

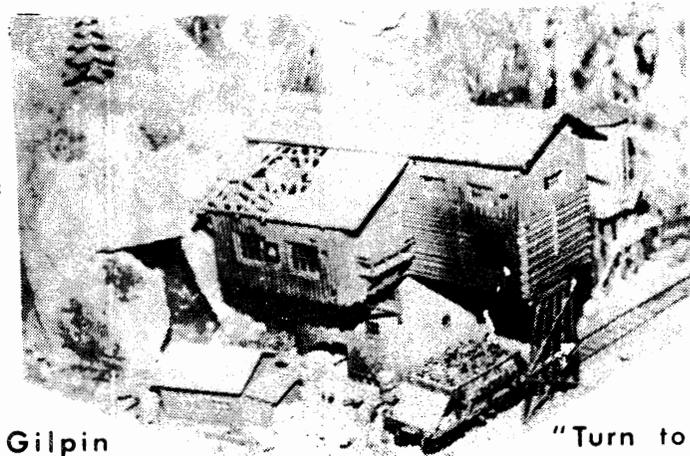
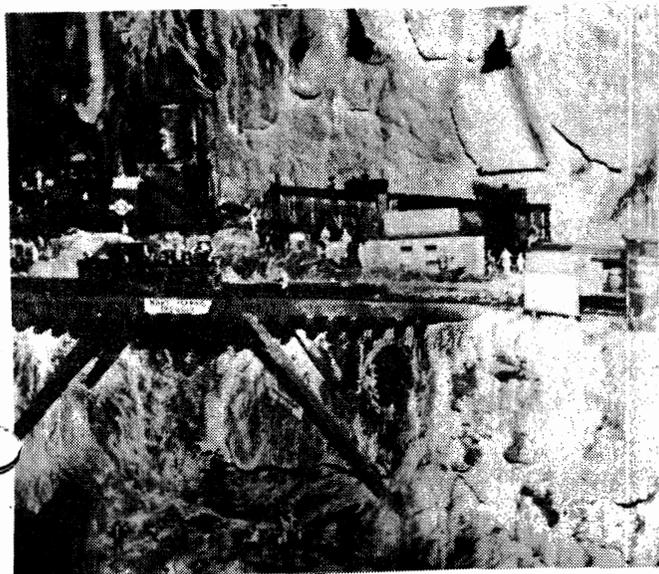
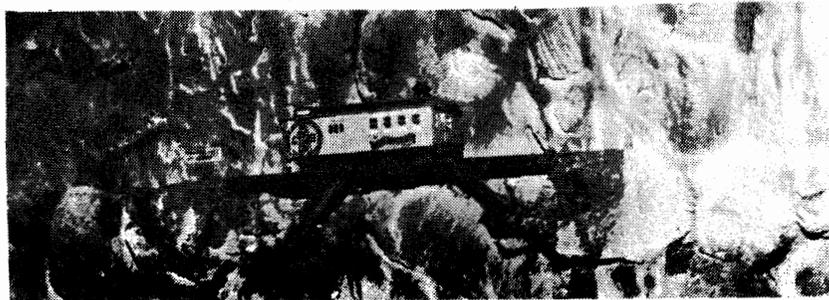
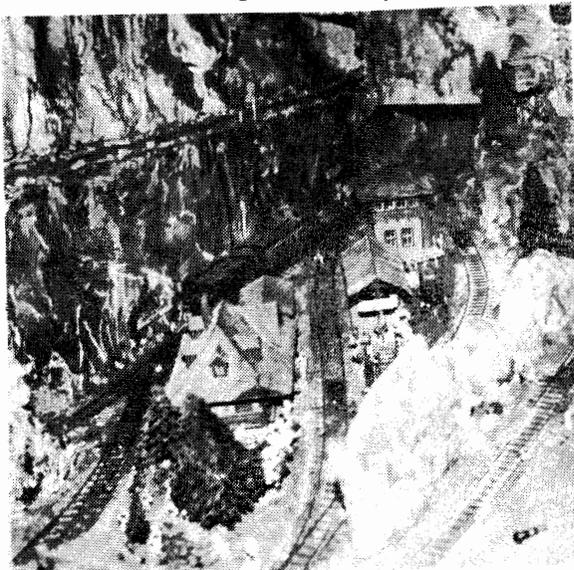
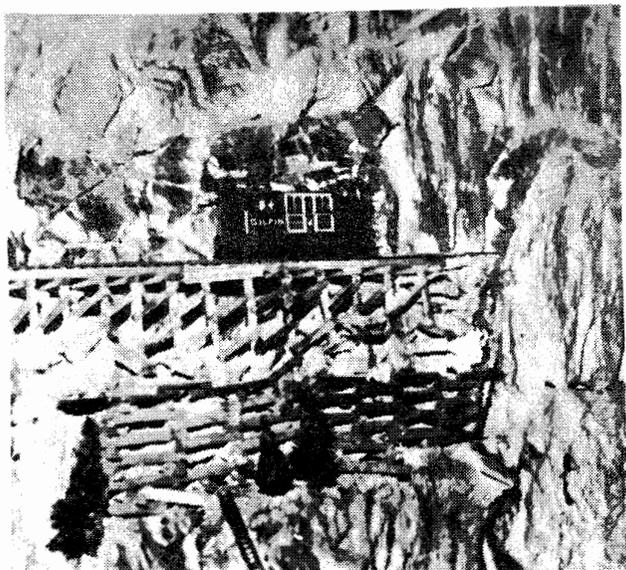


HOTBOX

"the Un-Magazine of Model Railroading"

No. 168

July - August 1981



Gilpin
Says;

"Turn to
Page Eight"



HOTBOX

OFFICIAL PUBLICATION • *National Association of Model Railroading*

Issued every 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) \$10.00

ASSOCIATE: (21 years of age and up) \$9.50

SUSTAINING: (both Regular & Associate) \$15.00

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

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

All other HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

HOTBOX Editor: Mark Kaszniak
4818 W. George Street
Chicago, IL 60641

DEADLINES: The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.

