

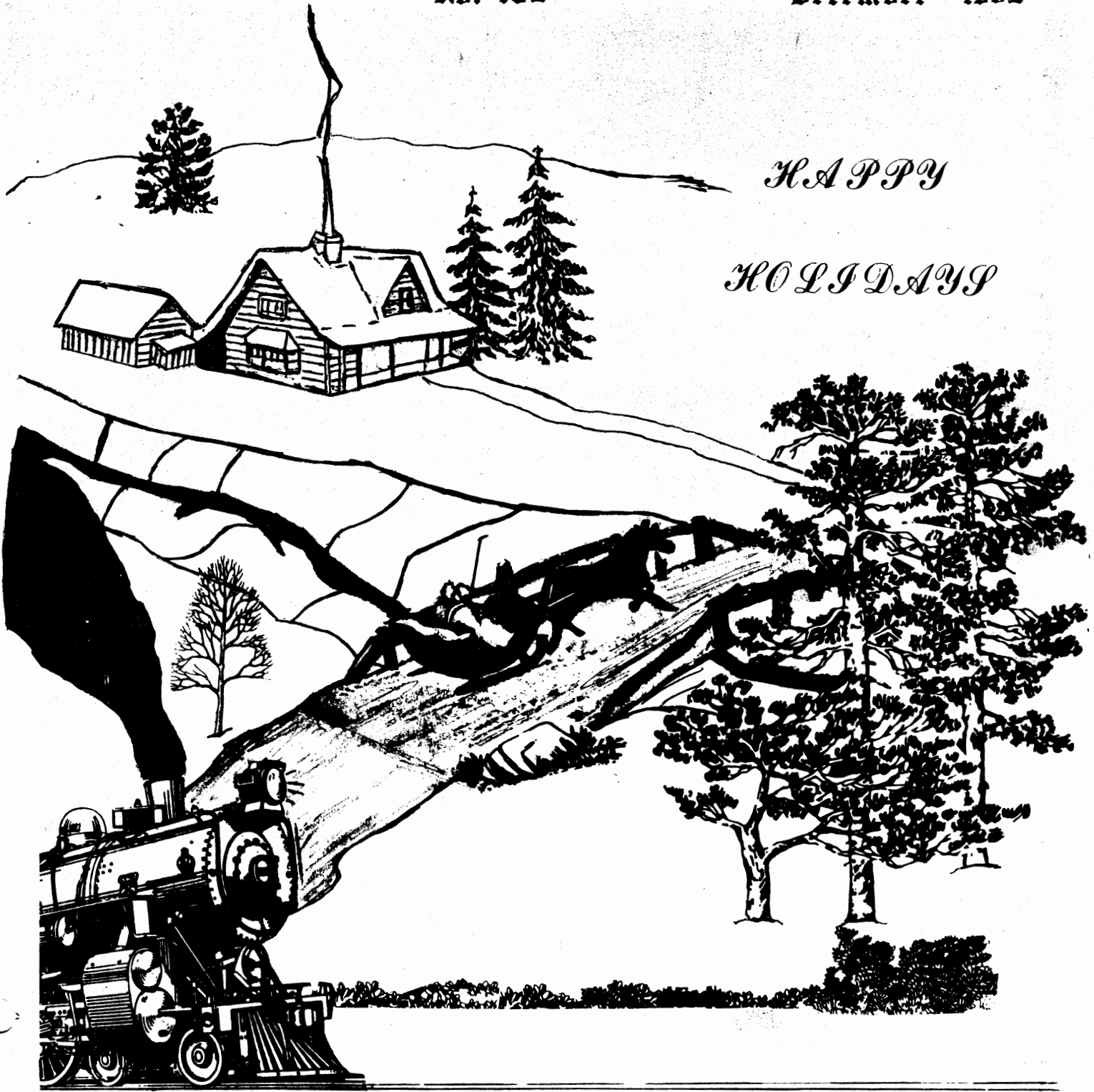


# HOTBOX

"the Un-Magazine of Model Railroading"  
No. 182 December 1982

*HAPPY*

*HOLIDAYS*





# HOTBOX

OFFICIAL PUBLICATION • Tern 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.

## EXTRA BOARD

Personnel - Roger Arnold has tendered his resignation for the office of Western Region Representative effective January 1st. As this office will be up for election this January, no replacement will be named.

