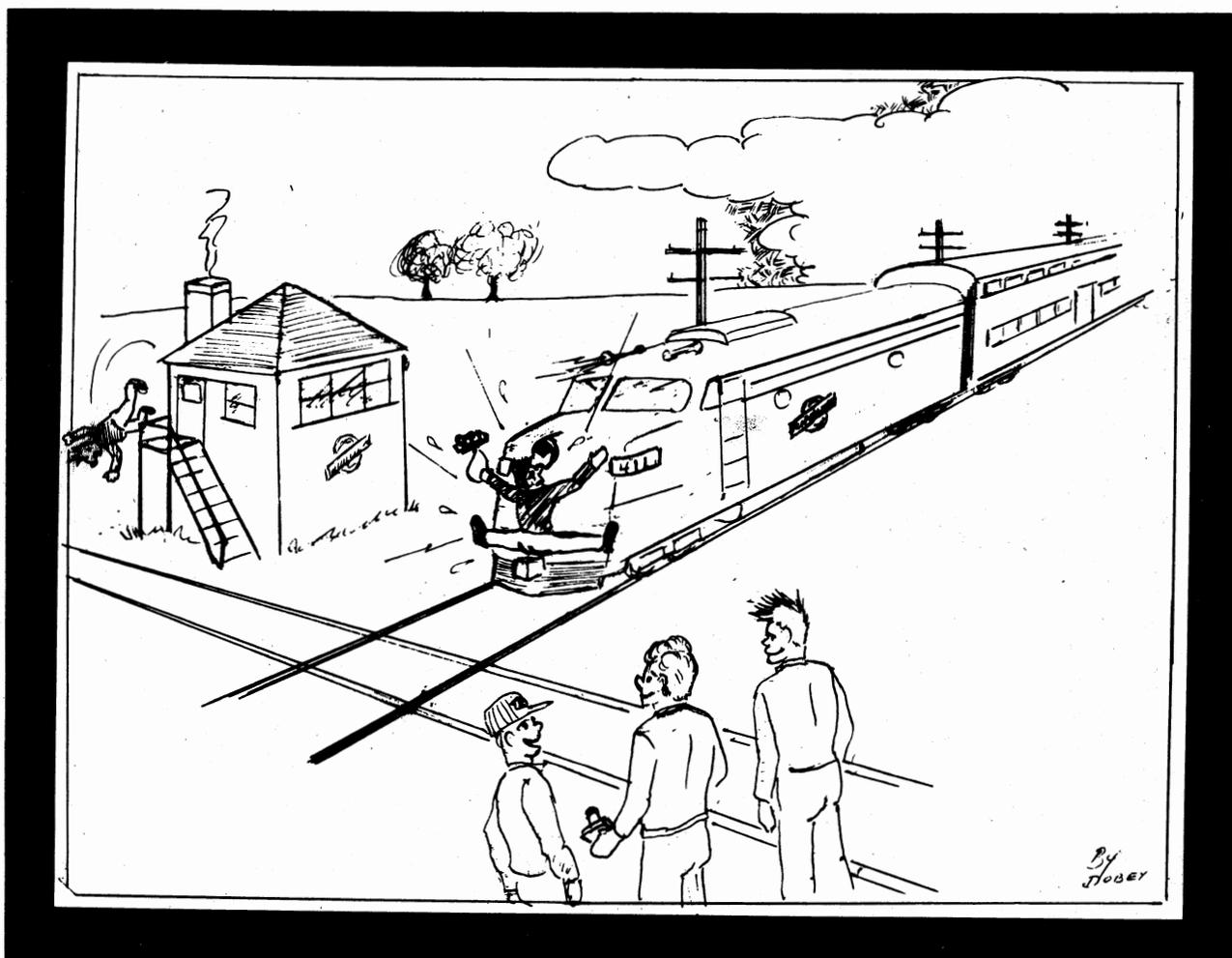


# HOTBOX

"the Un-Magazine of Model Railroading"

January - February 1980

No. 159



**SAVE THE CAMERA!**



# HOTBOX

**OFFICIAL PUBLICATION** - Tern Association of Model Railroading

Issued every other month with an additional special mailing of a Directory of Membership during the summer.

Annual dues for the TAMR are as follows:

- REGULAR (under 21 years of age): \$5.00
- ASSOCIATE (21 years of age and up): \$4.50
- SUSTAINING (both Regular & Associate): \$10.00

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

**TAMR Secretary: Gerry Dobey**  
145 E. Kenilworth Ave.  
Villa Park, IL 60181

All other HOTBOX business, except where specifically noted, is handled by the Editor. DEADLINE--All material for publication must be submitted for consideration by the first day of the first month of the issue (i.e. for May/June issue, material must be received no later than May 1st). The TAMR HOTBOX assumes that all material is contributed gratis and no payment will be made upon publication.

**HOTBOX Editor: Tim Vermande**  
51528 Pond Street  
South Bend, IN 46637

## INTERCHANGE

If you have something to Buy, Sell or Trade, use the INTERCHANGE to get results. Your ad is seen by all TAMR members. Rate: 10¢ per column line (35 spaces), your name and address printed FREE. Send all ads to: Richard Sonoski, 219 First Street, Port Carbon, PA 17965. Rich will also accept ads for your pike too. Rate: 20¢ per column line, name and address printed FREE. If you want your herald or other artwork reproduced, the rate is 50¢ per square column inch. Send in those ads today and make your HOTBOX better tomorrow.

