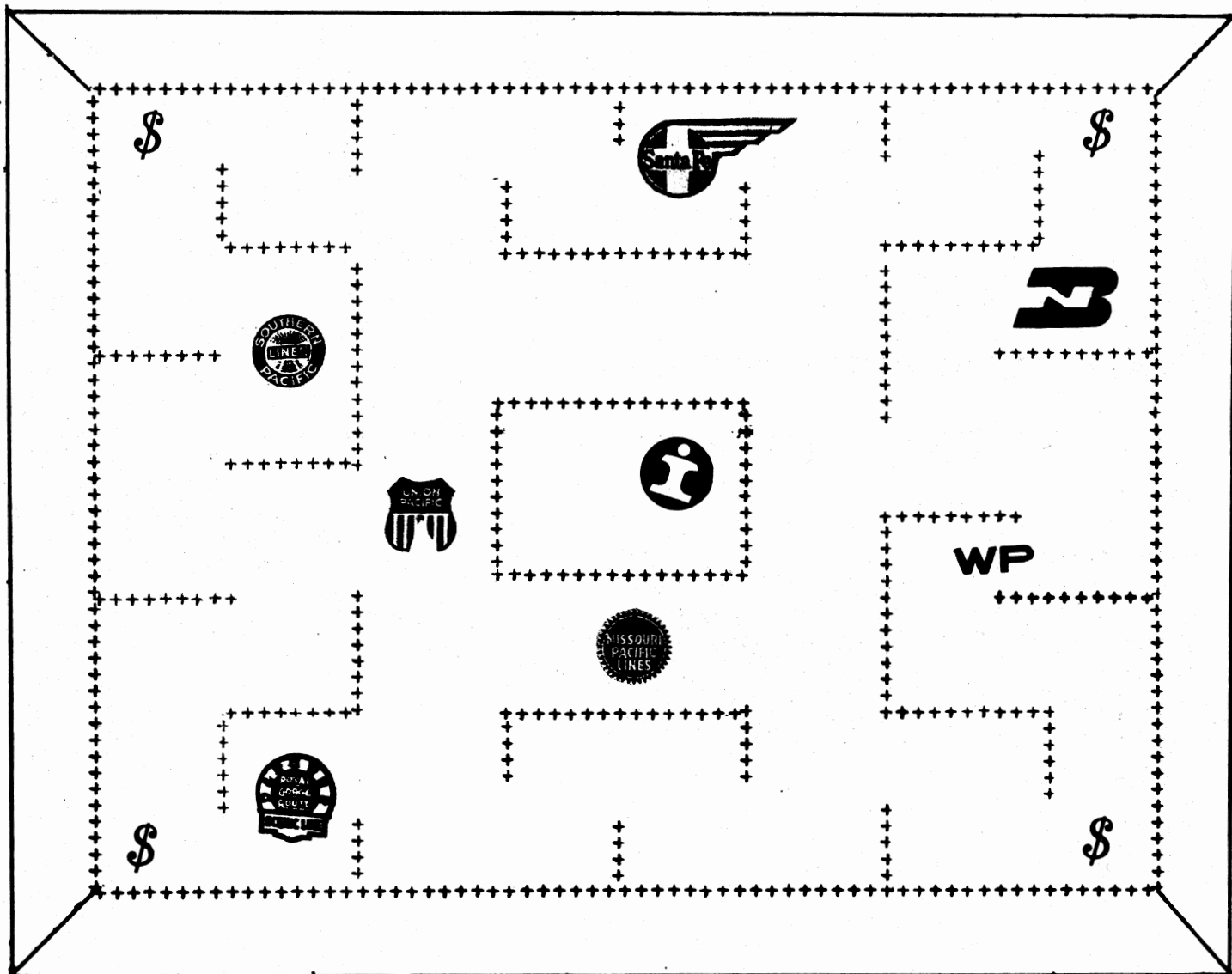


# HOTBOX

"the Un-Magazine of Model Railroading"  
January 1983

No. 183



LATEST  
VIDEO  
CRAZE:

