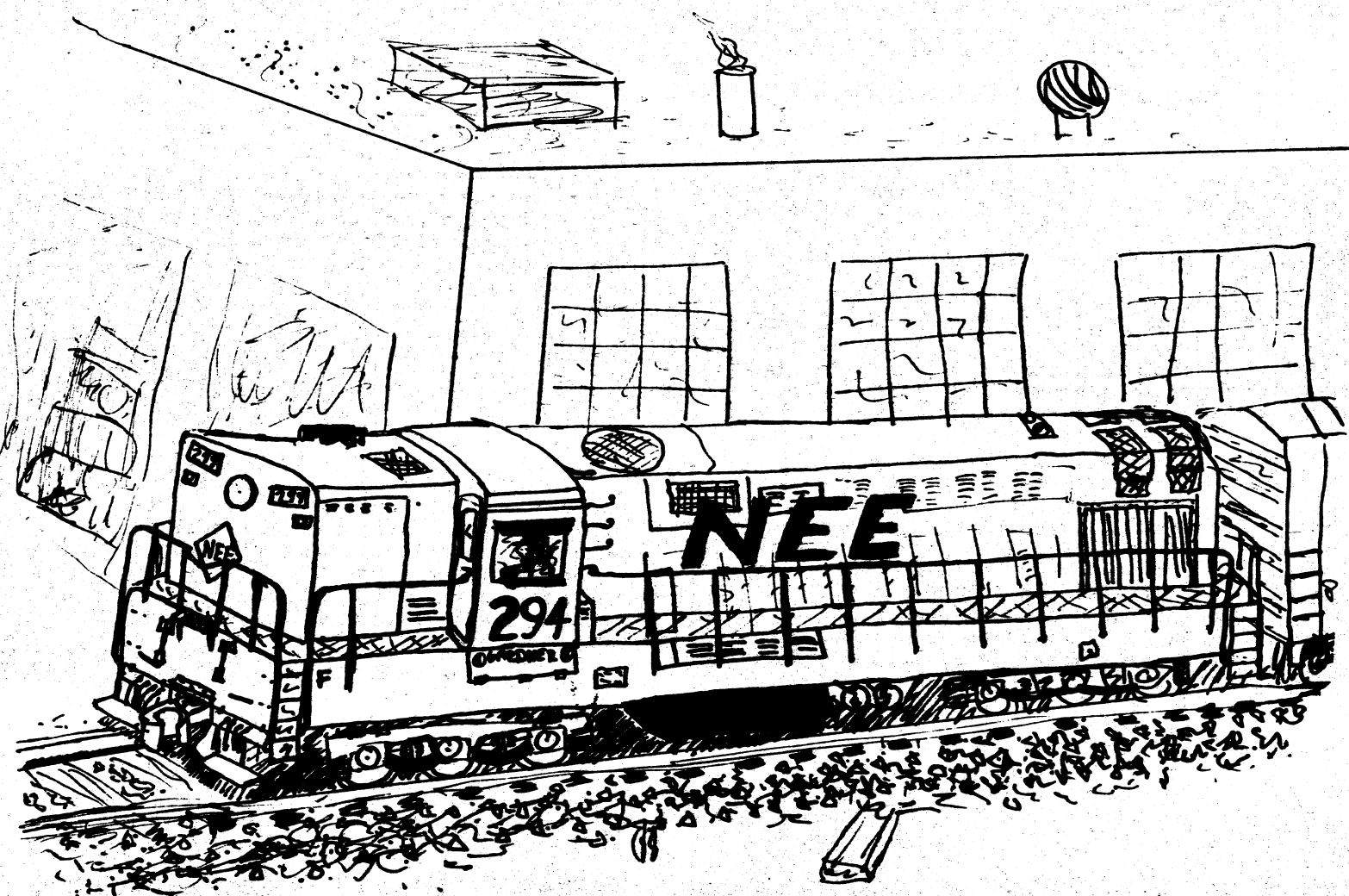




# HOTBOX

"the Un-Magazine of Model Railroading"  
No. 186  
April 1983





# HOTBOX

**OFFICIAL PUBLICATION • Twin 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  
Box 132  
Harrison, AR  
72602-0132