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### PASS LISTING

Send your request for the Pass Listing to: John Huey, 13819 Jersey Ave., Norwalk, CA 90650. All requests must be accompanied by a pass made out to John and a 3x5 card showing your railroad name, your name and your address PRINTED or TYPED.

**Geneva Southern Lines**  
Gerry Dobey, President  
145 E. Kenilworth Ave.  
Villa Park, IL 60181

Checks & Balances: Ray Hakim, TAMR Treasurer

January 1 - December 1 1979	
Beginning Balance (1-1-79)	\$79.30
Income	+ \$1280.00
Expenses	= \$1033.44
Ending Balance (12-31-79)	<u>\$ 325.86</u>

**Editor's Note:** In addition to submitting this report, Ray wants all officials in the TAMR to know that he has a new address:

Ray Hakim  
341 E. Ridgewood Ave.  
Apt. 1-B  
Ridgewood, NJ 07450

Secretary's Notebook: Gerry Dobey

Total TAMR membership (1-5-80): 215

Breakdown as follows:

<u>Region</u>	<u>Amount</u>	<u>Percentage</u>
Canadian	18	8%
Central	79	37%
International	1	.5%
Northeastern	65	30%
Southern	22	10%
Western	30	14%

I would like to see us top 300 members by the end of this year, so please go out and promote us. Tell your friends, put notices in school and hobby shops. We have a variety of posters and booklets available for your use (see page 11). We're getting the steam up, so now let's get the train rolling. Our efforts can be made worthwhile with your support.

**NEED HELP, BUT DON'T KNOW WHERE TO TURN?**

Then why don't you investigate the Member Services Committee. It was formed to answer your questions on model and prototype subjects. Please send your questions to: Dee Gilbert, MSC Chairman, Box 132, Harrison, AR 72601.

# NEW HAVEN STATION

Back in the 1850's when New Haven station was first opened, it was noted for its narrow platforms and smoky appearance. The smoke was so thick that the signal lamps merely emitted a dull red glow and natural sunlight was practically unknown.

The station was so bad that when a very Calvinist father and his son alighted from their train, the boy was prompted to ask: "Father, is this Hell?"

"No," the Father replied, "New Haven."

Today, one of the most interesting places to view locomotive operations, both diesel and electric, is New Haven station in New Haven, CT. Why? Because this is where Amtrak trains from New York City and points South change power from electric to diesel on their way to Boston. Also inhabiting the station are the CON-DOT cars which look like Long Island M1 cars, but with pantographs. These cars are operated from New Haven to Grand Central station in New York.

A typical Amtrak operation at New Haven on a Boston-Washington DC bound Patriot might be as follows: Looking north on tracks seven and eight, an RDC (usually two) comes to a halt and all passengers are discharged. A few minutes later, an F40 rumbles in with nineteen Amfleet cars. The F40 is cut off and then heads south to the motor storage. At this point, an E60-CP, which has been waiting down the track, is hooked on and the train continues on its schedule.

However, the operations at New Haven aren't the only delight as the motor storage is a railfan's heaven. On an average day, you can usually spot at least two GG1's (most likely 910 or 4917), four E60's, seven RDC's (including the Roger William's RDC's numbers 27 and 28) and F40's in great volume. Yet there are only two E8's that Amtrak has converted into HEP (Head End Power) units. In the near future, the state of Connecticut will be purchasing some new SPV-2000 cars.

Furthermore, New Haven station is

also BIG. The motor storage is south of the station on Union Ave. (see map on page 5) and while there is a mesh fence, access can be gained through a parking lot. If CON-DOT cars are your cup of tea, then go to the end of the waiting room tunnel to tracks 10 and 12, cross the tracks, and the shops will be directly in front of you (see map). The shop itself is pretty tedious unless you get your kicks on worn out Faviley pantographs.

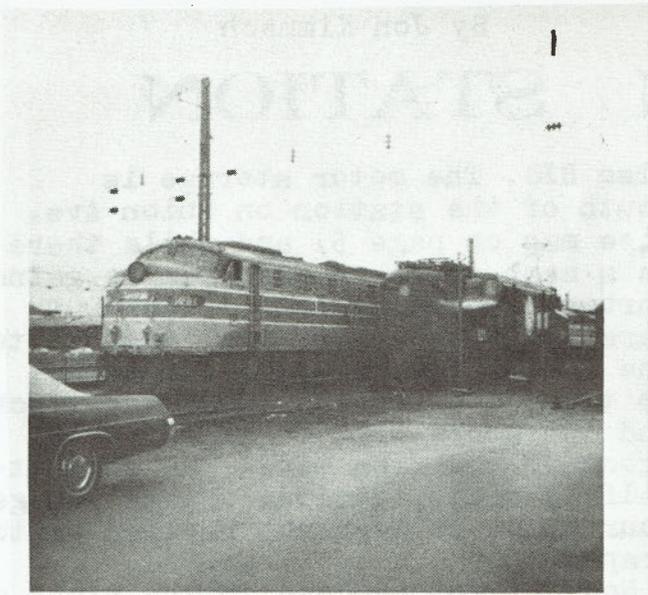
Now, if you proceed to the right of the CON-DOT shops, you will come to the diesel shops--a far more interesting place. Here you will find some Amtrak E8's and RDC's, but best of all are four ex-NH RS3's owned by Amtrak. If passenger cars interest you, there is a dead line of many ex-NH and PRR cars in the PC scheme. However, there are also some ex-NYC "Twentieth Century Limited" cars which makes this area especially valuable for prototype modelers.

