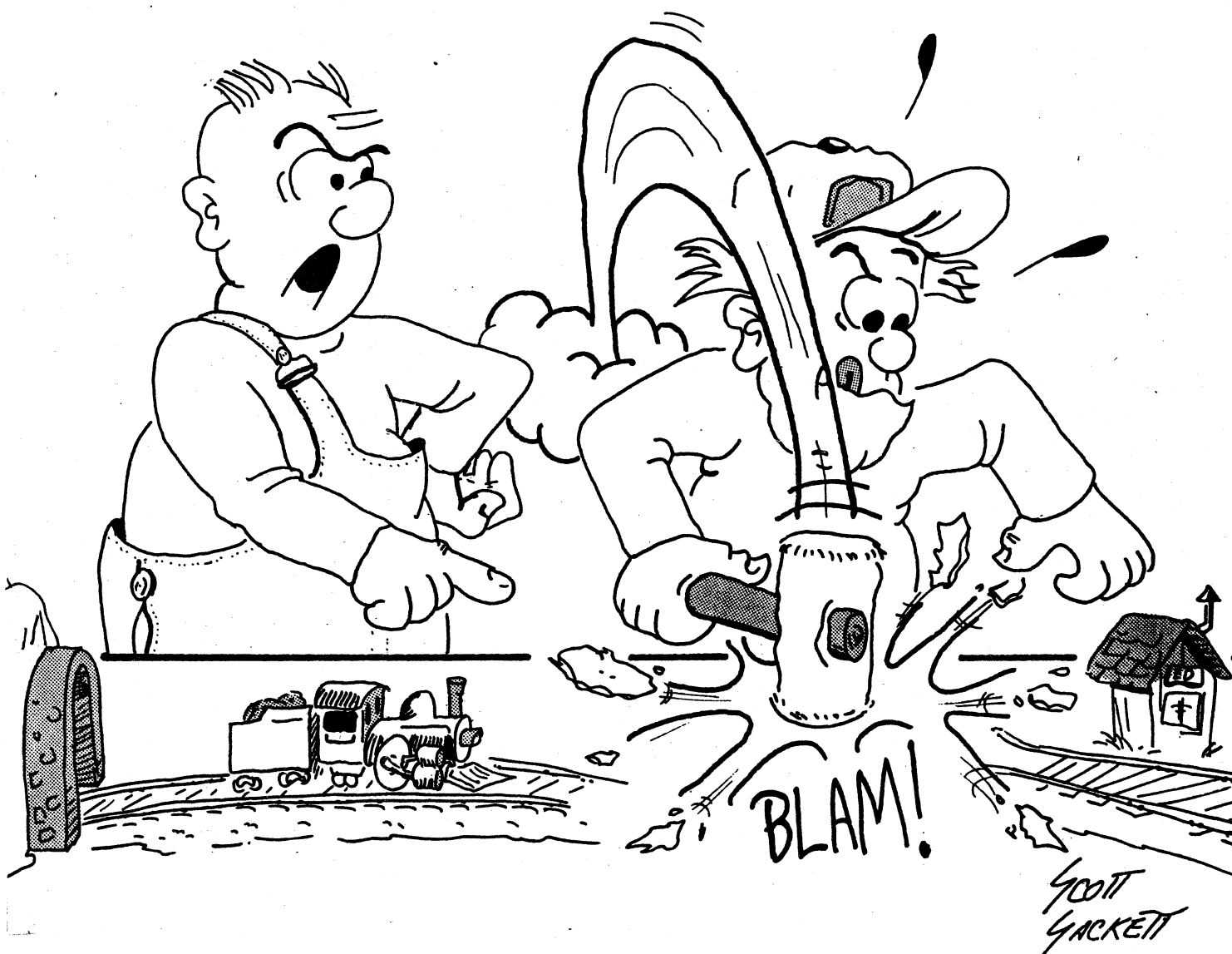
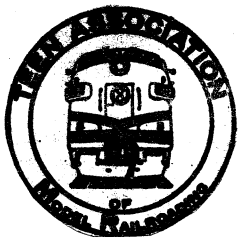


HOTBOX

"the Un-Magazine of Model Railroading"
No. 204 October 1984



RALPH!, Kitbashing isn't ...