Membership - Submitted by Dee Gilbert

Total TAMR Membership (12-1-82): 141

Breakdown as follows:

Region	No.	%
Canadian	5	3.5
Central	46	33.0
International	3	2.0
Northeastern	45	32.0
Southern	22	15.5
Western	20	14.0

Help recruit a new member today. Promote the TAMR in your area. Contact the Auditor or Promotion Department for details.

## The Officers and Staff

### NATIONAL OFFICERS

President - Ken Keels, 624 Birch Tree Court, Rochester, MI 48063.

Auditor - Dan Carroll, 11034 W. 78th Ave., Arvada, CO 80005.

Secretary - Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181.

Treasurer - Claude Morelli, 2365 Dietz Place NW, Albuquerque, NM 87107.

Editor - Mark Kaszniak (see left)

### REGIONAL REPRESENTIVES

Canadian - Don Leitch, 1840 Forest Drive, Sarnia, Ontario, CANADA N7T 7H6.

Central - Paul Michelson, 201 S. 8th Street, Manchester, IA 52057.

International - Position open

Southern - Joe Stanley, Route 1, Box 77C, San Angelo, TX 76901.

Western - Roger Arnold, 6024 Alberta Ave; #10, Marysville, CA 95901.

### HOTBOX STAFF

Associate Editor - Jim Kobrinetz, 4952 N. Nottingham, Chicago, IL 60656.

TEEN TRAK Column - Paul Ingraham, 3304 Maybelle Way, No. 1, Oakland CA 94619.

AT TRACKSIDE Column - Tim Vermande, 51528 Pond Street, South Bend, IN 46637.

### COMMITTEES

Promotion - Chris Brindamour, 10 Meadowland Drive, North Kingstown RI 02852.

Member Services - Dee Gilbert, Box 132, Harrison, AR 72601-0005

# CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

## Christmas Gifts

It is truly hard to believe that TAMR editors have been getting away with this for the past eight years, but then it is a tradition. Thus I am again happy to present the annual HOTBOX Editor's Christmas Gifts. For those of you who may be new to our association, I will quickly explain the reasoning behind giving such gifts.

All year long, the editor has to put up with the officers and their sometimes outlandish proposals for running the TAMR and the members and their sometimes unfeasible solutions to the TAMR's problems. This is the one time of year where I get to lash back. So here I am again, putting on my red Santa suit, practicing my Ho-Ho-Ho's (as opposed to my N-N-N's, I guess) and stuffing my great burlap sack with presents for deserving TAMR members that are not too badly needed.

To Ken Keels, TAMR President: A copy of the recently released book entitled: How To Hold A Successful Convention When Nobody Can Afford To Show Up.

To Dan Carroll, TAMR Auditor: An 8x10 inch rubber stamp of the TAMR logo for your correspondence.

To Gerry Dobey, TAMR Secretary: A map of the Chicago area, just in case you ever decide to go railfanning with us again.

To Claude Morelli, TAMR Treasurer: A bottle of Grecian formula to touch up those gray spots you keep getting after reviewing our bank balance every month.

To Dee Gilbert, Membership Secretary: Your own personal BW commuter train so as to make visits between Harrison, AR and Chicago easier.

To Don Leitch, CD Rep: Lots of F40PHs and Amcans to update those antiquated steam-heated passenger trains you have in the Great white North.

To Chris Brindamour, Promotion Department: A million dollars to launch a multi-media campaign on behalf of the TAMR.

To Paul Ingraham, TEEN TRAK column: Glue, X-Acto blades, paint and decals just in case you decide to turn those container kits of yours into R-T-R versions.

To Tim Vermande, AT TRACKSIDE column: All the air compressors for the new South Shore cars so you can take pictures of the old ones awhile longer.

To Jim Kobrinetz, Associate Editor: The cow that ate your wide angle lense in Vermont.

To John Huey, former member: A bill for the rent-a-car you helped me destroy at Tehachapi this summer.

To Ed Moran, railfan: A GTW paint remover filter so that you can continue to take pictures of your beloved Milw. Road even after it has all become blue, red and white.

To Paul Michelson, CR Rep: Some kindling and matches to light a fire under the big GD so as to keep the WAYFREIGHT on a reasonable timetable.

### RAILFANS:

If you are interested in obtaining accurate information on the best train watching locations, then you should join the newly formed TRAIN WATCHER'S SIG. An SSAE to your editor will bring more info.

