

HOTBOX

"the An-Magazine of Model Railroading"

No. 194

December 1983





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
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 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:

MEMBERSHIP: By Dee Gilbert

Total TAMR Membership (12-1-83): 146

Breakdown as follows:

Region	Number	Percentage
Canadian	5	3.4
Central	49	33.6
International	5	3.4
Northeastern	46	31.5
Southern	19	13.0
Western	22	15.1

TAMR Welcomes New Members!

AL-Ripondelli, Kings Park, NY
Heide Compton, Denver, CO
Alan Ristow, Saline, MI
John Nixon Jr., North Little Rock, AR
Jeff Vandenburg, Kimberly, WI
Freddie Mitchell, Mascot, TN
Jeff Patelski, Vienna, VA
Scott Morese, Springfield, VA
Fred Koeppe, Kearney, NE
David Shaw, Cape Porpoise, ME

Welcome back these oldtimers!

Gary G. Tempco, Philadelphia, PA
Gerry Dobey, Villa Park, IL
Arthur Schuster, Lutherville TM, MD
Patrick Tinnes, Montebello, CA

WESTERN REGION MEET:

Michael Barth (16362 Trinidad Drive, Victorville, CA 92392) requests that any TAMR members residing in the southern California area who are interested in getting together for a railfanning trip should contact him. Both Michael and DAYLIGHT Editor, Claude Morelli, hope members will respond to this invitation in order to enhance WR local activities.

CHECKS & BALANCES

Third Quarter Financial Report - 1983

August 15, 1983 balance	+\$ 74.14
Dues Income	+ 253.50
Supplies Income	+ 3.00
HOTBOX Ad Income	+ 1.30
Interest	+ 4.45
HOTBOX Printing (191 & 192)	-\$ 84.00
HOTBOX Postage (191 & 192)	- 80.00
New Membership Cards	- 48.53

October 25, 1983 balance +\$ 123.86

After a thorough investigation of our finances and 1984 membership potential, I am recommending to the TAMR Executive Board that a dues increase of 5 to 10% be included on the 1984 election ballot. Although we are not presently in a bind financially, increased material costs and an expected postal increase in 1984 will cause us some problems. The only two solutions available to us are to either increase our membership substantially and thus reduce overall costs per member or raise our membership rates to meet our expenses. Cutting back member benefits would not serve any useful purpose as they are already at minimum levels.

Please be advised that any changes in our dues rate must be approved by a 2/3rds majority. Also, if membership increases to the point where a dues increase would prove unnecessary, I will happily withdraw the proposal. You can help to stop this increase by joining our membership drive. Chris Brindamour (10 Meadowland Drive, North Kingstown, RI 02852) will be happy to provide you with posters and application blanks to help aid our cause. He will also send you names of people who wrote to the TAMR in the past, but failed to join if you so request. Your job will be in trying to recruit them.

If you recruit five new regular members to the TAMR, you will get a free button or name badge. Ten new regular members extends your membership by a year. Contest ends January 31, 1984. So help yourself by helping us and avoid a dues increase in the process!

--Claude Morelli

TAMR HOTBOX

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

CHRISTMAS GIFTS

I have been told that some members put up with my rantings and ravings all year long just to read the December editorial. For those of you new to the TAMR, let me explain the reasoning behind these Christmas gifts:

All year long, the Editor (that's me) has to put up with the officers and their sometimes outlandish proposals for running the TAMR plus the members with their sometimes unfeasible solutions to the TAMR's problems. This is the one time of year when I get to strike back. Thus for the past nine years, HOTBOX editors have been presenting gifts to deserving TAMR members that are not too badly needed. Here we go again.

To KEN KEELS, TAMR President - A form letter that you can mail every month to let us know that you are still alive.

To DAN CARROLL, TAMR Auditor - The bill for the conference call that finally got me last year's election results.

To DEE GILBERT, TAMR Secretary - What can you get for the man who has everything? Aha yes, Kadee coupler springs!

