

HOTBOX

"the Un-Magazine of Model Railroading"
No. 206 December 1984





HOTBOX

OFFICIAL PUBLICATION • Tern 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

Toledo, Peoria & Western #2009, a GP38-2, on the point of an eastbound freight at Sheldon, IL on 3/24/83. Photo by Ed Moran. This photo is the first place winner in the prototype division of the HOTBOX's 2nd annual photography contest. Congratulations, Ed!

EXTRA BOARD

All the news that fits, we print:

MEMBERSHIP By Dee Gilbert

Total TAMR Membership (12-1-84): 131

Breakdown as follows:

| Region | Number | Percentage |
|---------------|--------|------------|
| Canadian | 5 | 3.8% |
| Central | 48 | 36.7% |
| International | 3 | 2.3% |
| Northeastern | 37 | 28.2% |
| Southern | 20 | 15.3% |
| Western | 18 | 13.7% |

TAMR Welcomes These New Members:

Matthew Mencil, Marengo, IL
 Jim Hilgendorf, Englewood, OH
 Eric Simpson, Cary, NC
 Bill Russo, Ithaca, NY
 Massimo Piras, St. Julienne, Quebec
 Scott Harrison, West Roxbury, MA
 John Rosse III, College Point, NY
 Jason Sparks, Oak Harbor, OH

Also, Welcome Back:

Chris Brindamour, North Kingstown, RI
 Gerry Dobey, Villa Park, IL
 Tom Novitske, Onalaska, WI
 Dan Carroll, Arvada, CO
 Tom Frink, Newport News, VA

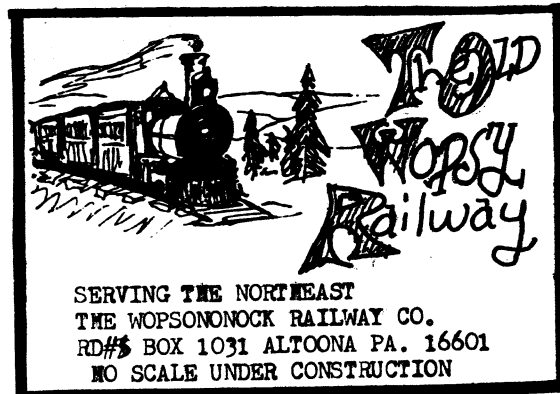
PHOTO CONTEST WINNERS

Prototype division

1st. - TP&W GP38-2, #2009 - Ed Moran
 2nd. - MBTA FP10, #1103 - Andy Taylor
 3rd. - AT&SF SD45, #5338 - Claude Morelli

Model division

1st. - C&NW #920 - Gerry Dobey
 2nd. - Steam locomotive - Frank Rudowski
 3rd. - B&M #1740 - Andy Taylor



CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

Christmas Gifts

Well, boys and girls it is that time of year again. Time to be extra good in hopes that Santa will leave something special for you under the tree. What will it be this year? A new RS3 or just some ground foam? For the past ten years, it has been a tradition that the HOTBOX Editor distribute some gifts to TAMR officials and other notables that are not too badly needed. This is a sort of revenge for putting up with all the flak for the entire year. Although we are not giving out any lumps of coal, the items being given are about as useful for your everyday life.

Ken Keels, our "lost" President - A warning beacon so that the officers can locate you when necessary.

Steve Craig, TAMR Auditor - A rail baron game made out of pizza so you can enjoy your two favorite pastimes simultaneously.

Dee Gilbert, TAMR Secretary - A safety net to catch those N scale steam locomotives you tend to drop while installing Kadee couplers.

Claude Morelli, TAMR Treasurer - A direct line to Washington so you can keep up on the latest news in postage stamp increases.

Gerry Dobey, Wayfreight Editor - Now that the C&NW is going back to Pullman green, you get the 500,000 gallons of slime yellow paint they have left over.

John Huseby III, Central Region Rep. - An N scale steam locomotive carved from drywall.

Stan Ukja, Central Region track star - An entry form for the first annual 100 car Sprint to be held this January

Ed Moran, Central Region quota maker - What's left of the Milwaukee Road after the C&NW digests it.

Tim Vermande, TAMR Archivist and weekly Chicago commuter - An all expenses paid weekend to the darkroom of your choice so I can get my negatives from you.

"Motorman" Harry, traction column author - Operating rights over all the abandoned trolley systems in the U.S.

