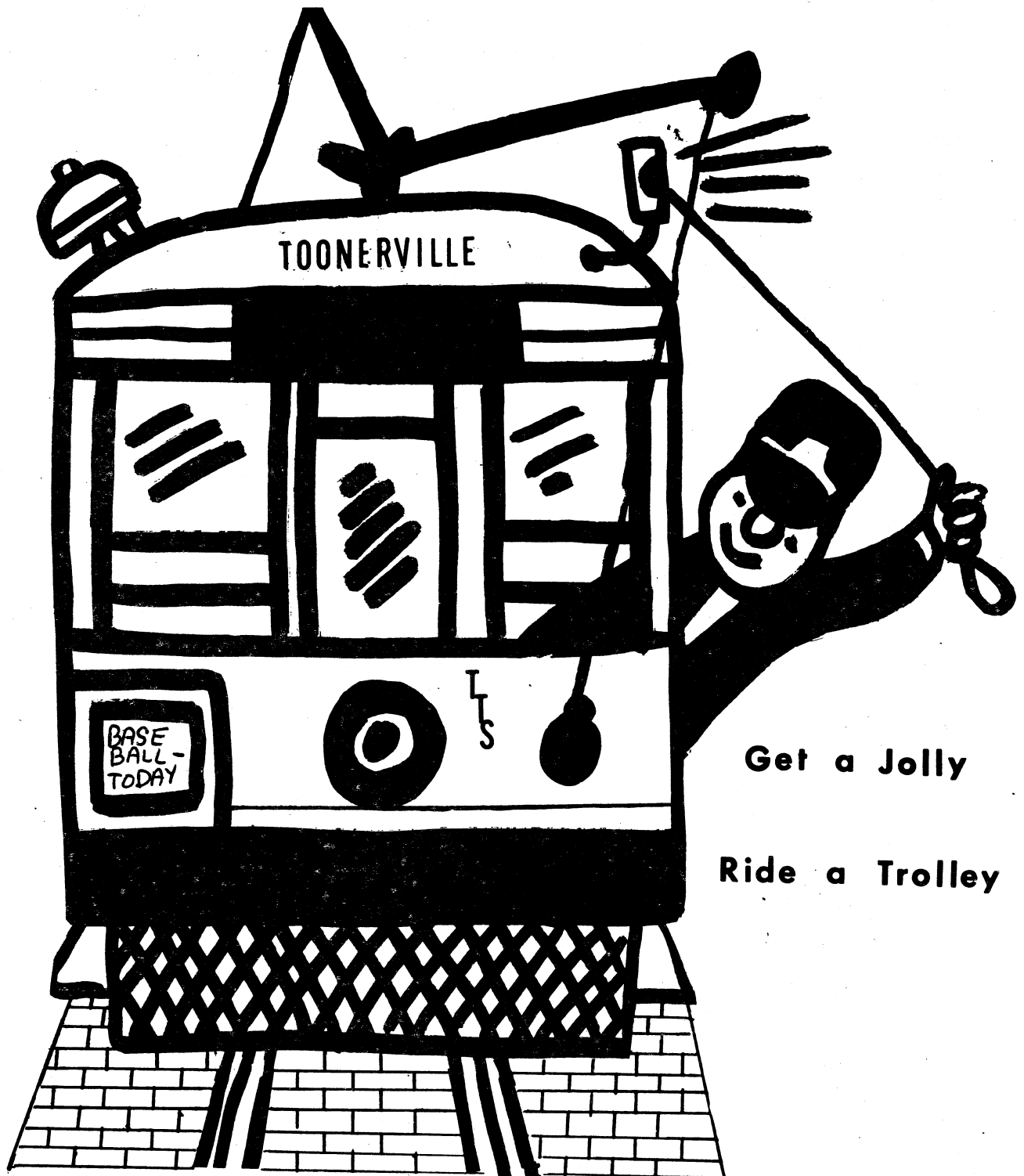




HOTBOX

"the Un-Magazine of Model Railroading"
May 1983 No. 187



Get a Jolly

Ride a Trolley



HOTBOX

OFFICIAL PUBLICATION - News 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
Box 132
Harrison, AR
72602-0132

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.

