

HOTBOX

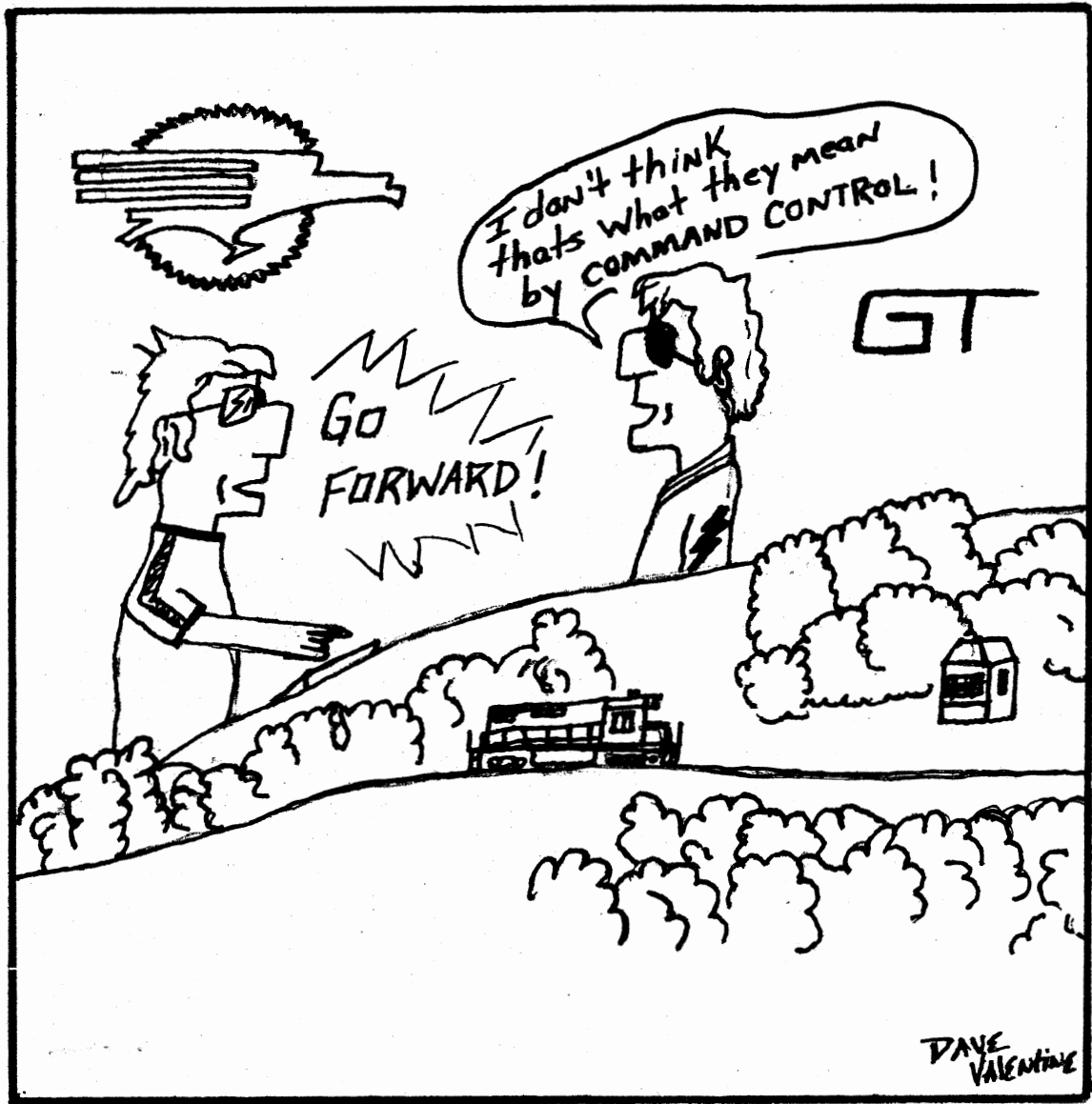
"the Un-Magazine of Model Railroading"

