981. What you can set up will depend on how many and what types of modules are available at each meet.

But the possibilities are endless! Let's hear what YOU are doing with TEEN TRAK!

TEEN TRAK really is off and running! President Ken Keels has written to tell us he is building modules:

"This way I can take these HO<sub>n3</sub> modules to school and when I have free time I can work on super detailing them. It works out very well for me because of the size of the modules and I don't have to spend large amounts of money to get trains rolling." Ken would also like to see a TEEN TRAK manual. Read on, Ken!

Our HOTBOX editor, Mark Kasniak, is planning some N scale TEEN TRAK modules representing some of the complex industrial switching areas of Chicago. These will provide many fascinating hours of operation wherever they're used in a layout. Mark would also like to see a TEEN TRAK layout at the NMRA conventions. It sure would be a super way to promote OUR association!

TEEN TRAK leads the way! In developing the TEEN TRAK modular system, we purposely sought to make the modules easy to understand and simple to construct. While TEEN TRAK is intended mainly to help teen modelers get started in railway modeling, the system has generated a great deal of excitement throughout the hobby. The NMRA is looking at it, the HO Modular SIG Technical Committee reviewed it, and now TEEN TRAK has become the basis for what is truly the most universal modular system anywhere.

A new special interest group, the Modular Modeling Forum, has been created. This special interest group is dedicated to the continuing exploration, development and advancement of modular modeling. The Forum's first job has been to bring

together into one manual all the best ideas relating to modules that have been developed over the past few years. As a basis for their work, they have chosen TEEN TRAK! The Forum has taken TEEN TRAK and expanded on it so that now the ideas will work for all scales from "0" to "Z". The Forum has published all this material in "The Modular Modeling Manual".

And what a manual it is! Not only does it contain all the discussion of the modular concept that we've seen in HOTBOX, plus all the detailed specifications for all scales and gauges, but it also has additional features on layout arrangement, individual module design, live overhead wire and 3rd rail operation, and lots, lots more.

Since the basic specifications are identical to TEEN TRAK, the Forum manual will also be the TEEN TRAK manual. And our friends at Interail have also adopted the Forum specifications as their standards, so there will be even more modules around that you can connect with!

The regular price of the Forum manual is \$US 5.00, postpaid. But the Forum has made a special offer to TAMR members ONLY of \$US 3.50. And, as a special bonus, you'll get free TEEN TRAK and Modular Modeling Forum emblems to put on your module.

So let's start building! Write for your manual today! Make checks payable to "Modular Modeling Forum" and send them to Modular Modeling Forum, 3304 Maybelle Way, No. 1, Oakland, CA 94619 USA.





# LICHEN

Lichen is one of the group of thallophyte plants, a fungus and algae in symbiotic association, which grows on the bark of trees, etc. That is how Webster's Dictionary defines lichen, but most of us modelers know that lichen is our main source for simulating trees and bushes.

If you are like me and don't have a lot of money to spend on the colored moss or the finely detailed scenery products already on the market, there are alternatives. One is to process and color your own lichen at home.

In order to do this, you must first find a suitable spot in the woods to harvest your crop. The best locations to find lichen are on rock outcroppings and wet, mossy areas where shade and water are plentiful at high altitudes.

The best time to harvest your crop is during the summer months, it is at this time that the club like heads are at their best. Don't worry about all the incidental things that are often strewn about the lichen like pine cones, rabbit droppings and bugs. Just stuff the whole mess into large plastic bags and cart it home.

Now comes the hard part, sorting out all the good pieces. Be assured that your crop harvesting efforts won't give a 100% yield. There are bound to be some bad apples in the bunch you picked and these must be weeded out before you continue.