To the right of the passenger car deadline is another dead line only for larger equipment such as RDC's, E8's and a whole bunch of RS3's in both PC and PRR liverys. This is also where the wheel shop and storage is located. The new transformers for the voltage change on the New Haven are stored here.

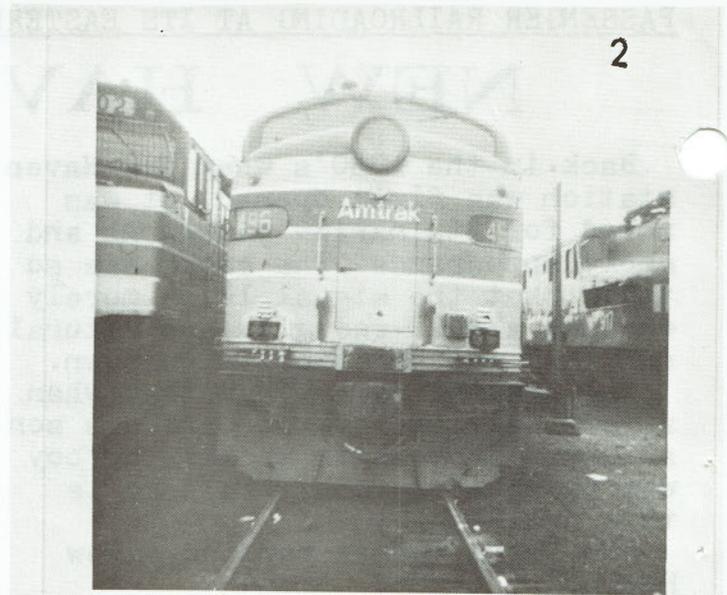
Come on down to New Haven station, there's always something for everyone. If you are not sure about the area, then perhaps the map on page 5 will help you. In addition, I will be glad to show anyone around as well. As far as passes go, if you stop in the wheel shop and ask for Mr. Nichols, he will provide you with one.

PHOTO CAPTIONS (next page):

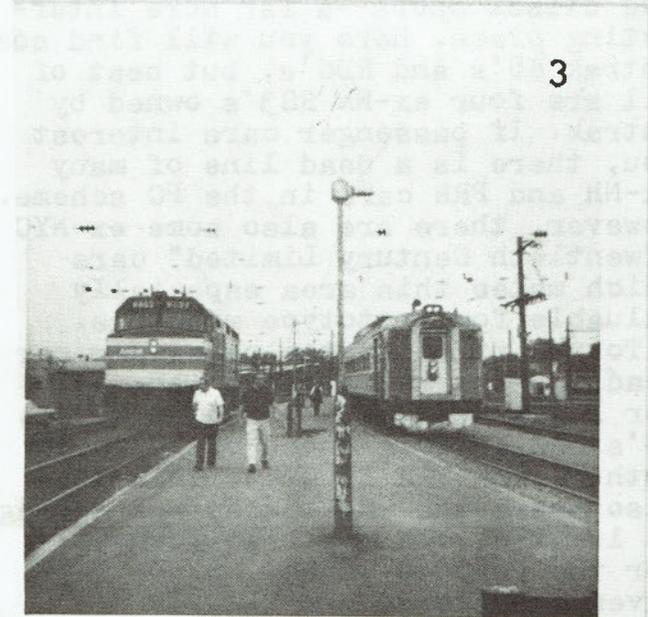
- 1) GG1, #921, the Savings Bond loco, idles next to Amtrak E8 (HEP) #4961.
- 2) E8 (HEP) #496 sandwiched in at the motor storage.
- 3) Workers walk platform between tracks 10 & 12 as Springfield bound RDC and Boston bound F40 stop to get orders.
- 4) View of station and retired MU cars
- 5) Amtrak #917 at the motor storage
- 6) Overall view of motor storage.



