

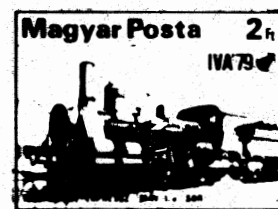
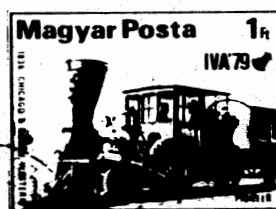
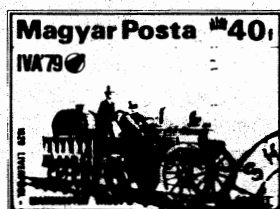
HOTBOX

"the Un-Magazine of Model Railroading"
No. 178 August 1982

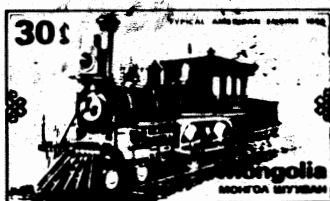
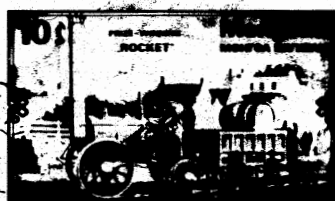
TRAINS ON STAMPS:



ENGLAND - Set of five stamps commemorating the 150th anniversary of the Liverpool and Manchester railway which was the world's first regular passenger-carrying railway starting operations on September 15, 1830.



HUNGARY - Stamps commemorating the Manchester "Rocket", C&NW "Pioneer" and the Orient Express. Issued in 1979.



MONGOLIA - Stamps commemorating the Manchester "Rocket", a typical America locomotive circa 1860 and the Tokyo-Osaka "bullet" train.



HOTBOX

OFFICIAL PUBLICATION • Train 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.

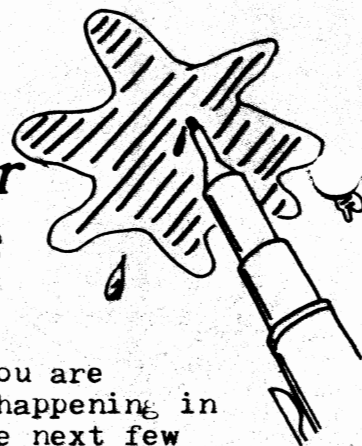
TAMR Secretary: Dee Gilbert
for Membership Box 132
Harrison, AR 72601

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 St.
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.

From Our President's Pen



I know most of you are wondering what is happening in the TAMR and in the next few paragraphs, I hope to answer that question. I hope to keep you informed on any new developments in the TAMR as soon as I hear of them.

One of the TAMR's many problems is that very few teen modelers have heard of us. I am happy to announce the creation of the promotion department and the appointment of Chris Brindamour as its manager. Chris will be in charge of distributing promotional materials to TAMR members who are interested in promoting the TAMR at railroad shows, conventions, hobby shops and the like. Of course, the promotion department needs your help in the form of assistant managers (one for each region) plus many volunteers. If you would like to help, contact: Chris Brindamour, 10 Meadowland Dr., N. Kingstown, RI 02852.

Another problem facing the TAMR is the lack of activity. In an effort to correct this, the Convention Committee was formed. I feel that all our activity should not center around the HOTBOX, but rather around the member. The Convention Committee is in charge of planning regional and national conventions in advance along with all their related activities. These conventions will give you a chance to show and develop your skills, meet new people and exchange ideas. To get this committee off the ground, I will need your help. If you are interested, write me soon.

A few other proposals that I have in mind are a TAMR Achievement Program and the creation of divisions within our regions. We may even develop a booklet about forming the latter. If you'd like to comment or receive a detailed copy of one (or more) of these proposals, I am just a letter or telephone call away. Also, any new ideas on the TAMR are also welcome.
-- ken keels

Membership Report-

Total TAMR Membership (7-15-82): 132

Breakdown as follows:

Region	Number	%
Canadian	3	2.5
Central	48	36.0
International	3	2.5
Northeastern	46	35.0
Southern	15	11.0
Western	17	13.0

Submitted by Dee Gilbert
Membership Secretary

NR Election Results: By Dan Carroll

No information received by press time.