Notice of Change in Dues & Publication Rate

- 1) As of July 1, 1981, dues for the various classes of TAMR membership shall be as listed above.
- 2) All those who renew or join on or after July 9, 1981 will be required to pay the increased rate and will then be entitled to receive twelve (12) issues of the TAMR HOTBOX.
- 3) The TAMR HOTBOX will switch over to a monthly publication at the beginning of 1982. This will give the TAMR time to assess funds; change its prospectus literature; gather articles for future publication; revise mailing lists and establish new publishing and mailing procedures for the monthly schedule.
- 4) The remaining 1981 HOTBOXs--with the exception of the November/December 1981 issue--will be limited to twelve (12) pages in order to prevent either a drain on the TAMR's finances or the HOTBOX's article supply.
- 5) Starting in 1982, each HOTBOX will then be a minimum of twelve (12) pages unless membership figures and/or financial considerations warrant otherwise.

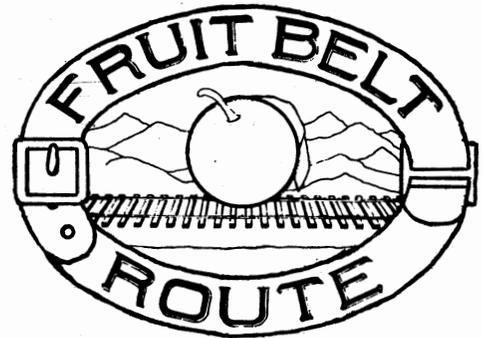
--Approved by TAMR Executive Board
June 6, 1981



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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), name and address printed FREE. Send all ads to the HOTBOX Editor who is temporarily handling all advertising.

Announcing:



The Fruit Belt Route, Grand Junction & Grand River Valley Railway by Bill McGuire and Charles Teed.

Here is a new book by the National Railway Historical Society, Rio Grande Chapter and it is the story of a town in western Colorado, settled in 1881, longing to grow and go metropolitan. Public transportation started with a horse car and white horse, named Charlie. Later, with the help of Colorado Springs financiers, an electric line was built. Learn all about the electric interurban running from Grand Junction to Fruita, the trolley in Grand Junction and how good roads and plentiful autos brought about its demise. This 8½ x 11" paperbound book has over fifty pages along with many photographs and line drawings. It's available in August for \$4.95 from NRHS, Rio Grande Chapter, Box 3381, Grand Junction, CO 81502. In addition, the chapter also has 17½ x 21½ maps of the Denver & Rio Grande Western Ry. showing all standard and narrow gauge lines in the 1930's. These maps, printed on quality stock, are available folded or rolled (please specify) for 90¢ plus \$1.00 postage and handling.



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CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

MODULE MANIA

A new column is starting up in this HOTBOX, it's called the "Modular Concept" and is written by Paul Ingraham. Interest in module model railroading (or moduling, for short) has grown tremendously over the past couple of years. Why? A variety of reasons, but the most important being that modules are small and relatively portable. That might not mean much to those of you who are planning to recreate the Pennsy's mainline from Chicago to New York, but to others who have less time, space and money, moduling is a serious consideration. The advantages are obvious: A fully completed section of railroad can be totally completed--down to the fine details--for a minimum outlay of cash and materials. Furthermore, this section can then be transported to a meet (or show) so that it can be interconnected with other modules to form a large system. For the beginner, modules allow the modeler to experience all facts of model railroading before tackling that "dream" pike.

Still, the single major problem with modules is that they are a group effort. Modules are constructed on the preface that they can be lashed up to others and run as a group. This fact alone causes major problems in the model railroading community. Why? Because the majority of modelers are "lone wolves." Sure we enjoy meeting other modelers and discussing modeling

concepts ad infinitum at meets, shows and conventions; nevertheless, when these affairs are over, we return--albeit usually more enriched for the experience--home to work on our respective pikes in private. Our hobby developed this way for two reasons: (1) the "playing with trains" remarks drove us into our basements and (2) until modules came along, most railroads were not designed to be portable.

What then is needed to make the modular concept of railroading work? An association of some sort which can coordinate module activities. Don't we already have an association, namely the TAMR? What's more is that we have a multi-layered association with the national association spearheading the national movement and our regions involving themselves with more local concerns. Wouldn't it be relatively easy for our regions to get into moduling? Regional meets could then focus around module groupings built by region members, instead of railfanning trips. Would not this activity, in turn, help to further stabilize and strengthen the TAMR's regions? By golly, it just might!

Couldn't moduling help the TAMR in other ways? If a universal "TAMR system" is developed, those members attending our national convention could bring their modules along. Sound farfetched? Not really. Also since modules are real attention-getters at shows, possibilities for promoting the TAMR come to mind. What better way to promote the TAMR than by showing the creativity and ingenuity of our members? Since great numbers of young prospective modelers attend these shows, our membership should increase dramatically.

Will moduling catch on in the TAMR? I don't know, but I do know that Paul Ingraham's column represents the "state of the art" in module construction techniques. In addition, he's agreed to develop a special "TAMR module system" which is fully compatible with the initial system he's describing, but is cheaper to build. Maybe there's a chance for moduling yet in the TAMR.

Evolution of a Junction

Located in the eastern end of the state, in a town that probably started America and possibly a railroad, is Concord Junction. Besides having a long history and colorful life, the junction is also apt for modeling. Today, the B&M comes from the west and east and Conrail (former NY, NH & H) from the north and south. Understanding the operation and function of the junction becomes much easier when you know a little about its history.

The Fitchburg RR, later to be absorbed by the B&M, built the first line through West Concord as part of their suburban line which terminated in Boston's North Station. This line was built in the mid-1880's and ended in East Deerfield, MA where it connected with the New Haven and several other small obscure railroads.

At this point, the Fitchburg had very little work to do. The locals switched a few industries and the passenger trains made whistle stops. In the mid-1860's, the Old Colony, in a bid to reach the mills on the Merrimack River, built a single line through West Concord to Lowell, MA. The line prospered with as many as three trains a day passing through what is now called Concord junction. A small, three track, yard was built on the north side of the Fitchburg in addition to an interchange track which connected the two roads. The B&M was formed in the 1870's and a branch from Billerica was built (see fig. 1).

In 1873, the Nashua, Acton & Boston RR was built--mostly by the Concord & Montreal RR as a way to steal service from the B&M by connecting with the New Haven. The line originally joined the Old Colony at North Acton, but later it was extended and paralleled it to Concord. The NA&B was important because it gave the C&M a through route to New York. However, the line served few

industries and the ride took two hours longer than the B&M. Needless to say, the line was unprofitable from the day it was built.

In 1892, the Old Colony was absorbed by the New Haven and in 1895, the C&M was leased to the B&M. The NA&B, now a branch and still unprofitable, was abandoned in 1926. A few years earlier, the branch from Billerica was removed, but the switching track at the prison power plant was retained and bought by the NY, NH & H.