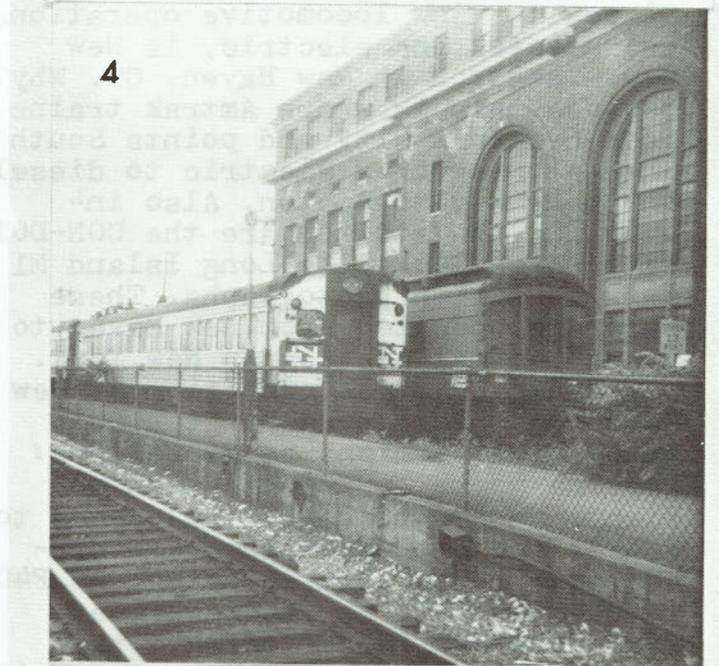
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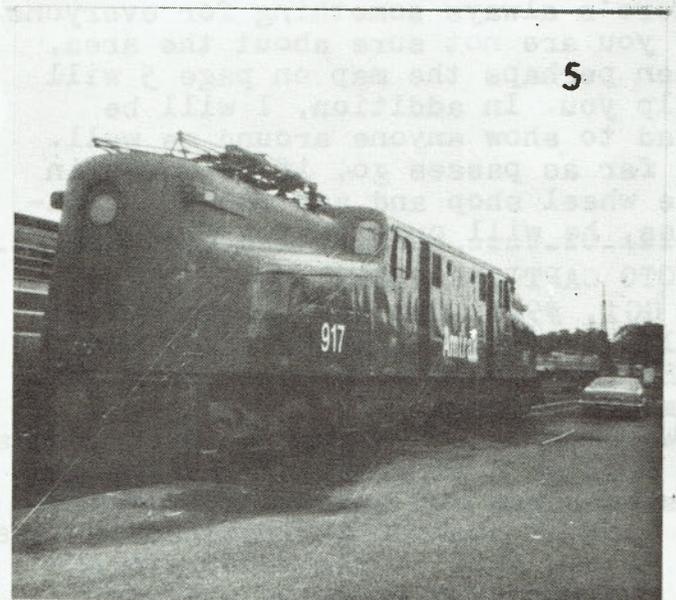
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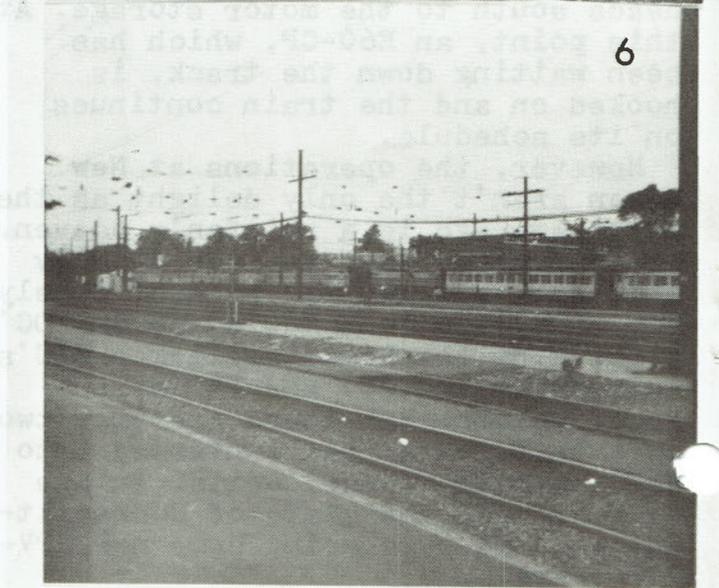
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4



5



6

All photos: Jon Kimnach

NH COLOSEUM

OAK ST. CONNECTION TO 195

To CEDAR HILL YARD  
CONRAIL

STATE ST.

PUBLIC PARKING

CONRAIL OFFICES

TUNNEL

STATION

CONDOT SHOP

MAP OF  
NEW HAVEN  
STATION

7 - AMTRAK  
8 - CONDOT  
9 - FREIGHT ONLY  
10 - CONDOT  
12 - AMTRAK

POWER PLANT

UNION AVE

MOTOR STORAGE

RETIRED M/CARS

CHURCH ST. SOUTH

DIESEL SHOP

LONG WHARF

195 TO NEW YORK ←  
→ TO BOSTON AND 191

PASSENGER CAR DEAD LINE

DEAD LINE

DEAD LINE

WHEEL SHOP  
MR. NICHOLS ORG.  
FREIGHT DPA

STORAGE

-5-

HALLOCK ST.