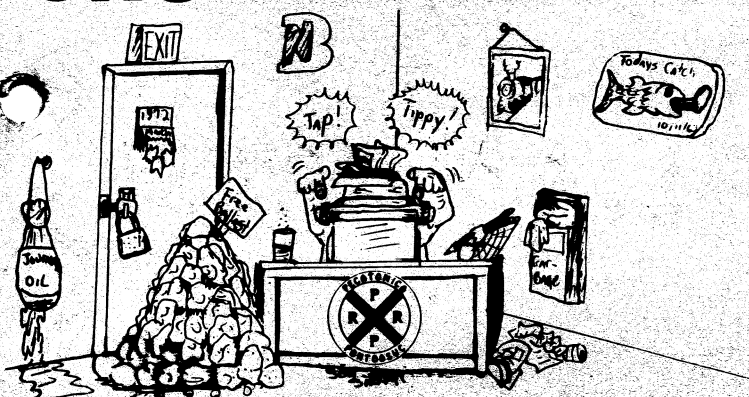
--MAK

Checks & Balances: By Claude Morelli

Beginning Balance (5-21-82) +\$280.61
Income +\$210.00
Expenses -\$398.51

Ending Balance (7-16-82) +\$ 92.10

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

R.I.P. TAMR?

"Dearly beloved, we are gathered here today to pay our respects to a great association that was struck down in its prime of life. During its brief 18 years of existence, this association touched the hearts and minds of a countless number of teenage modelers and railfans. To truly judge its effectiveness, one must look closer into its workings, but who here can estimate the number of friendships conceived and fostered within its bosom? Who among you can truly appreciate the multitude of ideas shared among its members? Or the help and support they extended to one another in times of crisis? Can one actually put a price on the milk of human kindness?"

"With all this going for it, why then did it fail? That accusing finger must be pointed somewhere and I suppose that if you must point it, then you could say that this association's demise occurred because it tried too hard. Undercapitalized and often undersupported, its members worked continuously to improve it. They tried to reach for the stars only to find out that their arms were far too short. In its final days, although it had lost over half of its life supporting members, it was still trying to continue as if nothing happened. For this effort, we must praise its courage and hope that its spirit lives on forever."

Perhaps the above eulogy is a bit premature and I should also probably

put down the hammer and chisel with which I have been working on this granite tombstone lying beside me. Yet as the unofficial "doctor" of the TAMR, I must say that the patient is terminally ill and there is little hope of a recovery, speedy or otherwise. Why just a look at the patient's blood pressure on page 2 of this issue should convince you of the seriousness of the illness. At the moment, this patient needs an immediate mass transfusion of new blood. Unfortunately, the particular blood type that allows it to operate best is in extremely short supply these days, namely teenage modelers and railfans.

Still, let us not despair and totally give up all hope. Through the miracles of modern medicine, new miracle cures are being released almost daily. Maybe those wizards of medical science will find a way to develop synthetic teenage modelers and railfans? Heaven knows that something must be done as our current available crop of donors have recently come down with severe cases of Pac-Manitis.

This strange new disease seems to stem from an uncontrollable urge to manipulate a rather non-descript bright yellow thing with a very distinguishable mouth (hence, Pac-Man) through a maze populated by white dots for which it has an insatiable appetite. To make matters worse, several thoroughly detestible creatures also live in this maze who's main primary food group is, you guessed it, Pac-Man. This is, of course, unless our yellow hero eats one of the strategically located power pills in the maze. After eating one of these pills, the creatures turn blue allowing Pac-Man to have dessert at their expense. If he tries to eat them when they are not blue, he gets indigestion and dies.

Needless to say, modern medicine is completely baffled and there is no known cure for Pac-Manitis. Maybe research should start at the source and we should see if we can convince the folks at Atari that trains can be just as fun as Pac-Man and probably a bit more creative? Don't hold your breath until then though, do something creative! horde your quarters!

RAILROADING

By Lucio Russo

ITALIAN-STYLE

I'm sure that only a few American modelers pattern their modeling on foreign prototypes, but I am also sure that many modelers desire basic information about railroads in other countries. In this article, I'd like to present some introductory notes about one of the most interesting railroad systems of Europe--the Italian railroad system.