HOTBOX

OFFICIAL PUBLICATION • Open Association of Model Railroading

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

Annual dues are as follows:

REGULAR (under 21) \$10.00
ASSOCIATE (21 and up) \$12.00
OVERSEAS (outside N. Amer.) \$15.00
SUSTAINING (Regular & Associate) \$15.00

Please address all renewals, membership applications, address changes and complaints of non-receipt of TAMR publications to the TAMR Secretary.

TAMR SECRETARY: Dee Gilbert
Box 1098
LaGrange Park, IL
60525-9198

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor

PUBLICATIONS, Mark Kaszniak
EDITOR 4818 W. George Street
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be received 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

Front Cover:

As Scott Sackett's cartoon aptly shows, we sometimes have to explain the terminology we use in this hobby lest we encounter disastrous results.

EXTRA BOARD

All the news that fits, we print:

Membership:

Total TAMR Membership (10-1-84): 123

Breakdown as follows:

Region	Number	Percentage
Canadian	6	4.9%
Central	47	38.2%
International	3	2.4%
Northeastern	34	27.6%
Southern	18	14.6%
Western	15	12.3%

TAMR Welcomes These New Members:

Eric Rosenow, LeMesa, CA
Joe Schaaf, Erie, PA
Jerry Poma, Lansing, MI
Hans Noel, Troutdale, OR
Marshall Carter III, Virginia Beach, VA
William Mickey, Ridgeley, WV
Darren Carr, Victoria, Australia
Hennie Piper, Johannesburg, South Africa
David Queener, Knoxville, TN
Bobby Heinemann, Marianna, FL
Jon Zimmerman, Oakland, CA

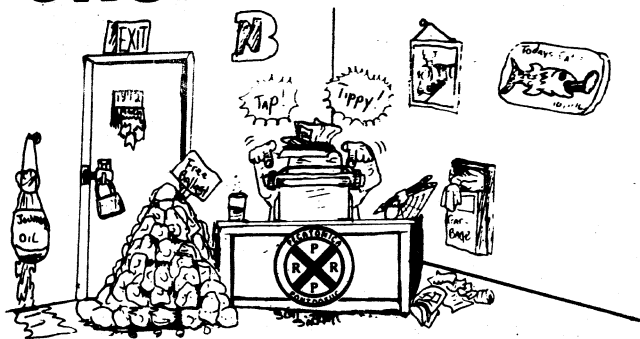
Also Welcome Back:

Mike Raposa, San Jose, CA

Secretary's Notebook:

- 1) I am now moved into the LaGrange Park area. The pike is operational to the extent of mainline operations only and the load of paperwork is getting back to normal. For regional reps, I had been sending update lists to you before the move, but now due to a lack of a copier, this service will be suspended for awhile until I can locate suitable facilities.
- 2) I hate to report the following, but I must. Renewals are at an all time low. 99% of the incoming funds are from new members. I have heard nothing from the Southern, Western and Canadian Regions in some time. The Northeastern Region just released an issue of the DEPOT, so at least they are trying to get back on track. Central Region seems to be humming along nicely with the WAYFREIGHT issued at regular intervals.
- 3) Promotional material is still available from Chris Brindamour for hand out at model railroad shows, meets and hobby shops. Write him, he'll be glad to send some along. My Harrison, AR box is paid up till the end of the year and mail is being forwarded to LaGrange, so don't panic about the address on the applications. New labels coming shortly to update our reserve applications.
- 4) Mike Raposa, our Western Region Rep., has moved. Please note his new address: 1539 Santa Monica Ave., San Jose, CA 95118-1047. (cont'd page 7)

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

WHAT'S A PASS?

You see the terminology in our pike ads, specifically: "Passes Traded" and on our application blanks, specifically: "Do you trade passes?" Our Secretary tells me that a lot of new members are writing him and asking: "Just what is a pass?" Obviously, if you do not know what they are, you can not be trading them, but still what is this thing called a pass? In the interest of quelling the unrest among the membership, I will try my best to explain to you what passes are, what they are used for and how you can get involved in trading them if you so desire. What more could you ask for?