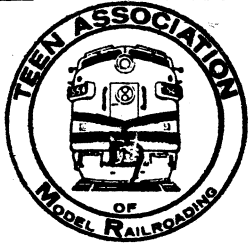
July 1986

No. 225



Roundout





HOTBOX

OFFICIAL PUBLICATION OF THE
Teen Association
of
Model Railroading

The HOTBOX is issued eleven times a year, June through April, with a special mailing of the Directory of Membership in May.

Annual dues for the TAMR, which includes a subscription to the HOTBOX, are as follows:

- REGULAR (persons under 21) \$10.00
- ASSOCIATE (persons 21 & up) \$12.00
- OVERSEAS (persons living outside N.America) -- \$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
La Grange 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 David Holden
EDITOR : 4722 Mehl Avenue
St. Louis, MO 63129

The TAMR HOTBOX is the official publication of the TAMR. The TAMR HOTBOX welcomes articles, photographs (B & W ONLY), artwork pertaining to model and/or prototype railroad subjects done in BLACK ink. All items for publication must be received 30 DAYS before the first day of the month of publication. All materials submitted become property of the TAMR UNLESS proper postage & packaging are included to insure their safe return. 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. Materials submitted are subject to editing at the discretion of the Editor. No part of this publication may be reproduced, by any means, without written consent from the TAMR Publications Editor; unless members feel that its necessary for the promotion of the TAMR and/or personal use.

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FRONT COVER

Dave Valentine shares with us this month his complete understanding of Command Control. It obviously wasn't what he thought it was.



**Manufacturers
Railway Company**

+++++ ON TRACK +++++

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EXTRA BOARD

All of the news that fits, we print:

MEMBERSHIP by Dee Gilbert

Total TAMR Membership (7-1-86): 102

<u>Region</u>	<u># of members</u>	<u>%</u>
Canadian	6	5%
Central	47	46%
International	1	1%
Northeastern	25	24%
Southern	5	4%
Western	18	17%

CONTEST

Summer is here folks, so let's get out those cameras and go railfanning. While you are at it, take some of your best shots on B & W film and enter it in the photo contest. There are two categories: prototype and model. Only Black and White photographs accepted. One per category per member please. All judging is final. Entries must be postmarked by midnight August 20th, 1986. Prizes awarded. Send your entry to the Editor.

But WAIT. . . There's more!

Start coming up with ideas for a layout planning contest in the near future too!!

HB Articles

We here at the HOTBOX are not going to beg for articles that you have written, although you might wish to note that there is a limited amount of material to be assembled for the August issue.

B	C	F	A	B	S	U	S	R	O	T	C	U	D	N	O	C
M	D	O	U	B	L	E	T	R	A	C	K	I	A	T	O	T
A	H	S	R	L	K	N	D	N	X	S	V	O	I	N	F	C
I	B	Y	D	O	E	G	A	M	K	I	P	T	T	C	E	H
N	L	S	I	G	N	I	D	I	S	H	L	R	L	L	D	U
T	O	H	O	U	T	N	S	I	B	A	O	N	U	G	R	S
R	C	C	M	L	S	E	O	H	N	L	R	D	E	C	P	Y
A	K	T	O	T	U	N	L	G	O	A	E	C	A	T	S	A
C	D	I	N	U	N	T	I	P	A	H	L	X	G	T	D	R
K	H	W	F	T	L	S	E	I	C	O	S	P	T	F	L	D
P	E	S	C	L	D	R	B	S	A	X	G	F	T	R	Y	M
D	A	G	O	E	A	O	M	X	I	F	S	N	R	E	A	R
C	N	N	X	T	A	G	S	I	R	G	U	N	D	I	I	E
K	D	I	O	P	R	I	M	E	L	N	N	L	T	G	O	E
R	F	R	P	Q	S	A	C	A	B	E	H	A	G	H	D	N
E	A	P	B	R	C	I	I	D	N	Y	P	D	L	T	S	I
D	R	S	T	A	T	I	O	N	W	L	P	O	F	G	E	G
R	L	P	K	R	N	S	U	B	D	I	V	I	S	I	O	N
O	G	N	I	K	O	C	L	R	E	T	N	I	X	T	A	E