SEAN CO. FACTORY

KOSMINSTE

# Illinois & Eastern Ry.

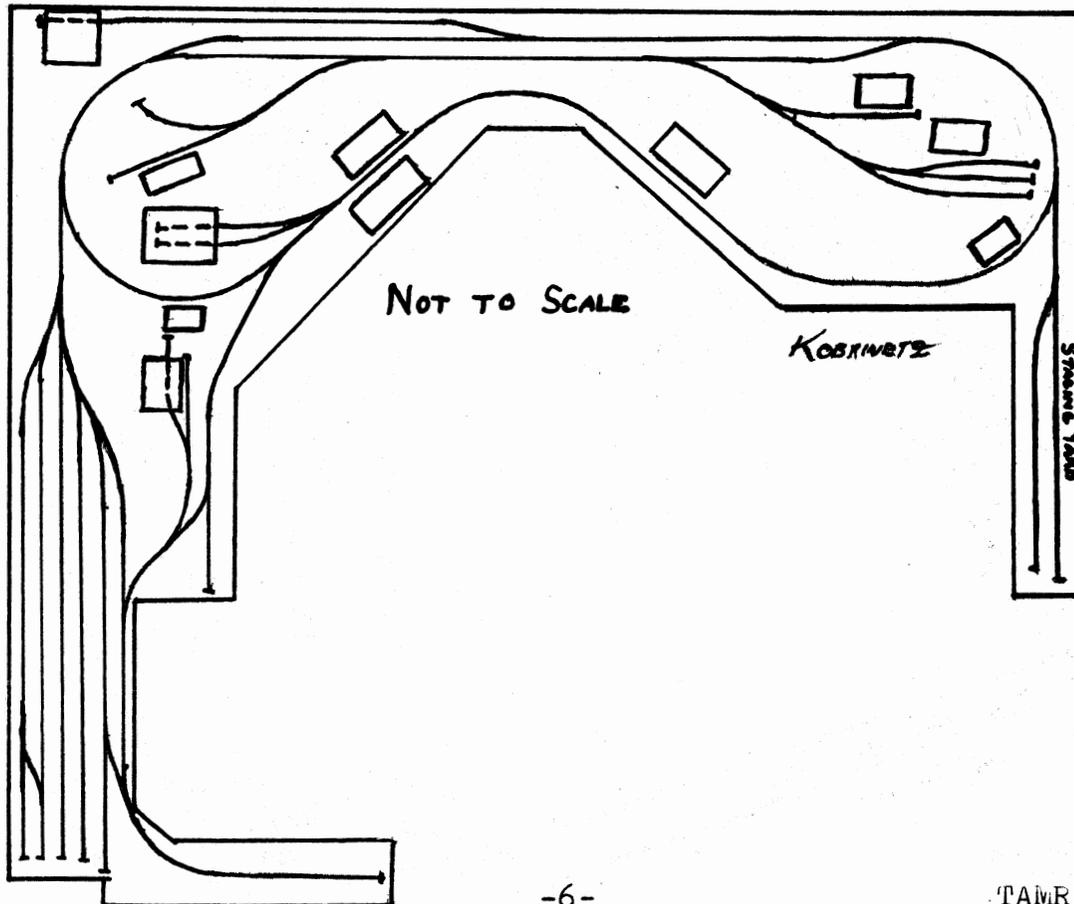
If you enjoy a model railroad which features many switching possibilities, as I do, then you might be interested in learning more about my Illinois & Eastern Rys. I am the kind of person who enjoys working a yard engine or local in an operating session on one of the local layouts. Yet don't take me wrong, I'm not putting you through freight operators down. Working a fast freight can be refreshing after a six hour yard shift (about 1½ real hours with a fast time clock). On the large layouts, we operate 24 hour sessions in about 4½ real hours.

Getting back to the subject at hand, I saw my first staging-to-staging (STS) layout while out East last summer; it belonged to Bob Mohowski of RAILFAN & RAILROAD and also RAILROAD MODEL CRAFTSMAN. The layout had approximately fifty feet of track and took up about 30-35 square feet of the bedroom in which it was located. The layout consisted simply of a town with a staging yard on each end, one of which was in a closet entered via a "hole in the wall."

Well, I was so impressed that I thought about rebuilding my pike for the rest of the trip, except for the time we had some great railfanning in Vermont. Thus one of the first things I did upon arriving home was to draw up plans for the Illinois & Eastern's new Dixon yard. The new plan has a working yard of about 6 tracks capable of holding 30 to 40 cars, a town with passing track and industries, plus a staging yard.

After funding was secured, the new railroad was started. I was able to utilize the benchwork from my previous layout so much work was saved here.

Although I planned to have a point-to-point design, I retained the loop so that I could use it to break units in. However, most of the loop will eventually be used for industrial trackage. Trackwork is nearly complete and while I don't have any photos, the drawing should give you an idea on the many possibilities that a staging-to-staging layout provides. If you like switching cars and operating your layout in a prototypical manner, don't fail to consider STS when developing your trackplan.



# DERAILMENTS

Picture the following scene: On a cold winter evening when the snow is accumulating rapidly, our friend, Average Teen Model Railroader, decides it might be nice to pop down to the basement and run a few trains. Nothing too fancy, mind you. No full fledged operating session with fast time clocks and waybills. Just a nice, relaxing couple of hours spent running trains and admiring his handiwork.

However, a half an hour later, our friend comes trudging up from the basement disgusted and frustrated--cursing the day he first became addicted to model railroading. What happened? The answer is simple, derailments. Our modeling friend could not simply run trains as he had intended because they kept jumping the track on curves and derailling on switches. With this article, I hope to point out some of the most common sources of derailments and provide you with some clues for correcting them. In addition, since many new modelers are starting out in N scale, I hope to point out some special problems inherent to this small scale. Yet let me stress right here, this is not an N scale derailment article. Most of the techniques that I'm about to describe will work well in all scales.

When I started in model railroading, I blamed all my problems on both the light weight of the cars AND the track especially track switches. Now I realize that some might think it silly to start a derailment article talking about rolling stock, but let me explain: I started out with two train sets, one freight the other passenger. The track was sectional and I tacked it down, along with two pairs of switches. Operation was fine until I started adding more cars. I do not add them at the rate of one at a time, but in bunches of three's and four's plus the increased motive power to pull them. Naturally, with longer trains, more weight was added to the pull of each drawbar, truck frame, mounting pin as well as the

the wheel flanges. Around this time, I really started to have derailment problems. Thus I have learned through years of experience that rolling stock does more to contribute to derailments than just sloppy track-work.