# WORKING WITH: BRASS

If you've been looking at brass equipment lately, you should have noticed that it is for the most part out of the range of the average modeler. A simple way (if you want to call it that) to get brass quality engines and rolling stock is to purchase them in kit form. This way, you can usually save a good 30 to 75% off the ready to run models. You'll also get the pleasure and frustrations of building your own fleet.

In the following paragraphs, I hope to warn you of the many major mistakes that are made in assembling brass kits and how to avoid them. First, if you have built some craftsman type kits along the lines of Ulrich, Silver Streak, Northeastern or Campbell, you probably have the skill and patience to assemble a brass kit.

To start, I suggest you purchase a CAR kit along the lines of those produced by The Car Shop or Precision Manufacturing. The ones made by The Car Shop are the best detailed kits that I have seen that are still in the reach of the beginning metal worker, but can still present a challenge to an even more experienced worker. In addition, the instruction sheets are well documented and illustrated to aid in the construction.

When first starting out on any type of brass kit, you should read the instructions SEVERAL (as in 3 or 4) times, NOT just once. While reading, go through the parts as if you were actually assembling the kit. Also, refer to all the sketches that are provided.

Before I continue, I would like to stress two points since they can make a difference between a good looking car and one that ends up in the trash: (1) you should (and MUST) understand every step in the instructions. Failure to do

so will either destroy the model or cause a lot of extra work for rebuilding. 2) You should NOT stop reading the instructions after the first time. There is no way I can stress this point enough because no matter HOW GOOD the instructions are, you are bound to miss something that either wasn't stressed enough or simply implied.

Now that you have a full understanding of what you are about to do, the actual building starts. To do all the construction, you will need a good set of high quality tools. Don't settle for the cheap ones as your tools will be used to shape and assemble the model and thus will partially reflect in its quality. In other words, the better the tool, the (usually) better the finished product. The tools needed for a complete kit are as follows:

- Jewelers saw
- Jewelers saw blades (size: 2/0)
- Butane torch (single cylinder type)
- Extra cylinders
- Spark-type lighter (no matches!)
- 40 watt soldering iron (optional)
- Good sharp jewelers files
- Solder, silver and 60 tin/40 lead
- Soldering flux (non-corrosive)

I know that some of these tools seem to be things that are not going to be needed, but believe me they are! Just keep in mind that you can use these tools for other things as well (and if you are like me, you always need new files).

The best way to start a kit is to cut out all the pieces and file and shape them before you begin construction. Cut out all things like the directions call for, but leave about 1/16" to 1/32" extra on all sides and then file everything to the desired shape. Don't try to cut all the way down to the

(cont'd next page)

## Working With Brass (cont'd from last page)

finished size as you won't have any material to remove the saw teeth nor make a slight mistake with the saw (I ruined a door that way!).

Also, when filing anything, try to place the parts against a flat IMMOBILE surface. Furthermore, don't rattle the stock against the surface. Don't get impatient when filing. Whatever filing technique you use, don't rush it--your model depends upon good fitting parts.

When cutting the parts out, you should use a cutting jig to prevent putting a bend in the metal where it shouldn't be. Figure 1 shows a jig I made to fit in my vice, it is easy and simple to make.

After all the parts have been cut out and filed to shape, you are ready to solder them together. Work according to the instructions and take your time. All the work should be performed in an area where torch operation is safe. Make sure that your work area is clean and that you will not be interrupted.

Light the torch and put it on a low flame. You shouldn't have to turn it up too much at all, but if you do, don't over do it. Put all the large pieces together first (the basic box, roof, steps, etc.) with silver solder. This should be done with the torch. If you have never worked with the torch before, get some scraps and practice!