**L
O
O
K**

by John Huseby, III

The words to look for are: ABS, ABSOLUTE SIGNAL, ATS, BLOCK, BRAKEMAN, CONDUCTOR, CONTROL OPERATOR, CTC, DIVISION, DOUBLE TRACK, ENGINE, ENGINEER, EXTRA, FIXED SIGNAL, FLAGMAN, FREIGHT, INTERLOCKING, MAIN TRACK, MILEPOST, ORDER, SCHEDULE, SIDING, SPRING-SWITCH, STATION, SUBDIVISION, TRAIN, YARD.

The answers will be in the Aug.1986 HOTBOX.

Notice

You will notice that there is an application blank on the back of the HOTBOX. EVERY MEMBER is requested to fill it out (or a facsimile) and return it to the Secretary because the applications everyone has filled out have been lost in the mail. If you don't fill it out and return it, we will have no record of your membership! The U.S. Post Office somehow lost them when the Editor was mailing them back to the Secretary after completing the Directory. Please send yours in as soon as possible. If you can, include the number that appears next to your name on your mailing label. Also please note: we can only get the HOTBOX to you as fast as the P.O. works. ALL HOTBOX's are mailed at once, including complimentary copies. If you don't get yours in the future, contact us soon.

by John Huseby, III

On June 12, 1924 at 10:30pm, a train robbery took place which will go into the history books as one of the last great train robberies because of its plan and near flawless execution.

The scenario began shortly after the Chicago Milwaukee & St. Paul Fast Mail, train no. 57, left Chicago's Union Station. A convoy of eight mail cars had a full crew of mail clerks, railroad guards, an engineer, fireman, brakeman and a conductor. It also had two stowaway gunmen who had hidden themselves between the tender and the first car before the train left Chicago.

Roundout



Loaded with sacks of mail, cash, negotiable bonds, jewelry, Liberty Bonds, stocks and securities for the far Northwest, the train headed toward its first scheduled stop in Milwaukee, WI. As the train approached Roundout, Illinois, the stowaways sprang into action. Guns drawn, they shouted to the engineer Steve Waite and fireman E.J. Dibble, "Stay right there or I'll blow your head off!". The train pulled to a stop at Roundout. Four Cadillac touring cars were waiting with armed men.

With lighting precision, the train crew was lined up outside while two men guarded them. A man who appeared to be the leader went straight to the third car where all the registered mail was carried. "Come out or we'll shoot", he reportedly shouted. There was no answer. The bandits then threw bottles of homemade tear gas through the barred windows, shattering the glass and forcing the postal employees out of the train car.

After being provided with gas masks, the mail clerks went back into the train and tossed the sacks of mail out of the train and onto the ground. Automobile headlights from the Cadillac get-a-way cars were turned on and illuminated the scene as the postal employees were forced to help the bandits load the sacks into the autos.

Things seemed to be going according to a detailed plan until a slip-up occurred. One gangster crawled between two of the railroad cars to check the opposite side when he was shot by one of his fellow bandits, who thought that he was

a mail clerk. It wasn't until all of the loot had been loaded into the cars that two accomplices recognized him among the mail sacks. Then the gang made their getaway, taking 63 mailbags valued as much as 3.5 million dollars. This is a lot of money by 1924 standards!

In the long run, the gangsters were caught and sentenced from 12 to 25 years in jail and nearly two million in negotiable bonds, cash and jewels were recovered. Approximately 1.5 million dollars of the loot is still missing. It is still quite possible that some of the loot may still be buried in

Ball canning jars scattered throughout the Midwest.