The Eagle Speaks- Lone Eagle Payne, our permanent mailing address who is also now answering our prospectus as of the beginning of April, would like to remind regional officials that they are to send him regional information sheets for insertion with TAMR promotional literature. The Eagle feels that this is an excellent way to promote your region while introducing prospective TAMR members to our benefits.

The Eagle also suggests that regional officials contact prospective TAMR members in their immediate vicinity and urge them to join the TAMR. Regional Representatives are provided with monthly updates of those who write to the TAMR for this purpose. Finally, the Eagle would like to know what is being done to promote the TAMR at this year's NIMRA convention in Winnipeg? A question which is also on the minds of the HOTBOX staff. Anyone one with information on this area should contact the Eagle or the Editor.

Overseas activity- Hakan Thell, (Sunnanangsgatan 20, Vimmerby, Sweden, S-59800) our new International Region Rep, is considering an international meet along with a possible newsletter. Interested parties should contact him immediately. He also tells us that he has an information list printed in Swedish explaining all about the TAMR that he distributes from his home. He invites interested parties to drop by during office hours which are: Mon-Fri 3:30 to 5:00; Sat 2:00 - 4:30 and Sun from 1:00 to 5:00 PM. That's dedication!

Divisions- For some time now, various members and officials have been advocating the introduction of divisions within the regions of the TAMR. They argue that these groups would encompass far less area than the regions and would allow members living within close proximity to one another to get together more often. We are happy to report that some progress has been made in this area and below appears a list of divisions currently in operation. Write to the people listed if you are interested in joining. Newly formed divisions will also be listed in this column as space permits:

Lake Shore Railfan Protection District (Chicago area) contact the Editor.

Precision Wide Vision Division (Twin Cities - Duluth, MN area) contact: John Vincent, 102 W. Lemon St, Duluth, MN 55811.

Great Lake Division (Michigan) contact Ken Keels, 624 Birch Tree Court, Rochester, MI 48063

Southern Illinois Division contact Steve Craig, RR#1, Box 811, Herrin, IL 62948

Pennsylvania Division contact Darren Phillips, 226 Hemlock Dr., McMurray, PA 15317.

Extra Board

All the news that fits, we print:

NR Convention- The Northeastern Region of the TAMR will be holding its annual summer convention this year in Philadelphia. It will be held in conjunction with the Greenburg Great Train Show (free admission) on August 5-6-7. Full details on activities are being worked out right now. All interested members should contact: Ted Tait, P.O. Box 930, University of Scranton, Scranton, PA 18510 for further information and registration forms.

Following the convention, there will be a six day railfanning jaunt (Aug. 8-13) through Maryland, Virginia, North Carolina and Tennessee. Transportation will be by car and lodging will be by Mother Nature (i.e. tents). Anyone interested in coming along should contact: Ted Bedell, 6 Oak Place, Bayville, NY 11709.

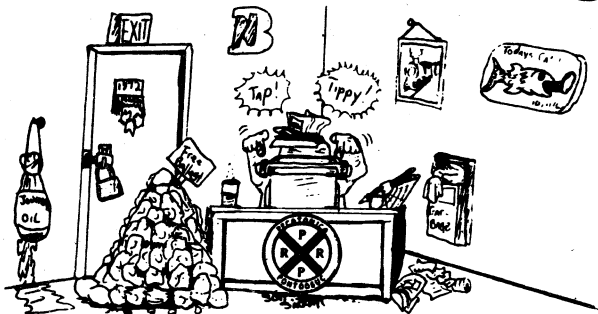
Membership- By Dee Gilbert

Total TAMR Membership (4-15-83): 141

Breakdown as follows:

