



HOTBOX

"the Un-Magazine of Model Railroading"
No. 184 February 1983

IDEAS FOR PASSENGER TRAIN MODELING





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.

EXTRA BOARD

All the news that fits, we print:

MINI-CONVENTION - On March 12, 1983, the NEMRA Mid-Eastern Region, Dixie Division will be holding a mini-convention in Bethesda, MD from noon to 5 PM. All TAMR members will be admitted free! Door prizes, model contests, display layouts and clinics (be sure to check out the one on scenery presented by TAMR member, Tammy Martin). Further information can be obtained from: Tammy Martin, 7721 Dew Wood Drive, Derwood, MD 20855.

MEMBERSHIP -

By Dee Gilbert

Total TAMR Membership (1-15-83): 151

Breakdown as follows:

Region	No.	%
Canadian	7	4.7
Central	50	33.0
International	2	1.3
Northeastern	50	33.0
Southern	19	12.7
Western	23	15.3

CHECKS AND BALANCES -

Overall 1982 Financial Report

Beginning Balance	+\$ 208.75
Savings	+ 325.53
Total Income	+ 1408.22
Total expenses*	- 1940.27

Final Balance +\$ 2.23

* Includes January 1983 HOTBOX expense.

Submitted by Claude Morelli

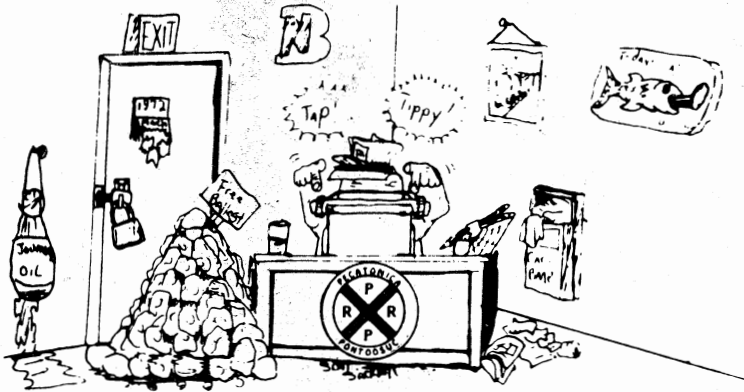
OFFICE CAR -

As some of you may know, I have of late been remiss in my duties as Auditor of the TAMR. The reason for this was due to a school function. For the past few months, I have been actively involved in raising money to purchase new uniforms for the band of which I am a member. This endeavor cut into my available free time which was normally used to answer TAMR mail. In the meantime, the mail began piling up. I realize that this situation was doing the TAMR no good and causing us a lot of ill will to those teens who write in response to our ads.

I am now happy to report that the backlog of mail is being taken care of. The coming of the Christmas holidays has provided some free time for me to catch up. I am writing this to apologize to the TAMR (and especially to Lone Eagle Payne) for my wrong doings. Along with my usual duties, I am also working with the Rocky Mountain Region of the NEMRA to promote teen modeling and help teens to get involved in our hobby. I urge you all to help promote the TAMR when and wherever you can. Again I apologize and stress that the backlog of mail is being answered. Hopefully, we can still generate some new members from that pile.

-- Daniel Carroll
TAMR Auditor

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

Those DOBEY YEARS

The other day I received an official letter. Now as an officer of the TAMR, this in itself is not an unusual occurrence. When an officer wants to let all the other officers know what he is doing or thinking, he usually issues an official letter and asks for a response. However, this letter was unusual in the sense that it was a farewell, of sorts. Gerry Dobey will be relinquishing the duties of the Secretary's office at the conclusion of this year's elections. Apparently he wanted to be sure that everyone knew this as well as cleaning up some old business in the process.

Now believe it or not, Gerry has been the longest serving Secretary in the TAMR's history. Although his activities of the past year have been sporadic at best, he has piled up a list of accomplishments that few officers can match. So perhaps as sort of a tribute, a rundown of the major events in the Dobey years are in order.

However, let me preface the remarks that are about to follow by stating that Gerry and I have become great friends through our association with the TAMR. We were both elected to office at the same time and although we lived quite close, we never met before becoming officers. Since we often worked closely together to improve the TAMR, I hope you will

excuse the frequent mentions of "our" accomplishments as I proceed.

Gerry took office in 1978 amid a serious membership crisis. Years of late and/or poor quality publications and little activity had taken their toll. The TAMR was a sorry sight. Number one priority was to build the membership. This was accomplished through a variety of promotional measures that Gerry and I agreed upon (I was Auditor at the time).

