

The

TAMR HOTBOX

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Editorial

by Bert Kamm

An article entitled, "Oh Where, Oh Where, Has the Hotbox Gone?" appears elsewhere in this issue. As Editor of the TAMR HOTBOX, I feel I ought to comment on this article, which, more or less, concerns my work.

My chief comment on this article is that the lack of articles is the chief reason why the TAMR HOTBOX has been falling off. The number of articles received by me has dropped. At this time, I have only two or three articles to be used for next month's issue, and I'm not sure about the month after that. In short, if I had the articles, they would be printed!! The article contest was created to fill this need, but nothing has been heard of the articles. Since this is in the hands of the administration, I can do nothing about this. Taking articles from the regional papers is a good idea, since they have some good ones, but these articles should be contributed to the TAMR HOTBOX. The TAMR as a whole has only 100 members, and regional papers only serve, at the most, about 20 or so members. Why should a paper for so few when you can share it with all the members? It seems to me that all this really amounts to is competition between the regions. What the TAMR really needs is less of this internal competition and more unity.

I agree with all the points that Steve brings out, and I would like to point out that the content of the TAMR HOTBOX has been following points 1 & 2 of Steve's list, for as long as I've been editor I have put in only one page of editorials except for those of the administration, such as Presidential Notes, these editorial being by the members.

Support the TAMR!!!!

In the several months that I have been a TAMR member I have noticed that one thing, the TAMR HOTBOX, has gone steadily downhill. This sounds disastrous considering that the issuing of this publication is the major function of the TAMR.

June's 2 1/2 sheet jobbie illustrates my point. The TAMR HOTBOX is crammed with articles on participation and spirit to keep the club moving. The organization, not railroading, has been the major concern of the publication of the past few months. The aim of the association, to strengthen interest in the hobby of model railroading, is not being fulfilled and thus, the publication is ineffective.

Therefore, I propose the following points:

- 1) One page should be reserved for the editorials and opinions which are concerned with railroading, e.i., Teens in Model Railroading, Their Basic Rights by Arthur Dean. Articles of this type should be encouraged.
- 2) One page should be reserved for announcements of activities sponsored by the TAMR. Limited room should be allotted to pep speeches.
- 3) Space should be granted as is needed for articles on railroading itself. Here I think it is necessary to say that the way to promote the writing of more articles by more members is by presenting better articles in the publication to arouse each member's incentive to write his own article. -NOT FULL PAGE PEP TALKS ON LOYALTY TO THE ORGANIZATION.
- 4) Incorporation of regional papers into the national publication. Judging from the length and condition of the national paper, how could we expect the regional publications to be at all worthwhile? The few pages of the TAMR HOTBOX are hardly worth a six-cent stamp. How about a page from each region each month? This would eliminate regional fees for each paper and would inform everyone of each region's activities.
- 5) Pictures-No, not until we can get good enough articles. We have to cross bridges as we come to them. Before we have pictures, let's have articles worth illustrating.
- 6) De-emphasis of the structure of the organization and a new emphasis on the appreciation of railroading by and for all members.

Finally, I think the trouble with our organization is that we are doing too much too soon. The intent of the article is not to degrade or put down anyone, but to bring the level of the TAMR up. Before we find 20 ways to kill the TAMR, let's find 40 ways to improve it.

(Ed. Note- My comments on the points in this article appear elsewhere-B.K.)

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The Train Sheet

by Charlie Tubman

At this writing the Burlington Northern combining the CB&Q, GN, NP, F&W&D, C&S, and SP&S railroads should be in effect. This will create a mammoth Northern-Midwestern system with track from Dallas to Vancouver. Farewell to Big Sky Blue? The ICC has a proposal for a standard of passenger service in the US up for a hearing. The standard would set meal service for runs over 250 miles, dining and lounge service for all runs over 1300, and sleeping car service for overnight trains. All I can say is that this has been a long time coming, and that this should win back some riders to the rails.