PACRAIL



# 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 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.

## EXTRA BOARD

All the news that fits, we print:

**MINI-CONVENTION** - On March 12, 1983, the NMRA Mid-Eastern Region, Dixie Division will be holding a mini-convention in Bethesda, MD from noon to 5 PM. All TAMR members will be admitted free! Door prizes, model contests, display layouts and clinics (be sure to check out the one on scenery presented by TAMR member, Tammy Martin). Further information can be obtained from: Tammy Martin, 7721 Dew Wood Drive, Derwood, MD 20855.

**RUMORS** - Paul Michelson, Central Region Representative, has informed us that a big regional meet is in the planning stages for 1983. Input from those interested in possibly attending is desired. Write to Paul with your ideas today!

**CARS** - Don Leitch is working hard in the Canadian Region to organize a network of model railroads similar to the systems already developed in other regions. So if your modeling efforts extend into Canada, write Don for more details.

Extra Board (cont'd)

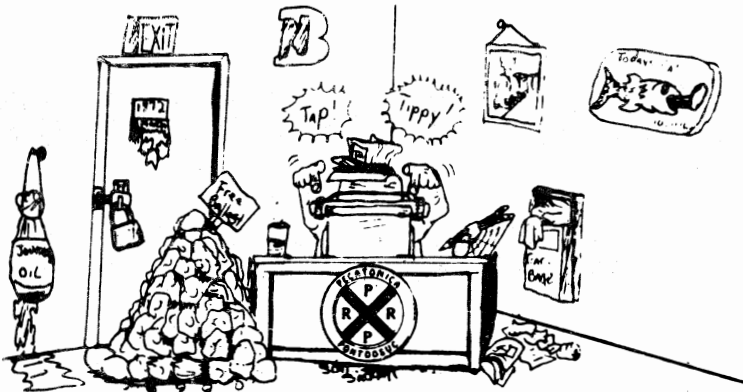
**SORRY ABOUT THAT** - In last issue's officer and staff listing, we somehow lost the position of Northeastern Region Representative. That office is held by Andy Taylor, 29 Tide Winds Ter., Marblehead, MA 01945.

**BACK ISSUES** - Thought that we'd remind you that back issues of this publication are available for 75¢ each. Or if you wish, six issues for \$4.00. Current reserves extend all the way back to the Jan/Feb 1981 issue. We are also making the entire Modular Concept series available to members for \$2.50. Order from the Editor, please do not send cash. Make checks and money orders payable to the TAMR.

**REGION REVIVAL** - The holiday season seems to have brought out the best in our regions with many of them issuing publications after prolonged periods of hibernation. The NR's DEPOT is back on track with J.S. Ward as the new editor and Ted Bedell taking over the printing chores. Subscriptions can be had from Ted Tait (P.O. Box 930, Univ. of Scranton, Scranton, PA 18510) for \$3.00. The CR's WAYFREIGHT is back too. Gerry Dobey is still at the editor's desk and publishing is still in the capable hands of Corby Anderson. Subscriptions are still available from Gerry for \$3.00 a year. Please note that the Canadian Region's INTERCOLONIAL, SR's CRESCENT and the Narrow Gauge, Logging & Shortline Division's LINK & PIN NEWS are still going great guns although all have small memberships. Why don't you help support our regional structure by joining your own region at least. They work hard to please you.

**OOPS** - Last issue's "Working with Brass" article was the work of Steven Masih.

# CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

## Secretarial Musings

Along with your nomination form, you will find an amendment to the TAMR Constitution. If approved by you, the members, it would allow the position of TAMR Secretary to change from an elective to an appointive office. Furthermore, the Secretary and Editor would then hold non-voting positions on the Executive Board and be charged with primarily administrative duties.