As the membership grew, we re-directed our efforts to the HOTBOX. We both agreed that offset publishing was the way to go and hounded then Treasurer, Kay Hakim, until he gave in. Now the search was on for a reliable printer, here Gerry came to the rescue with a local source. So with me doing the paste-up and Gerry the circulation, we launched the offset HOTBOX. Luckily, it went well and the membership grew even more.

In the meantime, Gerry had cast his eye upon the defunct Central region. Soon he was bubbling with plans for its revival. After setting himself up as editor, he began to issue the WAYFREIGHT. The word spread like wild fire and regional members began joining left and right. Gerry's detached sense of humor and passion for the outrageous have made the WAYFREIGHT one of our best loved regional newsletters.

In 1979, he decided that the Chicago Division (known as the Lake Shore railfan Protection District) should sponsor a TAMR national convention. It was an experience that those who attended would never forget.

I hate to think where the TAMR would be without the talents of Gerry Dobey. He is one of those rare individuals who does more behind the scenes than in the limelight. Now although he is departing on a national level, you can still catch his act in the Central region. I wonder where we'd be if there were a hundred more like him? That, of course, could never happen for there can only be one Gerry Dobey in this world. Thank God!

All Aboard!
For A Look At
Passenger Trains



By Gerry Dobey

There is much more to adding passenger trains to your layout than modeling the train itself. The operating potential of most passenger trains is seldom considered by many modelers. Little priority is given to the details that make for a convincing passenger train operating scheme. However, passenger trains, if run properly, can contribute quite a bit to the overall realism of a model railroad.

In determining your layout's passenger train requirements, you must first decide what type of railroad you have. Is it a commuter system like the Long Island? A granger country line like the C&NW? Or a big operation like the UP, BN or Conrail. The type of layout you have will indicate the requirements you need in the way of stations, yards and equipment. Once past this, we can start talking specifics.

STATIONS

The station is the primary focal point for passenger service. Its design and appearance will be an indication of what kind of railroad owns it and how it is being used.

Size and type of station are partly determined by the town or city being served. Yet regardless of this factor, a railroad generally paints all its stations in

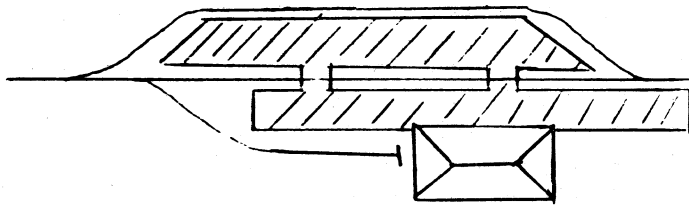
same color scheme, uses the same style nameboards and even the same style lightposts and garbage cans. If there's a train order signal at the station, it too is identical to all others on the line. Thus every station has certain characteristics that mark it as being owned by a particular railroad.

Stations are built on curves, in cuts, on fills and bridges. Passenger access to the platforms is normally provided by stairs or walkways. Overpasses and underpasses are often used at busy terminals for the convenience and safety of the passengers. The requirements for a particular station depend on its location and use. For example, if the railroad is making money on its passenger service, you can expect the station to be kept neat and clean and maintained regularly. If money is being lost, repairs may not be performed as quickly nor may the station be kept as clean.

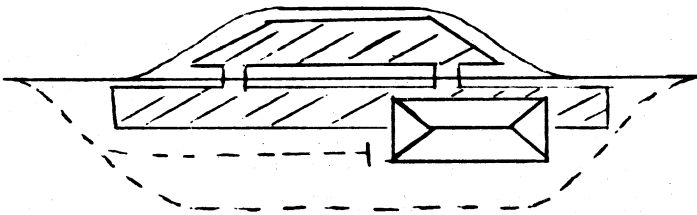
Many stations have adjacent locomotive servicing facilities for speedy fueling and watering of the motive power. This was especially true during the days of steam. Stations also have an array of baggage carts and at least one baggage wagon. Platforms may be concrete, asphalt, brick or simply dirt.

(cont'd on page 6)

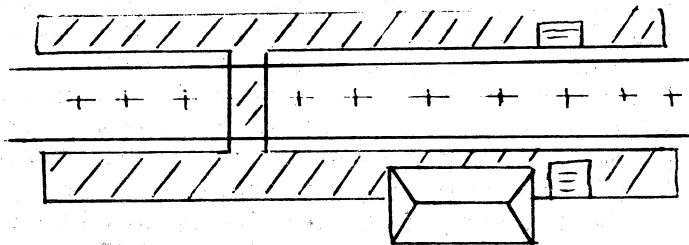
TYPICAL STATION ARRANGEMENTS



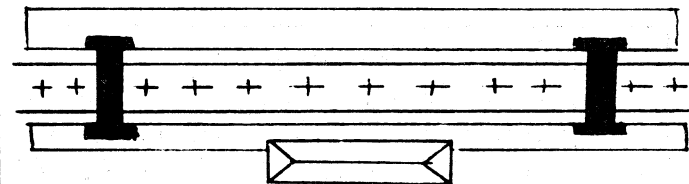
A. Station with house track and passing siding