In prototype railroading--you know the 12 inch to the foot kind--a pass is simply an order to the conductor authorizing him to allow free passage to the holder. Today, railroads normally give passes to their employees, retired employees and other select people so they can ride anywhere they desire on the system free of charge. This is known in modern parlance as one of the "perks" of being employed by a railroad. However, in the early days of railroading, it was common practice (if not good business sense) for railroad officials to give passes to friends and business associates. Often these passes were quite ornate.

For instance, Mr. Otto Mears, owner of many of the Colorado narrow gauge lines which hauled silver out of Colorado, had his made of filigree silver and engraved!

Model railroad passes contain about the same information and are of the same shape as (only made out of heavy card-stock, not silver) prototype passes. An active side hobby to model railroading is the trading of passes. One of the reasons for this is that a model railroader will probably not get to visit many other model railroads in his/her

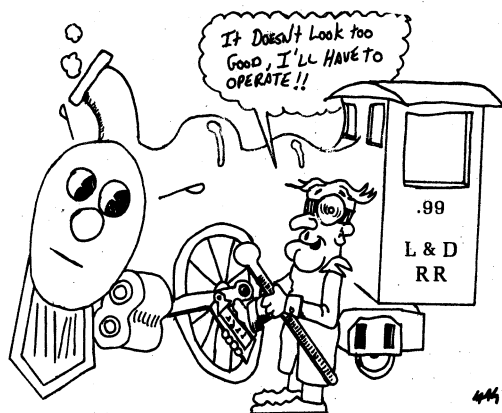
lifetime. Thus as a means of sharing the hobby with others who happen to hold the same interests as you do, a pass is exchanged in lieu of a personal visit.

Most model railroad passes are professionally printed and there are firms which specialize in this type of printing. A good place to look for them is in the classified section of your favorite commercial model magazine, they will often be found under a heading such as "railroad passes" or "railroad printing." The front of a model railroad pass usually contains the following information: the word "pass"--normally vertically along one side; the name of the model railroad--normally horizontally along the top; the model railroad's slogan (if any) such as "Route of the Electroliners," etc; the model railroad's herald or logo; a space to print who the pass was issued to; and a space for the signature of the authorizing official and his/her title. Part of the fun of pass exchanging is the designing of your own pass.

On the reverse side of many passes are conditions which the pass holder must uphold. Many times these are often tongue-in-cheek or funny, such as: "Free beer provided to all pass holders, bring your own HO glass." Or "Do not leave fingerprints in the dust, it is used for weathering." Normally 4 or 5 conditions are listed on the back of the pass. Yet be advised, not all passes contain conditions on the reverse side.

Also be advised that getting passes printed is not cheap. You can usually expect to pay upwards of \$20 or \$25 for approx. 500 passes. Naturally, if you order passes, you will want to begin trading, how do you go about this. One way is to look up in our annual Directory to see who trades passes in the TAMR. Then it is normal practice to send a pass to that person in exchange for a pass. You can also advertise in the HOTBOX through a pike ad that you are now trading passes, or you can list yourself in a pass exchange column. Two of the most popular of these columns are in the NMRA Bulletin and Railroad Model Craftsman magazine.

I hope this clears up any questions you have about passes. I personally have been trading passes for several years and find it a most enjoyable side hobby. Many modelers also include information sheets on their layouts along with their passes to show you how far along they are. Of the many people I've sent passes to, only a very few have not sent one in exchange. This is a side hobby based on trust and sharing of a common hobby, so get involved if you are so inclined. Your next problem will then be how to store all the passes you get in exchange.



THE LOCOMOTIVE DOCTOR

By Dee Gilbert

N Scale Motive Power Survey

This is a first in a series of articles which will cover the entire spectrum of N scale motive power (with the possible exception of some of the brass stuff). The ratings are in no way scientific, maybe sometime in the future I will get around to developing a proper test track and rating the power more thoroughly. Thus the opinions herein expressed are my own based on the running of the equipment and repair problems I have found through trial and error. Hope you will use it as a guide in the selection of your next purchase.