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

All the news that fits, we print:

**Teen Trak** - Remember our modular railway system? The reason we haven't heard from Paul Ingraham lately is that he's been directing his efforts elsewhere. In addition to starting a new SIG called the Modular Modeling Forum, which will be publishing a quarterly newsletter called **INTERFACE**, he has also produced a soft-cover book entitled: Modular Modeling Manual (a review will be forthcoming in MofW). TAMR members interested in modular railways can get both the book and join the SIG for a special rate of \$8.50, a savings of \$1.50. Thus if you are interested, write Modular Modeling Forum, 3304 Maybelle Way #1, Oakland, CA 94619 and be sure to let them know that you are a TAMR member. Also, the entire Modular Concept and Teen Trak series that appeared in the HOTBOX is available to members for \$2.50. Please order from the Editor and make checks or money orders payable to the TAMR.

**I see DAYLIGHT** - Western Region members rejoice! Your regional newsletter, the DAYLIGHT, is back in production again this time in the capable hands of Claude Morelli. Subscriptions to this popular quarterly rag are going for \$3.00 a year. Yet if you're looking for an even better bargain, a special

joint Western Region--Narrow Gauge, Logging & Shortline Division membership is available for \$5.00. This will get you four issues of the DAYLIGHT plus four issues of the LINK & PIN NEWS. If you are interested in the Western Region or the combination, write: Claude Morelli, 2236 Dietz Place NW, Albuquerque, NM 87107

## NEST MESS Causes WARS in CARS-

Some of our newer members might have heard names like MESS, NEST, WARS and CARS bandied about without understanding what is being referred to. So in the interest of public service, we'll try to explain. These words are acronyms for various model railroad systems in our regions. Thus MESS stands for Mid-Eastern Shortline System and is headquartered in the Central Region. NEST is for NorthEastern Shortlines & Terminals and is the Northeastern Region's system. WARS is for Western Association of Railroads & Shortlines and is the Western Region's system. CARS stands for Canadian Association of Railroads and Shortlines and is headquartered in the Canadian Region. To join one of these systems, you normally have to be a regional member (as system news is carried exclusively in regional newsletters) and a part of your model railroad must run within the boundaries of the region. This means that if you were to draw the route of your model railroad on a real map, it would have to be located in part within the geographical boundaries of the region. After joining, you may be informed of other system members whose lines cross yours. You then may want to establish an interchange with them and maybe trade cars or locos lettered for your respective roads. All this tends to enhance the "beyond the basement" concept of model railroading and adds a much needed modeling emphasis to our prototypically oriented regions. Thus if you are interested in participating in any of these systems, here are the people to write:

MESS, c/o Greg Dahl, 1649 Euclid St., St. Paul, MN 55106

NEST, c/o Tom Matthews, 3 Sylcox Road, Cornwall, NY 12518.

WARS, c/o Claude Morelli, 2236 Dietz Place, Albuquerque, NM 87107

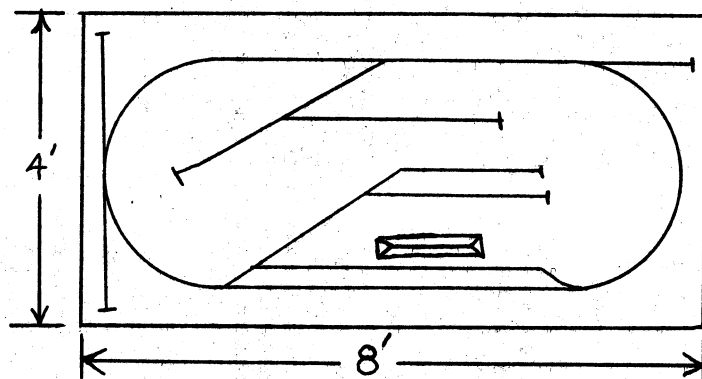
CARS, c/o Don Leitch, 1840 Forest Dr., Sarnia, Ontario, CANADA n7t 7h6.

