

# HOTBOX

"the Un-Magazine of Model Railroading"  
October 1985

No. 216





# HOTBOX

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 EDITOR:** Mark Kaszniak  
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

Motorman Harry is back and the HOTBOX has got him. Direct from his successful singing engagement at Farm Aid (that was Harry disguised as Willie Nelson), we bring you Harry singing the praises of trolley modeling. So join in with Harry as he takes you: "On the Road Again!"

## EXTRA BOARD

All the news that fits, we print:

Membership By Dee Gilbert

Total TAMR Membership (10-1-85): 108

Breakdown as follows:

Region	Number	Percentage
Canadian	7	6.5%
Central	45	41.6%
Eastern	21	19.4%
International	2	1.9%
Southern	10	9.3%
Western	23	21.3%

### TAMR Welcomes These New Members

- Kandy Rogers, Frankfurt, IN
- Walter Joiner, Hudson, MI
- Eric Cote, Elburn, IL
- Wayne Ferguson, Martinez, CA
- Neil Ferguson, Martinez, CA
- Scott Ramsey, Oshkosh, WI
- Robert Brettschneider, Milwaukee, WI
- Elaine Jones, Springfield, OR
- Ray Morris, Colfax, WA
- Eric Sassi, Bellevue, WA
- Scott Guenter, Salem, OR
- Sean LaFleur, Greendale, WI
- Geir Sigurd, Ostrem, Haugesund, Norway
- Dylan Johnson, Southgate, CA
- Brian Sprick, Wyoming, MI
- Kevin Feldpausch, Tell City, IN
- Ashley Collier, Kincordine, Ontario

### Please Also Welcome Back

- Jeffrey Rivers, Bothell, WA
- Jon Maclean, Milpitas, CA
- James Lincoln, Wrentham, MA
- Steven Schwenk, Albuquerque, NM
- George Cunic, Allison Park, PA
- Jim Hilgendorf, Green Bay, WI
- Greg Dahl, St. Paul, MN
- Brian Debshaw, Demotte, IN
- John McGreevy, Glendale, CA
- Dee Gilbert, LaGrange Park, IL

### College Addresses

A number of our officers are off to college this year and staying on or near campus. Here are their addresses in case you need to contact them:

John Dunn, 118 Gilbert Hall E., Newark, DE 19717-5255.

Steve Craig, 904 W. Green St., No. 606, Urbana, IL 61801.

David Holden, 722B Hatch Hall, Columbia, MO 65201.

(More EXTRA BOARD on page 7)

# Toonerville Trolley

By "Motorman" Harry

A lot of the thrill and fascination of the trolley was best expressed in a poem entitled: "The Broomstick Train or The Return of the Witches" by Oliver Wendell Homes. Here's how it goes:

Often you've looked on a rushing train.  
But just what moved it was not so plain.  
It couldn't be those wires above,  
For they could neither pull nor shove;  
Where was the motor that made it go  
You could guess, but now you know.

In likening the mysteriously powered trolley car to the witchcraft power in Old New England, Mr. Holmes hit on the specific quality of the electric trolley car: it made no noise, had no visible source of propulsion, yet accelerated at an amazing rate. These are some of the same qualities that attracted me to trolley modeling.

My Mahoning Valley Electric Railway Company is based on an actual inter-urban line that went from Niles, OH to Warren and Youngstown, OH. It ran from 1898 to 1932. However, Youngstown tore up its rails in 1948 during a big streetcar abandonment program.

My Mahoning Valley Electric came into being back in 1978. In the process of constructing it, I met four very nice people who have helped me a great deal: Ron Rutkowski, Pat Healy, Russ Lyle and Paul Essigman. My layout measures 16 feet long by 6 feet wide on one end and 5 feet wide on the other. It is mainly devoted to trolley, but a new railroad freight line is being included in the "future projects" box.

The best way to describe my layout is to have you climb aboard an old-fashioned Brill open-air sightseeing car for a time honored trip over the mainline. Please refer to the accompanying trackplan for details. Our trip begins naturally enough in the car barn. Here the motorman and conductor check to make sure that everything is functioning properly before we begin our journey. Then they hang the headlight out front, raise the trolley pole and off we go.

Our first stop after leaving the car barn is at point B on the trackplan, then we roll by a small farm at point

C. Here we pick up a load of milk for town. Next it is off to the amusement park at point D.

After loading a few people at the park, we trundle through a nice forest and stop at main street's dead end where we drop off a lady (point E). The wye junction comes next, here we stop to pick up another fare. Now we rush to downtown (point G). After waiting for traffic to clear, it's a little busy today, we go to the near corner at point H. No fares here today, so off to our last stop in the downtown area (point I). The line is clear so we roll on down to the car barn until our next run.