In 1968, the Penn Central took control of West Concord. The Lowell branch was no longer used as an interchange and service was downgraded as required. The B&M bought the old NA&B interchange tracks and used them as a runaround track for their local freights (see fig.2).

Today, the trains aren't as glamorous as those that used to pass through the junction. MBTA's new push-pull service and GO passenger cars with F7 or FP40 diesels do blast by every hour while old Budd cars pulled by B&M GP7's take up the slack during off peak hours. Freight service is still offered by Conrail, although trains are infrequent. Originally, Conrail marked this route as unprofitable and began to line it up for sale or abandonment. However, state money is keeping the route open. Service is usually handled by a GP35 or SW7 with a transfer caboose taking up the rear.

On the B&M, all mainline freights have been rerouted via Lawrence and Lowell, so the only freight service seen today is small wayfreights. The only trains regularly scheduled through the junction are B3&4 which have working limits to South Acton. AY1&2 also have working limits to South Acton from Ayer, but they too occasionally show up at West Concord.

I have included a diagram (see fig. 3) showing how a junction like West Concord could be selectively compressed into a model railroad.

(Text cont'd on page 6)

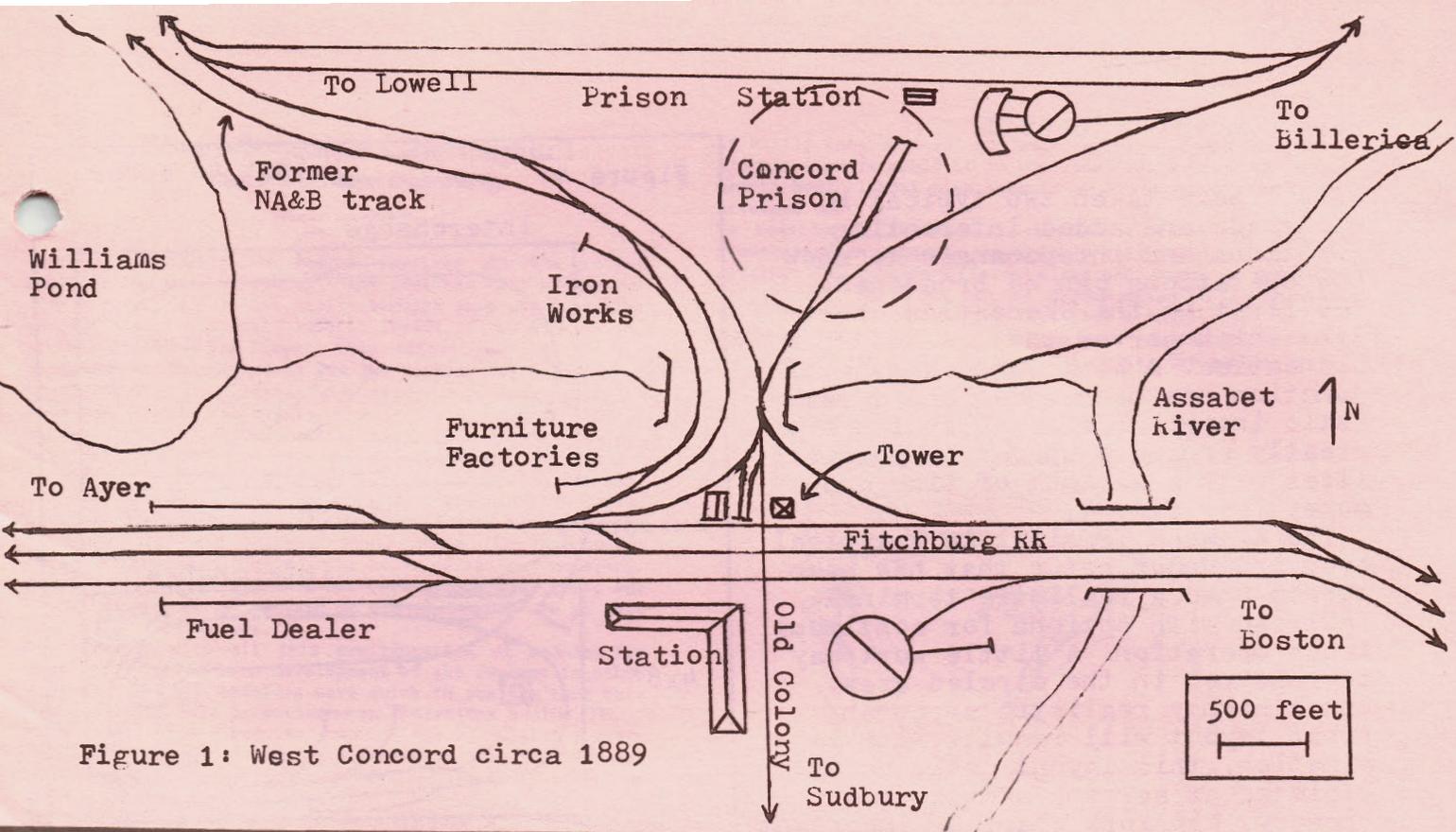


Figure 1: West Concord circa 1889

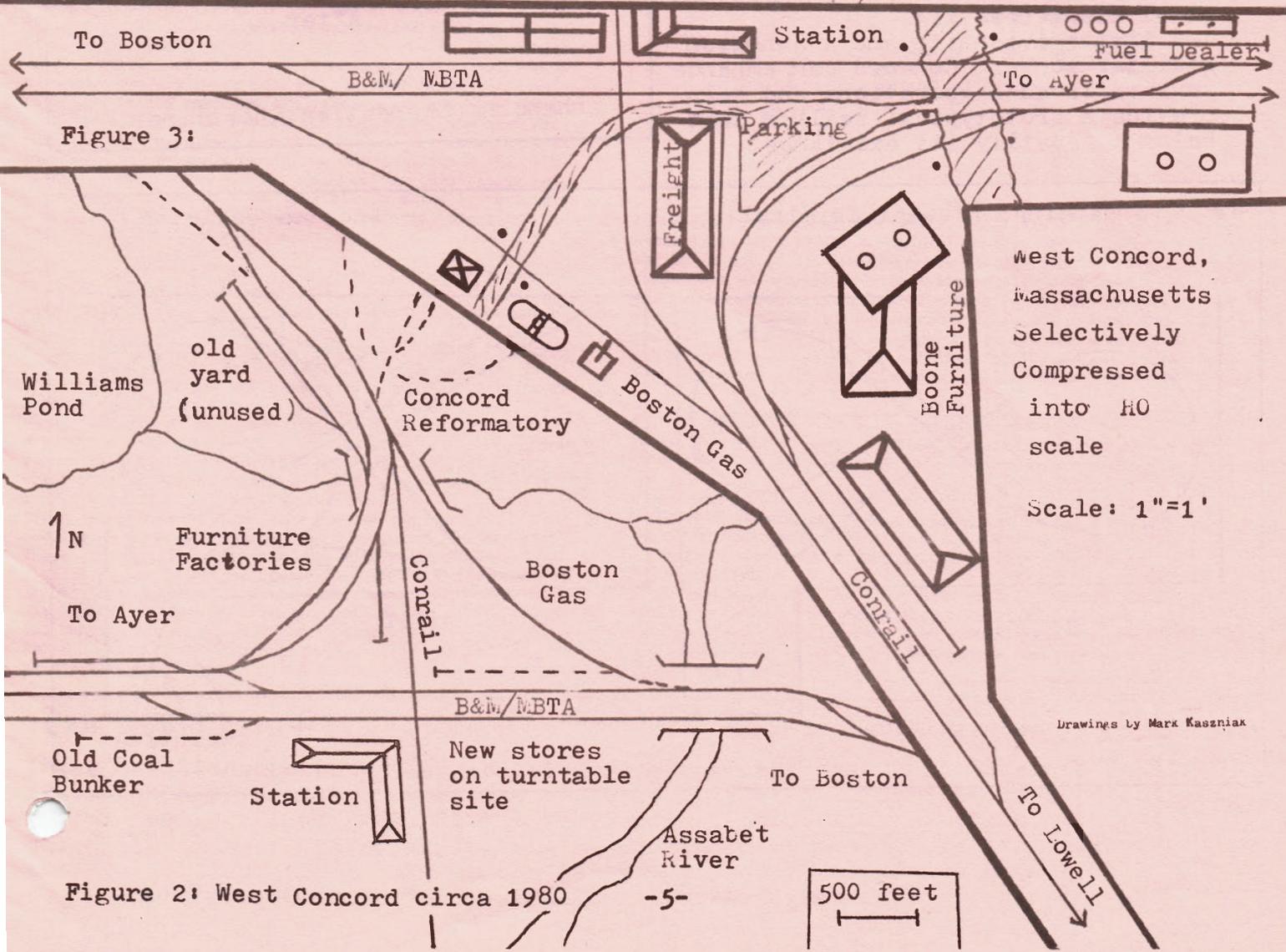


Figure 2: West Concord circa 1980

West Concord,
Massachusetts
Selectively
Compressed
into HO
scale
Scale: 1"=1'

Drawings by Mark Kaszniak

West Concord (cont'd)

Also I have taken two typical HO railroads and added interesting junctions and interchanges to show how operations can be broadened. The first is the Skeneatles shortline which serves the town of Skeneatles. A West Concord type of junction has been added and a realistic interchange. The results are greatly enhanced operation possibilities with a minimum of time and money (see fig. 4).

The Kiawask Terminal is a typical over and under setup that has been turned into a realistic terminal railroad with options for continuous train operation. A little work may be required in the circled area, but a highly realistic suburban/urban layout will result. With imagination, this layout could be envisioned as serving a Milwaukee Brewery, New York Wharf or important steel plant (see fig. 5)

A little ingenuity and a junction similar to West Concord can enhance your railroad's operations and help provide a prototypical realism that helps to justify its existence.

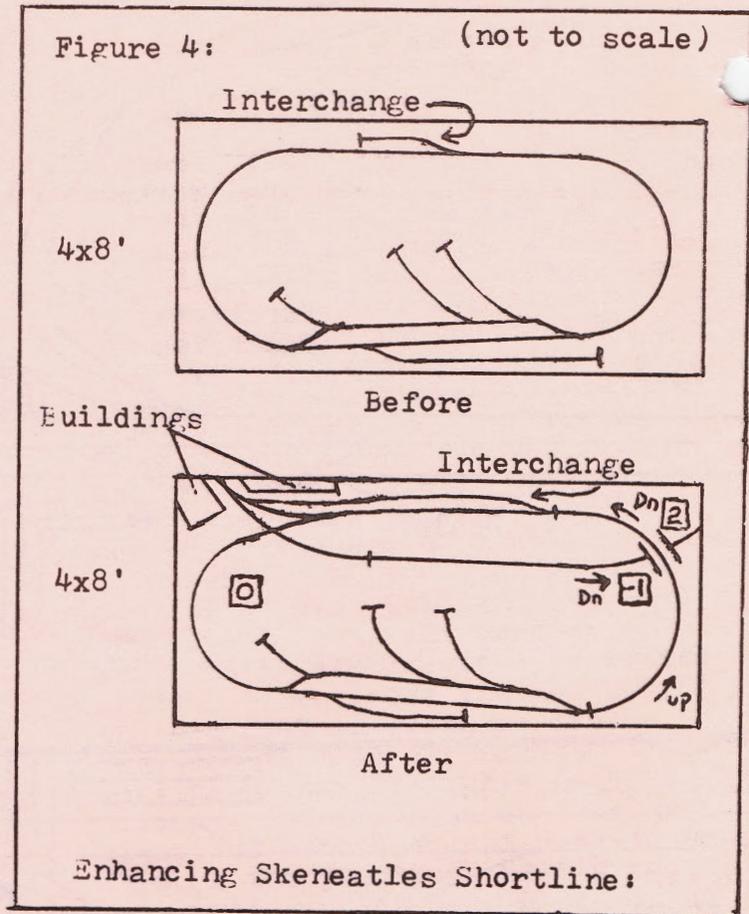
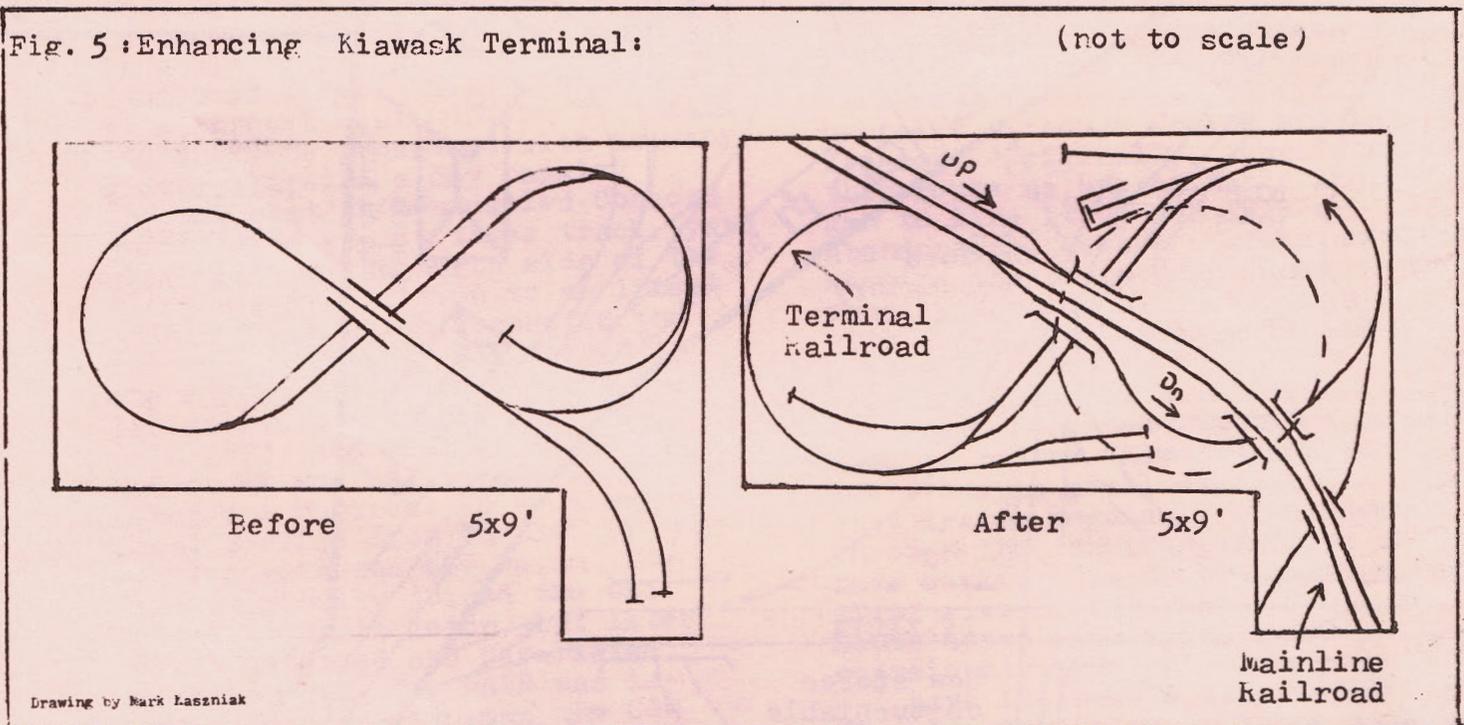