In Italy, the basis of the railroad system is founded on the FERRO VIE DELLO STATO (or FS for short) which has 16,138 kilometers of track. Another 3,945 kilometers are administered on a grant basis by firms that were once private, but are now managed by public administrative bodies.

The FS system is subdivided into the following divisions: Torino, Milano, Verona, Venezia, Trieste, Bologna, Genova, Firenze, Ancona, Rome, Napoli, Bari, Reggio Calabria, Palermo and Cagliari. There are 9,992 kilometers of electrified lines. There are two primary north-south mainlines, they are the Milano--Bologna--Firenze--Rome with branches to Napoli and Reggio Calabria and the Torino--Genova--Rome line plus the adriatic Bologna--Pescara--Bari--Lecce line (see map). Other important routes are what we call the transversals such as Torino--Milano--Venezia--Trieste; Milano--Genova--Ventimiglia; Rome--Ancona; Rome--Pescara and Napoli--Foggia. Furthermore, the Sicilian lines (Messina--Palermo and Messina--Catania--Syracuse) are fairly important, but have only a single track. The Sardinia island lines also have only a single track and are unelectrified as well, but the Cagliari--Sassari--Port Torres route is going to be electrified soon.

The FS carries about 370 million passengers every year. Most traffic

is around the big northern cities such as Milano and Torino as well as the heavily industrialized cities of Rome and Napoli. Italian trains are classified on a number-of-stops basis. For example, the RAPIDI are the fastest with only one or two stops on their runs, they have the most modern trains and the best equipment although tickets for these trains are more expensive. Next are the ESPRESSI, which are also very fast trains making stops at only the major cities on their routes. These are usually long distance trains and a great many of them have sleepers and diners. The next class of trains are the DIRETTI and they are the most common trains. They make many stops and often encounter delays. Finally, we have the LOCALI which are commuter trains which stop at every station.

At present, the FS has a total of 1033 passenger cars, 111,147 freight cars and 448 baggage cars. The locomotive fleet consists of 1709 electric engines, 902 diesels, 1638 motor cars and 685 electrotrains (like US metro-liners).

For a long time, the Italian railway system was neglected due to the expansion of highways and cars. However, due to inflation and high gas costs, the railroads have regained some of their prestige. The government has spent large sums of money to improve service. Still there are many problems because the management of the FS is rather poor. Frequent delays make most of the published timetables seem like jokes. Yet there are a number of improvements underway which should improve service. Some of the more interesting are finishing the four track main between Rome and Firenze, double-tracking some single track branch lines and increasing and improving the number of suburban stations as well as

(cont'd next page)

Italian Railroads (cont'd)

tunneling the Brennero and Spluga mountain passes. In addition, a few branch lines that were eliminated have been reopened for service with local administrations playing a decisive role in these turnabouts.

Finally, let me not leave you with the impression that the FS is the only railroad in my country. We have several smaller railroad companies that serve individual areas. A brief rundown of these is as follows:

FERROVIE NORD MILANO (FNM)--Serving the important area north of Milano to Como, Varese and Novara with commuter service.

FERROVIA CENTRALE UMBRA (MUA)--serves the Tevere Valley from San Sepolcro to Terni via Perugia (150 km)

FERROVIA SANGRITANA (FAA)--serves the small towns in the Abruzzi region.

FERROVIE DEL SUD-EST (FSE)--in the Puglia area serving the southeast part of Italy as far as Ugento and Gallipoli.

CIRCUVESUVIANA (SFSM)--A narrow gauge line (950 mm) serving the very thickly populated area that lies southeast of Napoli with modern and beautiful electric trains. This system is one of the most interesting and modern in Europe despite its small size.

I could easily go on about these subjects, but I just wanted to provide you with a brief overview of my country's railroads. If you'd like to know more, please feel free to write to me as I would be happy to help anyone who wants to know more about Italian railroads.

Note:

Only the most important main and branch lines are shown.