My layout is in HO scale and is neat because the cars are actually powered by the overhead trolley wire. Sometimes this is a headache to keep operating properly, but it is also a great novelty. At the moment, I am planning a much larger, 20 by 30 feet, N scale layout. You can blame John Huseby III, Central Region Rep., for getting me hooked on N scale. John has an extensive trolley system incorporated into his Santa Fe and Sheridan Gulf KK which was featured in the 21st. Anniversary HOTBOX.

Well, I must go for now. Remember until next time - THINK TROLLEY!!

OHIO, R.R., Inc.

Chris Rogendorf,  
President

The ORR is one of the fastest growing shortlines in the United States despite the fact that the right-of-way is littered with styrofoam, spilled ballast wires and many odd sections of track. With these tough conditions, it takes a lot of imagination to get a train thru!

ORR: the railroad that's always looking forward to the future (and birthdays, and Christmas, and ...)

## AMTRIVIA »»-

Ever wonder what Amtrak's passenger locomotive designations really mean? Here we explain all:

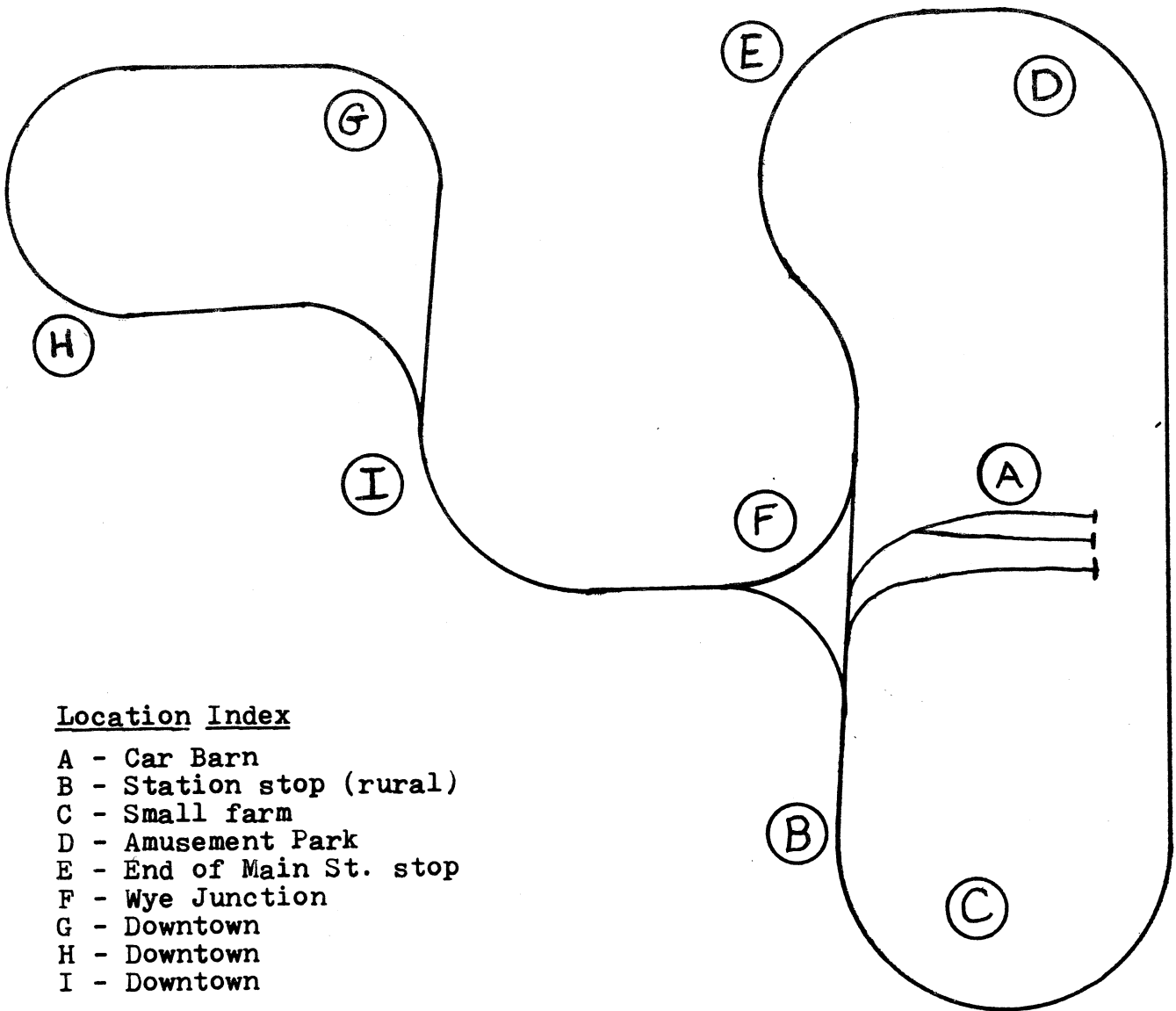
F40PH: F = full width cab; 40 = 3000 hp. (EMD can't count); P = passenger use; H = Head-end power equipped.