Let me explain the reasoning behind this amendment. Your Secretary is charged with an important, complex function. It is his duty to see that all memberships are properly recorded and that each member gets the benefits that he/she is entitled. If the Secretary is remiss in his duties, a good portion of the membership is likely to be effected. This amendment would allow the Secretary to be appointed by the voting members of the TAMR Executive Board and serve until resignation or removal. Thus a knowledgeable, responsible person who is willing to serve the TAMR for an extended period of time could be appointed to the position. When that person decides to leave, he/she will have the necessary time to adequately train a successor in the workings of the office.

Now as most of you know, Dee Gilbert was appointed last spring as our Membership Secretary. Since that time he has performed nearly

all the duties assigned to the Secretary's office. This was done as our current Secretary, Gerry Dobey, was attending college and could no longer handle many of his duties due to a lack of available time. Dee has done a superb job and has informed our President that he would be willing to continue in this position for an extended period of time.

Of course, the easiest way to solve this problem would be to allow Dee to run in the election as a candidate for Secretary. The problem is that he is an Associate member and is thus unable to run for an elective office in the TAMR. Since the Secretary's job is so time consuming and sometimes demanding, your officers thought that the position should go to someone who has the time to devote to it. Removing the Secretary and Editor from voting positions on the Executive Board assures that the governing body remains in the hands of teen modelers. However, the Secretary and Editor would then form an administrative core assuring that our members receive their benefits. The voting officers could then devote their energies to further improvements and future planning efforts; two areas currently needing much more consideration if we are to expand our association.

Therefore, I believe that you, the members, should approve this amendment to our Constitution simply because it will provide a more efficient association. If we are to grow, it is essential to make membership benefits routine and spend more time thinking about improvements. Many areas--such as promotion, conventions, SIG activities--need greater attention than membership and HOTBOX concerns. These activities have to be provided so why not put them in the hands of people who are willing to do the job and more importantly know how to do so.

So please make your decision, mark the form and return it to the person listed. While you are at it, nominate someone for elective office, but even if you don't, please vote on the amendment.

# Chicago & Ohio Eastern

Since the holidays, a bad cold and family obligations have kept me from my duties in the Layout Planning Service (all of you who have been writing will hear from me within two weeks of this issue). Thus I have decided to dash off a short article on the design of my own Chicago and Ohio Eastern Railroad.

The C&OE is a railroad designed around several specifications:

- 1) It had to fit in a roughly eight to ten foot by twelve foot space.
- 2) It had to feature a long main line run with potential for point to loop or continuous operation.
- 3) There was to be no doubling back over the same track twice in a transit of the layout.
- 4) Passenger and freight operation were to be both of equal importance with each being more vital at different times.
- 5) The minimum radius was to be 24".

The pike is based in eastern Ohio and western Pennsylvania, roughly the area between Cleveland and Pittsburg. The towns--from west to east--are Akron, Mahoning Portage, Youngstown, Summit, Beaver Falls (or Newcastle) and Aliquippa. Akron is the major city with Youngstown containing a small yard and Beaver Falls (or Newcastle) being another major origination point. Time period is between 1940 and 1958.

A series of sketches on graph paper showed me that the best way to get a long main, although at the expense of scenery, was to wrap the layout parallel to the edges of a U-shaped table with each leg of the U to hold an urban area and what rural (actually river valley) scenery there was to be in the narrow base of the U.