The modern Roundout, Illinois, which is located 32.3 miles from Chicago, is still a very busy interchange. The interlocking tower still stands and is controlled by a CTC, although it still needs to be manned for train orders and handling the crossing of the EJ&E interchange. The EJ&E sends 3 to 4 daily trains through Roundout so it has a good interchange with the Milwaukee Road (now Soo Line). The Soo still operates the double track main that offers many different classes of freight trains, eight Amtrak trains and the RTA (Chicago Metra) North Line Milwaukee District commuter trains throughout the day.

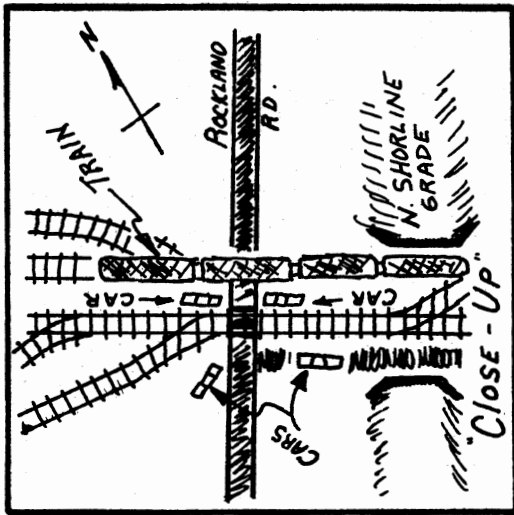
Looking to the

Future... Today



Now with the Soo Line in command, the Soo operates many of its own trains on the ex-Milwaukee Road tracks from their own line. Soo trains that can be seen there are #940, 402 and 412.

Eventhough Roundout is controlled by a CTC, the operator still operates many of the cross-overs and switches himself for locals and commuters.