Fig. 5: Enhancing Kiawask Terminal:

(not to scale)



Drawing by Mark Laszniak

The Modular Concept: 1

Concept and Planning

Paul Ingraham

There are probably few railway modelers who are not yet aware of the modular concept. The idea has been around for over 40 years, but it was really brought into the limelight in 1974 with the N scale modular layout at the NMRA National Convention in San Diego. This effort was created as a showpiece for N scale models and the display was designed to highlight the long trains and spacious perspective which this small scale can offer. The system is designed to be promotional and the approach geared to the public. The operations scheme is simply to "keep 'em moving". For its intended purpose the system has been a spectacular success. The idea has drawn a lot of attention and has been copied in other scales. Modular display layouts have become a part of many local and regional meets where they are introducing thousands of people to the hobby of railway modeling. Modules are certainly one of the best promotional tools our hobby has and we're certain to see increased use of this medium for exhibitions.

Concurrently with all this proliferation of modules for display, there has been development of the concept in other directions. Many modelers were quick to realize that this new idea also held potential as an operations medium. Though this aspect of the modular concept has been largely overshadowed by the use of modules for display, the significance of operational development is having a profound effect on modular concept development.

In this series of articles we will look at the modular concept in depth - what it is, how it works, what it can offer the individual modeler as well as the club and exhibitor. At the same time we will introduce you to the modular specifications and guidelines that have been developed as a result of five years work on the NMRA Modular Project. This undertaking compiles, analyzes and evaluates the specifications of over 25 systems in all scales. The best features of these have been brought together to create the most versatile and reliable modular system possible. The highlights of this work will be presented in this series and, as we progress, it will be possible to actually construct a module in any scale following the material presented.

Bear in mind that we will be looking at an optimal system in which the modeler can develop the modular concept to fit his particular needs. There may be ideas presented here that you have not previously associated with the modular concept. But, then, that's the reason for the modular project!

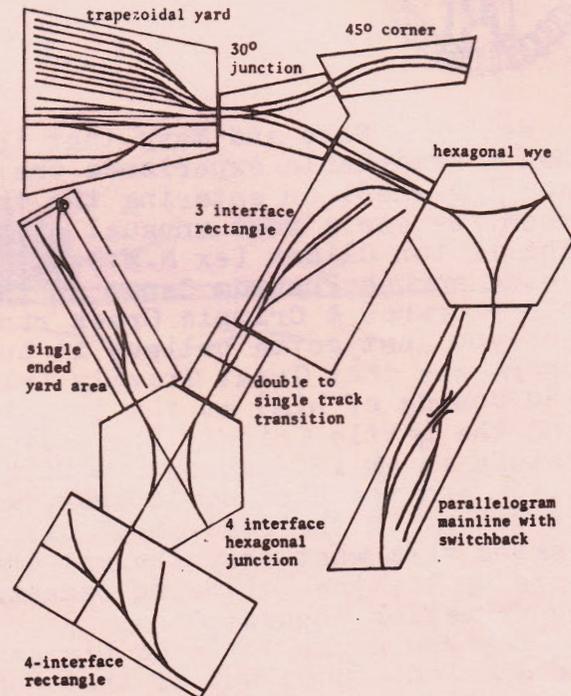
CONCEPT AND PLANNING - Whether your model system is permanent or modular, it is important to realize that, first and foremost, you are building a railway. What this means is that you are creating a system to transport people and goods from one point to another on the system. While it is the system upon which your attention is focused, it is those points of activity that make it possible. Model railway designs which ignore the balance between local and long haul activity quickly become uninteresting.

The modular concept can help provide this balance. Some modules can focus attention on the points of activity. These can feature concise scenes with concentrated operation and detailed structures. The activity areas can be linked together by simpler mainline modules which emphasize the expanse of territory the railway serves. The builder can concentrate on scenery and lineside detail.

