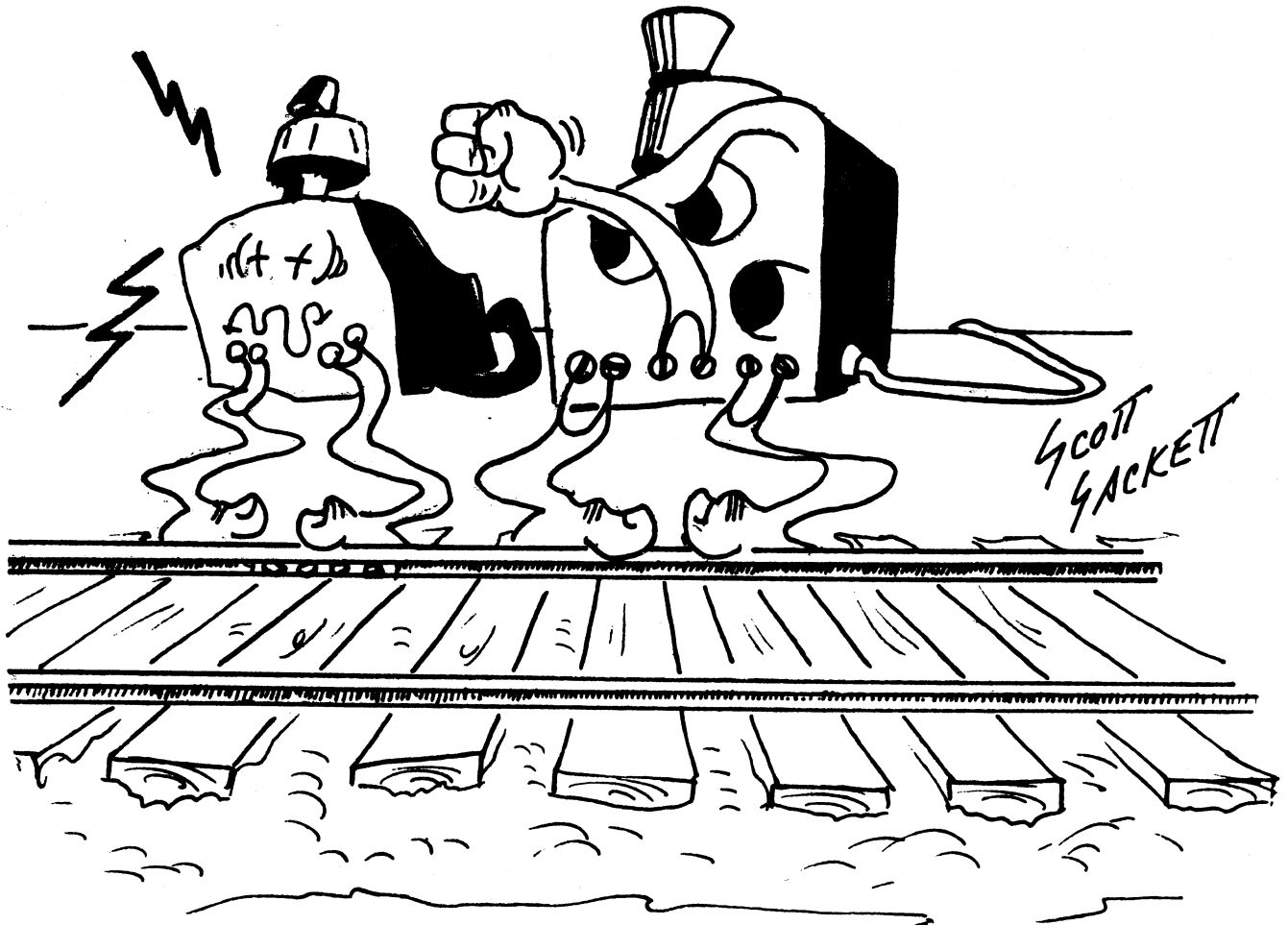


HOTBOX

"the Un-Magazine of Model Railroading"
September 1983 No. 191

"I SAID, I WAS RUNNING THE TWILIGHT EXPRESS"





HOTBOX

OFFICIAL PUBLICATION • *Iron 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.

Extra Board

All the news that fits, we print:

Checks & Balances:

By Claude Morelli

Mid-year Financial Report (1/1-8/15):

January 1, 1983 Balance	+\$ 2.23
Savings	0.00
Income (1/1 - 8/15)	+990.92
Expenses (1/1 - 8/15)	-898.16
August 15, 1983 Balance (total)	94.99
Funds transferred to savings	-20.85
August 15, 1983 Balance	+\$ 74.14

Analysis of Income:

Regular Membership Dues	\$780.00 (78.71%)
Associate Membership Dues	76.00 (7.67%)
Sustaining Membership Dues	90.00 (9.08%)
Other "donations" *	3.50 (0.35%)
Supplies Income	1.00 (0.10%)
HOTBOX Ad Income	5.00 (0.51%)
Interest	9.99 (1.01%)
Other	25.43 (2.57%)

Total Income + \$990.92 (100%)

* Extra funds contributed by some members other than through a sustaining membership.