Region	No.	Perctg.
Canadian	7	5.0
Central	43	30.5
Northeastern	47	33.0
Southern	17	12.0
Western	22	16.0
International	5	3.5

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

3 Years & Counting

This issue marks the beginning of my third year as your Editor. Thus upon reflecting back over my tenure, I have reached the conclusion that this is a good time for some evaluation and reassessment. In my first editorial, I outlined a number of things that I hoped to accomplish as your Editor. Topping the list was my vow to make the HOTBOX "appeal to the teen modeler who is also interested in the prototype." In my opinion, this objective has been achieved. Yet, I also listed a number of other goals which have met with only moderate success.

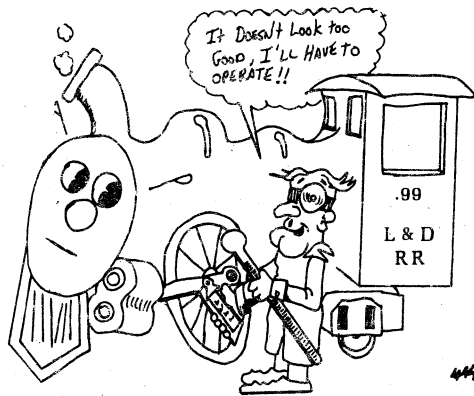
For instance, I hoped the HOTBOX could provide a forum which would allow teenage modelers to get to know one another better. I planned to accomplish this through a combination of layout articles, "Getting To Know You" columns and increased coverage of TAMR meets and conventions. Aside from the layout articles, little has been done in this area. I am hoping to change this by getting our officers and authors to open up and tell a little about themselves. I also want to print more articles on TAMR happenings, but here I am at the mercy of the membership to provide me with details of what is happening.

Another area that I consider essential is member input on the TAMR and the HOTBOX. Here I find myself constantly frustrated at every turn as few members are willing to speak out and voice their opinions on these matters. Those of you who are members of the NMRA know that the "Blowing Off Steam" column in the BULLETIN is famous (infamous?) for expounding a variety of views on the problems confronting that association. Sure some of what is printed is nitpicking and axe grinding, but a majority of the letters show a concern for the association that the TAMR is hard pressed to match. Apathy is our greatest enemy and nothing less than a constant

watch by you--the member--will assure that the TAMR continues to provide a high level of benefits and services. Thus I'd like to see more letters concerning TAMR policy in our "Train Orders" column. Tell us what you think needs work in the TAMR or a better way to solve a particular problem.

Now I can't realistically expect all of you to start writing letters to "Train Orders," some of you just don't care and others will be too timid or busy to write. Thus I am offering you an easier way out. Coming your way will be an annual Reader Survey. This will allow you to express your opinions on the TAMR anonymously. Not only will it allow me to determine if this publication is adequately serving your needs, but it will also tell our officers what you consider to be the problem areas in the TAMR. All too often, we contact people who have decided not to renew their membership and ask why and we hear the same story. The TAMR did not do something that they considered important so no renewal. Problem is that nine times out of ten, we never knew what the member wanted in the first place. This survey will allow us to keep in better touch with your needs and desires while giving us a handle on the main problems confronting teens in model railroading today. I know of few other organizations who are willing to go so far to assure their members' contentment. I'd like to thank J.S. Ward for first suggesting the idea of a survey. I think it will be a powerful tool providing a cross section of the membership responds. Incidentally, the results of the survey will be published in the HOTBOX as space permits and communicated to our officials for action.

Looking back over the past three years, I can not help feeling a sense of accomplishment. In addition to the monthly HOTBOX, we have a Member Services Committee, Layout Planning Service, TEEN TRAK module railway system, promotion committee and active regions. There is much going on in the TAMR provided you are willing to take the time to sample it. Many people are responsible for these improvements and all of them have a right to be proud of their accomplishments. However, this isn't the time to sit back and coast. Many things still have to be done and many more ideas are waiting to be tried. If we make a commitment to work together rather than separately, our goals will be much easier to achieve. The time has come to put aside past differences and work in harmony. The time has come to take responsibility for this entity known as the TAMR and lead it to areas where few have dared to dream. So stick around and lend a hand, the future looks better than ever. This is the dawn of a new, better TAMR and that is something you most assuredly don't want to miss!