B. Team or House track often extends around back of station to serve industries

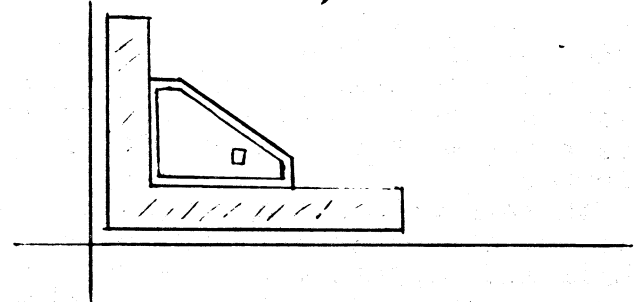
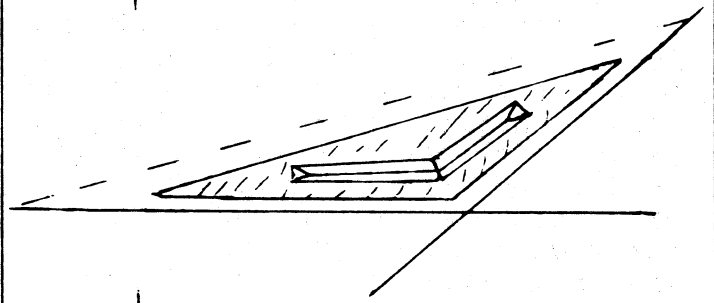
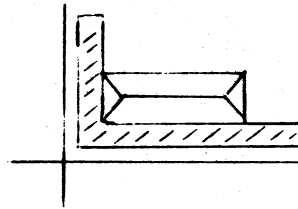


C. Platforms connected at track level for baggage wagons. Passengers use underpass.

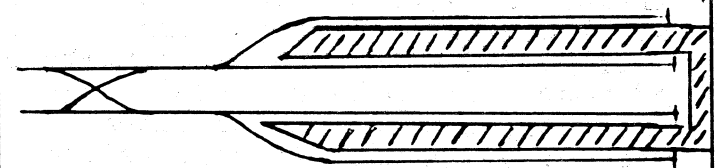
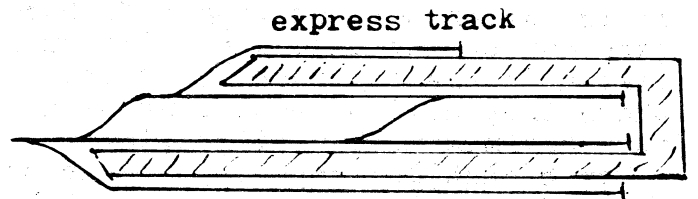


D. Commuter station with overpasses for passengers


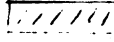
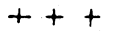
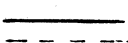


STATIONS AT CROSSINGS



CITY STUB TERMINALS



LEGEND

-  -station
-  -platform
-  -fence
-  track
-  - overpass
-  - underpass

Drawings by author

CONSISTS

The make up of a passenger train is determined by the job it has to do. For all-around service, the consist may look something like the following: Motive Power, Baggage, Railway Post Office, Combine, Coach, Diner, Pullman and Observation. Using this as a basic consist, it is possible to change the make-up to fit conditions on your railroad. For example, your run may be too short for a diner, so leave it off. If the train runs during the daylight hours only, you will not require the Pullman (sleeper). If you want to add some luxury, add a lounge car. A short run may incur increased revenues with a combined diner-lounge.

Whether or not the train is streamlined, the basic make-up is the same. Mail and baggage cars are generally run up front, followed by coaches, Pullmans and what have you. Yet there are exceptions. Express cars are sometimes put on last because it is easier to drop them off. Dome cars can be cut into a consist much like a lounge or diner--at points where they will be most convenient to a maximum number of people.

For branchline service, how about a mixed train? All you need is a coach on the tail end of a freight train. Or maybe an RDC to handle small crowds on less popular routes.

If you have to move large numbers of people in a large industrial area, try introducing commuter service. You can use old heavyweight equipment, or modern streamlined double-decker cars with push-pull options. All in all, the modeling of passenger train operations offers a wide variety of excitement and pleasure and should be investigated by all modelers who want to make their layout operation more interesting.

Toonerville

By "Motorman" Harry Trolley

Happy new year! fellow model railroaders! Last year, I introduced a lot of you to the world of trolleys. This year I hope a number of you will integrate some trolley running into your layouts.