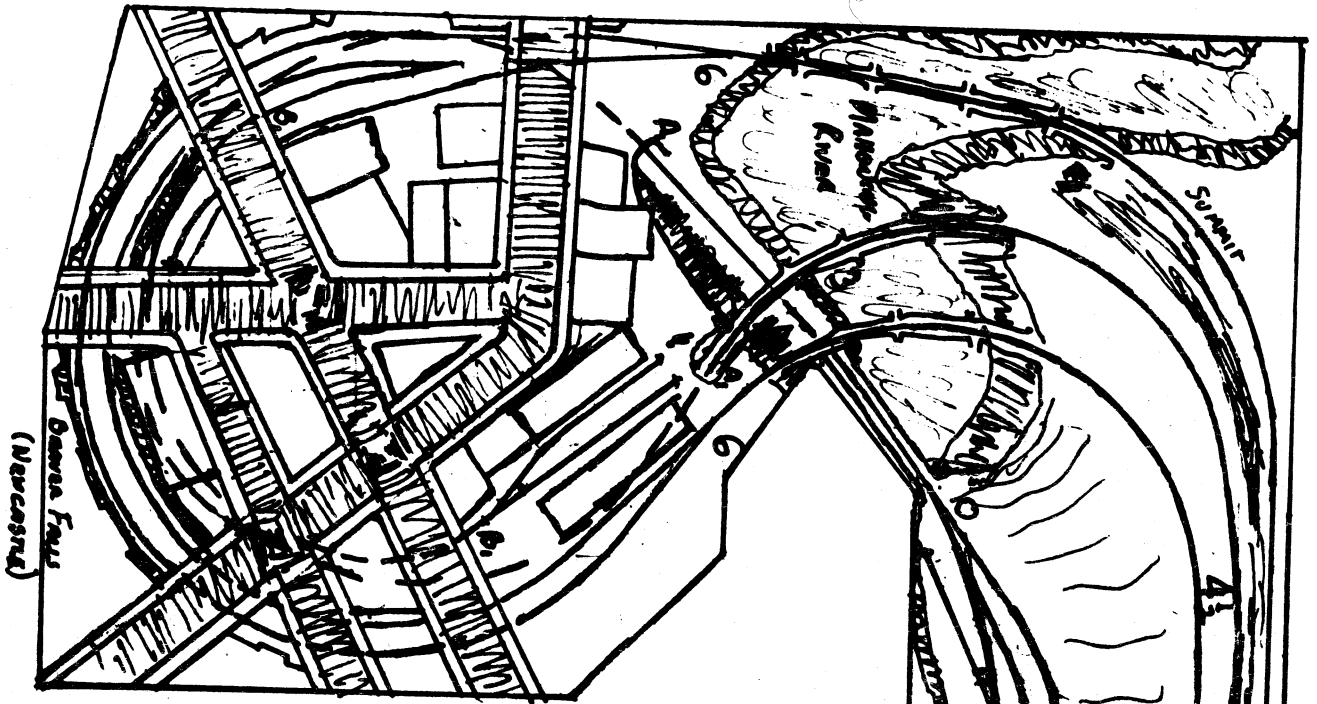
Trains have their origin in an off-layout fiddle yard along the same wall as the long side of the railroad.

Originally, the lines past Youngstown and Aliquippa station were to swing through the Akron/Youngstown urban areas on separate lines with separate short passing sidings squeezed in. However, I found that my projected traffic pattern of two mainline trains plus two locals out of the yard at Youngstown (one working to Beaver Falls and the other to Akron) allowed me to parallel tracks between Akron and Youngstown with a shared passing siding. This resulted in a very mainline-looking three track embankment sweeping through the industrial area and ending at a major interlocking. Now the dispatcher will have to stay alert so as to avoid routing too many trains through here.