For operators this arrangement provides a clear sequence of points along the line. For viewers the progress of the train

is easily comprehended. And each scene is viewed more completely than it would be in the usual multi-layered "spaghetti bowl" layout plan because distracting elements are screened out.

In considering the endless variety of scenes that can be represented on a module, one quickly realizes that different settings will require different sizes and shapes of modules. And, indeed, ANY plan can be accommodated in the modular concept! Here are some ideas that have actually been built. These may be quite different from what you thought modules could be. They certainly pose challenges for modular system design.



As we progress through this series, we'll see how these and other ideas can work in the modular concept. We'll find out why it is not at all necessary to specify modular size or shape when we discuss modular system design next time.

The complete Modular Coordinator's Report includes the specifications together with background data, the systems comparison charts, a list of modular groups and a selected bibliography. Copies may be obtained for \$5, postpaid, from Paul Ingraham 3304 Maybelle Way, No. 1 Oakland, CA 94619

ABOUT THE AUTHOR - Paul Ingraham has been a railway modeler for over 20 years. He was a founding member of the Bay Area N Scalpers. He is an internationally known N scale modeler.

He began working with modular ideas in 1970, designing a portable, rearrangeable home layout. He has built modules for both NTRAK and INTERAIL in N scale and to the specifications given in the Modular Coordinator's Report in N, HO and LIONEL.

Paul was appointed the first NMRA National Modular Coordinator in 1976 and, since then, has collected, compiled and evaluated modular data from around the world. He has also authored the Modular Coordinator's Report, upon which this series of articles is based.

TEEN MODULATION:

By Paul Ingraham

There's a lot more potential in the modular concept than most modelers realize. The systems presently in use have explored only a small part of that potential. In this series, I am presenting a very comprehensive look at the possibilities which the modular concept allows, given a chance to develop to its fullest. Later, I will present a system specially designed for a teen's budget, but fully compatible with the system outlined in the first part of this series.

Railroading with the Grizzlies

By Mike & Mary Lucas



Well we, Mike and Mary that is, had a remarkable experience one morning when, on entering the train room, we saw a most unusual sight. The 12 ton Climax (ex N.W.S.L.) was going across Phantom Canon on the old Florence & Cripple Creek run and you just gotta believe it buddy, there was that Great Grizzly (all 180 pounds of him) at the throttle and the Little Grizzly (he only weighs in at 150 pounds), well he's black and the dirt don't show, was shoveling in the coal. Upon our asking them what they thought they were up to, the following remarkable conversation ensued:

"Hey you guys, wot's de big game?" we queried. "Come out of that Hog you fellas, you ain't no Hoggers or Tallowpots."

"Wot," says them bears. "Wot!" "We took over here now man, we'se de boss."

"Bless my soul," we said. "Good Gracious." we said; "that beats the Horse-shoe Curve."

Since then, the Grizzlies have taken over the Management of the Shining Mountains RR and at our daily board meeting, the Great Grizzly takes the chair and the Li'l fella assumes the Treasurer's seat with his handbag around his neck. At a recent meeting, we discussed the dwindling supply of mailmen up here on the Shining Mountains. Long and hard were searches made for mailmen who disappeared in this locality and even Gilpin could not find the reason. However, that Saturday meeting revealed the secret--the Little fella sat there quiet as could be and did

not even answer the Chairman when spoken to. So we walked right up to the Treasurer's chair and found him happily chewing away at the most recent mailman's hind leg.

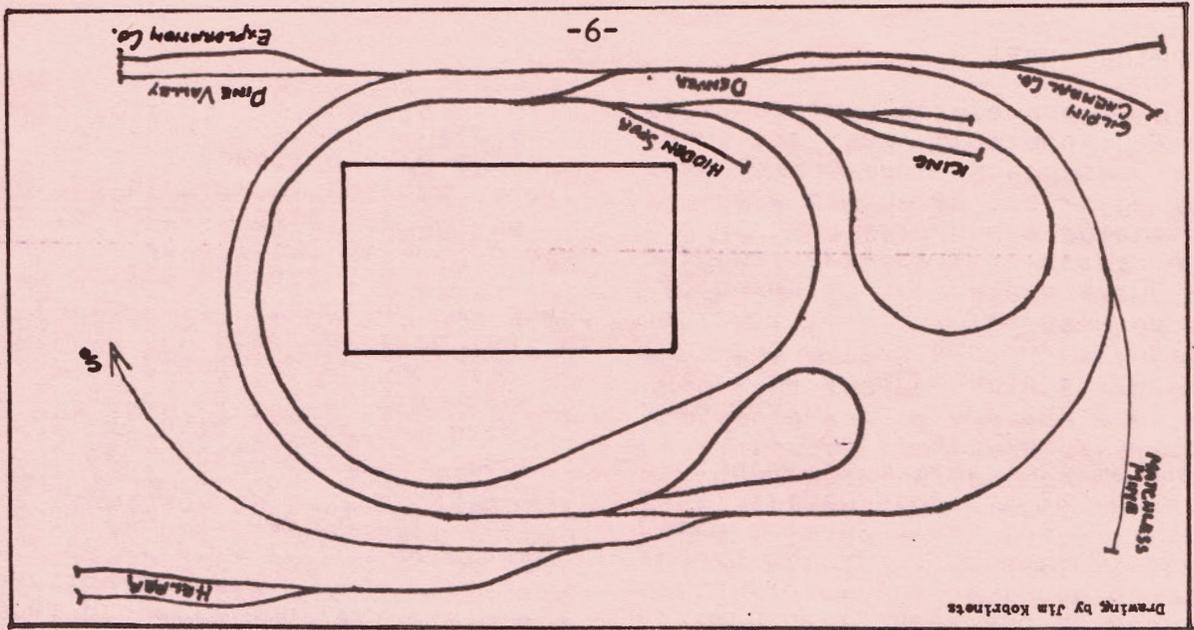
"Greedy li'l fella," said the Great Grizzly, "we're supposed to share our post." "Sorry," said the little bear. "I just loved this mailman."

Now a word of explanation about the Grizzly Bears! We have two great dogs--Saturn, a Pyrenean Mountain dog, and Washington, a Newfoundland. These two dogs are our "Grizzlies." The name came about when the Pyrenean knocked a Heisler off the track with her tail, by accident, and broke off the pilot and steps. Moreover, she is a very ferocious guard dog which is why our Pass asks you to telephone for an appointment before you come to view our pike. The GB on our herald (see above), then naturally stands for Grizzly Bears.