**A Member Asks** - "The inordinate number of HOTBOXes printed on yellow paper recently leads me to wonder whether or not the HOTBOX is actively practicing yellow journalism?" To which we reply: "Our printer assures us that the color of the paper is canary, not yellow!"

# GENERIC RAILROAD

This Set Includes:

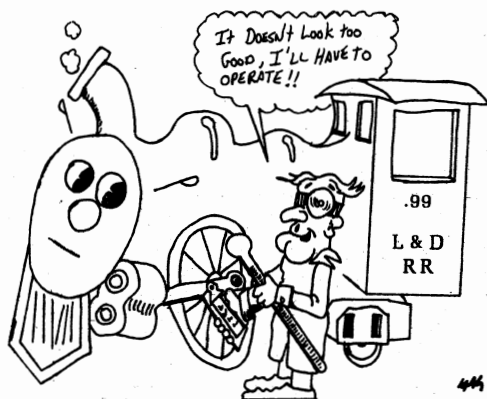
Enough materials enclosed to construct this fabulous HO scale pike



- \* F7 diesel, 40' boxcar, 36' hopper, 60' combine, 80' Pullman and caboose all lettered and painted for the Generic RR.
- \* Brass sectional code 100 rail
- \* Manual track switches
- \* Rail joiners--metal and insulated
- \* MRC train controller
- \* Atlas girder bridge
- \* Campbell timber trestle
- \* Life-Like trees and grass mat
- \* Ramsey Journal building
- \* Revell enginehouse
- \* Rico passenger station
- \* Bachmann "paint-yourself" figures

Lynn Eastbed, editor of MODELING RAILROADS magazine, states in her March 1983 review:

"This is the best train set for the beginner that I have come across! It has all the elements to construct a really mediocre that will certainly blend in with the crowd. I would have preferred the inclusion of some materials for constructing hard-shell scenery and a more realistic train controller, but these would probably boost the price so as to make it unaffordable for the average modeler."



## THE LOCOMOTIVE DOCTOR

By Dee Gilbert

One problem that I've encountered ever since I purchased my first N scale diesel in 1970 is extra wide wheels. This problem is particularly apparent with Arnold-Rapido diesels. If the wheels are not tapered, they short out on switch points thus making realistic, slow moving operations impossible. On top of this, switching operations nearly always require a "helping hand" to keep the unit moving.

I finally thought I had hit upon a solution by shortening the height of one of the two rails where they converge at the point of the frog. This did wonders. The locomotive ran fine in one direction through the switch, but sending it down the other track produced the same shorting as before. Well, back to the drawing board.

Next, I tried to double head locomotives. That didn't work either. The dead short also effected the second unit. Finally, I decided that the only way to solve the problem would be to taper the edges of the wheel so that it couldn't contact the other rail of the switches. However, I don't own a lathe nor did I know anyone who had one that could handle anything as small as an N scale wheel.

Then while going through my toolbox in search of a particular tool one afternoon, I came across a bunch of small, fine grain, metal files. Then it hit me! Of course, let the locomotive be its own lathe. After all, what do I have to lose--except the whole diesel?

Arnold-Rapido uses a printed circuit board to both mount the motor and for the trucks to make contact. So I removed one truck and at the point where the wiper on the truck made a connection with the board, I soldered a power lead and connected this to the track power supply. The next step was to cradle the diesel upside down in a small homemade brace. This prevents the diesel from falling over as well as leaving both hands free.

The power supply was turned on and set to a voltage of ten (to help hold down the heat of the motor since the next step will produce drag). Then, holding

a file at an angle, I gently touched it to one wheel--staying clear of the wheel flanges--and prevented the truck from swiveling with my other hand. I maintained the pressure of the file against the wheel in such a fashion that the motor could run at almost no load.