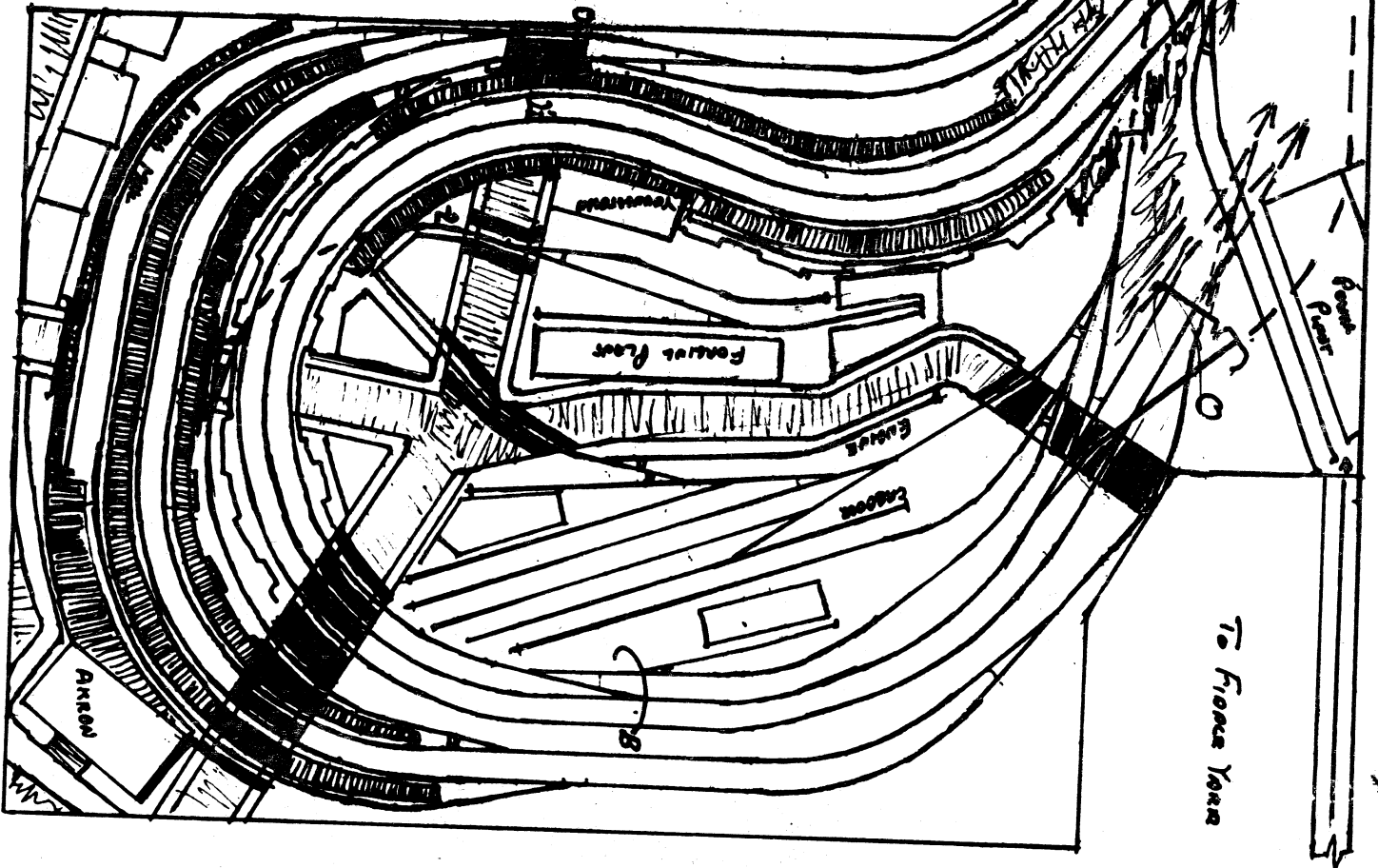
Also by transferring my sketches to a full size plan (and I mean full size--it's on a 10x12 foot sheet of paper!), I found that my mainline minimum radius would only work if it was 23 inches. Rather than change the plan, I lost the inch. It sometimes helps to be flexible--or lazy.

The first plan for the major interlocking called for parallel lines through Aliquippa and Youngstown to share track with the line from the interlocking to Akron. I decided to simplify the dispatcher's job by separating all the lines at this point. So the railroad acquired about six more inches on one side. I claimed to Mark that my mother wouldn't notice. She did.

The details of operation will be saved for another time as there is not enough finished railroad for them to be hashed out. Still, the benchwork is up and the momentum is gained.