To CLAUDE MORELLI, TAMR Treasurer - The expense vouchers for that little business trip I took on behalf of the TAMR. As I recall, it was two weeks in sunny Florida last January.

To CHRIS BRINDAMOUR, Promotion Department - The Atlantic Ocean. Nobody else wanted it this year, so you got stuck.

To PAUL MICHELSON, Central Region Rep. - A discount coupon for Kelvin's next time you decide to visit Chicago.

To GERRY DOBEY, WAYFREIGHT Editor - A calendar with every other month in red to serve as a reminder as to when the publication is to be issued.

To TIM VERMANDE, TAMR Archivist - An MCI connection to save on those long distance calls to Chicago.

To JIM KOBRINETZ, Associate Editor and future husband - An HO scale model of the roundhouse in Aurora, IL as is complete with derelict.


To ED MORAN, railfan extraordinaire - An adding machine so you can determine exactly when you've met the "quota" for a particular day's railfanning.


To GARY GARDNER, former Western Region Rep. - An endorsement from Fritz Mondal to aid you in winning a seat on the Uta state legislature.

To GREG DAHL, former Auditor now residing in Bloom County with Opus - A "Dolton" crossing for the Twin Cities area where the only power you see are BN SD40-2's.

To TOM GASIOR, our man with Uncle Sam - A two week, all expense paid trip to Lebanon courtesy of the U.S. Marines.

To TED BEDELL, NR DEPOT printer - More hard working, dedicated editors like J.S. Ward.

	BLAX Ameri - Can Trans. Michael Barth 16262 Trinidad Dr. Victorville, CA 92392
	Decals Traded
We are an airline, truck line and bus line. We are in forestry, mining, pipelines, department stores and cement. We are Bar TH Industries. By the way, we also run a railroad. Introducing the BLAX RR offering full freight and passenger service between Burns Lake, British Columbia and Los Angeles via Vancouver	

<i>Fast, Dependable</i> <i>Freight Service</i> FOR THE Midwest	
	Geneva Southern Lines 145 E. Kenilworth Av Villa Park, IL 60181
PASSES TRADED	NO SCALE

ULTIMATE

By Stephen Garland

PASSENGER

TRAIN

First of a three part series

The biggest problem with modeling full service passenger trains (baggage, coach, diner, sleeper) is that they take up so much room. On small layouts, this space is not available, so some brilliant person thought up some solutions to the space problem: shorter cars, shorter trains, larger layout, combination cars (coach/baggage), etc. To add my own brilliance to this, I've designed the ultimate passenger train... one car. It is a kitchen/diner/coach/sleeper/caboose/observation and only 70 scale feet long. The car is based on a sixty foot bunk/dining/kitchen car which the Canadian National runs in Newfoundland as part of its MofW boarding equipment.

When I built my car, I wanted to use it to replace an observation/sleeper, diner and a coach on a VERY long mixed train. My first job was to find a car in my passenger fleet which was suitable. I choose a "redundant" Athearn Pullman which was in storage.