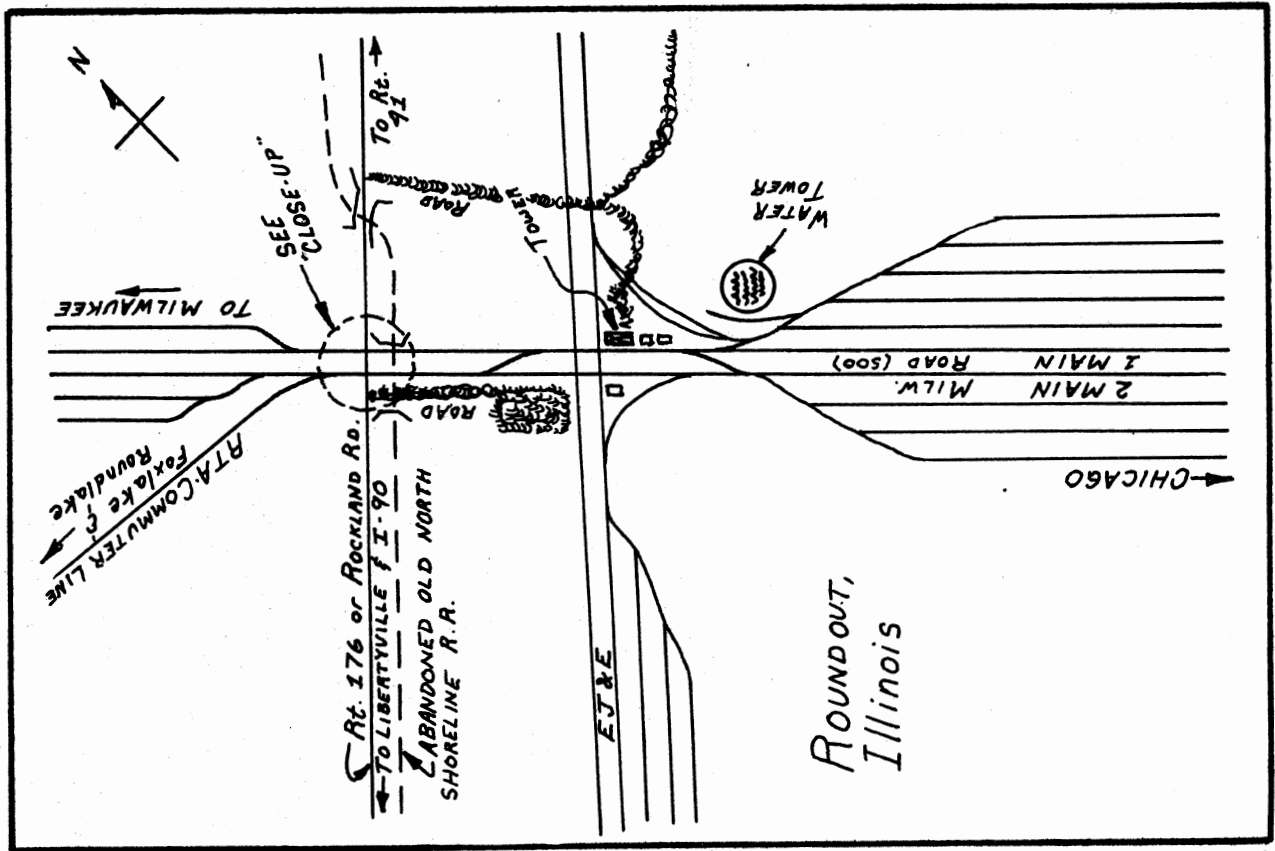


DRAWING
 SUBMITTED BY
 J. HUSEBY, III
 REDRAWN FOR CLAIRITY
 BY D. HOLDEN 7-20-86

DRAWING NOT TO
 SCALE

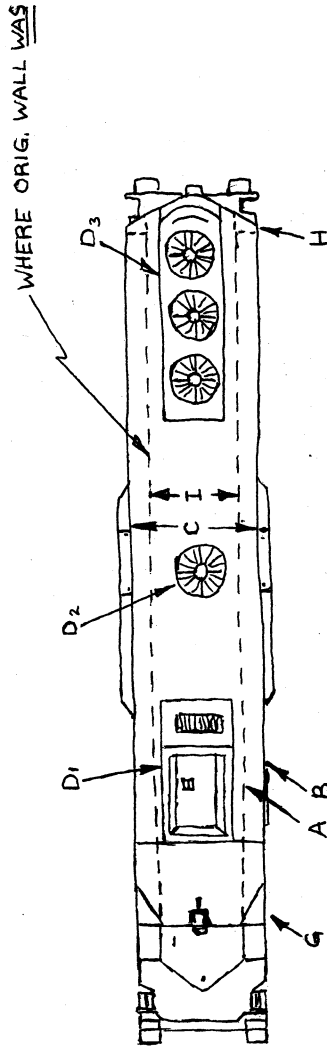
ONE OF THE LAST
 GREAT TRAIN
 ROBBERIES...

ROUNDOUT



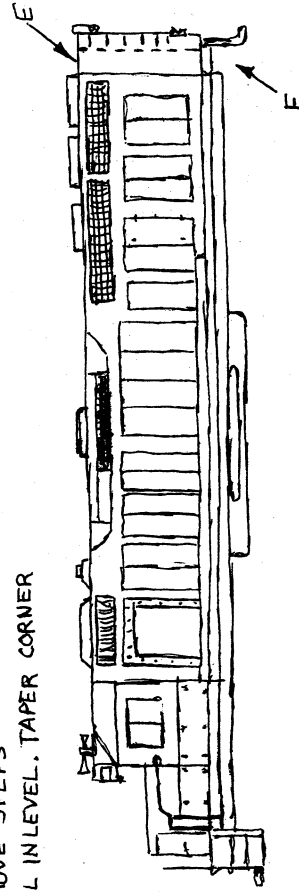
DETAILED MAP OF ROUNDOUT, IL.