THE LOCOMOTIVE DOCTOR

By Dee Gilbert

This article deals strictly with the type of drive chain shown in Figure 1. In N scale, Atlas uses this in their Geeps and SD45. Model Power uses it in their Alco Century 420 and Con-Cor uses it in their SD45. There are probably others using this form of drive, but at the moment, I am not aware of them. Also, there may be some HO scale locos that use this, so check yours to see.

With today's production problems, some of the parts in the drive chain may not be properly placed or deburred. As a result, excessive friction, binding and wear occur and might be responsible for burning out your motor.

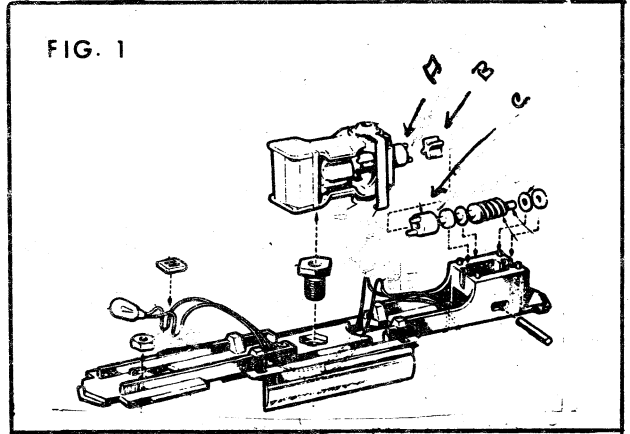
Before we can solve the problem, we must first identify the trouble makers. So that we have a common basis for discussion, please refer to Figure 1 and notice the parts labeled A, B and C. Part A is what I call the motor fitting. Part B is what I call the floating shaft and Part C is referred to as the gearbox fitting.

Now if you are having sluggishness with your units, the first place to look is part B, the floating shaft. This shaft must have a certain amount of play to offset any misalignments between the motor shaft and the gearbox shaft. If you can not slide this shaft slightly back and forth, it will be necessary to move one of the two fittings back on its respective shaft to allow room. Fortunately, this is easily accomplished provided you are not in a hurry.

Once you have moved one fitting, or both, back on its shaft, rotate the floating shaft by hand and inspect it for burrs. Some of these burrs may interfere with the unit's operation and some may not. You will have to observe your unit and decide whether or not operation is being effected.

Another common problem with this type of drive chain is that the fittings may not be driven far enough on their shafts. This will cause the trucks to sit with the coupler ends snug on the rail and the opposite ends stuck up in the air. I suspect that this might be done partly on purpose to increase the traction on the rubber traction tires if your unit is so equipped. However, if this situation occurs, it actually loads the motor down and really doesn't improve operation that much. If all the trucks are allowed to set flat on the track, all drive wheels can work and you will have better tracking through switches and better electrical pickup.

FIG. 1



Finally, if you really want to spice up operation of your units with traction tires, you can do an external wiring job between two units. Yet you can only do this if the speed of the two units is extremely close or identical.

Now you decide on how the two units are to be permanently coupled together. Note before hand that the units may be faster in one direction than in the other. Thus you will want to match the units so they both run fast speed forward and slow speed backward. Then using the type of wire used in the units, run a lead from one motor to the other, making sure to connect the wire to the proper polarity. That is, wire the two motors together in a fashion such that the left rail pickups can serve both units and the right rail pickup can serve the right side of both units.