Greg Dahl, former Auditor and Opus lover - A complete set of scale plans for BN's SD40-2.

Tom Gasior, our man with Uncle Sam - Orders to secure Grandfather's Bluff in LaCrosse, WI for our meet next Spring.

Stephan Garland, Canadian Region Rep. - An interview with O. Winston Link so you can learn proper stage lighting techniques for your theater company's spring production of On the Twentieth Century



SEASONS GREETINGS



From the remains of the Narrow Gauge, Logging & Shortline Committee's Link & Pin News comes "Not Necessarily Class One." This new column will feature material on narrow gauge, logging, shortline and branchline railroad subjects. It will appear as often as there is material to be offered. Articles, drawings, bits of information, or anything related to railroading that is "not necessarily Class One" are welcome from anyone who cares to contribute. Please send all material to: Claude Morelli, NG,L&SL Committee Chairman, 2236 Dietz Place NW, Albuquerque, NM 87107.

Narrow - Gauge Trackplan

By Claude Morelli

This narrow gauge layout cannot be considered small, but it really isn't too large for the average teen modeler. The plan is definitely not foolproof and it is not meant to be followed exactly. Basically, it evolved from a number of ideas that have been floating around in my head for some time.

The layout is designed to portray a shortline or branchline narrow gauge railroad based on no particular prototype (although it is loosely based on the Silverton Northern Railroad in Colorado and the Nevada County Narrow Gauge Railroad in California, plus the town A yard is patterned somewhat after the Chama, NM yard of the D&RGW). As I never really had a specific type of operation or location for the railroad, I have not named the towns. They have simply been given letter designations (i.e. town A, town B, etc.). The layout is run as a dilapidated line with infrequent operations or as a thriving operation with full passenger trains, freights and even commuter runs for the miners!

The one constant to this layout is that trains must be fairly short. This is due to the short siding lengths and steep grades. Although grades on the mainline are as high as 4.3 percent while those on the two mining spurs are over 6 percent, this is not unproto-

typical. The Silverton Northern's line between Eureka, CO and Animas Forks, CO had grades that were around 6 percent and the Rio Grande Southern's Black Hawk-Enterprise branch contained a 5 percent grade (in addition to 5 switchbacks!). The minimum curve radius is about 18 inches on the mainline (on the curve just before town B) and slightly less on the legs of the wyes at towns C and E. If the gradient were to be lowered and curves made less sharp, the layout would probably have to be enlarged.

Switching Town C

Because trains bound for town E must reverse before beginning an ascent to that town, town C should provide some interesting switching moves. In addition to reversing, trains may also need to do some local switching of shippers in town. If this is the case, then these moves must be done first.

When a westbound train is brought into town, it must be stopped at the mainline (track nearest the depot) with its caboose or combine (depending on whether it is a regular or mixed train) spotted directly in front of the depot. There should be no problem with trains extending past the west siding switch (see diagram) since a train of this length could never have climbed the hill from town A.