TRACKWORK

Trackwork for TEEN TRAK modules isn't much different from that on a permanent layout. You can use flextrack or hand-laid track as you prefer. The important thing to remember is to work slowly and carefully. Make sure there are no kinks or wobbles. Check for good, secure joints. Finish the work with nice, clean ballasting. Track is a model too and needs the same attention as your favorite locomotive or station model. Besides, the track is the one place where your skill will be most evident because everybody is going to watch their trains move through your module. The quality of your trackwork will determine how realistic and convincing that movement is.

The trackwork specifications are given in "The Modular Concept, Part 4, Trackwork", published previously in HOTBOX. Please read that article carefully for the measurements to use. These standards are designed to allow virtually any locomotive or rolling stock to run on the layout. Follow them exactly and you'll know your modular trackwork will work!

Here are some additional notes to supplement the specifications.

GENERAL TRACKWORK STANDARDS: Use of nickel silver rail is important. If your hobby shop doesn't have it in stock, have them order it for you.

In HO you can use Atlas or Lambert (Shinohara) code 100 components. The Lambert ones are probably a bit nicer and the turnouts all have metal frogs so you are less likely to stall a locomotive than on plastic frogs.

For N scale, Shinohara components are recommended, with Peco also being acceptable. Atlas turnouts aren't too reliable and Arnold Rapido uses steel rails that rust. Avoid these brands.

If you want to use already ballasted components, you can't beat Fleischmann track in either HO or N scale - but it's expensive and sometimes difficult to find.

For O scale, you can use Roco or Peco track and turnouts or handlay your track.

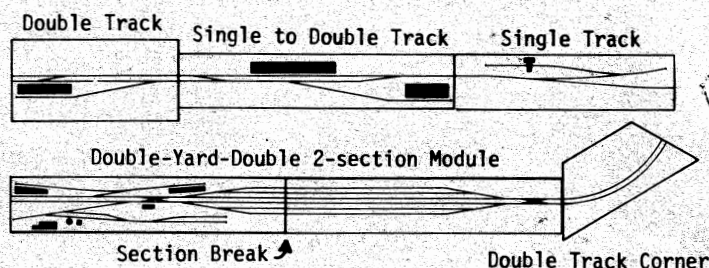
CONNECTOR TRACKS: Cut these carefully. Where a track section is listed in the specifications, get TWO or more so you'll have an extra. Be sure to have extra rail joiners on hand too! If you are using a special type of track - like the Fleischmann in HO or N or any of the O scale track - cut the connector track to length from flextrack. Then glue the section to thin plastic, wood or cardstock to keep it rigid. Then it won't kink when you install it.

HOW MANY TRACKS? For TEEN TRAK you can build your module with either a single track or a double track at the interface. You can also build a module with a single track at one end and double at the other. If you want to have more than two tracks across an interface, build your module in sections (see TEEN TRAK, article 1) with the "extra" tracks in the middle across the section breaks. Have the tracks come down to 1 or 2 tracks only at the module interfaces. (As you'll see later, this will keep the wiring simpler.)

SHORT LINE FANS!

The **Narrow Gauge & Logging Div.** has been reorganized as the **Narrow Gauge, Logging & Shortline Div** and now also includes shortline coverage. For a free sample of the TEEN TRAK & PIN NEWS please write: NG, L & S Div c/o Claude Morelli, 2236 Diehl Place NW, Albuquerque, NM 87101

Here are some examples of the track arrangements possible:



DOUBLE TRACK MODULES: If you have two tracks all the way across your module, be sure to observe the parallel center-line distance given in the specifications.

Also, you must put in at least one crossover, either direction, connecting the two tracks (except in corner modules). This crossover must use at least number 6 turnouts; number 8 turnouts are preferred, if you have the length for them. Put insulated rail joiners in BOTH rails where the turnouts come together. (There will be other gaps in each track that we will discuss in track wiring next time).



WHERE DO THE INTERFACES GO? You can locate the track across your module anywhere between the two safety margin side setbacks. Where the track goes depends on your concept. You may want to put it toward one side or near the center with sidings or spurs on both sides. And you can incorporate nice flowing curves into the trackwork for added interest. See the examples above for ideas.