Units with traction tires usually have the most problems with pickup and wiring two units together can solve this problem. You will want to run the wires, on the center, just over the tops of the couplers (so they double as m.u. cables). To do this, a slot will have to be cut in both shells on the ends where the wires run through. Make this slot just wide enough to accommodate the two wires with just a little play. Then leave some excess wire inside each shell. Be sure to keep these wires clear of the motor/drive chain assembly. Taking these simple steps should provide you with more trouble free operation.

TAMR HOTBOX



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 HOTBOX Editor.

Realistic Roads

I am sure that you have all asked at one time or another: "How in the world am I ever going to make a realistic looking street?" Well, I have a relatively simple answer. First, you need to gather up the following materials: flat black spray paint, plaster, sandpaper and a product called "Zipaline." This is an artists and draftsman's line tape that is available in a variety of colors and thicknesses and should be available at your nearest art supply store. It is also available under the brand name, "Formaline."

Now you mix your plaster and form the area that is to be your street. Depending on your era, your streets may be of varying widths. For example, many highways constructed in the 1920's were only 16 to 20 feet wide over all. However, modern highways and business streets are built at least 12 feet wide per driving lane. Residential streets are usually 32 feet wide with small areas of grass and a 3, 4 or 5 foot sidewalk bordering them. Incidentally, sidewalks in business districts are usually 10 feet wide or more and may have trees planted in open squares just back from the curb.

After the plaster has set, take a piece of fine sandpaper and sand down the plaster until it is completely smooth. Then spray the road with the flat black paint. Use a thin coat to achieve a light black finish. Now allow everything to dry completely before you proceed. Finally, you apply the line tape down the center of the street. Remember that yellow lines separate lanes moving in opposite directions and white in the same direction. Broken lines indicate movement from one lane to another or passing is permitted while solid lines do not permit movement between lanes or passing. The line tape is easily cut with your hobby knife so you should have no problems. The results will appear quite pleasing.

--Robert Piombino

Toonerville Trolley

By "Motorman" Harry

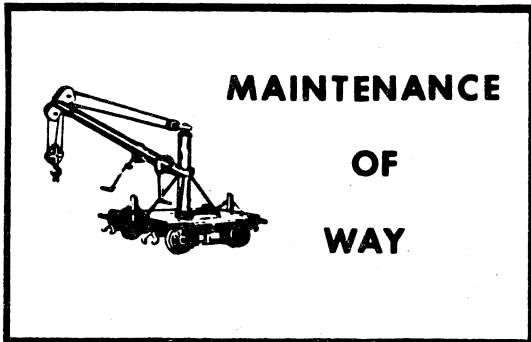
In my last article, I told you about the many different ready-to-run models available in both HO and N scale that run on two-rail power. Choose one or two of these and keep them powered for two-rail until you've gotten used to your new line. Then you can string the wires.

Another important area in trolley modeling is street trackage. Before you start hiding your tracks, I suggest you make a sketch of your layout and the proposed streets building you are going to develop. This will save much time later in changes if you first work it out on paper.

For reliable paving, do not use plaster. Not only does it make changes difficult, but the dust will clog the motors of your models. Instead, use cardboard or Suydam brick plastic sheets depending on your era. Yet no matter which you use, you must first make a pattern of your trolley track. An easy way to do this is to take a sheet of typing paper (or the equivalent) and lay it on the rails. Then press along the top edges of the rails with your fingers. Lift up the paper and cut out the pattern. Use this to cut the street trackage from your cardboard or brick paper. Then lay the paving material and test run the trolley to make sure it doesn't catch. When you are certain that operations won't be inhibited, glue the paving material to the track. If you are careful, the results will look quite good.

However, you must remember that the details you add will make or break the overall scene. Lamp posts, mailboxes, sidewalks, sewers, street signs and numerous other "things" will make the scene come alive. So next time you are stuck for ideas, take a walk along your own street with a notebook and pencil and jot down the details. Take a tape measure too just in case you need measurements. Until next time-- Think trolley!

Watch for the Southern Region's announcement of their great contest in the August HOTBOX!



M 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.