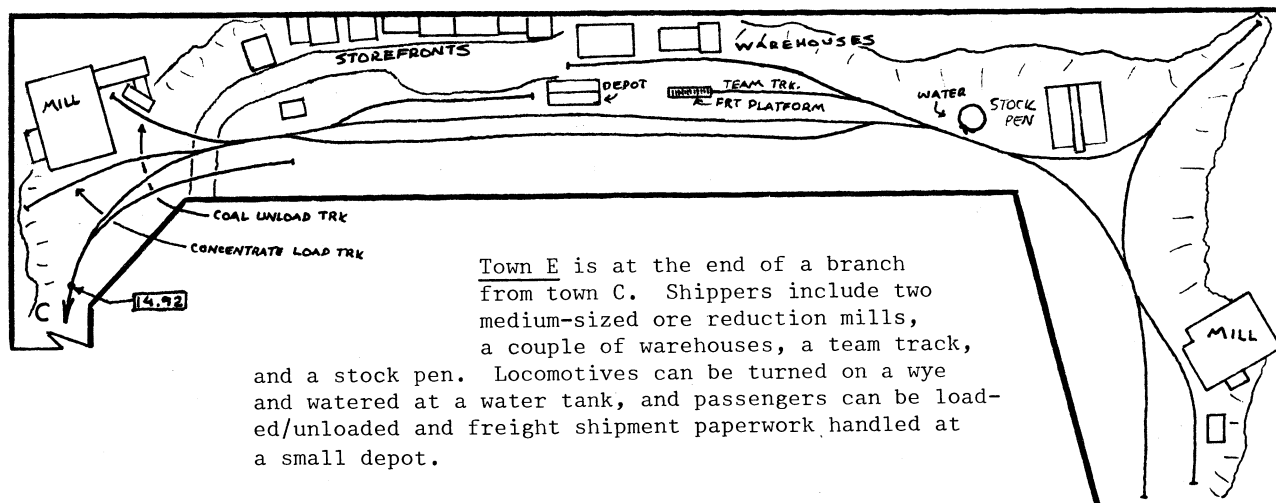
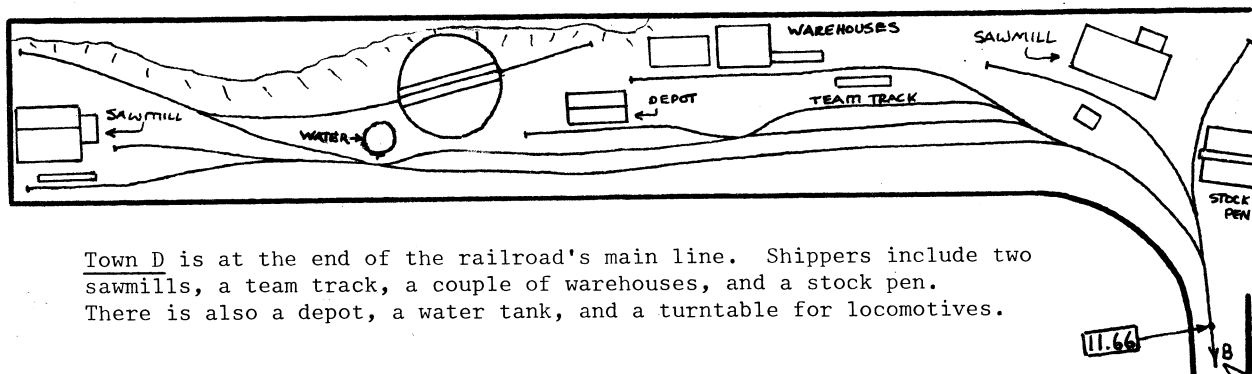
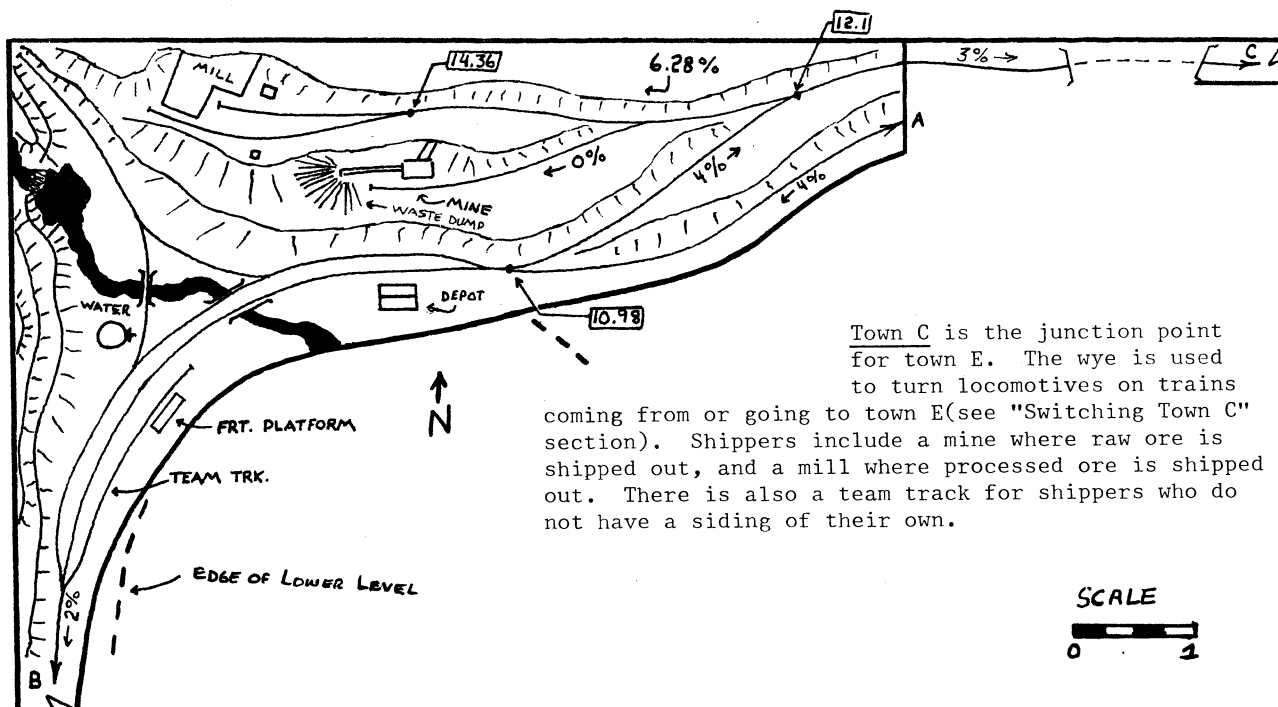
After being cut off from its train, the locomotive should be run in the direction of town D until it has cleared the west siding switch. The locomotive should then back on the west leg of the wye and stop at the water tank for a drink. After being watered, the locomotive should be wyeed and then run back past the west siding switch. If there are any cars to pull off the team track, they should be picked up at this time and put on the west leg of the wye. Any cars for the team track that are in the consist of the train should now be spotted.