Rivarossi SW1500 Cow and Calf

Excellent operator. Good looks. Light in weight and better performance can be had by using two powered units together. While the calf unit is not lighted, a lamp and lamp mounting can be altered to fit. Wiring two units externally together improves operation, especially over dirty yard tracks. Truck gears exposed and subject to dirt and ballast accumulations.

Atlas Davenport 0-6-0 Rod-Connected

Reasonable performer. Does better with pulse power. Six wheel drive with four wheel pickup. Finds dead spots in switches, needs clean track.

Atlas Alco FA1

Slow operator. Excellent motor and running. Traction booster kit a must. Good looks and detail. Two pieces making up the weight might not properly fit, may require some trimming. If this not done, can interfere with electrical operation. Sluggish operation will be due to improperly fitting female universal pinching floating drive shafts.

Atlas EMD F9A

Good looks and detail. High start speed,

can be toned down once moving. Better performance on pulse power. Again watch for female universal fittings and truck wiring for binding.

Atlas F/M diesel

Good looks. Front drive truck. My experience has been that motor will not hold up to lots of operation. Atlas no help in solution. Give me your experience.

Atlas KSC-2, SD45, GP30, GP9

Good looks. Eight wheel drive on most. KSC2 is low slung on bottom of trucks, tends to hang up on switches. Some motors available for replacement, but not nearly as reliable as original. Thus care must be taken in operation and maintenance. Current stocks on market are from old production runs and no longer made to my knowledge.

Bachmann 4-8-4 Northern with 52' tender

All electric pick-up confined to the locomotive. No traction tires. Plastic drawbar between loco and tender. Reasonably good runner. Tracking on switches quite good. Also Northern's available with traction tires and tender pick-up on one rail. Number one complaint is narrow gauging of wheels. Axles too short to correct. Units chug along and bounce all over switches. Operation is of a very low grade. Bachmann scheduled to retool this loco.

Bachmann American 4-4-0 & Tender

In general, a smooth runner. The motor and pick-ups are all housed in the tender with drive shaft assembly to loco. Motor tends to run a little warm.

Bachmann USRA 0-6-0 switcher & tender

Good looks. Poor pick-up. Jerky running. Corrected jerky running by converting a Con-Cor 0-8-0 tender to two-rail pickup and wiring direct to loco. This gave smooth running and covered dead spots in switches. Later I had to return my unit for repair (less tender) and new switcher sent was in really good shape. Wheels gauged better, pickup improved, running right out of box was better than expected. Makes a great yard goat. Attached my tender and tracking over switches was improved. Good stout motor.

Bachmann 2-6-2 Prairie & Tender plus Consolidation 2-8-0 & Tender

These are new steamers just released. As yet I haven't seen. Reports are very good on running quality.

EMD GP40, EMD F9, GE U36B diesels

The U36B and GP40 utilize the same chassis so shells can be interchanged. All three units have nice looking shells, truck detail and run well. All are 8 wheel drive and can be equipped with lighting at both ends, except the F9.

(cont'd next page)

N scale Motive Power Survey (cont'd)

Motor speeds are so near alike between units of the same style and/or different styles that they can be used in multiple powered unit sets to move longer trains. Main problem with these units are the copper swipes located on the trucks which wipe against permanent contacts on the chassis. Mishandling can bend these where contact can not be made. They can also come from the factory this way. The only proper way to reshape them is to remove the trucks as per the instructions. These are heavy units as compared to Atlas, detail is reasonably good, but is just a might bit oversize.

Bachmann Metroliner

This is an eight wheel drive unit of considerable weight and tractive effort for a passenger carrying device designed to run by itself or with a couple of more units. These usually need a little loosening of the trucks pivoting for better tracking. One unit will pull quite a number of cars by itself. These units look just great by themselves or back to back with another unit. They also look good pulling 2 or 3 Bachmann 85' domes as well.