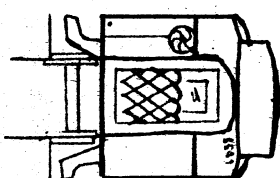
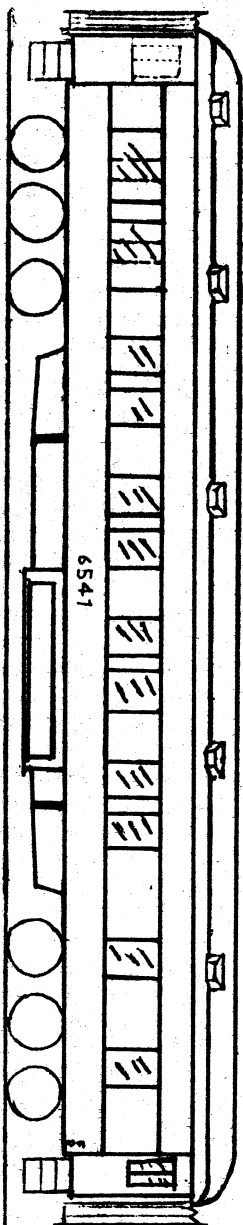
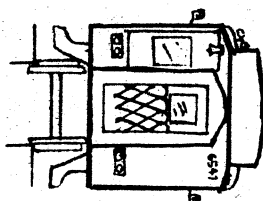
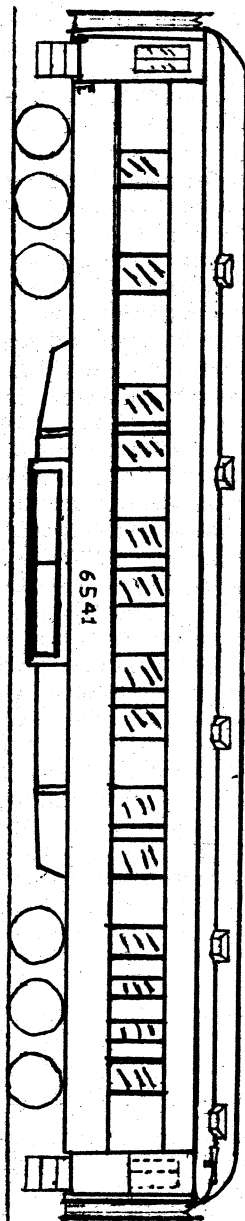
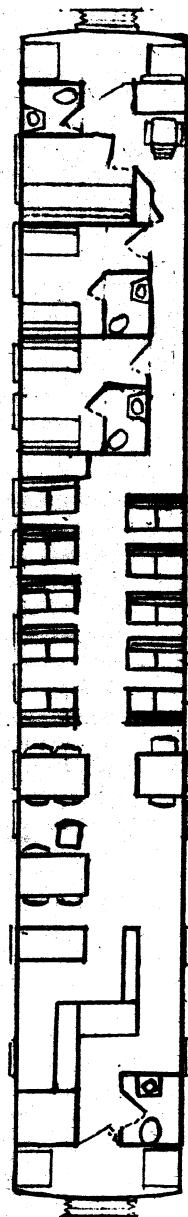
After choosing the car, I designed the interior to match its duty. It had to have a kitchen, dining room, coach section and compartments for sleeping as well as a rear facing window, desk and chair so that a crew member could tell the engineer what to do when the train backed up. Seeing as it was the last car on a LONG train, it had to have an air horn and bell for safety reasons when backing up also. Following these guidelines, I designed the car depicted here (see drawing).

As you can see, the car body has gone through some modifications (where changes have been made, dotted lines indicate the original structures). At the rear of the car, the top half of the vestibule doors have been removed to provide a good place for passengers to view the plaster and sawdust.

On one side of the car, four small rear windows have been changed into two large ones for the benefit of those passengers traveling in the compartments. Also, the left half of the rear bulkhead has been partly removed to give an unobstructed view of the tracks from a corresponding window in the vestibule wall (which has been constructed and installed). The horn is a Canadian National Railway three chime, which is the standard on my locomotives. It (supposedly) operates on the air from the air brakes as CN cabin car whistles do. The bell is an ordinary run-of-the-mill bell used on all locomotives. It (supposedly) runs on the electricity generated by the car. While this is not a prototypical source of power for bells in this part of the world, it does make a nice story.

The interior has a logical layout. The kitchen is located in the front of the car where there are few windows, thus providing a good amount of wall space for appliances, cupboards and cabinets. It is located next to the front vestibule which allows supplies to be loaded on. The dining room is set up so that there are tables for two or four patrons. An aisle traverses the center. The dining room and coach sections are separated by a partition. The coach section has ample space for a number of passengers. The compartments are self-contained and have good sized windows. Public washrooms are located at opposite ends of the car. A rear facing desk and chair sit next to the rear platform. On my layout, a caboose will be coupled directly in front of this car for the crew. A baggage section is not included because no baggage--other than hand-held--is carried on this train. If a longer car (80-85 ft.) was used, a baggage section could be built, with a passageway around it, just before the kitchen.