If any cars need to be pulled from the mine or the mill tracks above town, they should be picked up at this time. These cars should be set on the tail of the wye. If there is not enough room on the tail, the east leg can also be utilized.

The combine or caboose should now be taken off the end of the train and placed on the mainline just past the west siding switch. Cars to be spotted at the mine or mill should be switched next. When all spotting work is done, the locomotive may couple onto the train (east end), back up, couple onto the caboose or combine and head for town E.

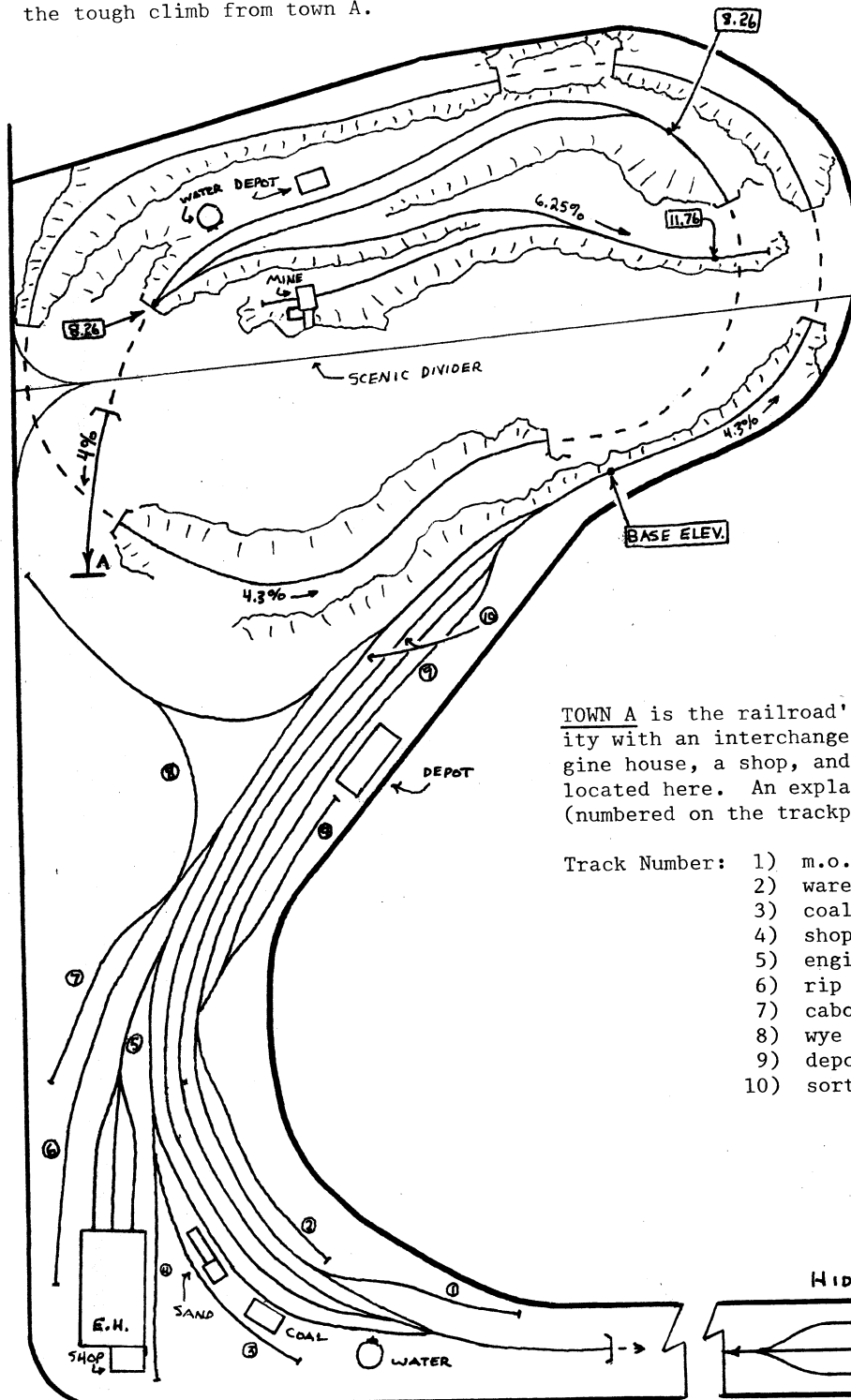
On the return trip, a reverse procedure should be utilized. One can experiment to determine the most efficient method for switching a given consist of cars, after all this is part of the fun of it.