Now if you will note the condition of the locomotive wheels before starting the filing operation, you will see the wear patterns where the wheel has been in constant contact with the top of the rail (see Fig. 1). Thus while you are filing, gently rock the file back and forth from the outer edge of the wheel to the beginning of the wear lines. This process can not be rushed and I recommend using a very fine file (i.e. a needle file if possible) so that the newly cut taper is not rough.

Figure 1: Normal shape wheel

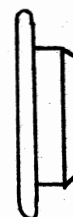


Shaded area shows rail wear pattern

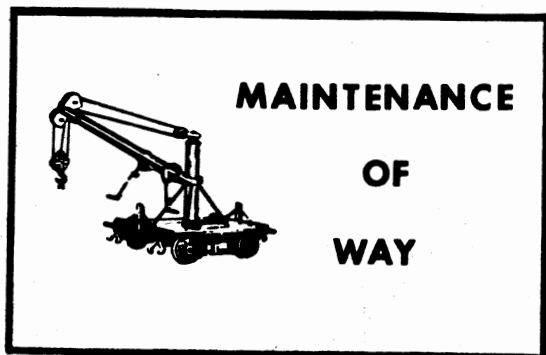
Also, a fine file reduces the amount of drag placed on the motor and by keeping the pressure light, it will prevent the file from grabbing and making flat spots. This grabbing also transmits a sudden jerk to the drive gears and could strip them. I figure that it should take you an evening to finish the wheels on a single locomotive.

The end result (see fig. 2) produces a pleasing effect and enhances your operation considerably. Remember that time and patience are the keys to a successful wheel overhaul. Once the filing is completed, the wheels and trucks should be thoroughly cleaned to remove any metal filings that could possibly invade the gearbox and produce major damage.

Figure 2: Wheel shape after filing



taper



M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMR or the MOWB. Please submit reviews to the MOWB Editor.

D&RGW Cumbres Water Column, Chooch Enterprises, 8547 152nd NE, Redmond, WA 98052. HO scale \$8.95

This water column is from a standard design made by the U.S. Wind & Pump Co. from 1900 to 1920. It features a flanged adjustable water spout which helped avoid the formation of ice in the spout during the winter months. The prototype for this model is located at Cumbres, CO on the narrow gauge Cumbres & Toltec Scenic RR and is still used today. Cumbres is an important water stop for the C&TS and the column sees a lot of use during the operating season. An identical column is also located at Sublette, NM to the east.

The kit consists mainly of crisply detailed white metal castings. The base is a urethane casting and .010" brass wire is provided for connecting the various levers. The short, but well written, instructions also provide an exploded drawing of the model plus a photo of the prototype at Cumbres.

I started off by filing the parts, which required only a little cleanup, and then test fit the parts before gluing. You may have to clean out some of the holes with a pin vise or file before the parts fit together snugly. Next, I glued the parts together with ACC, taking special care to assure that the column and tapered base were perfectly vertical. The spout in the kit does not mount in the slanted position as shown in the prototype photo. Seeing as I desired the spout in this position, I performed the following modifications: First, I filed off the pin on the elbow and carefully filed at an angle so that the spout would mount down. Then I used plenty of ACC cement and some putty to fill in the gap.