In the second part, I will tell you how to modify and detail the car exterior.



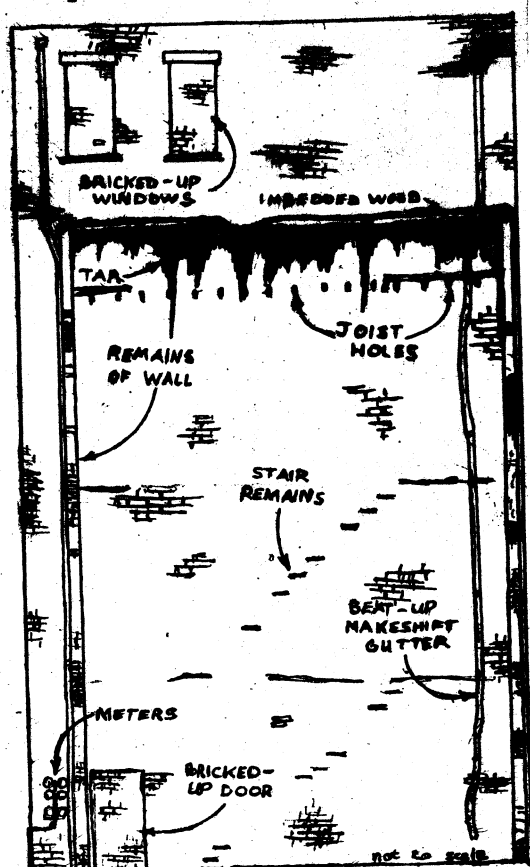
Drawing by author



Do you have any helpful hints for making your model railroad look more realistic that don't take a lot of time or money? If you do, consider submitting them to the HELPERS column. All items are to be sent to the HOTBOX Editor.

Detail

Detailing a model railroad is one of those activities that can easily become a "hobby within a hobby". Details can make an ordinary scene come alive and you should not underestimate their importance. Ideas for detailing can best be had by observation of the prototype. So next time you're out watching trains, take a look at all the other details around and don't forget your camera and note pad. This technique works just as well out of sight of a railroad. For example, when I needed ideas for detailing a city block type structure, I discovered the following details on one trip to a small town (see sketch):



I applied these details to a scratch-built model, but they are just as adaptable to a commercially available structure. So remember, whether it's railroad oriented or not, you can get a lot of good ideas from studying the prototype.

--Dennis Brandt

Mixing It Up

Are you running a railroad of your own that is supposed to have a small number of route miles and not financially sound enough to provide full passenger service? If so, then this idea is for you.

Upon receiving the October 1983 issue of PASSENGER TRAIN JOURNAL, I found a feature on the Chicago Great Western's passenger trains. On page 21 of that issue, there is a photograph of a CGW passenger train bound for Chicago with, of all things, two piggyback flats with trailers tagged on the end. These freight cars were repaired bad order cars that were to go east. Instead of waiting another day for the next local freight, they just coupled them on to the end of the passenger train.

This brought to mind something else I had heard about on the CGW. In Patrick Dorin's book, Coach Trains and Travel, there is a photograph of CGW's Minneapolis-Omaha train (pg. 116) setting out a cement hopper at Dodge Center. The caption stated that the train regularly carried the hoppers from Mason City to Dodge Center with the conductors of the train acting as switchmen. In the same book (pg. 58), there is a photograph of a Union Pacific passenger train running between Denver and Kansas City. This train was actually a scheduled freight that had a baggage and two coaches put ahead of the consist.