Discontinued...The Santa Fe's Chicago-LA Chief, one of the country's well known streamliners. The Chief was inaugurated in 1926 as an all-Pullman luxury train. The less austere Grand Canyon has been ordered to be run another year by the ICC. The Canyon has received a lounge car in hopes of attracting patronage. The Q's Chicago-Kansas City Kansas City Zephyr has been turned into a coach between Galesburg, Ill. and Quincy, Mo. connecting with the Nebraska Zephyr at Galesburg. The Nebraska Zephyr's articulated equipment which included diner and parlor cars, has been scrapped, and the Nebraska Zephyr is now only coach, with buffet.

Those interested in preserving locomotives, send an SAE to the Locomotive Preservation Foundation, c/o Larry Robin, 2426 Robin Crest Lane, Glenview, Illinois 60025. This is a very worthy cause, and I heartily recommend your support.

Concerning Cloth Patches

by Gerald White

Since I last wrote in the TAMR HOTBOX about cloth patches, I've recently received several letters from interested TAMR members giving sources where cloth patches may be obtained at cheaper rates. The average price is about 75¢, but the company always stipulates that the minimum order must be for approximately 100 patches. This makes for a considerable initial investment for the TAMR, usually about \$100 or more. At the present time this can't be carried out. However, if the membership would be willing to buy patches by way of reservation, the project may become feasible. The reservation scheme would require that members send their money in advance, and wait until the patches were made up before receiving same. On the other hand, if there were not enough orders received, the money would be returned. In any case, if you are interested, please let your new executive know.

Jerry White

Past President-TAMR

0 Gauge

a short editorial

0 gauge; as far as I'm concerned, is the only gauge to be in. It's large size makes for better operation, and much more realism. Everything is large enough so that everything does have a weight that is close to scale. A train of 20 cars in 0 gauge is really quite a load! Running an 0 gauge train calls for some prototypical techniques, because a large 0 gauge train will not stop on a dime! I found this out the hard way, but the mishap was not from my handling, a screw dropped out of the engine and stopped it, bang! This resulted in three cars on the floor, the only ones ever to do that on my layout. The realism of a fully scenicked 0 gauge pike is hard to believe. It sure beats the smaller scales.

Article Contest Results

by Greg Thompson

Well, the first TAMR contest is now over, and was very successful. Some 21 articles were written, or about 25% of the total membership at the time of the deadline had written articles.

The top two articles were:

- 1) Is Your Yard Complete? by Greg Thompson
- 2) Crankpins to Crossheads " Gerald White

Hold on there! I know you are thinking that there was a little cheating going on, but the judges were unbiased, and nobody told me not to write an article, and I can't help it if the judges liked it, although I suppose if someone feels slighted, they can go to the president and perhaps do something, but Jerry has the letter from the judges, so he can vouch for me. (Won't you Jerry? Jerry?) (Gads, what a sentence!)

The categories and their participants are below:

- | | |
|-----------------------------|------------------|
| 1. Rolling Stock | 4. Prototype |
| *Gerald White | *Dan Finch |
| **Ray Deppmann | **Chris White |
| 2. Structures and trackwork | James Smith |
| *Robert Streger | Walter Harris |
| **Robert Neff | Robert Ansell |
| Leigh Wiley | 5. Miscellaneous |
| Art Taylot | *Donald Gosen |
| Scott Wilhelm | **John Beck |
| 3. Electrical and wiring | Bert Kamm |
| *Klaus Grunert | Robert Dernstein |
| **Marion Mills | Art Taylor |
| | George Popelka |

*Denotes 1st place winner.

**Denotes 2nd place winner.

I don't know how the prizes will be distributed, will have to talk to Jerry about that. Please be patient, it's hard to be organized when you're doing it all by mail.

The rewards of the contest were wonderful, I think I can safely say everyone enjoyed writing their article. The TAMR HOTBOX should pick up now, since the editor will be getting all the articles shortly. All pictures are being returned, but don't throw 'em away, if and when the TAMR HOTBOX get's pictures, I'm sure we'll be needing them.

Greg Thompson
Article Contest Chairman

Did you read the ad of
DIE HIMMELBERGBAHN??
Here's crushing news!
PASSES ISSUED!
Klaus G. Grunert, Graeffstr. 6
5 Koln-Ehrenfeld, West Germany

MORAVIAN STATE RAILWAYS
announces the inauguration
of express service in June.
SERVICE TO E. & W. GERMANY
JRS-Lewistown, Pa, 17044

St. Louis-Santa Fe & Pacific R. R.
"The Sooner Line"
Jay Franklin, Pres.
2001 West Randolph
Enid, Oklahoma 73701

No doubt you are expecting this to be another pep talk or something, but it is more of a reply to Steve Marling's article, since it concerns me most of all; I've been doing all the talking.