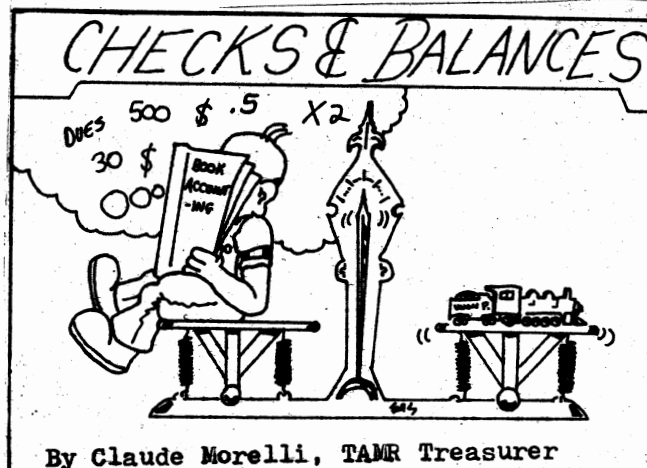
The last procedure is the installation of the levers. These levers are very small and delicate castings, so handle them carefully. The .010" wire connects from the levers to the base and spout lever. The instructions don't explain how to install the counterweight. As this plays an important part in the overall appearance of the model, it shouldn't be overlooked. First, I drilled a hole

with a no. 80 drill in the top of the counterweight. Next, I formed a piece of wire as shown in the prototype photo, making a loop for the chain. I then attached a piece of chain (36 links to the inch) to the loop and to the lever on the elbow. Lastly, I glued the counterweight to the column. Fortunately, the prototype photo clearly shows the placement of the counterweight and chain.

After assembly comes painting. I decided to paint the column after the water column at Sublette. I painted everything, except the tapered base, Pactra chrome silver. The base below the handle ring was painted black. I then painted the epoxy base with Floquil concrete and the lid Pactra metallic gray. Lastly, I glued the column to the base with ACC.

The finished column is very detailed and a little taller than the prototype, probably to accommodate the larger locomotives on standard gauge layouts. This kit is easy to assemble and could be completed in a single evening. My water column is situated near Greer depot and is ready to quench the thirst of the Alchessay's narrow gauge motive power after they have battled up that long three percent grade. I believe this water column would be at home on any steam era layout.

--Mark Miter



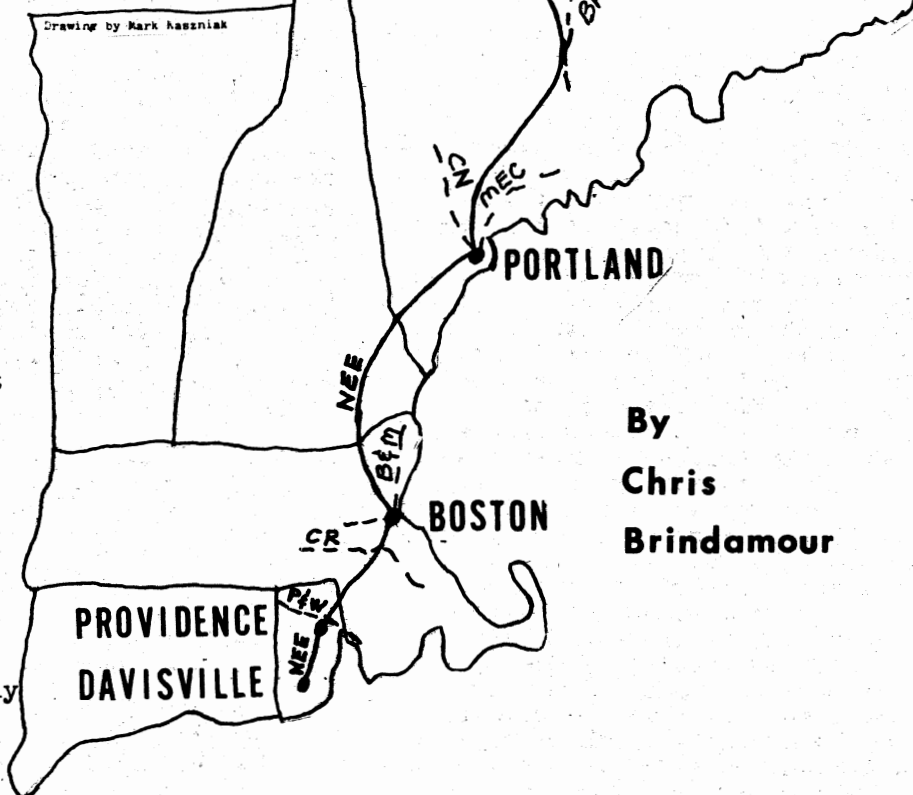
TAMR Finances: January 1 - March 10, 1983