Bachmann Plymouth 0-6-0

One unit by itself is pretty good, will move a few cars, but can hang up on switches. I took two of these units, back to back, and wired them together. The operation was improved and together they could move more cars than by themselves. Performance and looks, I rate pretty good.

Bachmann UA Turbotrain

The lead power unit is powered with a four wheel drive unit which also has a four wheel drive pickup. Mine is pretty high speed compared with other powered units giving it a pretty zesty look in operation. This set performs better on level track than grades. To overcome the speed drop on grades, I put a powered unit in the rear dummy. Both end power units are identical and the same power chassis fits both. Then to be sure the voltage is more or less equalized on both ends, I wired both units together by running the wires down the center of each car, exiting directly over the coupler on center with a hole just large enough to permit the wire to work in and out of each car. Overall appearance leaves a little to be desired on the spacing between the cars, but detail is very good and tracking excellent. Have not noticed any buckling between the two powered units and I find operation exciting.

More reviews coming in the near future.

TRAIN ORDERS



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

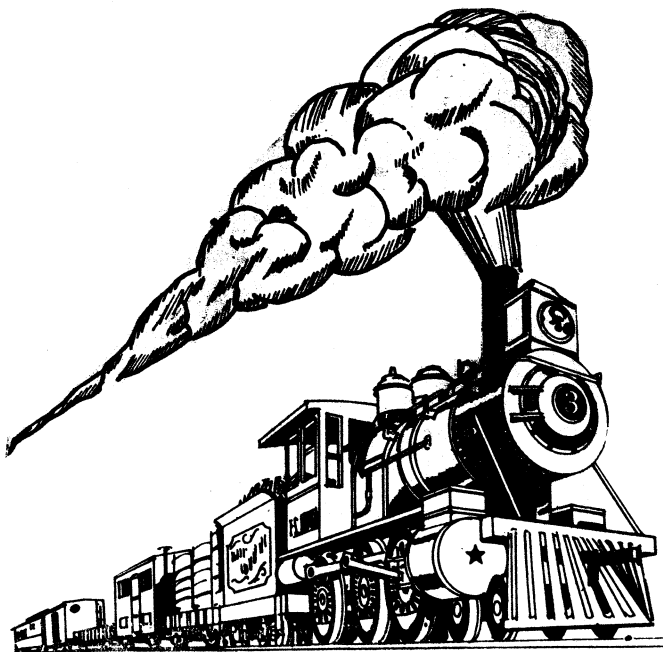
I'd like to make an addition to Mark's June editorial entitled "Road to Enjoyment." Just let me say that Mark put forth some very good ideas.

I must repeat Mark's sentiments that gaps (in most cases) are unrealistic. I like to solder all my gaps for two reasons: (1) taking a file and smoothing out the soldering job will make for an easier transition over the joint and (2) doing this ensures electrical contact.

I am also an avid believer in flex-track. Using flex-track means fewer joints for something to derail on. To the other extreme, one of my yards is built with 9 inch jointed rail. However realistic looking, this track causes too many operational problems.

Lastly, what's wrong with Atlas insulated rail joiners? Anyone who lives in Conrail territory knows that they paint the joints yellow where the crossing current starts. So these can be prototypical in some cases and above all they work! Well built track is a necessity for good operation. If you want delapidated old track, don't build it that way, model it that way!

--Steve Sant
Baldwinsville, NY



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Everything in this column is brand new
in the box:

2 boxes of 12-18" radius Shinohara sect.
track, NS, code 100, \$8 per box.
4-9" sections Shinohara Sect. track 50¢ ea.
4-20" sections Shinohara track 50¢ ea.
2 pkgs. Mantua Easy-Op couplers, 16 a
pack, \$3.00 per pkg.