Modular Modeling Manual by Paul Ingraham
Modular Modeling Forum, 3304 Maybelle Way,
No. 1, Oakland, CA 94619. Softcover, 40
pages, \$6.95

Paul Ingraham is no stranger to the TAMR. His columns on modular railroading and the TEEN TRAK modular railway system have been appearing in these pages for the past couple of years. Through them, he has shown us how practical and creative modular railroading can be and how to use these module ideas to construct a railroad that can be taken with you wherever you go. Thus the Modular Modeling Manual is a compendium of all good ideas related to modular railroading.

This book outlines everything you need to know from design through set-up. Each facet is then subdivided into two areas: data and specifications. The specifications must be adhered to if your module is to interconnect with others while the data provides helpful auxiliary information on modular railroading. However, the best feature of the book has to be that information is given for every conceivable scale including narrow gauge, third rail and trolley systems. Thus no matter where your interests lie, you too can build a module if you so desire.

Another nice feature of the book is that it is copiously illustrated particularly when it comes to module wiring. Paul takes several common module arrangements and shows every connection that needs to be made to make sure it runs properly. Thus anyone who has avoided constructing a module because he thought the wiring was too complex can quit fretting. This book will show you how to do it right--the first time!

Yet there are many more goodies tucked away inside these pages. Two chapters that immediately come to mind are module protection and transportation and module scenery. All in all, this is a very well done book that fills a noticeable void in the module field. If you have any interest at all in modules, I'd advise that you purchase this book immediately. Furthermore, TEEN TRAK modules follow the specifications given in the manual so it is also an excellent reference text if you decide to build a TEEN TRAK module. --MAK

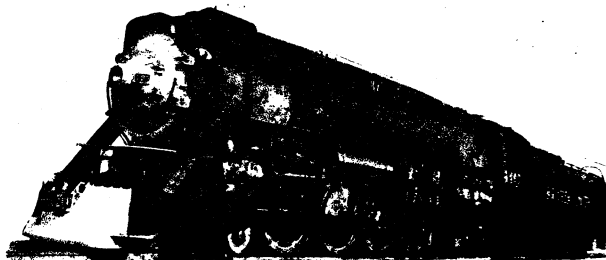
Fairbanks Morse C-Liner, HO Scale,
AHM, 401 E. Tioga St., Philadelphia,
PA 19134 \$14.00

Fairbanks Morse introduced the C-Liner in the late fifties and it was used by many railroads for both passenger and freight service. My model is painted and lettered for the Union Pacific. The paint is well done and applied in a smooth thin coat so as not to obscure any of the body details. The lettering is crisp and there is a very neatly applied UP herald on the nose. The model picks up from the front four wheels and the rear truck is powered with two traction tires. The mechanism ran smoothly right out of the box and after breaking in, it runs more quietly. My model pulls from 20 to 30 freight cars on a level track. The model comes in 21 different road names including such favorites as Santa Fe and Penn Central. AHM makes a powered "A", an unpowered "A" and a powered "B" units.
--Michael Barth

Union Pacific DDA40X, HO scale, Bachmann Industries, 1400 E. Erie Ave., Philadelphia, PA 19124. \$20.00, with horn, \$27.00.

This model represents one of the 46 DDA40X's, the largest diesel on earth. The model is superbly detailed right down to the m.u. receptacles and there is a blinking LED on the cab roof to simulate the flashing beacon that the prototype uses.

On my model, two of the rear axles are powered and each one has a traction tire. The model picks up from seven wheels on each side so it isn't very sensitive to dirty track. The model ran smoothly and quietly right out of the box and ran even better after breaking in. My model pulls an average of thirty freight cars on level track. This model is also available with a built-in diesel horn. I consider this the best model that Bachmann has made and I'm sure many will enjoy seeing its good looks and smooth running on the point of a long freight train. I'm looking for more models like this from Bachmann, hopefully a U50C.
--Michael Barth



The Officers and Staff

Now that elections are completed, I can provide you with an updated staff listing. Ken Keels was successful in his re-election bid so he remains as our President. We also have new representatives in the International, Southern and Western regions. Now that you have all the information, there is no excuse for not writing the proper official with your TAMR business.