VANDEBUILT "N" ROUTE "GP-40XX"



TOP VIEW,
FIG. 1

- A- PRE-EXISTING WALL
- B- EXISTING WALL
- C- NEW TOP PIECE - APPROX. 9/16 wd.
- D- CUT/SCRIBE AROUND TO REMOVE
- E- NEW END PIECE - APPROX 3/16 wd.
- F- REMOVE STEPS
- G- FILL IN LEVEL, TAPER CORNER
- H- FILL W/PLASTIC OR PUTTY
- I - ORIGINAL WIDTH OF TOP



SIDE VIEW
FIG. 2

NOT TO SCALE

"N" BACHMANN GP-40 SHELL

CONVERSION
TO A "GP-40XX". NON-PROTOTYPICAL

SKETCHED BY
D. HOLDEN, 10/28/85

"GP-40XX"

At Trackside



All questions are welcome; those of greatest interest will be answered in the column. Include SASE for reply. Send your questions to: AT TRACKSIDE, 51528 Pond St., South Bend, IN 46637.

"WHY IS IT THAT MY PICTURES THAT I TAKE OF MY MODELS INSIDE TURN OUT TO BE ORANGE IN HUE?"

Photographs can indeed lie if you know enough of the rules to successfully break them! This orange hue appears because the camera does not necessarily see what your eyes see.

The case in point is that our eyes tend to see all light as being of equal quality, whereas the camera discerns something called "color temperature". Color temperature is expressed in "degrees Kelvin" ($^{\circ}\text{K}$) and refers to the amount of blue relative to the amount of red in the light emitted by a burning object at various heat levels. Higher numbers indicate more blue in the light just as a blue flame indicates higher temperature in your gas stove.

Camera films must be adjusted to the color temperature for the light they are to be exposed to. Most color films are balanced for average daylight, which happens to be about $5,000^{\circ}\text{K}$. However, most indoor lamps work at around $3,000^{\circ}\text{K}$, resulting in a yellowish imbalance. This is also why your cloudy-day pictures look so blue; the color temperature of a cloudy day may be $11,000^{\circ}\text{K}$, resulting in excess blue. Two other examples of this is that you may have noticed are that sunsets or sunrises, where the temperature falls (about $4,000^{\circ}\text{K}$), and electronic flash, which is commonly at $5,500$ to $6,000^{\circ}\text{K}$.

There are two common cures for these problems. If you are shooting your models inside and want slides, you can use Ektachrome Tungsten, which is balanced for $3,200^{\circ}\text{K}$ light. Print film

for $3,200^{\circ}\text{K}$ is only available in 120 and sheet sizes, so the alternative, and more flexible method, is to use filters. Filters will be covered in more detail in a later column. Filters are available in sizes to screw on the front of most 35mm and larger cameras; or in gelatin film which, with a little ingenuity, can be adapted to nearly any camera. The appropriate filters for daylight film are:

- 80A or 80B to balance to standard lamps
- 81A " " " electronic flash
- 82A " " " sunrise, sunset
- 81A or 81B " " " cloudy days.

NOTE: if you correct for, say, sunset to daylight imbalance, you will lose the "atmosphere" of a sunset, but your trains will be of the correct color. You can only correct for one imbalance and must decide what is more important.

There are other possibilities, such as color-corrected lighting, which will be covered when we discuss "studio" lighting in a later column.

FORM 29001 4-77

MISSOURI PACIFIC RAILROAD Co.

CLEARANCE

NEFE YARD Station JUNE 26 1986
C. & E. NO 32

I have 8 orders for your train:
(If no orders, show "no")

ORDERS	NUMBERS	
<u>530</u>	<u>574</u>	
<u>541</u>	<u>578</u>	
<u>551</u>	<u>562</u>	
<u>552</u>		
<u>553</u>		

(Start downward in left hand column. First column to be filled before using second and third columns. List orders in numerical order; speed restriction orders first, old date movement orders next and current movement orders last.)