Analysis of Expenses:

HOTBOX Printing (#184-189)	\$254.00 (31.24%)
Directory Printing	42.00 (5.17%)
Publication Mailing Costs	323.90 (39.83%)
Auditor expenses	65.69 (8.08%)
Prospectus expenses	19.61 (2.41%)
Promotion Department	12.00 (1.47%)
Other**	95.96 (11.80%)

Total	813.16 (100%)
HOTBOX #190	85.00

Total Expenses -\$898.16

** Includes expenses such as printing of membership applications, renewal notices, etc.

Membership: By Dee Gilbert

Total TAMR Membership (9-10-83): 150

Breakdown as follows:

Region	Number	Percentage
Canadian	6	4.0
Central	50	33.3
International	5	3.3
Northeastern	47	31.3
Southern	17	11.4
Western	25	16.7

Help increase our numbers by participating in our membership drive. Place TAMR promo booklets at your hobby shop or model RR show or write to members who have expressed an interest in our association. We provide the materials. Five new regular members recruited gets you a free name badge or button. Ten new regular members recruited extends your membership a year. Contest deadline is January 31, 1984. Write Chris Brindamour, TAMR Promotion Dept., 10 Meadowland Dr., N. Kingstown, RI 02852 for materials.

Photo Contest:

Deadline for the HOTBOX's second annual photography contest is September 30, 1983. Participants are limited to a maximum of three entries in any combination of model or prototype. Photos must be black & white and at least 5x7" and no larger than 8x10" Caption material along with a brief description of the photography techniques used must accompany each submission.

NMRA Teen Liaison:

Our Auditor, Dan Carroll, has been appointed Teen Membership Coordinator by the NMRA's Board of Trustees and will work on improving relations between these two associations as well as helping to attract more teens to model railroading. An article by Dan entitled "Teen Ties" appeared in the August 1983 issue of the NMRA Bulletin which outlined some of the problems teens have in our hobby and how the TAMR is working to correct them.

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

RESPECTABILITY, AT LAST!

Judging from the recent number of articles on the subject in the commercial model press, modeling the diesel era of railroading is finally achieving some respectability. Back in the 1970's, nearly everyone was modeling the steam-to-diesel transition era. This way one could get the best (and most powerful) of steam along with the early diesels. Today, there seems to be a shift towards the diesel era. Perhaps it is because diesels have been around long enough to become respectable? Or maybe the model manufacturers are beginning to heed the cries for more up-to-date modeling items (but hey guys, five different models of SD40-2's in HO is plenty)? Whatever the reason, I hope the trend continues. Why? Well, in the long run, it should benefit teenage modelers.

As more and more adults begin to model the diesel era, more and more teen modelers begin to fall into the mainstream of our hobby. Let's face facts, diesels were already well entrenched on America's railroads by the time most of us developed a passion for railroading. We have been brought up with the diesel. Our experiences with steam locomotives are limited to books, museums and an occasional excursion. Most of us even tend to model the diesel era because that is what we are most familiar with. Don't believe me? Check out our latest Directory. Nearly half (45%) of our members are modeling the diesel era while less than a sixth (14%) prefer the steam era. Most of the rest are in the transition era (32%) with a smattering devoted to the trolley (9%).

What does this mean to today's diesel modeling teenage modeler? Acceptability in our hobby. We are practically on equal terms with adults when it comes to modeling the diesel era. In fact, I have