The first thing to check on your rolling stock fleet is the rolling quality of the wheels. In order to do this, you will need a couple of items: (1) A wheel guage. If you're in HO, purchase an NMRA track and wheel guage. If you're in N, your best bet is a scale rule which has scribed on it the proper spacing for N scale wheels. I suggest a FLINT N scale rule; (2) You will also need a two or three foot long board on which a strip of track has been mounted. This board is to be elevated, not exceeding a quarter inch per foot of rise. Any free wheeling car will coast this grade nicely. Be sure to smooth the rail joints so there is nothing to snag the wheels of your cars and make sure that the track is in guage.

Now, take a car and set it down on the top of the grade and without pushing, let it roll down. If the car coasts all the way to the bottom, then set it in one pile. If it doesn't, place it in another. When you have gone through your whole fleet of rolling stock, you should have two groups of cars.

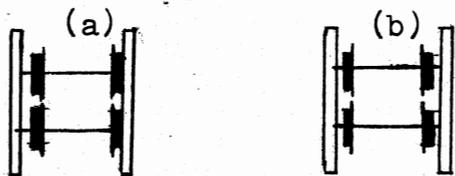
Next, using your guage, check the flange spacing on those cars that would not coast down the grade. Most often, ready-to-run equipment is sold with one of two problems. Either the wheels are spaced too far apart or too close together. Both of these problems can be corrected simply if you have wheels with metal rings on plastic hubs or plastic on metal; however, if both wheels and axles are plastic, forget it. In this case, it is best to remove the offending wheel set and use it as scenery material around your shops or yards. I suggest that you replace this type of combination with those manufactured by Kadee. (cont'd next page)

## DERAILMENTS (cont'd from last page)

For those trucks with wheels placed too far apart, you can (gently) push the wheels closer together and into proper guage. If on the other hand the wheel spacing is too close together, you can gently spread the wheels to proper guage. Both of these corrections are best accomplished with a needle nose pliers and wheel guage DO NOT LUBRICATE your wheels, only constant running will wear them into a free flowing rotation, or you may have to replace them.

Now that you have guaged all your wheels correctly and are successfully running trains, you may find that after several trips around the pike derailments start popping up again. This will most likely happen with equipment manufactured seven to ten years ago. Why? Well, the equipment wasn't manufactured as good then as it is today. Thus if you run long trains, the extra weight has to go somewhere and it always attempts to straighten the train out especially on curves. Therefore, you have a pressure exertion from the rails against the wheel flanges and the phenomenon in figure 1 will occur.

Figure 1



On old equipment, wheels will side inwards on one side of the truck (a) on simple ovals and on both sides (b) because of pull through curves turning in both directions after much use.

The cars with this defect will most likely derail on track switches, re-railers or anything else with a guard rail on it.

You can reguage the wheels and start operating again, but I would give serious consideration to replacing the offending wheel sets as the same problem will creep up again in the future. This is the reason why many modelers switch to Kadee wheel sets and couplers. The wheel sets are made a special way to keep them in guage

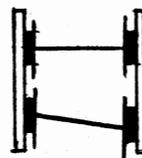
and the couplers look and operate better than most others on the market. This is not a plug for Kadee, just a simple statement of facts.

Of course, there are other problems that can occur with wheels. Burrs picked up from too much tie riding can be a problem, but this problem can usually be corrected with a few passes of a file. However, remember that as you file down the flange on a wheel, it becomes weaker and a bang in that area may render it useless.

Another area that leads to may derailments but is seldom suspected is couplers. Couplers must have some play in them for curves, especially those of tight radius. If the couplers fit too snugly--often a problem with N scale Rapido couplers--they tend to hold the trucks against one side of the track. This can then cause the wheels to snag on rough rail joints or guard rails that don't normally effect operation.

Nevertheless, couplers can help you in detecting possible sources of derailments. In order to do this, you have to run a train at very slow speed while watching the couplers from above. Does the coupler seem to be off-center? This can be an indication of misalignment of axles, or wheels. The truck may permit an axle to shift so that is no longer 90 degrees to the rail (see figure 2).

Figure 2



Misaligned axles (exaggerated for visual effect); most won't be this easy to see.

Or the wheels may be misaligned (as in figure 4) so as the trucks will tend to ride sideways and cause the coupler to ride off-center.

All of the procedures mentioned previously can also be applied to 4-wheel and 6-wheel passenger car trucks with equally satisfying results. (cont'd next page)

# MSC Report

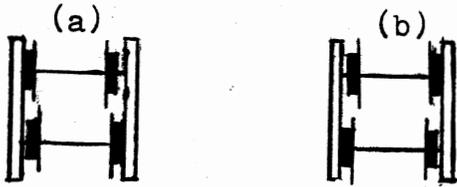
To TAMR Members: Congratulations, you have provided an excellent response so far. To date, thirty questionnaires have been returned. Soon we will begin a new column in the HOTBOX devoted to the Member Services Committee. The objective of this column will be aimed at obtaining a specific piece of information on a given item. One, or several, items, either prototypical or modeling, will be listed. Anyone with specific knowledge on any of the listings is asked to please share his or her knowledge on the subject. Knowledge is to be shared if it is to be any use to anyone, so don't hide your knowledge. Help us if you can.

By now, some of you should be getting correspondence from the people that I've referred to you. Please take the time to help them out, encourage them and when you are presented with a problem neither of you can solve--write to me. We will find a solution.