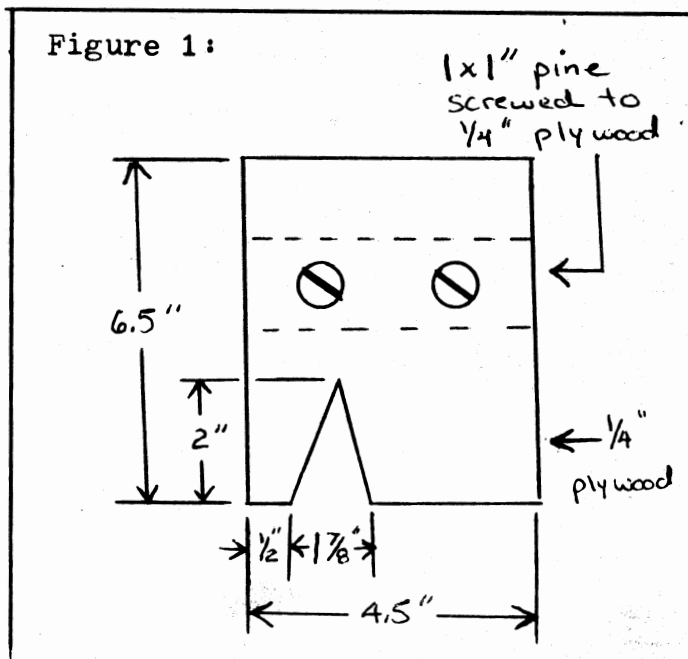
Hold the torch flame so that the hot part (tip of blue) gets to the area where the solder will be applied. Then let the solder melt and seep into the joint. Before applying the solder, you should coat the area with a non-corrosive flux. This means no acid or like, I recommend the flux made by Kemtron. You also want to shy away from acid-core solder when doing any type of repairs. It acts like road salt on a car in Minnesota. You see no problem at first, but after a couple of years, the paint starts to bubble and that

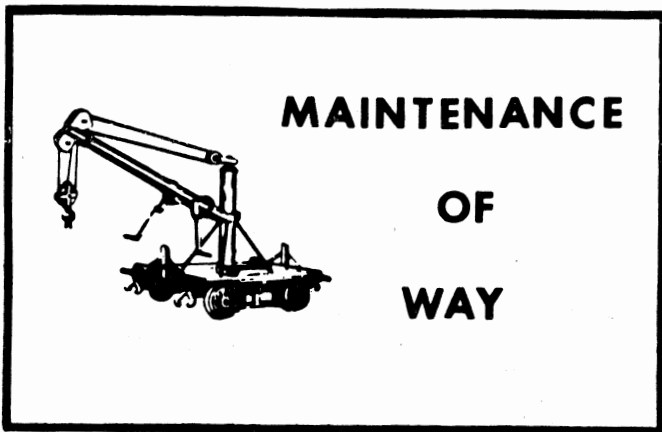
dreaded rust and corrosion kills the finish. The same thing happens if you use the wrong kind of solder and flux.

Another warning, all this work should be done on wood, not metal. The torch creates a lot of heat and you don't want to be burned by your working surface. Also wear some type of apron to protect you and your clothes from hot drops of solder. Keep a bucket of water nearby. If the car gets too hot, just dunk it for a second and continue (it is also good insurance against possible fire).

If you have a long joint, apply solder at one end and work toward the other. Smaller detail can be put on with a soldering gun. Hold the part with a tweezers and put a small drop of solder on the part. Then apply the part to the body and touch with the iron. Remember, the tweezers act like a heat sink so get as close to the joint as possible with the iron.

Mainly all this takes practice. My first caboose ended up in the scrap box because I never took the time to practice soldering or cut out the parts properly. Hopefully my hints will help you get started in another area of model railroad-ing. Have fun and stay safe.





of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMR or the HOTBOX. Please submit reviews to the HOTBOX Editor.

2½" Straight Trunk Trees, Woodland Scenics, P.O. Box 266, Shawnee Mission, KS 66201. HO scale 5/\$3.50.

Sceniking your layout is made much easier with the help of Woodland Scenic's trees. The trees are made out of soft metal and thus may contain a small amount of flash that a couple of quick passes with a file should take care of. Then all you have to do is paint the trunk with various shades of browns or grays to reach the bark effect you desire. The paint, however, is not included with the kit.

Next, you stretch the foliage over the limbs which makes for a very realistic looking tree. The trees assemble quickly and easily and the directions provided are very thorough. They are sold in kits of five each and I think you will be very pleased with the results. I was.

--Paul Michelson

Amtrak at Milepost 10 by Karl Zimmermann, PTJ Publishing Inc., P.O. Box 397, Park Forest, IL 60466. 80 pages, softcover. \$10.00 + \$2.00 P/H.

If your interest in railroading extends into the realm of the passenger train, this is one book that you surely can't pass up. Karl Zimmermann in words and pictures provides a very comprehensive review of Amtrak's first ten years.