Everything else listed used:

1 Railline portable uncoupling ramp 25¢
1 Railline retracting ramp, solenoid and
button, \$1.00.
1 bundle Atlas flex-track, approx. 10 ft.,
NS, \$3.00
1 bundle Atlas flex-track, approx. 6 ft.,
brass, \$2.00
15-22" radius sections of Atlas snap, NS,
20¢ each.
1-18" section steel track, 10¢
1 box (short sections) of NS track, extra
ties, rail, etc., \$2.00.
12 sections Shinohara 20" radius track,
NS, 50¢ ea.
1 box (48) of Plasticville people un-
painted, includes paint, \$1.00.
1 pkg. of NS rail joiners, approx. 100, \$1.
1 pkg. brass rail joiners, approx. 100, 50¢
1 pkg. Campbell turnout ties, \$1.00
4 Atlas Twins, 50¢ ea.
18 pair brass terminal rail joiners, 20¢
per pair.
4 Tyco uncouplers, 25¢ ea.
4 Life-Like switch machines, remote, 50¢ ea.
6 Atlas RH switch machines, remote, 50¢ ea.
5 Atlas LH switch machines, remote, 50¢ ea.
1 Tyco crossing gate, \$1.00
1 Tyco 33 piece bridge and trestle set,
\$3.00
2 Atlas LH snap switches, man., brass,
50¢ ea.
7 Atlas RH snap switches, manual, brass,
50¢ ea.
3 Atlas 9" straights, brass, 10¢ ea.
17 Atlas 18" radius, brass, 10¢ ea.
1 Atlas #6 RH, NS, turnout \$1.00
1 Atlas #4 RH, NS, turnout \$1.00
8 Atlas assembled turnouts, selective,
brass, new, \$2.25 ea., LH
6 Atlas assembled turnouts, selective,
brass, new, \$2.25 ea., RH
3 Atlas #6 Assembled turnouts, selective,
brass, new, \$2.25 ea., LH
3 Tyco terminal rerailers, 18" rad., 10¢ ea.
1 Tyco power pack, hums, \$5.00
1 Tru-Scale Tru switch, #6 RH NS code 100,
ties stained, ballasted, \$5.00
6 Tru-Scale Hi-speed turnouts with built

in switch machines, stained, ballasted.
All operational, all have been trimmed,
\$5.00 each, 2 LH #4, 4 RH #4.
6 pair Kadee wheels, freight, \$1.50 all.
1 Atlas RH manual switch machine 25¢
12 Atlas extension brackets (for switch
machines) 5¢ each.
Used cork roadbed, approx 25 ft., \$3.00
Also have about 15 structures assembled
for \$1.00 each. Write for list, I may
have what you need.

Locomotives:

Tyco:

1 Chaytanooaga Choo-choo, 2-8-0, needs
work, \$5.00
2 F7 units, powered, Santa Fe, need work,
\$5.00 each.
1 GP40 powered, Burlington, runs good,
\$6.00.

Mantua:

1 4-6-0 Dixiebell, new, \$30.00
1 0-4-0 Shifter, Santa Fe, Kadee on rear,
\$10.00.

Cars (Tyco, unless noted) 50¢ ea.

1 crane car, Santa Fe
1 boom car, Santa Fe
4 cabooses, AT&SF
1 horse car, 1860 W&A
1 coach car, 1890 AT&SF
1 box car, 50 ft. Burlington
2 hoppers, Virginian
1 chemical car, Hooker
1 combine, 1890 AT&SF
1 flat with trailer load, AT&SF
2 boxcars, 1860 W&A
1 water car, 1860 W&A
2 flats with pipe load, GN
1 tank car, Shell
1 40 ft. stock, MP
2 40 ft. reefers, PFE
1 billboard reefer, Heinz
1 pulpwood car, Southern
1 reefer (in pieces), Swift - 25¢
1 maintenance (lighted), Pennsy - \$1.00
2 ore cars, Life-like, 1 B&O, 1 Pennsy.