Presently, we are looking for a solution to keep Tyco steel snap track from rusting, but allow electrical continuity to remain for decent operation. Does anyone know what to do?

So far, for me, the MSC has produced a number of new friends and acquaintances. So remember to write: Dee Gilbert, Box 132, Harrison, AR 72601.

Figure 4:

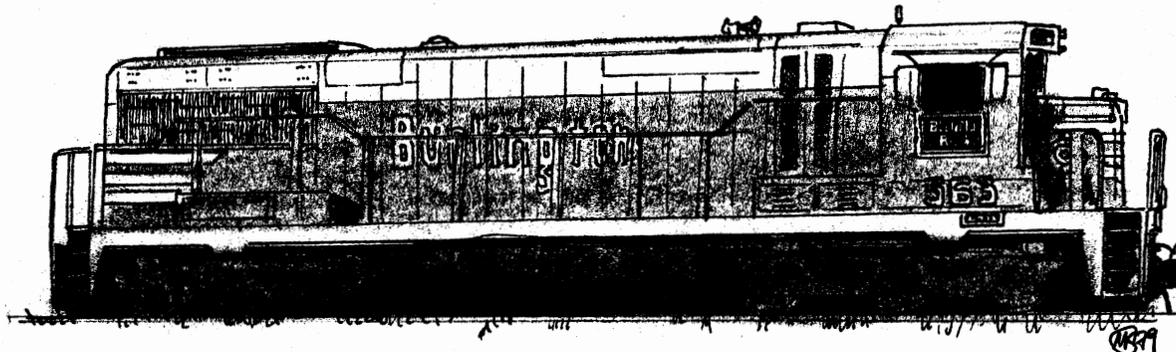


Misaligned wheels, both a and b, will cause truck to try to ride sideways.

I have found that Con-Cor passenger car trucks are very poorly designed and have little clearance allotted under the car. Thus I have solved 99% of my derailment problems by simply replacing them. Your rolling stock can have a dramatic effect on your operation.

Another problem often encountered is caboose couplers that are too high. The only solution that I have found to solve this problem was to hold the coupler in the air (still attached to the caboose) over a hot soldering iron. Don't get too close or you'll melt the plastic. Then using a pair of small, but long, needle nose pliers gently bend the coupler downward, but father than need be and hold for a few moments. With a little practice, you will learn just what amount to bend it. When it is released, the coupler will return to near normal position.

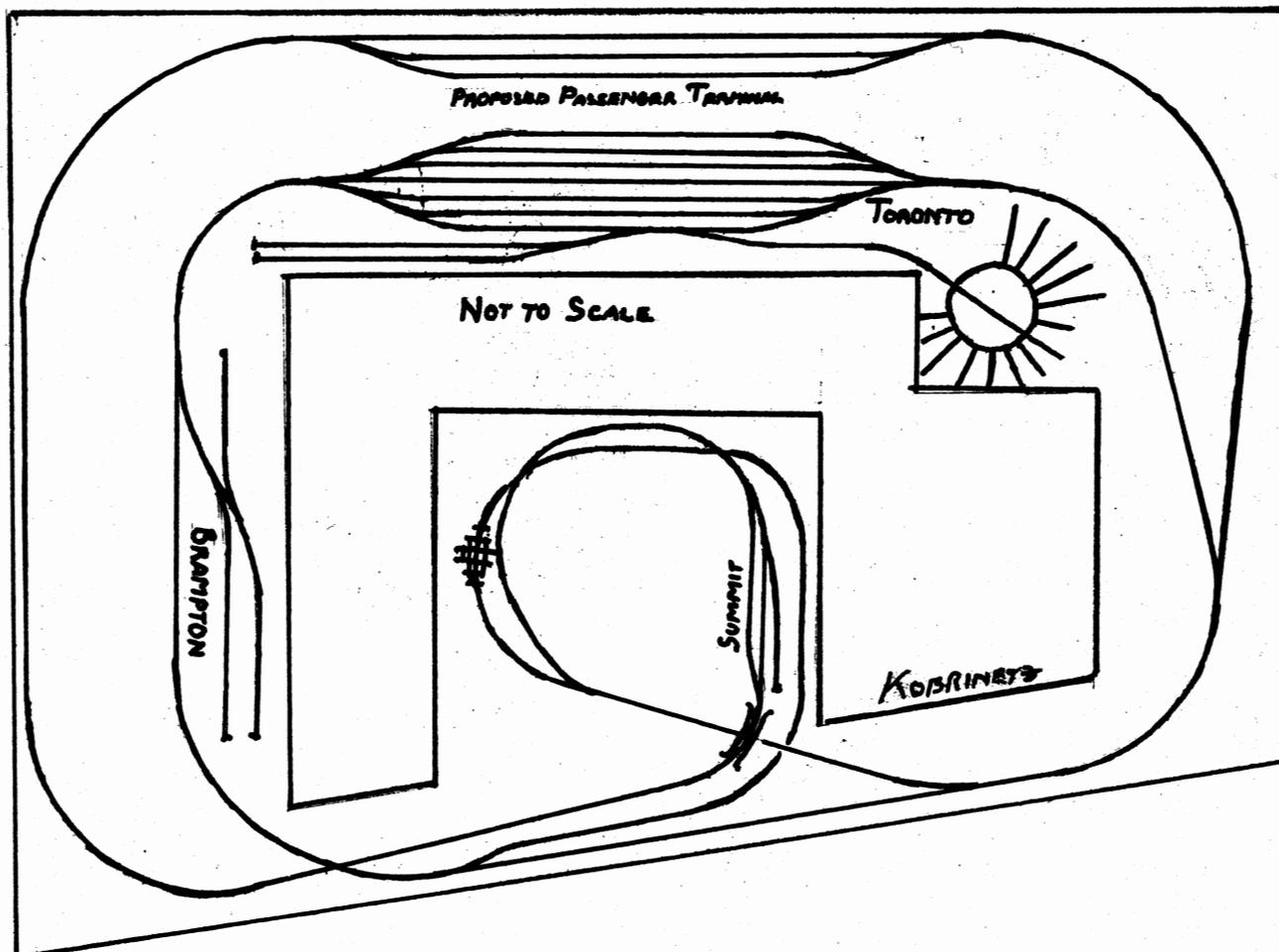
Anyone having trouble with their rolling stock is invited to write me, in detail, with their problems. I'll be happy to provide whatever assistance I can. Write to: Dee Gilbert, MSC Chairman, Box 132, Harrison, AR 72601.