SDP40F: SD = special duty; 40 = 3000 hp.; P = passenger use; F = full-width cab.

E60CP: E = Electric; 60 = 6000 hp (GE can count); C = truck arrangement (3 axle); P = passenger use.

P30CH: P = Passenger use; 30 = 3000 hp.; C = 3 axle trucks; H = Head-end power

# MAHONING VALLEY ELECTRIC RAILWAY



## Location Index

- A - Car Barn
- B - Station stop (rural)
- C - Small farm
- D - Amusement Park
- E - End of Main St. stop
- F - Wye Junction
- G - Downtown
- H - Downtown
- I - Downtown

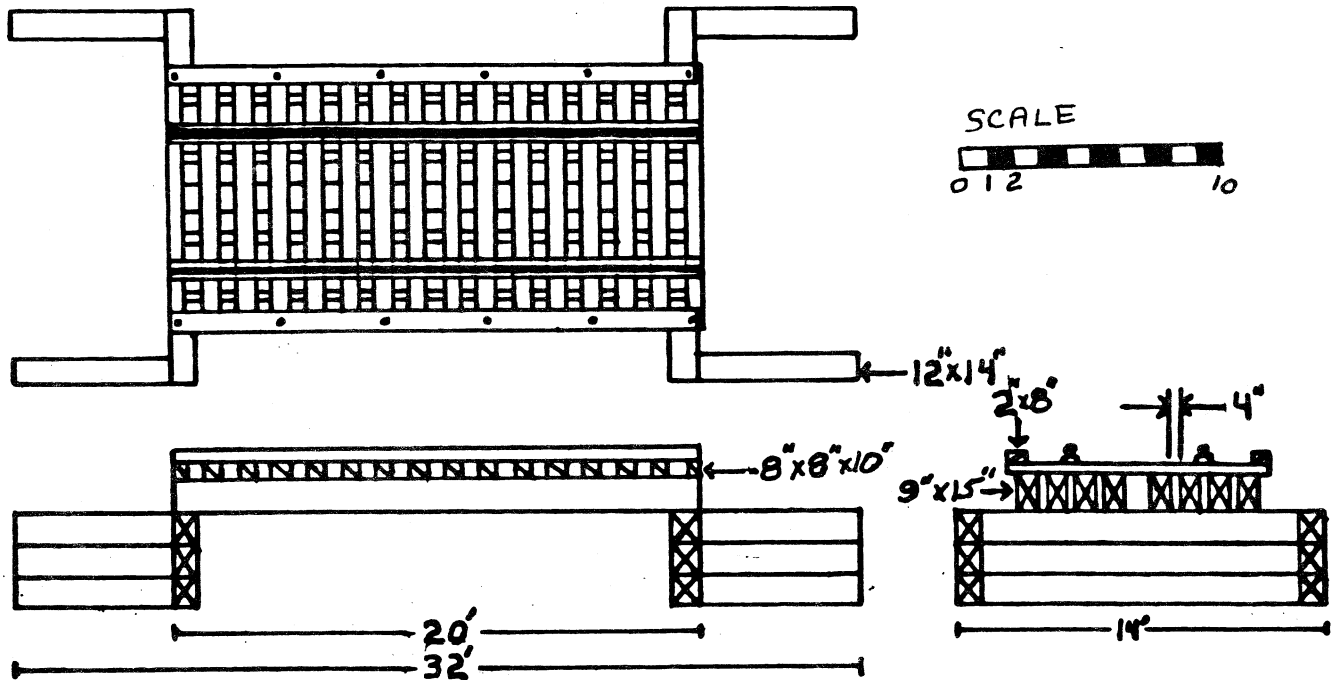
8 ft by 16 ft HO trolley layout

Drawing not to scale

MAK 10/85

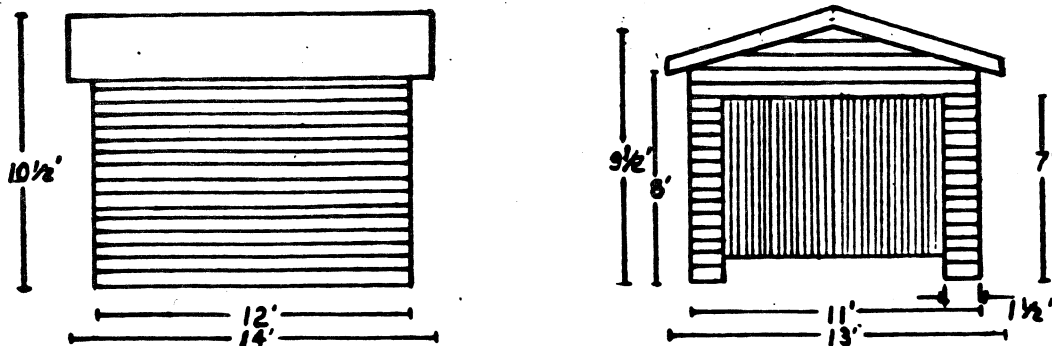
## Bridge

Stain for a weathered gray-brown look  
 Use over a small stream or dry gully.  
 Use nut/bolt castings for detail



## Hand Car Shed

Paint to match your railroad's color scheme  
 Bottom of door should just clear top of rails  
 6 inch wide siding on building, 3 inch wide siding on door  
 Use code 70 (or better, code 55) rail  
 Roof of tarpaper, tin or shingles



The RAILROAD ARCHITECT is a column which presents scale drawings of railroad-related items. If you think you may have something to contribute to this column, please contact the Editor of the TANK HOTBOX.

Drawn by Frank Rudowski

# New At The Hobby Shop

By David Holden, Associate Editor

## A.H.M.

A.H.M. has a fairly new product on the market that many HO modelers are skeptical about, it is the Mate-A-Matic 2000. The Mate-A-Matic 2000 is going to be in direct competition with Kadee couplers. This new coupler offers everything Kadee couplers offer and more. It is compatible with horn hook couplers which makes it attractive to HO modelers wanting more realistic operation, but who don't want to lay out megabucks to convert all their couplers.