NATIONAL OFFICERS

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

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

Secretary--Dee Gilbert, Box 132, Harrison, AR 72602-1032

Treasurer--Claude Morelli, 2236 Dietz Place NW, Albuquerque, NM 87107.

Editor--Mark Kaszniak, 4818 W. George St., Chicago, IL 60641.

REGIONAL REPRESENTATIVES

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

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

International--Hakan Thell, Sunnanangsgatan 20, Vimmerby, Sweden, S-59800.

Northeastern--Andy Taylor, 5 Harris St, Marblehead, MA 01945.

Southern--Mark Miter, 8216 Parkland Dr., El Paso, TX 79925.

Western--Mike Raposka, 2494 Golf Links Circle, Santa Clara, CA 95050.

NATIONAL COMMITTEE CHAIRMEN

Archives--Tim Vermande, 51528 Pond St., South Bend, IN 46637.

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

Layout Planning--Jim Kobrinetz, 4952 N. Nottingham, Chicago, IL 60656.

Member Services--Dee Gilbert, Box 132, Harrison, AR 72602-0132.

Promotion--Chris Brindamour, 10 Meadowland Dr., N. Kingstown, RI 02852.

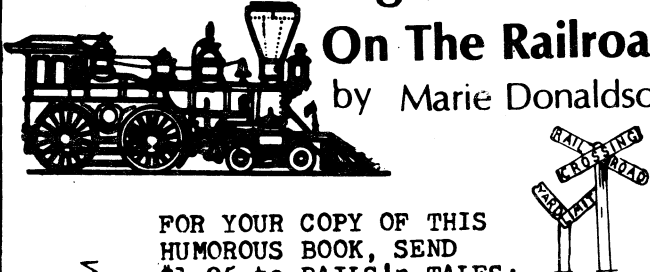
Prospectus--Lone Eagle Payne, 1028 Whaley Road, R#4, New Carlisle, OH 45344.

Checks & Balances: By Claude Morelli

Beginning Balance (5-5-83)	+\$231.35
HOTBOX expenses	- 85.00
Prospectus Expenses	- 10.25
Promotion Expenses	- 12.00
New Balance (5-9-83)	+\$124.10
Savings	+ 20.85
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by Marie Donaldson



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WANTED: AHM Indiana Harbor Belt 0-8-0. Preferably in good to excellent condition. Please state condition and price. Write to: Mark Miter, 8216 Parkland Dr., El Paso, TX 79925.

MSC REPORT

Please address all comments and questions on this column to Lee Gilbert, MSC Chairman, Box 132, Harrison, AR 72601.

Stephan Sant (23 Seneca St., Baldwinsville, NY 13027) would like to know if the Lehigh Valley ever owned, leased or borrowed any C630's or C636's. If so, he'd appreciate information concerning the unit numbers and paint schemes.

TAMR Welcomes New Members

Michael Barth, Victorville, CA
George Freeman Jr., Baltimore, MD
John Marshall, Pittsburgh, PA
Dave Ottogalli, Parma, OH
Dean Moody, Waycross, GA
Tim Ekrem, Breckenridge, MN

**ON THE
POINT:**

"Motorman" Harry has provided us with a self-portrait at the controls of the Toonerville Trolley. Be sure to check inside for Harry's comments on constructing street trackage for trolley lines.

MARKERS:

ARRIVING NEXT ISSUE:

Mark Miter provides us with the tales of the building of the articulated locomotives on his Alchesay and White Mountain RR. Plus we'll have more product reviews and our usual columns. All this will be in the sizzling hot consist of the June issue of the "Un-Magazine of Model Railroading."

The DIRECTORY is coming! The DIRECTORY is coming!

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

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Harrison, AR 72602-0132

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