Anyway, if you like running freights on your layout and have only a small interest in passenger operations, then this UP idea might work for you. All you would need to have in your passenger roster is a baggage car and a coach or two, perhaps a combine. Conversely, if your main interest is passenger trains, why not try out the CGW idea and have your scheduled passenger trains act as local freights once in awhile. Putting a few piggybacks, boxcars or even hoppers at the end will be keeping within prototype practices.

--Gerry Dobey



Getting To Know You

Any member, new or veteran, who has not already had his/her life story poured out to the world through these pages is invited to send an autobiography of about three paragraphs for publication. This is a reader oriented section which depends on you for support. We hope to include this column as often as there is material for it.

Hi there, my name is MATT BUTTERMAN. I recently joined the TAMR. I live near Alexandria, VA, home of the RF&P's Potomac yard. I am an avid railfan and modeler. My favorite roads are the N&W and the C&O. I combined the two roads to make up my fictional modeling road, the Norfolk & Ohio. I like running long, multiple unit trains on my HO scale layout. I also railfan a lot and make recordings of trains. I recently started a teen model railroad club in my area. I urge other teens to do this too. You will meet lots of other teen modelers.

Hi! I'm RICHARD RODICH and I joined the TAMR in June. I live in Green Bay, WI and am 13 years old. I began model railroading about six years ago, but lost interest after about a year and a half. I restarted about a year ago and am now stronger than ever. Some of my other interests are hunting, cats, steam tractors and automobile modeling, but model railroading is at the very top. My railroad is the Missouri & Santa Fe RR. In my city, there is a viaduct about forty feet high going almost right through the middle of the Milwaukee Road yard. I often go there to watch trains and the piggy-back loader in operation.

Howdy! My name is DENNIS BRANDT and I've recently joined the TAMR. I'm 19 and live in Richland, WA. I've been a model railroader for five years and have worked on a 5x9' HO layout, the Pullman & Ghost Ridge. Besides model railroading, I like photographing models and the prototype and I'm also the secretary of a local RR club.

In Washington, Burlington Northern rules (you can't get away from it) along with the Union Pacific. Amtrak goes through once a day, but it is at night.

December 1983

I'm studying engineering at a local community college until next year when I'll transfer to a four year university. In the mean time, I'll study, work on the layout, study, chase trains, study...

Michigan, Wisconsin & Illinois Railroad

Lionel Model Railroad

President

W.R. Lutter

1248 Rony Road

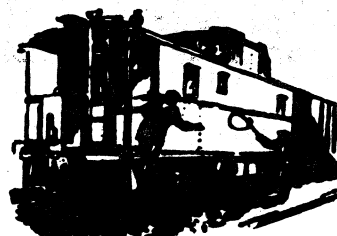
Union, N.J. 07089

Passes Traded



The M&I announces the proud arrival of our new Wedge Plow for service on the mainline. Special thanks to Grand Trunk Eastern's shops in Toms River, NJ for constructing it. The plans for the "High Way" and new engine terminal are still in the making. Watch for details.

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR NOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR NOTBOX.

Your September editorial was good. What do you bet that in 25 years brass steam locomotives will no longer be on the market? The majority of tomorrow's brass will be of the diesel variety. Our generation can not realte to steam as you said. We all grew up with the diesel. That's why the number of late steam/early diesel modelers is decreasing.

--Dennis Brandt
Richland, WA

I'm a Mexican railfan and model railroader and member of a local railfan association, Friends of RR Club. My age is 17 and I've loved trains since I was 2. At present I am building an HO layout. I would like to hear from model railroaders that are planning to come to Mexico some day.

-- Antonio H. Martinez
Hidalgo #3 Col.
Axotla, V.A.
Obregon, MEXICO 01030

PIKE ADS-

Take advantage of the HOTBOX's latest service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications for a one time fee of a \$1.00.

All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us what's happening on your railroad or your future plans for expansion.

TAMR HOTBOX, the "Un-Magazine of Model Railroading"
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PLACE
POSTAGE
HERE

Issued 1-5-84

FIRST CLASS MAIL