Steve brings out some good points, but since he doesn't know the whole picture (I don't think anyone does really), a few things were wrong. I won't play God and cut you down Steve, I admit those speeches were pretty sickening, but anyhow, onward:

First I'll cover pep speeches. I would like to point out that not once, not once, did I ever say anything about being loyal to the organization. Nobody else has said anything either about being loyal. What have I stressed, Bert stressed, the whole administration stressed? PARTICIPATION! And this isn't the same as being loyal. Participating in the TAMR means that you, the member, are completely responsible for the success of the organization. True, the administration plays the big role in getting things organized, but when you get down to brass tacks, who has to write those articles? The officers can't do it, they're busy helping new members get squared away, or recruiting new members, or carrying out their duties. The editor has hard enough time just getting a monthly paper organized. You don't just take a bunch of articles, wave your magic wand, and presto! there's the paper. If you don't believe me, ask Bert, I'm sure he'd be glad to tell you his troubles. Same way for the publisher. So, don't sit around and complain about too much talk and not enough articles, if you want articles, get RMC or MR. If you want to write articles, if you want to have fellowship with your fellow modelers (which is just as fun as modeling), then, join the TAMR. You might also notice in your Constitution, Steve, that it says "WE, THE MEMBERS..." not, "WE THE OFFICERS..." And, I might point out that there never would have been pep speeches if there were enough articles. I, like you, was concerned with a skinny paper, so I did the only thing I know how, make a pep speech. I'm sorry I didn't have time to write a super-colossal article that would inspire you all, but because the administration can't do it doesn't mean that you can't. I think that the article contest will prove the point that the average guy can write a real good article, if he just would.

Another very sore point with me is regional papers. The people who cut them down have seen very few if any, so how can you judge something you haven't seen? I can speak for the members of the MCR, WCR, and GLR and say that we wouldn't give up our papers for anything. If you want to bring the TAMR down to the grass roots level, if you want to promote fellowship, if you want to have everyone participating (writing articles), I say a regional paper is a necessity. All this talk about disunity is poppy-cock, the US has 50 states, all competing in a sense to be better than the other guy, but all working for the general good of the country, and we are still the most powerful nation in the world. There is nothing wrong with friendly competition between regions when it is aimed at improving the TAMR. If all regions were competing to make the national organization better, wouldn't there be some fantastic improvements? It's when the regions think solely of themselves that trouble begins, and no region to my knowledge has ever done this, or ever will probably.

As for going too fast, do you realize that we have 123 members now, with the possibility of getting 500 very soon? With that many people, all kinds of things are possible.

In conclusion, the future of the TAMR has never been better. People will predict we'll go down the drain everytime we have a slump, but the TAMR is here to stay, now let's go out and improve it 40 ways, shall we? Happy modeling!

Stand along any railroad in the country and watch a train go by. Notice how the locomotives and cars are covered with grime, dust, or rust in varying degrees. This process by which locos and cars acquire this look is called weathering, and it can increase realism of your model railroad manyfold at a minimum of expense.

To start off with, I recommend a Floquil Model Railroad Weathering Kit, which can be purchased at your hobby shop for \$1.98. It includes five basic weathering colors, Dust, Rust, Grime, Mud, and Grimy Black, plus thinner. Given these colors, a brush, and a little time, almost anyone can transform an ordinary locomotive or car into a very realistic piece of equipment. The first topic which will be discussed is diesel locomotives:

1) DIESELS

Look on the head end of any modern day freight or passenger train and what do you find there? A dusty, grimy diesel! (Unless it's just been put through the shops). If you observe enough prototype railroads you'll notice that diesel weathering takes on three distinct types: light, medium, and heavy. These types will be discussed separately.