Not Necessarily Class One (cont'd)



Not Necessarily Class One (cont'd from 5)

TOWN B includes a short siding, a small mine located atop a switchback, and a water tank to fill locomotive tenders after the tough climb from town A.



KEY

Elevation above
base elevation
in inches.

Scale: 3/4" = 12"

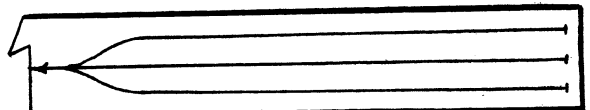
SCALE

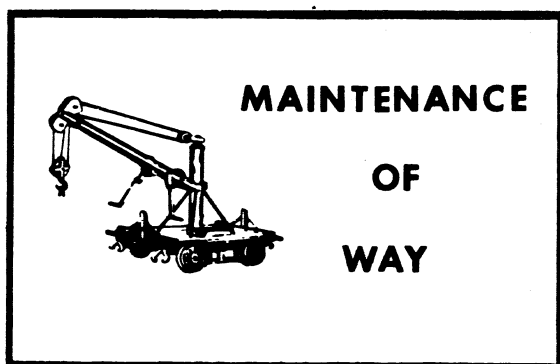


TOWN A is the railroad's major center of activity with an interchange, a small yard, an engine house, a shop, and a locomotive service area located here. An explanation of yard trackage (numbered on the trackplan) is as follows:

- Track Number:
- 1) m.o.w. equipment storage
 - 2) warehouse siding or team track
 - 3) coal unloading track
 - 4) shop siding
 - 5) engine house lead
 - 6) rip track
 - 7) caboose track
 - 8) wye
 - 9) depot siding
 - 10) sorting tracks

HIDDEN STAGING YARD (INTERCHANGE)





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 TAM or the MOTOX. Please submit reviews to the MOTOX Editor.

Model Power HO No. 6 Hi-Speed Turnouts, nickel-silver, right hand, \$14.98

Model Power has been making HO and N scale engines and cars for some time. Now they are introducing a line of HO "Hi-Speed" turnouts and crossings. The one I tested was a no. 6 right hand unit that was exactly like the old Atlas Custom-Line Supreme series. Actually, both makes of turnouts come from Austria and are essentially the same. The turnout is remote-control with an unremovable switch machine (manual versions of this turnout are not available).

Instructions are included, but they are a bit vague in the explanation of how to wire the turnout. The turnout has a metal frog that can be powered (through the switch machine) to eliminate stalls. I checked the turnout with an NMRA gage and found it to be within tolerances except at the guardrails. This can be fixed by simply taking a pair of needle nose pliers and bending the guardrail over to the running rail. Use the gage to determine when it is at the correct distance.

Next, I put a pair of Athearn wheelsets on the turnout and ran them through both legs. Although there was a slight wheel drop, they rolled through fairly easily. The points of the turnout need to be filed smooth to prevent wheels from picking them. Also, I took a flat file and smoothed the top of the frog where some flash (i.e. excess plastic) was causing the wheelset to rise above the rail.