In order to preserve your lichen, all the natural moisture must be driven out of the plants and re-

placed with something else, in this case glycerine. Let me warn you that the preserving process is best done out of doors. You want to use industrial glycerine for the process. Dilute it with three parts water to one part chemical and heat up the mixture till its just below its boiling point of 230 F. When vapors begin to rise off the surface, the solution is just about right. Next add a packet of fabric dye of the desired color you wish your lichen. One packet of dye for every two or three gallons of hot liquid is a good ratio to use. Next add the raw lichen until the pot is full. Keep the heat going as the lichen will lower the temperature. Use tongs to push the lichen into the fluid and keep heating until the wisps of vapor appear again. When the wisps are coming off nicely, heat for an additional five minutes and then allow the mixture to cool before you start withdrawing the lichen. This usually takes about 45 minutes.

Put on rubber gloves and squeeze out the excess solution from every piece you processed and set out the pieces to dry on newspaper for about four hours. If your processing is successful, the lichen should feel soft and limp.

I recommend that you use the lichen to over large areas on your pike that are supposed to be forested, like the sides of hills and small mountains. Smaller pieces can be used for bushes and brush. If you make your own trees, the lichen can be used for the foliage. In short, there is many uses for lichen and it can be had cheaper if you decide to process it yourself.

# AMENDMENT-

This proposal concerns the administration of the TAMR and thus we hope all members will read it over carefully and vote. Please return this form by the deadline indicated below.

Proposal to change Article III, Section 1, Paragraphs A&C of the TAMR Constitution to read as follows:

- A. The President, Auditor and Treasurer shall be nominated and elected by all TAMR members.
- C. The Secretary, Editor and 2 Constitutional Board members shall be appointed by the voting members of the Executive Board and are to serve until they resign or are removed by procedures in Article VIII of this Constitution.

Proposal to change Article III, Section 3 of the TAMR Constitution to read as follows:

- 3. The Executive Board shall consist of the President, Auditor, Secretary, Treasurer and Editor. However, the Secretary and Editor while encouraged to participate fully in all proceedings of the board shall act in advisory roles only and hold non-voting positions. The by-laws shall set forth the duties of all Executive Board members.

Check one only	<input type="radio"/>	I approve this amendment to the TAMR Constitution.
	<input type="radio"/>	I disapprove of this amendment to the TAMR Constitution.

# NOMINATIONS-

All the offices up for nomination will serve terms from 1983 to 1985 and those who accept nomination will appear on the ballot to be enclosed in the March 1983 HOTBOX. We urge you not to nominate for the Secretary's office if you approve of the amendment above. Please remember that only Regular members (those under 21 years of age) may be nominated for office.

- I nominate \_\_\_\_\_ for the office of President
- I nominate \_\_\_\_\_ for the office of Secretary
- I nominate \_\_\_\_\_ for the office of International Region Representative.
- I nominate \_\_\_\_\_ for the office of Southern Region Representative.
- I nominate \_\_\_\_\_ for the office of Western Region Representative.

Please return this form to the person listed below by the deadline stipulated. Any forms received after the deadline will not be considered.

MAIL TO: Daniel Carroll  
 TAMR Auditor  
 11034 W. 78th Ave  
 Arvada, CO 80005

Deadline  
 2-12-83



**ON THE  
POINT:**

This year marks the 100th anniversary of the New York, Chicago and St. Louis Railroad, known to one and all as simply the Nickel Plate Road. I thought that the HOTBOX should pay a tribute to the road on account of its colorful history as well as the inspiration it has given to many modelers. So devoted are its fans that many truly believe that the reporting marks: N&W, actually stand for "Nickel Plate & Wabash." So we commemorate the Nickel Plate as it appeared in all its splendor in the Official Guide of Railways--the only proper way to remember such a railroad.

## MARKERS:

**ARRIVING NEXT ISSUE:** If the high cost of brass models has you down, but you still want the quality, maybe you should investigate brass kits. Some tips on putting these together will be presented in the next issue. Also, the Layout Planning Service returns and the Editor has some Christmas gifts he'd like to present to some deserving members. All this plus our usual columns will be stuffed into the Christmas issue of the "Un-Magazine of Model Railroading."

National Model Railroad Month - Yes folks, its that time of year again. Time to come out of the basement and tell the rest of the world how much you love model railroading. Help promote our hobby and turn someone else on to the magic that is model railroading!

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