A.H.M. thought of everything when they designed the Mate-A-Matic. The new coupler comes with mount bushings, retaining blocks and draft gear housings for easy installation on Tyco, Life-Like, Athearn, etc., equipment. Mate-A-Matic's operate about the same as Kadee. The "knuckle" on the coupler does not move, but allows for easy coupling by the flexibility of the plastic. Mate-A-Matic's have a magnetic uncoupler designed to work with the 2000, the only drawback being that the uncoupling is inconsistent. Sometimes it uncouples and sometimes it doesn't. Kadee's magnetic uncoupler performs consistently better than A.H.M.'s. Mate-A-Matic 2000's retail for about \$2.50 and come in a package of eight. This makes the couplers about half the cost of buying Kadee. This price coupled with the quality (pardon the pun), make it a good buy for the HO modeler.

## Chooch

Chooch has introduced several new products to their line. "Keggie's Vegie Market" is available in HO and N scales as is their "Branchline Water Tank." The market is a retired wood refrigerator car put up on blocks over a set of non-existent tracks. The tank has a brick base supporting it. Both of these kits are made from polyurethane and styrene; they may also contain white metal cast detail parts. Both these kits are very detailed and require little assembly. In HO, the kits retail for \$13.00; \$12.00 in N scale. Many other new products are available from Chooch and all are a good buy.

## Athearn

Athearn announced several months ago that they will release SD40-2's in the new "MopUp" (Missouri Pacific/Union Pacific) paint scheme. They will be available soon and will probably sell very well. Reserve one for yourself at your local hobby shop.

## kato

Shortly after importing kato HO drive units, Atlas has delivered the new RSD 4/5 diesels. This new addition by Atlas is another great product. Being kato powered, these RSD 4/5's run quietly and extremely smooth. This new locomotive retails for approximately \$45.00 Good news for N scalers. Con-Cor has marketed EMD E8's that are powered by kato. These too are extremely smooth running and have excellent paint schemes. SF, SP, UP, B&O, GN, Penn., and C&NW are currently available roadnames. They sell in sets of two, one powered and one dummy, for around \$59.00.