CHICAGO, BURLINGTON and QUINCY

U-28C Drawing: Mark Morgan

## CANADIAN NATIONAL



My model railroad follows the prototype Canadian National which runs close by my home and thus I figured it would be the easiest to model. I have tried to capture a freight terminal in the city of Toronto and the small industrial area of Brampton, where I live. As I see a number of different roads and cars pass by my house on the CN, I have also tried to incorporate this facet on my layout. In addition, I have attempted to recreate a small portion of the Rockies as well.

Although the track is all laid, buildings and factories have yet to be installed. The main yard has a capacity of around fifty to sixty cars and the industrial spurs are capable of holding another twenty or so. My motive power consists of both steam and diesel locomotives. All track is of the flex type and my switches are all manually operated.

All the electrical work was designed and constructed by my brother-in-law and the main control panel is located above the city of Brampton (see track-plan). In a full operating session, the railroad can keep five people busy. Needed are a dispatcher, two engineers, a yardmaster and a roundhouse operator. As of the present, the control panel for the roundhouse has yet to be installed although I expect to have it in the near future.

Scenery is not completed as I believe this part of building a model railroad can not be hurried if you want good results. As of the present, the layout is located in a crawl space at our house where the vertical clearance is only three and a half to four feet high. So duck your head and highball!

# Crummy News:

Mark Kaszniak, Associate Editor



As you can see, I've sacrificed my column space in this issue so that we could print Scott Sackett's cartoon honoring (?) my CRUMMY NEWS column. At first glance, I immediately fell in love with it and thought you'd get a chuckle from it as well. The cartoon reflects so accurately the situation I contend with while writing this column that I just have to ask: "how did he know?"

P.S. Who says the HOTBOX doesn't support budding, talented young artists?

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EVERY MEMBER WE GET IS AN ADDED CAR TO OUR TRAIN. Help promote the TAMR in your area. Write: Mark Kaszniak, TAMR Auditor, 4818 W. George Street, Chicago, IL 60641.

FOR SALE: Atlas Selectors, Controllers, switch machines, switch control boxes, 3 inch bridge piers, plate girder bridges, and assorted track items. Tyco freight cars. Plasticville, Suydam, Tyco & Ahm structures. ALL HO. Send SSAE for price list to: Mark R. Rekeweg, KR 2, Woodburn Road, Woodburn, IN 46797.

FRONT COVER: The drawing on the cover of this issue pays tribute to all the railfans in the TAMR. The idea for this drawing was formulated by our Graphics Editor, Jim Kobrinetz, but the drawing was done by our Secretary, Gerry Dobey. Figure that one out?

# Markers:

IN THE NEXT ISSUE: No one knows how much longer the Rio Grande Zephyr will be with us. The ICC has ordered the Rio Grande to operate until May 31, 1980 at which time hearings will be held to decide its fate. In the next issue, the HOTBOX will be paying a special tribute to America's last non-Amtrak (excluding commuter services and excursions) passenger train. Furthermore, Brent Irvine will tell us about his Blue Falls Rwy. and Ted Tait will give some helpful hints on soldering. All this, an election ballot, plus much more will be coming your way in the Spring edition of the Un-Magazine of Model Railroading.

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A SECOND SECTION: Arriving with (or a few days before or after) this issue will be a special election second section. Enclosed will be our newly proposed Constitution & By-laws plus a nomination form. Be looking for it.

\*\*\*\*\*

TRAIN ORDER COLLECTORS: J.S. Ward (RD 1, Box 217a, Ruffsedale, PA 15679) thinks it would be a good idea to form a committee for those in the TAMR interested in collecting, preserving and trading train orders. If you are interested in such a service, contact J.S. Ward.

\*\*\*\*\*

THE 1980 CONVENTION: Regional Representatives and other interested parties have received a form about the possibility of holding our 1980 national convention. If you are interested in possibly holding the convention, but did not receive a form, please contact: Jeff Wilke, TAMR President, 38115 Park St., Oconomowoc, WI 53066. Further announcements on our convention will appear in upcoming issues.

TAMR HOTBOX, "the Un-Magazine of Model Railroading"  
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