OK 1122A M. ESB Dispr. Evans Opr.

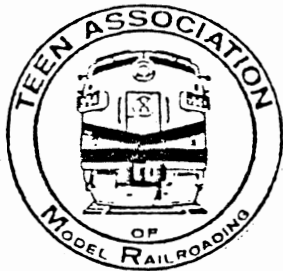
Do not leave before _____ M.
(Operator fill in this space only when necessary to comply with Rule 91)

Rule for Today

Operating No. 413
Safety No. GENERAL NOTICE
Mechanical No. MU OUT OUT LOCK

"Your publication (the HOTBOX) is very close to having a really professional appearance."

Robert L. Hundman
Editor & Publisher of
MAINLINE MODELER
Magazine



Please cut out the application and fill it out as soon as possible. If you wish, you may photocopy it and send that in.

WHERE DID YOU HEAR ABOUT THE TAMR?
 MODEL MAGAZINE
 HOBBY SHOP
 TAMR MEMBER
 OTHER _____

MAIL YOUR COMPLETED APPLICATION TO:

DEE GILBERT
 TAMR SECRETARY
 BOX 1098
 LA GRANGE PARK, IL
 60525-9198
 UNITED STATES OF AMERICA

MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO:
 TEEN ASSOCIATION OF MODEL RAILROADING

DH 4/86

TAMR HOTBOX, "The Un-Magazine of Model Railroading"
 P.O. Box 1098
 LaGrange Park, IL 60525-9198

MEMBERSHIP APPLICATION (PLEASE PRINT LEGIBLY OR TYPE)

NAME _____ BIRTH DATE _____
 STREET ADDRESS _____
 CITY _____ STATE _____ ZIP CODE _____
 AREA CODE _____ PHONE # _____

ANNUAL DUES (U. S. FUNDS ONLY)

___ REGULAR (Under 21) \$10.00 ___ NEW MEMBER
 ___ ASSOCIATE (21 and Up) \$12.00
 ___ SUSTAINING \$15.00 ___ RENEWAL
 ___ OVERSEAS \$15.00

YOUR MODEL RAILROAD'S NAME _____
 SCALE(S) _____ DO YOU TRADE PASSES? _____

TRACK LENGTH:
 ___ 0-100 feet
 ___ 101-200 feet
 ___ 201-300 feet
 ___ 301-400 feet
 ___ over 400 feet

GENERAL PIKE INFORMATION:
 ___ IN STAGES OF CONSTRUCTION
 ___ IMAGINARY; NO ROOM OR TIME
 ___ IN STORAGE
 ___ OPERATE ON A CLUB PIKE

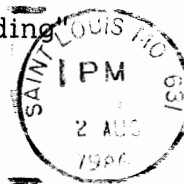
MODELING ERA:
 ___ BEFORE 1890
 ___ 1890-1920
 ___ 1920-1935
 ___ 1935-1950
 ___ 1950-Present

EQUIPMENT PREFERENCES:
 ___ STEAM ___ PASSENGER
 ___ DIESEL ___ FREIGHT
 ___ ELECTRIC ___ OTHER _____

VISITOR POLICY:
 ___ CONTACT FIRST
 ___ APPOINTMENT ONLY
 ___ INVITATION ONLY
 ___ NO VISITORS

MEMBERSHIP AFFILIATIONS:
 ___ NMRA ___ LOCAL CLUB
 ___ NARP ___ RR HIST. SOC.
 ___ NRHS ___ OTHER _____

ARE YOU A RAILFAN? _____
 DO YOU TRADE: _____ PHOTOS? _____ SLIDES? _____



FIRST CLASS POSTAGE