## TP Products

A new plastic kit is available from TP (pronounced Tee Pee) Products. The "Gordon White Lumber Co." is made of gray styrene and can be easily assembled. This particular kit can be used alone or as a good addition to an existing kit. It retails for about \$5.00.

## Members Through The Years

A recent question on our membership prompted a little research and compiling of statistics. Here is the TAMR membership broken down by years from various Directories:

<u>Year</u>	<u>Total Members</u>
1967	67
1968	132
1969	166
1970	194
1971	155
1972	169
1973	333
1974	333
1975	172
1976	144
1977	144
1978	151
1979	135
1980	302
1981	302
1982	145
1983	147
1984	136
1985	139

--MAK

### Region Newz ///

#### Name Change - To Protect the Innocent?

Word has reached the HOTBOX editorial office from official TAMR sources that the Northeastern Region has decided to change its name to the Eastern Region. A recent conversation with TAMR Auditor, Steve Craig, revealed that there is nothing in the TAMR Constitution that prevents a region from doing this, but that the TAMR by-laws will have to be modified to reflect this change and that will take a majority vote of the TAMR Executive Council (Executive Board plus elected Regional Reps) to pass. Various rumors have been circulating that the name is not the only thing that the region wishes to change. Attempts at increasing regional boundaries are also being advocated by certain members. The Executive Board is currently looking into this matter.

#### DAYLIGHT out West again

Dan Carroll, Editor, has recently issued the summer issue of the Western Region's DAYLIGHT. Photos by Claude Morelli and Roger Arnold are littered throughout the issue. Check this one out if you are interested in Western roads. Subscriptions are \$3.50 for four issues from Claude.

#### Central Non-Doings



Since the convention, things have been pretty relaxed in the Central Region. Guess everyone got all tuckered out up in Milwaukee. Little has been heard from the region itself, which means that Dobby is late with the WAYFREIGHT again. Individual members are keeping themselves busy however. David Holden is busy organizing a TAMR chapter at the University of Missouri at Columbia. It is entitled RAILS and will be listed as a student organization on campus. Steve Craig says that the Illini Model RR Club (of which he is President) has nearly doubled its membership this year. We'd like to believe this is due to the super write-up in the 21st. Anniversary HOTBOX, but Steve assures us that it was not. Plans are underway for a joint Illini Model RR Club/Central Region meet in the Chicago suburbs sometime in November. Slide show, model railroad club visits and railfanning are on the agenda. Interested in coming along? Contact Steve or the Editor.

### While the cat's away

Seems that while Stan "I'll run a mile for a train" Ujka was away in Milwaukee this summer attending the TAMR National Convention, a mouse decided to take up residence inside the mountain on his Spooner Central railroad. Apparently, the mouse considered Stan's plaster mountains just the thing to dig into and severely weakened the structural integrity of the same causing one side to collapse. Fortunately, the little varment was caught before he could do any more damage. Needless to say that Stan has a massive rebuilding project on his hands before operations resume to normal on the Spooner Central.


### Railroad Wedding Bells

On September 8, 1985, James Kobrinetz married Joy King on perhaps was one of the hottest days of this summer. Jim decided to have the ceremony outside in a beautiful island park on the Fox River in Geneva, IL. The C&NW Chicago-Omaha mainline crosses over the river at the northern edge of the park. If you know Jim, then you know that he has a certain fondness for trains and ducks. Thus as the minister was advocating a moment of silent prayer for the happy couple what could be heard in the background but a train whistle followed by the quacking of several ducks on the river. A number of Jim's closest friends, including your Editor, had a very hard time keeping a straight face. However, all of Jim's and Joy's friends in the TAMR wish them much happiness in the coming years and we can't wait to see the railroad (ah, honeymoon) slides you bring back from Colorado.


RAILROAD SYSTEM



"We Make The Connections"

Passes Traded



HO Scale

President  
**DAVE CHAPMAN**  
BOX 285  
GRANT PARK, IL 60940



| Railfans welcome. |

| For Information: (815) 465-2279 |

The RRS may be running trains in a few weeks!! Our basement is getting the final touches so it won't be long now. We acquired an SD40-2, ex Family Lines, mmm.... Anyway, we don't have a paint scheme yet, but we are doing some experimenting. GP40, #1100, got her front cab and pilot painted yellow. The crews have nicknamed it Chinese Face. The RRS is now pooling with the BN. Now for the big news: we are planning to break the world's record for non-stop running of a model train. Stay tuned for details.

# 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.

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Box 1098  
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PLACE  
POSTAGE  
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First Class Mail