For the contemporary modeler, one of the most useful features of the book is a two page spread entitled "An Amtrak Chronology" which not only reproduces all the covers of

Amtrak's system timetables, but also provides information on the major events in Amtrak's history such as when new equipment was introduced or when trains were cancelled.

The book begins with a look at passenger railroading before the inception of Amtrak and then goes on to recount Amtrak's early years. This was Amtrak's "Rainbow Era" where it was using the old passenger equipment purchased from various railroads. Subsequent chapters in the book discuss some of Amtrak's more noteworthy successes and failures such as the Northeast Corridor, 403(b) trains, Turboliners, Superliners and the now infamous "Massacre of '79."

However, while the text is both informative and enjoyable to read, the best part of the book has to be the photographs. Many of them are truly first rate and with the credits listing such names as Mike Schafer, Joe McMillian, Roger Cook, Ted Benson and, of course, Karl Zimmermann it's no wonder. These are some of today's top train photographers and they can make even Amtrak's all platinum mist consists look interesting. While most of the photos are in black & white, there is a smattering of color throughout the book. Both modeler and railfan are apt to cull a ton of information about Amtrak from this volume and for that reason alone, it is worth your investigation.

--MAK

Hop aboard the WAYFREIGHT and learn all about the railroads in the Central Region. Subscriptions available for \$3.00 a year from Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181.

# TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR NOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR NOTBOX.

## Gordon Midgley (1954 - 82)

On July 22, 1982, we lost a special member of our hobby and a close friend. Gordon Midgley died of cancer at the age of 28.

Gordon was born and raised in Cambridge, Ontario, near CP Rail's Galt Subdivision. It was an apparently unimportant thing that would profoundly influence him. He developed a lifelong interest in railroads which, in turn, lead him to model railroading. Gordon joined the TAMR and through it he met the members of the Maple Leaf (now Canadian) Region who became his close friends. In the following years, we shared many good times and helped one another through the tough ones.

Gordon was an intelligent, sensitive, outgoing person who had a knack of getting along with nearly everyone. Gordon always had time to help someone with a problem and invariably he provided a fresh insight or useful suggestion. His sense of humor and strong convictions would transform themselves into courage which saw him through the turbulent periods of his own life.

Gordon was a friend to share the good times with and someone who was always there when the going got tough. He was a person who lived the ideals of the TAMR. Therefore, it is with heavy hearts and fond memories that we, members of the Maple Leaf Region from the early 1970's, wish to make a donation to the current Canadian Region in the memory of Gordon.

--John C. Eull  
Winnipeg, Manitoba

## Another Satisfied Customer

As a new member to the TAMR, I was delighted to get my first copy of the NOTBOX in which I saw "Great Truths, Part 1." Please write more. As a model railroder/railfan for going on five years now, I have found these great truths to be not only true, but helpful.

--Mike Kaposz  
Santa Clara, CA

## More "Great Truths" Needed

Nothing but applause for "Great Truths, Part I." Even though I've learned about brass track and sectional track along with supplied power packs, I think it is an excellent idea and should be followed through. It may be fun to learn by trail and mistake, but these days it can get mighty expensive! by all means continue.

--Stephen Sant  
Baldwinsville, NY

## 1983 Convention

Where will it be? What will it feature? Who is planning to go? These are all questions that will have to be answered soon if we are going to hold a national convention in 1983. If you are interested in sponsoring such an event, please contact our President, Ken Keels, as soon as possible. Then there is also the TAMR SIG program at the NMRCA National Convention to be held in Winnipeg, Ontario this year. If you have any plans to attend this show and want to help out the TAMR, Ken would also like to hear from you. Please don't delay in writing as time is needed to plan the programs and work out the details.

**ON THE  
POINT:**

The tranquility of this winter postorial scene has been temporarily shattered by the overhead passing of the Christmas express bringing loads of holiday cheer to one and all. Scene composed by Mark Kaszniak.

## MARKERS:

**ARRIVING NEXT ISSUE:** Greg Dahl returns with an article on the operation of his Minnesota Northern and the Layout Planning Service will feature yet another layout and how it was developed. All this, our usual columns and a nomination form will be included in the January consist of the "Un-Magazine of Model Railroading."

**DIRECTORY** - Due to a temporary cash flow problem brought about by the sudden membership drop over the past year, the Executive Board has decided to delay printing the membership **DIRECTORY** until sometime next year.

**TAMR HOTBOX, "the Un-Magazine of Model Railroading"**  
Box 132  
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