A new N scale trolley is being built by Model Power for around \$25. It has four wheels, but a double truck, eight wheel, Brill version is made by Bachmann for around the same price.

In HO scale, a new PCC streamliner (St. Louis Car) is being made by Bachmann along with their Brill cars. They both sell for \$20 or less.

Now as for track laying. As I said in my previous article, wire your first trolley line for 2 rail operation. Forget about powering the overhead wire until you've gotten the bugs from the trackwork. Don't bite off more than you can crew. Also use nickel-silver flex-track. Nickel silver for the electrical reliability and flex-track to form those small radii trolley curves that are so common as you go from hill to dale. Be sure to lay out your towns along the trolley route as its main purpose will be serving the townspeople.

A trolley line needs as little as an inch of space for a right-of-way so don't tell me that you can't fit it in somewhere. Furthermore, the equipment is smaller and less complicated to operate, but adds loads of operating potential. Happy Trolleying!

NG, L&SL DIV.

Interested narrow gauge, logging or shortline fans are invited to join the Narrow gauge, Logging and Shortline Division of the TAMR. Dues are \$3.00 per year and a membership includes four issues of the LINK & PIN NEWS. For information and free sample of the L&PN, write: NG, L&SL Div., c/o Claude Morelli, 2236 Dietz Pl. NW, Albuquerque, NM

87107



HELPERS

Do you have any helpful hints for making your model railroad look more realistic that don't take a lot of time or money? If you do, consider submitting them to the HELPERS column. All items are to be sent to the NDTBOX Editor.

A Look At A Local

In this day of unit trains and the GP50, I'd like to give you a look at a Conrail local that hasn't changed since the days of the Erie Lackawanna. The local, WVDE-3, leaves Conrail's Dewitt yard at six in the morning and proceeds west. After getting clearance on the mainline, it trundles along to Syracuse Junction where it turns north on to the Baldwinsville Secondary.

After passing the Crucible Steel Co, which is located in front of the New York State fairgrounds, the train arrives in Lakeside. Here the first switching is done. Generally reefers and boxes are switched at three different warehouses along a mile and a half stretch of track.

Next the train passes along the Seneca river, through marshland and then into Baldwinsville. Here they switch International Multi-foods and then proceed to the Radisson industrial park. Setouts will be made at the new Anheuser-Busch brewery (if any) and another warehouse. Then cars are dropped off and picked up in the new yard that was built for the brewery which is scheduled to open in February of 1983. Once these chores are completed, the train is returned to Baldwinsville where it is put on a siding. The locomotive is left at the station.

About 4 PM, a second crew comes on duty. This crew makes an evening switch at the wheat mill and performs any miscellaneous jobs at

the industrial park. When this work is finished, they will have dinner and then return to Dewitt yard, arriving around 8 PM.

Normal power for this train used to be an RS1 or GP7. Of course, this was back in the days when the EL was still running. Still when Conrail took over, the Alco was retained. However, now with the increase in traffic, anything from a GP9 to a GP40 may be assigned and sometimes a U-boat makes the run.

I feel that this operation conveys the character of a typical branchline operation and is therefore ripe for modeling. The only other train on this line is designated UAC-1 which is a unit oil train serving the Niagara Mohawk Light and Power Co.

--Stephen Sant
Baldwinsville, NY

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR NDTBOX 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 NDTBOX.

Participation

It seems to be the popular opinion that the benefits of this association are limited, but I beg to differ. I believe the solution is in something called participation. The real reason your benefits are limited is because your participation is limited. In the Northeastern region, we are doing something about this by encouraging the formation of divisions. Divisions promote contact among members and can also be used to help the TAMR. During 1982, members of the Pennsylvania division were active in promoting the TAMR at the Greenburg train shows. So if you are interested in starting a division, contact your regional representative.

--Charles Pravlik
Scottsdale, PA

**ON THE
POINT:**

This is the place to look if you are searching for ideas on the modeling of passenger trains. Gerry Dobby provides an in depth review of the essentials needed for your road to get itself in the passenger business.

MARKERS:

ARRIVING NEXT ISSUE: "Motorman" Harry returns with yet another column for you traction fans. We'll be looking at some new products on your dealer's shelves and the candidates will be presenting their pitches for this year's offices. All this, plus our usual columns will be coming your way in the "Get Ready for Spring" issue of the "Un-Magazine of Model Railroading."

TAMR Stamp - A rubber stamp of our famous logo, one and a half inches in diameter, is available from Dee Gilbert, Membership Secretary, for \$7.50 post paid. Please make all checks payable to Dee Gilbert. Cash can not be accepted.

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PLACE
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HERE

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FIRST CLASS MAIL