A) Light Weathering

This type of weathering is most often seen on diesels and represents slight accumulations of dust and grime, especially around the trucks. To achieve this on a model, first give the engine a good coat of Floquil Dust. Don't put it on too thick, because although it looks transparent when you put it on, you may be mildly surprised to find that you have a white engine when it dries! If it is thinned down a little, it will settle into the cracks in doors, ventilators, and grilles, and give them a realistic appearance. The next step is to apply a thin coating of Grime of the trucks, fuel tank, and the lower portion of the locomotive body. This will simulate the roadbed dust which is kicked up by fast moving freight and passenger trains, and which covers the lower portions of most diesels. You can apply Grime in varying degrees, but remember, avoid patterns and distinct edges in weathering. If you wish to cover only the lower portion of your diesel with grime or dust, thin down the paint near the edges so that the two surfaces will blend realistically.

B) Medium Weathering

What I call "medium weathering" is exemplified by diesel units which are in good need of a wash job. There are accumulations of light and dark brown grime on the sides of the units extending about 3/4 of the way to the roof of the unit and starting just over the front truck on each side. The front of a diesel, whether it be cab or a hood, is hardly ever coated with this grime because suction and wind currents generated by the train as it passes cause it to adhere to the sides. This color can be made by mixing Floquil Rust and Grimy Black and washing them on. Be sure to use thinner when applying the paint so that some of the lettering will show through.

C) Heavy Weathering

I call this type of weathering the "Lehigh Valley" type, as it is most often seen on these roads, such as the Lehigh, Jersey Central, and New Haven, which can't get enough money together to repaint their engines too often.

You should use heavy applications of Floquil Rust to simulate peeling paint. Also, if there are any stripes or large letterings on your locomotives, you can make them appear to have run down the side (Cont.

Weathering Your Equipment Cont.

of the engine, as many paints begin to do this after years of exposure to the elements. Several Pennsy E units have been seen running on the NYC mainline in this sad state. Another interesting feature would be to have some other color of paint showing on your engine, which could have been an older color scheme showing through where the newer coat of paint washed off.

In summary, the best way to weather locomotives is to visit your nearest prototype railroad and see how the real railroads do it. Also, don't be afraid that you might mess up an engine, the real roads do it all the time! You might also build up confidence in your own weathering skill by starting out weathering cars, which I will deal with in my next article.

Wayfreight

This column will be similar to its namesake train. A wayfreight meanders along the main or a branch, handling varied cars in and out of equally varied industries. So too, will this column handle many varied subjects, all of interest to the readers.

Oldies but goodies department: If you are ever offered old or used equipment, I urge you to take it. Many of these older cars can be rebuilt into moneymakers for your railroad. One of my best cars, an O gauge All-Nation Reefer, is an ex-tinplate car. I rebuilt the roof and underframe, and redetailed the sides and ends. Now the only evidence of the cars heritage is the holes in the underframe and sides for tinplate fittings. By the way, the holes in the sides are only pinholes, from pins used to fasten on ladders, grabirons, and steps. This technique is commonly used in O gauge. I have seen an O gauge caboose being rebuilt from a similar condition into a useful car. Old unassembled or partially assembled kits are good buys. I have a Graceline caboose kit, O gauge, an item no longer manufactured, but a good kit. Although the detail is not up to today's standards, a few modifications will remedy that. So you see, practically any old car can be built or rebuilt into a new life.

Just a word about "kit-bashing", the art of using commercial kits as springboards to a distinctive model. This is an easy way to give your layout an individual look. Try adding individual grabirons instead of ladders, and vice versa, on your next car kit. Shifting cupolas on caboose (goose is geese, so why shouldn't caboose become caboose?), will also make your equipment more individualistic. Extensive kit rebuilding could, on a locomotive, consist of an entirely new cab, completely new piping, and new fittings. So try this easy way to an individual pike and you'll probably like it.

That's it for this month, back again next month with whatever comes along.

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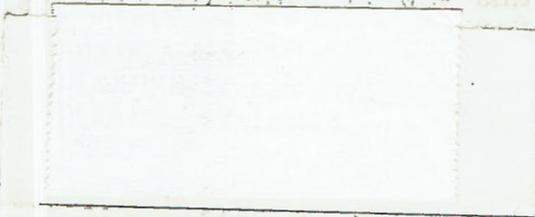
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