The turnout matches Atlas snap-track with the only difference being that the turnout rail is slightly thinner than the Atlas rail. A file can take care of this problem. I laid a small section of straight track with the turnout mounted in it, then I ran an Athearn F7A through it. The engine had no problems negotiating the turnout. All in all, Model Power's new turnout is a pretty good product. However, the \$15

price tag tends to make one question the quality versus price considerations. For approximately one third of the price, you can purchase Atlas Mark 11 turnouts which are dimensionally the same as these

--James Morgan

Operating N scale signals, Kit # 320DDC-
Two aspect signal kit, Digital Control
Corp., P.O. Box 29, Jackson, NJ 08527
\$5.00 each.

Current draw - .015 amp per signal

Voltage range - 3 to 15 volts DC
3 to 20 volts AC

Construction - plastic (like derlin)
Height - 1 1/2 scale feet

This signal comes in kit form, complete with all the electronics and LED's to make it work from your own track circuits or power supply. The LED's are to be mounted in the head assembly with glue, preferably one of the new super-types. You have your choice of mounting green over red or red over green. The instructions clearly inform you how to align the LED's so that both will not function at the same time.

I used super glue in the construction of my signal and the work went quickly. The end result was a signal which shows up green or red, bright even at 3 volts and visible up to almost 45 degrees to the side and also around the rear. After the glue completely set up, I used Testor's flat black and completely painted the whole back side of the signal head as well as the rest of the signal. This sealed the LED's so that light emission is from the signal face only (the near 45 degree vision from the front side remains). Great care in the painting process must be utilized so that the paint doesn't cover the LED's.

In the front of the signal, in the base, you will find a single hole. This will accept a #19 finish nail for mounting to the layout. For trackside mounting, I positioned the signal so that the wires would feed straight into the holes in the roadbed and then pulled the wires down until the signal sat firmly on the roadbed. Next, I tacked it in place with the #19 nail.

The electronic assembly instructions are clear and straight forward for assembly. They also show you how to wire in a switch so that you can feed the signal from the power supply or another power source. The signal, with its low current drain, should work with most detection circuits. No fiber optics or heat emitting light bulbs are used. As long as the directions and voltages are observed, the life of the LED's is indefinite. Replacement parts are available. I find this a good buy.

--Dee Gilbert

HOTBOX Articles

The smooth, continuous, quality publication of the TAMR HOTBOX depends on Y-O-U. All of the articles that appear in these pages are written by TAMR members. This means our members are a very important source of information. The HOTBOX is the only national magazine which provides a measure of teenage modelers' interests and concerns. Thus your ideas and opinions are always welcomed because the HOTBOX is dedicated to serving your interests and solving your problems. Many readers ask: "What do I have to do to get something published in the HOTBOX?" In order to make both your and my job easier, here are some guidelines and suggestions to follow:

STYLE?, CONTENT? Your own writing style is fine by us; remember, you're among friends. Grammar trouble? Let the editor worry about that. The ideas are what is important. As for content, anything on modeling, using the prototype as a basis for modeling or prototype operations is welcomed. Just be sure that it is interesting to all our readers. If not, at least some of them are bound to like it.

TYPED ARTICLES? Although not required, save the Editor the cost of a seeing eye dog. HOTBOX columns are 40 spaces wide, so set your margins. If you can't type, don't let that bother you, simply print the article out in long hand.

PHOTOGRAPHS: Must be black & white only with a glossy finish and no larger than 8x10 inches. Smaller sizes (2x2 or 3x5") are preferred for inclusion in articles and larger sizes (5x7 or 8x10") for our cover. All photos must be accompanied by caption material. Please put this on a separate sheet of paper. Send negatives if you can, so proper size enlargements can be made. All negatives will be returned, photos returned when SSAE is provided.

DRAWINGS: Must be done in black ink (pen, marker or Flair are all fine) on blank white paper (typing paper is good). Required artwork can usually be worked up if detailed pencil sketches are provided. If you are drawing to scale, please include a scale measure with the drawing.

TAMR HOTBOX, the "Un-Magazine of Model Railroading"
Box 1098
La Grange Park, IL 60525

PLACE
POSTAGE
HERE

Issued 1/14/85

FIRST CLASS MAIL