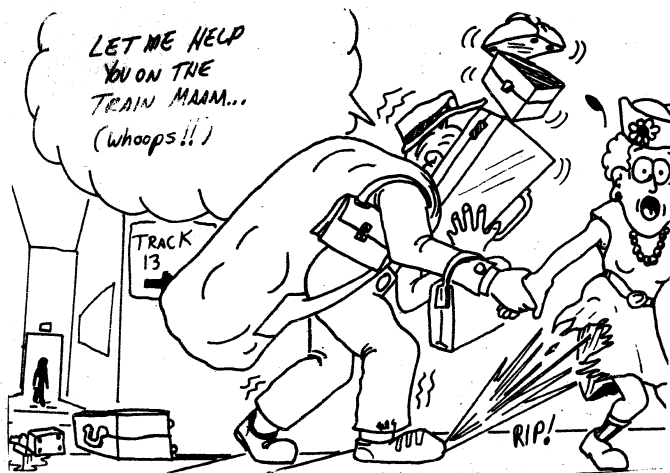
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every day. We serve 50 customers in the
Empire State, we would like to serve
YOU.



MSC REPORT

Please address all questions or comments on this column to: Dee Gilbert, MSC Chairman, Box 1098, LaGrange Park, IL 60525-9198.

The MSC is taking on a new format. We will be printing a "Help" and "Can Help" listing in the HOTBOX with a frequency which will be permitted by need and volumes of mail. The listing will be by headings and individual names only as addresses can be gotten from the TAMR's Directory or new member listings. If you can't find an address, send your request for help in a stamped envelope with the name of the person to whom you wish it to be sent. Put all this in another envelope and mail it to me, I will immediately address your request and forward it on. Once correspondence has been established, the person providing the help will readily reply to you with his/her address in case you need additional help. Here is our first listing:

CAN HELP

HO - All phases - Steve Schwenk (west)
 HO - All phases - C. Brindamour (NE)
 HO - Scenery & History of prototype - Don Leitch (Can.)
 HO/HON3 - Narrow Gauge - Mark Miter (So)
 HO - Painting/Realism/Weathering - Neil Kittredge (NE)
 HO - Scenery/Structures/Loco Repair/Paint & Decal - Mitch Kennedy (NE)
 HO - Scenery - Eric Miller (NE)
 HO - All phases/Scenery - Brain Kunert (NE)
 HO - Weathering - Mike Barth (WEST)
 HO - Railfanning/diesels/trucks - Michael Patrick (WEST)
 HON3 - Canadian Rail & Shortlines/Caboose Const./ Mixed Train Operations - Stephan Garland (CAN)

October 1984

NEEDS HELP

HO - All phases - Shawn McCormick (CEN)
 HO - All Phases - Tom Novitske (CEN)
 HO - Scenery - Terry Alexander (CEN)
 HO/HON3 - D&RGW/K-37 #492/History of smoke box front - Mark Miter (sou)
 HO - Electric/Basics in Power Supply Connections to 4x8 layout - Ron Lawrence (WEST)
 HO - Electronics - Neil Kittredge (NE)
 HO - Slides/photos NE RRing - Mitch Kennedy (NE)
 HO - Track Laying - Eric Miller (NE)
 HO - 2 train operation - Charles Kerzak (NE)
 HO - US Army RR info/Alco RSD1/EMD MRS1/Davenport Rs4Tc/Amtrak SDP40F - Michael Patrick (WEST)
 HO - NYS&W Southern Div., Specific NJ - Steve Sant (NE)

Secretary's Notebook (cont'd from page 2

- 5) For those of you who wish to communicate with Steve Craig while he is attending college, here is his address: Room 617, Hendrick House, 904 W. Green Street, Urbana, IL 61801.
- 6) Congratulations are due to Dennis Brandt! Seems that Andy Sperandio of MR attended the 1984 NMRA PNR convention where Dennis's Pullman & Ghost Ridge (featured in June 1984 HOTBOX) was part of the layout tours. Andy liked the layout so much that it will be featured in MR sometime next year.
- 7) Don't forget our 21st anniversary convention next year. Plans are being made for a gala event. Specifics will be forthcoming soon, the dates are August 2-4, 1985 so start planning your vacations now!
- 8) Finally, I'd like to remind each member that you get out of the TAMR what you put in. This is a member oriented association requiring member input for interest, excitement and railroading!

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PASSES TRADED

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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
Box 1098
La Grange Park, IL 60525

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