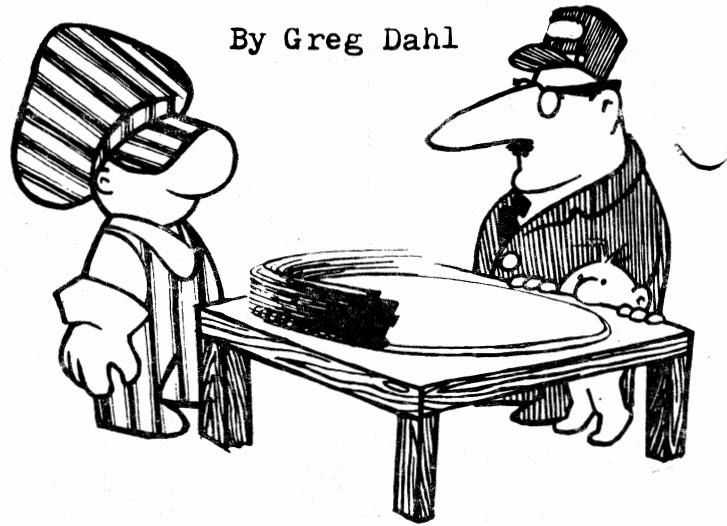
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# Operation On the Minnesota Northern

By Greg Dahl



There are really two types of operation on the Minnesota Northern. The first controls the number of cars that go into the sidings and the second is concerned mainly with the operation of the local peddler or wayfreight.

Since most teens have a relatively small space and thus a limited siding capacity, control of cars to and from model industries is of the utmost importance. If not, an overflow at an industry will create a gaint mess.

One thing you should understand at this stage is that on the prototype, the railroads don't decide when a car will be shipped to a particular plant. The railroads' only business is the transportation of those cars. It is the industry that charts when it will need a car. Therefore, to realistically represent this phenomena, some outside force should effect car movements as those little people on your layout can't make those decisions (at least, I hope they can't!).

If you look at it from your railroad's point of view, it receives car orders from two sources: the industries along its mainline and the interchanges with other railroads. Here is a system that will tell you where to ship your cars and how many to send. I call it the "TAG" system for "Traffic Automatically Generated."

A few interesting points about TAG are: (1) It is simple enough for anyone who wants to learn, (2) It is independent of the car routing information, such as waybills and (3) Car allocations are purely random and can not be changed by the

operators involved.

To start, list all the industries and interchanges on your pike that receive or send out rail shipments. Then list the types of products each would ship or receive. Next list the types of cars that these products would be carried in. Remember that not all industries ship by rail or get shipments by rail. A good example of this is a coal mine, which only ships out coal.

Now it is time to make car cards. These are simply index file cards with a clear sheet of plastic affixed to the right-hand half of one side which forms a pocket. On the left hand side, all the information about the car is written such as the type, reporting marks, number and usual type of load. Every car on your layout or that is operated on your layout should have one of these cards.

Next you must make waybills, these are cards which show the industries on your layout and the types of products they receive or ship. Each waybill should have an empty designation on one side along with the name of the industry to where it is to be shipped and a load designation on the other with the name of the car's eventual destination.

Here's how the system works: First, cars are matched up with waybills. This is done by selecting a quantity of cars and inserting waybills at random. These cars are then blocked

(cont'd next page)

## Operation on the Minnesota Northern (cont'd)

into trains and delivered to the appropriate industries for "loading." As soon as they are delivered, the waybill in the car card is turned over. At the next session, the now loaded cars are picked up and delivered to their final destinations as indicated by the car cards. Once this is accomplished, the waybill is removed from the car card. After the removal of the waybill, the car is considered to be "empty" and can then be routed to the nearest industry or yard for another assignment. A master switchlist can be made up to keep track of all movements if you so desire. Other modifications to this system include introducing waybills simply marked "in storage" or "bad order" so as to allow a car to sit in the yard for a couple of sessions. Needless to say, you can make the system as simple or as complicated as you wish.

Another type of operation more suited for a smaller railroad, I call the "Waybill Order System." Here are the basic items you will need: (1) 3 die, (2) unruled file cards for waybills, and (3) envelopes big enough to hold file cards.