January 1, 1983 Balance	+\$ 2.23
Income for January	+70.69
Expenses for January	-31.19
Income for February	+126.70
Expenses for February	-85.00
Income 3/1 to 3/10	+174.50
Expenses 3/1 to 3/10	-134.00
March 10, 1983 Balance	+\$ 123.93

# NEW ENGLAND and EASTERN RR.

The New England & Eastern RR started out as a loop of track on a ping-pong table. Gradually, I began to get bored with this simple one train plan. I decided that it was time to build a permanent layout with a North/South double-track mainline and a branch track going to industry. So in the Spring of 1981, I built the benchwork and the track was laid at the beginning of 1982. It was not until recently that I was able to run a train in a complete loop. This slow construction is a result of handlaying track and building a two by ten foot addition. The addition is actually a module and I had to design it so that it would connect to other modules as well as my layout. Thus this section is totally electrically separated from the main six by eight foot layout. I plan to have the trackwork on the main layout as well as the module finished by the end of this summer. I then hope to be able to bring the module to various nearby model railroad shows.

As you can see from the trackplan, I am planning to add a very large addition. This will be a shelf layout running into my bedroom. The purpose of this addition is to extend the railroad out of Maine and into Massachusetts and Rhode Island (see route map). When it is completed, the route will extend from the Canadian border, where there is an interchange with the CP, all the way down the eastern coast of New England. Incidentally, if you've never