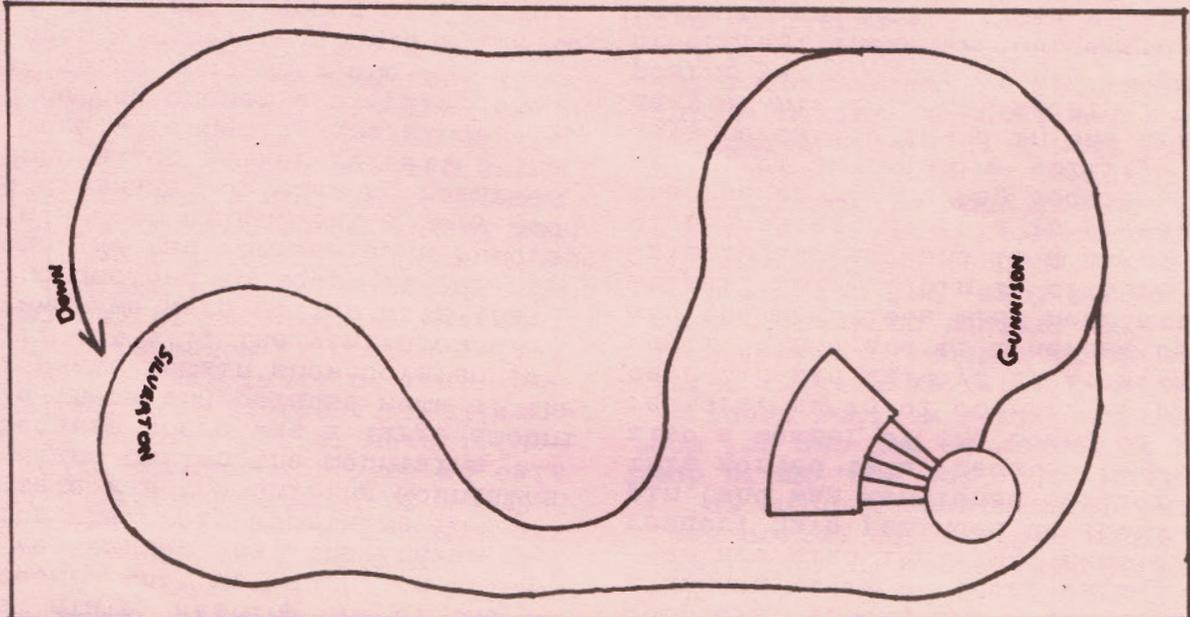
We have been modeling for some seven years now, the first four years in N scale and the last three in HO. The first two and a half years of our HO efforts were based on a German outline, but somehow we never felt involved with it and could never relate to it. Even though at the end of that period, we had an operating layout and many locomotives and rolling stock.

Coincidental with our daughter getting married, which gave us a spare room, we started looking at a U.S. outline. After two or three months of very careful mechanical testing and visual appreciation, we decided that Uncle Sam won "hands

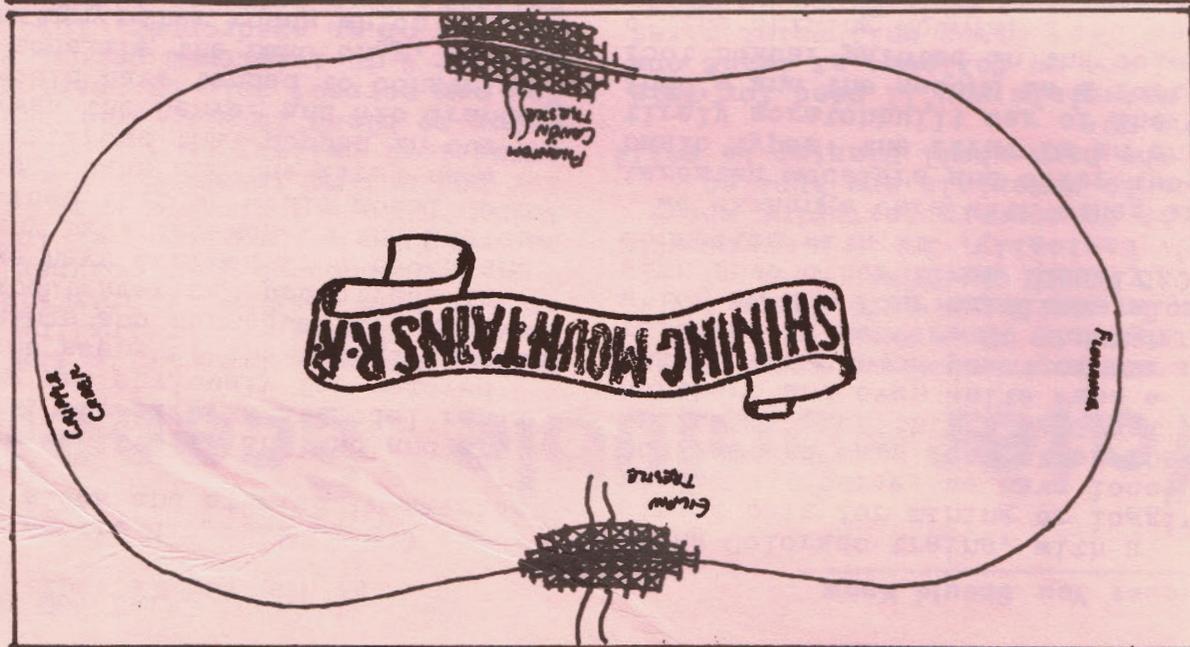
(Text cont'd on page 10)



Lower Level



Middle Level



Upper Level

SHINING MOUNTAINS (Cont'd)

down." We then disposed of all our German stock and started in American for real.

Since we live in England and are English, our efforts at model railroading are obviously far removed from the scene of the actual American happenings and consequently, all we know about American prototypes is what we have learned from books and our many rail friends in the States. We decided that we would model Colorado railroads and the first name for a railroad that popped in our heads was the Denver and Rio Grande. That would have tended to constrict us to modeling the D&RG only, leaving out the many other roads which existed in that state. Reading one of the many books that we bought on Colorado, we learned that the Indian name for the Rocky Mountains in that state was the Shining Mountains. The Indians called the mountains that because there was a large amount of gold there and because some of the higher peaks remain snow-covered for most, if not all, the year around. Right away we were bitten with that name and decided to adopt it for our railroad. We had considered a humorous name, ala John Allen, but a very good friend dissuaded us when he remarked that John Allen rather regretted the name, Gore & Daphetid, and sincerely wished he had chosen a simpler one. We also think that when one has decided upon a name, he should stick to it. The name then becomes one's own personal property and reflects one's own particular image.