Minimum Side Setback
see specifications,
dimension "c"

Track can go
anywhere
between these lines

CURVED TRACK MODULES-JUNCTIONS-CORNERS: In order to provide a smooth connection to straight track, the curves should flow gradually into the tangents. This not only looks nice, but it helps to ensure safe operation. This is done by using transitions (sometimes called easements). You can find out how to make them in track planning books or the NMRA Data Sheets. For TEEN TRAK, transitions MUST be used at the ends of curved track modules. The sizes of the corner and junction modules are calculated to allow for them.

Tracklaying isn't really very difficult, but it takes care. Nothing will spoil your fun faster than constant derailments and jerky running. So, take your time and do the job right the first time.

Remember too: We want you to get the most from your module. If you've got a question, please write to HOTBOX or me and we'll do what we can to help.

Paul Ingraham 3304 Maybelle Way, No. 1 Oakland, CA 94619

PROMOTION TIME!

Chris Brindamour (10 Meadowland Dr., N. Kingstown, RI 02852) has just been appointed **manger** of the TAMR's promotion committee. He needs **members from every state and foreign country** to help promote the TAMR. If you are interested, please write to Chris. Remember that promotion is every member's responsibility.

RUD VALLEY CENTRAL MAINTENANCE REPORT	
Date _____	
Rolling stock _____	Electrical _____
Motive Power _____	Scenery _____
Track _____	Other _____
Location:	
Describe Problem:	
Repaired:	Comments:

MAINTENANCE CARDS

In the miniature worlds we create, there are many problems which crop up that have to be solved. Now most model railroaders when faced with a problem, do one of two things--repair it immediately or file it away in their memories on the ever present "Things to be Done Later" list. If you always adhere to the former way or have a perfect memory, chances are that you have a fairly smooth operating layout. If your memory isn't so great, then your layout is probably in pretty sad shape.

Since most model railroaders strive for good operation, what we need is a system to keep track of all those problems that creep up which just can't be taken care of immediately. One of the best systems that I know of is to fill out a maintenance card (see above) as soon as you discover a problem. These cards--which you keep on file and go through at regular intervals--serve to remind you of things that must be repaired on your pike. The end result is much improved operation on your part.

Although the concept of the maintenance card is simple and virtually self-explanatory, let me go into a few of the details on what you should include on each card when you come across one of those nasty repair problems that simply must wait till later. First, put the current date on the card. Next, place a check mark next to item in the general area category that is giving you the problem. Then describe the location of the defect as accurately as possible, this is so you can find the problem area again quickly without racking your brain. This is especially important when something on your layout malfunctions only occasionally.

After you have repaired the item, put on the date that it was fixed along with any comments you want to make about the repair or possible cause for the defect. Use the back of the card if necessary. Keep all your cards in a neat orderly file box and return cards even after you repair the item so you can keep track of recurring problems.

**ON THE
POINT:**

Trains have always played a prominent role in moving the mail. Yet with the advent of faster and more convenient forms of transportation, many railroads are hauling less than they were. Still the popularity of trains makes them frequent subjects for postage stamps as illustrated by the rather diverse international group on our cover. In just a few short years, Trains On Stamps (TOS, for short) has grown into a fascinating side hobby in model railroading. Just goes to show you that trains will continue to move the mail. Now how does that old saying go: "If you can't join-em, lick-em?" British stamps from the collection of Mark Kaszniak, all others from the collection of Chris Brindamour.

MARKERS:

ARRIVING NEXT ISSUE: Tim Vermande returns with a special expanded AT TRACKSIDE feature on movies. He reviews the common formats along with introductory cinematography techniques to get you started. If you still can't afford that 35mm camera for your railfan photography, "moving pictures" may just be your ticket. Also, Charles Pravlik discusses how to kitbash a boxcab and our Auditor, Dan Carroll, has some words on promoting the TAMR. All of this, plus our usual columns, will be in the back-to-school issue of the "Un-Magazine of Model Railroading."

1982 DIRECTORY: We are hoping to have enough extra funds to issue a membership Directory later this year, probably December. It will contain officer listings, regional listings and TAMR services and supplies and maybe our revised Constitution along with the member listing. More details will be available at a later date.

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

Box 132
Harrison, AR 72601 - 0005

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