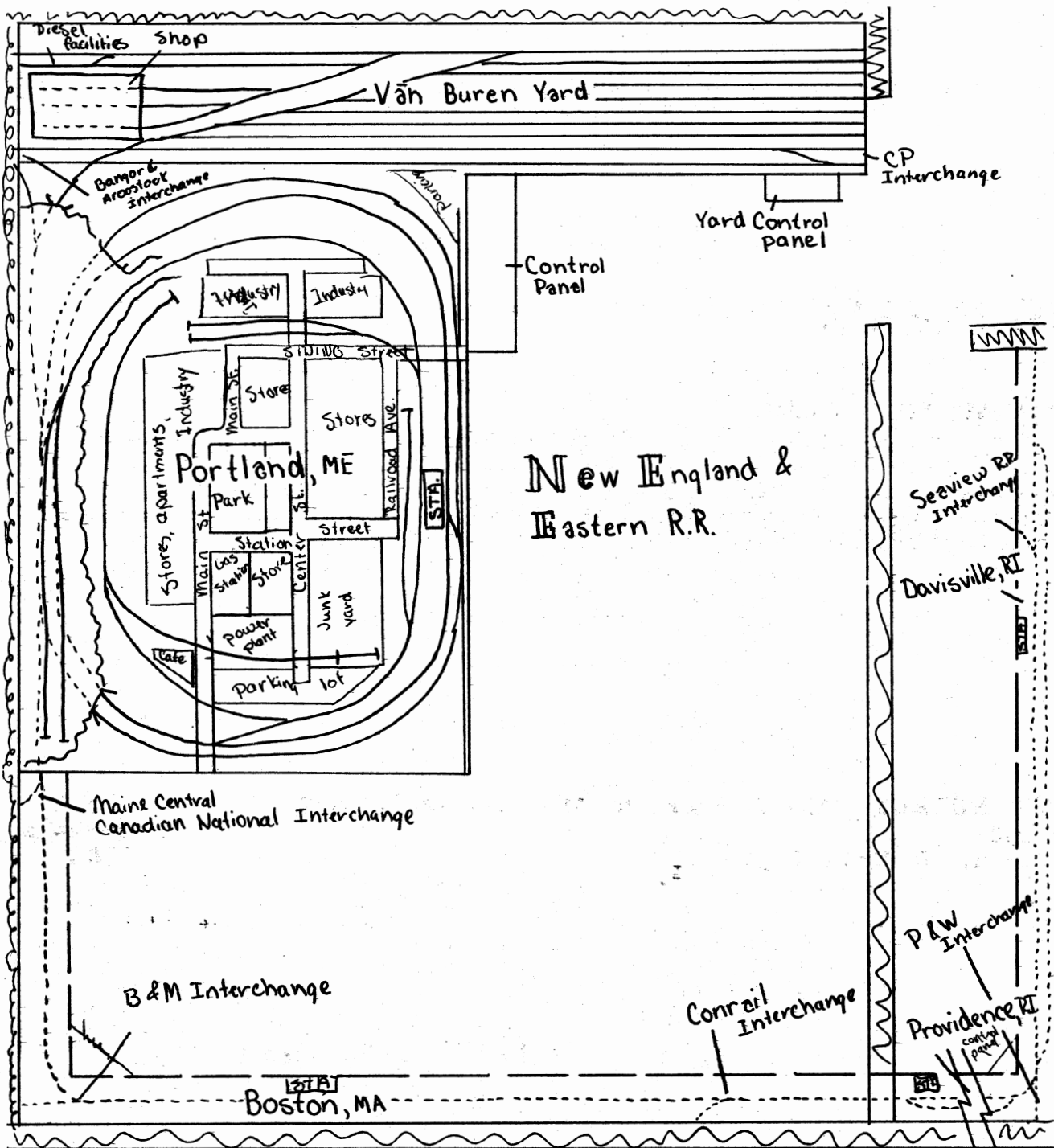


**By  
Chris  
Brindamour**

heard of the town of Davisville, it is actually a part of North Kingstown (my hometown) and is the name of a local navy base. This shelf layout will allow me to run trains while I'm writing letters, doing homework, etc.

My locomotive roster currently consists of one FM Trainmaster. This will be the largest locomotive on the roster and it will be used for long freight hauls. I also have one F7 for passenger service, a Hustler for industrial switching and an S2 for yard switching. I plan to obtain some additional F7's for passenger service and perhaps some GP35's for freight. I hope you've enjoyed this brief tour of my railroad and I hope to be able to keep you informed of my progress.

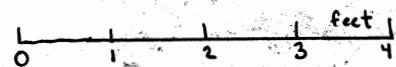




Drawing by author

- STA Station
- RR tracks
- Planned additions

- ⚡ Break, actual distance larger
- hidden track
- ≡ wall



# READER SURVEY

This survey is being mailed to all TAMR members. Will you please take a few moments to complete it. Our officials try to make the TAMR live up to your expectations and desires, but they can't accomplish this unless they know how you feel and what you want. So please cooperate by giving them a chance to hear from you. Results of this survey will be published in an upcoming issue of the HOTBOX and communicated directly to all officials for further action.

Deadline for response: 1 month after receipt

## PART I - EVALUATION

Here we would like you to evaluate several areas in the TAMR. Please place one of the following numbers in each space provided below.

1 = Excellent 2 = Good 3 = OK 4 = Poor 5 = Undecided

### Section A - OFFICIALS

Please specify your region here: \_\_\_\_\_

\_\_\_\_ President \_\_\_\_ Auditor \_\_\_\_ Secretary \_\_\_\_ Treasurer \_\_\_\_ HOTBOX Editor  
\_\_\_\_ Regional Representative \_\_\_\_ Regional Editor \_\_\_\_ Other regional officials (if any)

### Section B - TAMR SERVICES

\_\_\_\_ HOTBOX \_\_\_\_ DIRECTORY \_\_\_\_ Regions \_\_\_\_ Annual Convention \_\_\_\_ TEEN TRAK  
\_\_\_\_ Member Services Committee \_\_\_\_ Layout Planning Service \_\_\_\_ Promotion Dept.