After we started in HO, we changed from code 100 to code 70 rail and now handbuild our own switches and make our own rubber molds for rock castings. We have joined the NMRA and are active in the British Region. We use NMRA standards as much as possible on our pike. We find that by adhering to these standards, we spend much more time operating our pike than at the very frustrating job of trying to correct derailments and "finger pushing." Our rolling stock and fleet of locomotives are also growing rapidly, our main interest

being Colorado trains, with a strong bias for mining or logging roads. Of course, we have locomotives and cars from other roads, including such things as Great Northern and even White Pass & Yukon. The center point of our railroad is Denver, CO through which we run four mainlines along with five other lines loosely connected with it.

We exchange cars with other interested modelers and offer two basic types: the first is an entirely scratchbuilt car of the 1880's and the second is a forty foot boxcar painted in the colors of the Shining Mountains RR. Kadee couplers, trucks and wheel sets are standard items on these cars.

We are glad that you, gentle reader, have reminded us about Gilpin (who was mentioned earlier in this sorted tale) because he is also a member of the Board of Directors, so is of course, Gilpin's dear old dad (always spelt with small "d's") and Li'l herbal Bear and the beautiful Miss Henrietta Abigail Zel. Gilpin is of pure Grizzly lineage and is a mighty proud of his ancestry. This is probably the reason why he has become a writer of astonishing ability. Most days he can be found in the driving seat of his infernal machine, composing yet another of his remarkable Brochures. These Brochures are fast becoming collector's pieces in the Western Hemisphere and as such, all fortunate owners of these documents should sit up day and night and guard them by every means, fair and foul. Gilpin proposes to issue new Brochures from time to time and we strongly advise all you good people, once again, to order early so as not to be disappointed in the rush (ED: The HOTBOX has an exclusive contract to bring you some of these Brochures in the future along with original artwork). We are told that the dreaded Triads are interested in these Brochures and it is more than likely that other uses will be found for them, provided they are well softened before use.

Water - Soluble Scenery

This scenery technique was first illustrated by Dave Frary and Bob Hayden in the March 1976 issue of RAILROAD MODEL CRAFTSMAN (out of print). Basically, it is a systematic approach to scenery texturing where the scenic materials are applied while the hard-shell plaster is still setting up.

The materials you'll need for this process are as follows: at least one quart of flat latex wall paint mixed to match Floquil RR81 Earth or RR83 Mud (take a swatch of dry paint on a piece of card stock to your local paint store and ask the person who runs the paint mixing machine to match this color for you, write down the color number so you can get more when you need it); wetting agent such as John's Better Wetter; acrylic polymer matte medium thinned 4 to 1 with water; texture materials--sawdust, ground foam, ballast, sand, etc; paint brushes; eyedroppers and household sprayer bottles.

When you get your paint, divide it as follows: Pour half of it into jars and thin 1 to 1 with water, adding a few drops of wetting agent. Then take half of the remaining full strength paint and thin it 4 to 1 with water. Leave the remaining paint full strength. The 1 to 1 thinned paint will be used for the basic scenic undercoating and the 4 to 1 paint is good for rock effects and toning down commercial ballast.

Now go about constructing your hard-shell in the usual manner. Then when it has started to set (cool and damp to the touch, but not wet) brush on about a square foot area with the 1 to 1 thinned paint. Follow up, while the paint is still wet, by sprinkling on your texture materials for that area. Continue until you've covered all but the last few inches that will join to the next hard-shell portion. Take a break, you deserve it.

If you want to add more scenic tex-

tures, you can--even while the first is still drying--by sprinkling them on and then soaking lightly with 4 to 1 thinned acrylic polymer matte medium from a spray bottle. Incidentally, this solution is also great for ballasting track. However, most commercial ballast is too strong in color to blend in with your scenery. You can correct this by soaking some of your 4 to 1 thinned paint, with the aid of an eyedropper, into the ballast. This helps to blend the railroad into the overall scenery producing a very natural and realistic effect.

The 4 to 1 thinned latex paint can also be used for rock coloring, but you'll have to add various shades of acrylic tube colors ranging from dark gray to light gray and earth yellow (which is somewhat lighter than the earth base) to get realistic effects. Make up separate solutions with the 4 to 1 thinned paint and the acrylic tube colors for this process. Then place the darkest gray brown mixture into your sprayer bottle and spray lightly on the rock face (which is still damp having been made from rock carving or commercial rock castings and rubber molds). If the paint is thin, the mixture right and you don't overspray, most of the pigment will run off leaving the dark color in the rock crevices. The second coat should then be your lightest sprayed on sparingly to hit only the rock edges so that the rock faces are highlighted. Then go back to your next darkest color and spray on until you get the effect you want. The other colors can now be added to help achieve an uneven appearance. Yet remember, if you want to add more coloring when the plaster is no longer damp, be sure to rewet it as dry plaster really soaks up paint. You can get shadow effects with with a dark gray spray and sunlight ones with an off-white one. Experiment here and the effects might surprize you.

**ON THE
POINT:**

I cannot vouch for the veracity of the captions accompanying the photos on this issue's cover because they were supplied to me by the dastardly Gilpin himself. Yet, in lieu of leaving this space empty, they are as follows:
(Top, left) The Gilpin Climax crossing Gilpin tressle.
(Top, right) Overall view of the Denver depot area on the Shining Mountains RR. (Middle) MDC Overton coach on Phantom Canon tressle. (Bottom, left) Shay crossing over Phatte Mark's tressle and (Bottom, right) The matchless mine of H.A.W Tabor now owned by Miss Henrietta Abigail Zel. All photos courtesy of the Management of the Shining Mountains RR

MARKERS:

ARRIVING NEXT ISSUE: Mark Miter introduces us to his Alchesay & White Mountain RR; a standard gauge line that has narrow gauge ambitions. Paul Ingraham talks about designing modules. Frank Rudowski presents yet another to-scale drawing and our scenery series continues with an explanation of the plaster on screen wire scenery method. All this, our usual columns, plus a report on the 1981 TAMR National Convention is coming your way in the September/October issue of the Un-Magazine of Model Railroading.

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