The file cards are to be used as waybills and are filled out as illustrated previously in the TAG system (fig. 1). A more complicated example is shown in figure 2. This is necessary when a car is shipped from one industry to another on the same layout. Several waybills are prepared for each industry. For example, my furniture company receives raw wood and cardboard boxes and usually needs four empty boxcars to ship out finished products every week. A busy industry may have ten or more waybills while a smaller industry may have only 2 or 3.

Each envelope then represents a car on your layout and all information needed to identify the car should be printed on the envelope itself. As a load is contained within or on a prototype car, a model car is considered "loaded" if it has a file card waybill inside its envelope. Thus an empty envelope

represents an empty car.

The system is operated as follows: First, the three die are cast. The number on the first die selects the number of cars to be delivered. The number on the second die selects the number of cars to be picked up and the number on the third die tells you how many extra cars are to be put into the local wayfreight to go along for the ride. For each car to be delivered, waybills are randomly selected and inserted into appropriate empty car envelopes. Next your train is made up including those extra cars that go along for the ride merely to complicate switching moves. Then the number on the pickup die is noted and cars are randomly selected while switching.

As you can see, this second system isn't as detailed or realistic as the first, but it does mimic the operations of a local wayfreight without all the paperwork and thus is suited to a smaller pike where switching opportunities are limited.

Figure 1:

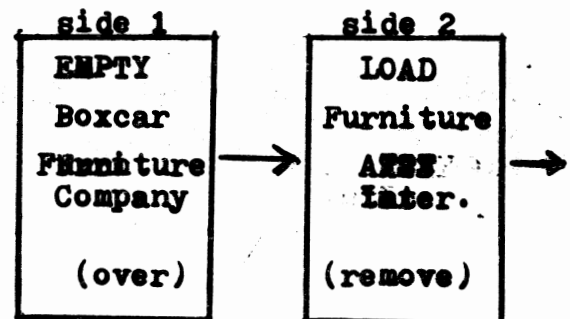
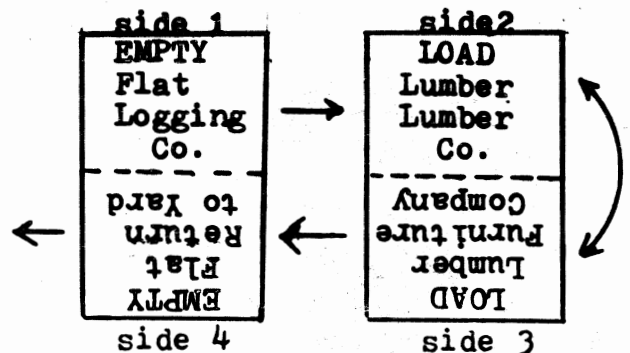


Figure 2:



**ON THE  
POINT:**

Last Christmas, a new video game was introduced and is now taking the nation by storm. The result of the combined efforts of Atari and Avalon Hill, the new game is called PACRAIL. Operation is very similar to Atari's other popular video game, PACMAN, with a few added twists. PACRAIL (the Union Pacific shield with a mouth added) can eat such small independent roads such as the MoPac and WP without harm while being pursued by the larger roads shown. However, if PACRAIL eats one of the strategically located dollar signs, he causes the larger roads to turn red (i.e. red ink) and then can gobble them up too. Concept and game layout by Mark Kaszniak.

## MARKERS:

**ARRIVING NEXT ISSUE:** Gerry Dobey is back and this time he is going to tell us all about passenger trains. Stephan Sant provides some insights into the operation of a Conrail local that just begs to be modeled and our officers will be presenting their reports. All this, plus our usual columns, will be in the Valentine's Special of the "Un-Magazine of Model Railroading."

**DIRECTORY** - Current plans are to issue a new 1983 DIRECTORY sometime in May as soon as elections are completed. Thus if you are up for renewal, we urge you to renew your membership as soon as possible so as to avoid not being listed. We try to make each DIRECTORY as up to date as possible, but it takes time to gather the information and paste it up. Help make this job easier for all concerned and renew early.

--Dee Gilbert, Membership Secretary

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

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