### Section C - REGION AFFAIRS

\_\_\_\_ Newsletter \_\_\_\_ Member listing \_\_\_\_ Meets & Conventions \_\_\_\_ Railfanning trips  
\_\_\_\_ Divisions \_\_\_\_ Model RR System (i.e. MESS, NEST)

### Section D - HOTBOX FEATURES

\_\_\_\_ Reproduction \_\_\_\_ Promptness \_\_\_\_ Photos \_\_\_\_ Graphics \_\_\_\_ Extra Board  
\_\_\_\_ Crummy News \_\_\_\_ Train Orders \_\_\_\_ Interchange \_\_\_\_ Helpers \_\_\_\_ M of W  
\_\_\_\_ At Tracksides \_\_\_\_ Locomotive Doctor \_\_\_\_ Toonerville Trolley \_\_\_\_ RR Architect  
\_\_\_\_ Getting To Know You \_\_\_\_ Layout Articles \_\_\_\_ Prototype \_\_\_\_ Techniques

## PART II - IMPROVEMENTS

If you were to change the TAMR, how would you do so? Indicate: M = More L = Less S = Same

\_\_\_\_ dues rate \_\_\_\_ regions \_\_\_\_ SIG participation \_\_\_\_ conventions \_\_\_\_ promotion  
\_\_\_\_ Achievement Program \_\_\_\_ model contests \_\_\_\_ photo contests \_\_\_\_ pass contests  
\_\_\_\_ DIRECTORY \_\_\_\_ TEEN TRAK \_\_\_\_ Member Aid \_\_\_\_ Data sheets \_\_\_\_ officials

If you were to change your region, how would you do so? Indicate: M = More L = Less S = Same

\_\_\_\_ newsletter frequency \_\_\_\_ newsletter size \_\_\_\_ member listing \_\_\_\_ divisions  
\_\_\_\_ promotion \_\_\_\_ modeling information \_\_\_\_ prototype information \_\_\_\_ conventions  
\_\_\_\_ railfanning trips \_\_\_\_ Model RR systems (i.e. MESS, NEST)

If you were to change the HOTBOX, how would you do so? M = More L = Less S = Same

\_\_\_\_ Pages \_\_\_\_ Frequency \_\_\_\_ Promptness \_\_\_\_ Photos \_\_\_\_ Graphics \_\_\_\_ Humor  
\_\_\_\_ Region news \_\_\_\_ Member News \_\_\_\_ Officer Reports \_\_\_\_ Product reviews  
\_\_\_\_ Member Ads \_\_\_\_ Commercial Ads \_\_\_\_ helpful hints \_\_\_\_ TAMR news \_\_\_\_ contests  
\_\_\_\_ cartoons \_\_\_\_ layout articles \_\_\_\_ technique articles \_\_\_\_ prototype articles  
\_\_\_\_ structure plans \_\_\_\_ car and loco plans \_\_\_\_ drawings \_\_\_\_ editorials

In your opinion, what is the single, most important problem facing the TAMR today?

What one article could the HOTBOX print that would help your modeling efforts the most right now?

What activities would you like to see most at the next TAMR sponsored national convention?

Why did you join the TAMR? (use reverse, if necessary)

Mail to: Mark Kaszniak  
4818 W. George St.  
Chicago, IL 60641



**ON THE POINT:** This month's cover shows a typical scene on Chris Brindamour's New England & Eastern RR. Turn to page 6 to learn about Chris' railroad and his plans for future expansion. Sketch by Chris Brindamour.

## MARKERS:

### ARRIVING NEXT ISSUE:

The "Locomotive Doctor" returns with more helpful hints for improving the operation of your motive power. "Maintenance of Way" reviews more new products on the market and we'll have the results of the 1983 elections. All this, plus our usual columns, will be coming your way in the May issue of the "Un-Magazine of Model Railroading."

**TAMR HOTBOX, "the Un-Magazine of Model Railroading"**  
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Harrison, AR 72602-0132

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