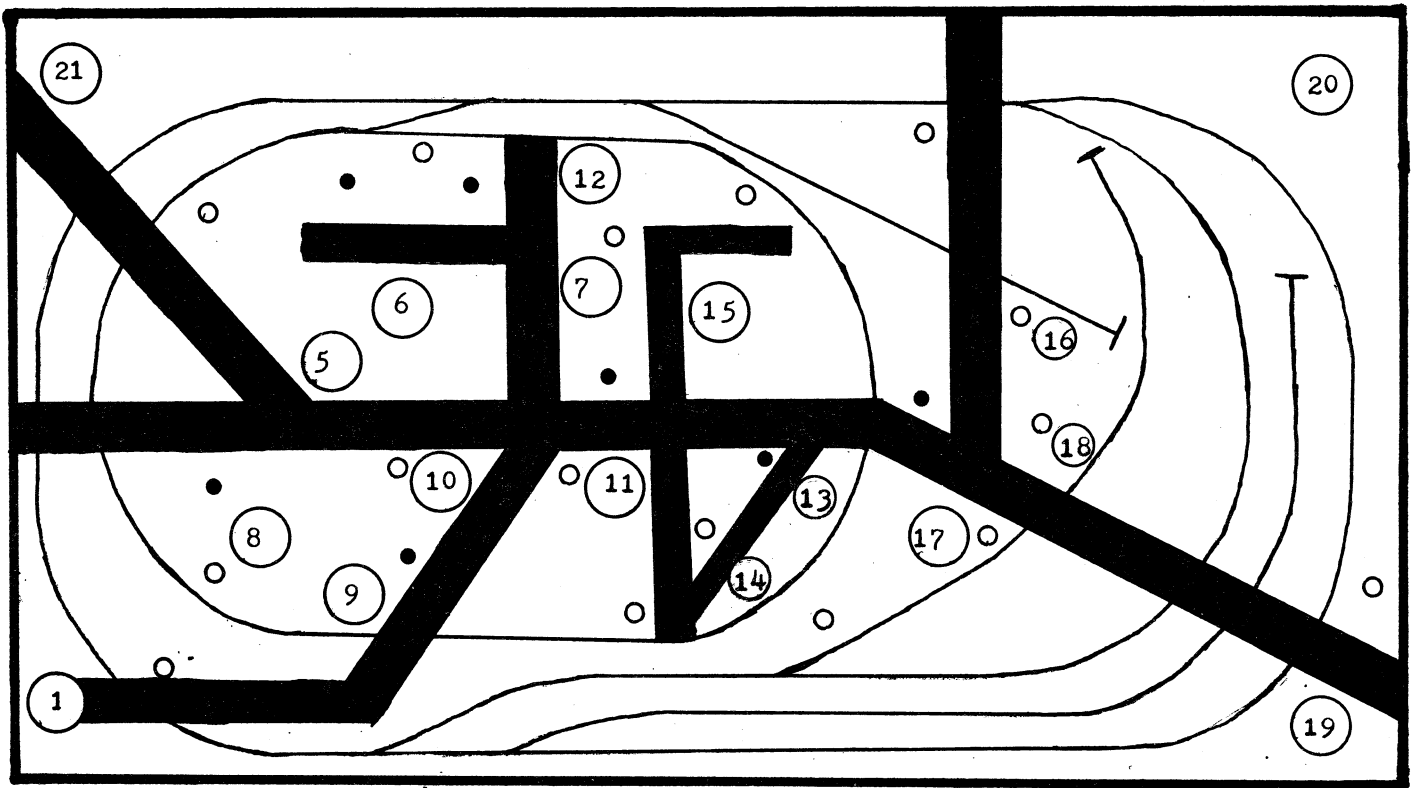
met many teenage modelers who know more about diesels than most adult modelers. Thus when it comes to modeling, many of us should be very comfortable with the diesel.

Furthermore, the diesel era has a lot to offer in terms of modeling potential. As an example, let's take the American passenger train. You can model anywhere from the crack post world war II streamliners to Amtrak. Don't sell Amtrak short either. Passenger trains running in the so called "rainbow era" before everything was painted red, white, blue and platinum mist can justify cars painted from a number of roads and various equipment mis-matches. Also, don't forget the mainstays of the fleet were the E's and F's before the newer SDP40F's, P30CH's and F40PH's arrived.

If you look into freight operations, you will see the development of the unit train, piggyback service and the growth of shortlines as major roads began to merge and consolidate. Some modelers claim that these developments have made operations in the diesel era boring. This may be the case involving unit trains, but other trains are becoming more interesting. New developments in semi-truck trailer hauling railroad cars are producing many new hybrids that will prove interesting to model. Also, for those who think TOFC trains have no variety, pay close attention the next time you see one. Sure some of the trailers are generic and nondescript, but a good number sport heralds ripe for modeling. Same goes for container trains.

As for general merchandise freights, modelers thought they'd get boring with the disappearance of all those billboard boxcars emblazoned with railroad slogans. Fortunately, the shortline boxcar buying spree prevented that and now freight trains are more colorful than ever. Recent articles in the model magazines have documented these changes and thus it should be relatively easy to determine what will fit in the era you have chosen to model.

If you are looking for a suitable diesel era to model, it seems to me that the 1970's would be a good time frame. First, it is recent enough that obtaining information should not be a problem. Second, Amtrak was undergoing a major equipment modernization program allowing you to choose the type of passenger train you like best. Third, second generation diesels were just beginning to dominate the motive power consists of most railroads allowing you to justify the inclusion of some older first generation diesels. Fourth, steam excursions were on a rebound allowing you to capture some of the good old days if you so desire.



By Dean Moody

AWARD-WINNING PIKE

Editor's Note: Last year, TAMR member, Dean Moody of Waycross GA, won an Honorable Mention in Life-Like's annual model railroad contest. The contest centers around creative ways to use Life-Like products on a model railroad. When I heard that Dean had won, I asked him to write an article about his pike for the HOTBOX so that you can benefit from some of his ideas.

The main purpose of my model railroad was to be able to operate four trains on a four by eight board. First, the main loop was constructed, then I added the passing track and the inner loop. Next another siding was added which could serve as a coal or mail track.

Atlas connectors made it simple to power the sidings. I found that the MRC Controlmaster I power pack allows me to run trains very realistically. I realize that the Controlmaster packs are expensive, but to me they are worth the difference. Less expensive packs should be used to power lights, switches and other accessories.

I found it easy to landscape using Life-Like buildings and grass mats.

Stringing wires on the telephone poles also adds to the realism of the scene. The track was ballasted with Life-Like products as well. After the track was laid, I spread around the ballast with a stiff brush. Then I mixed up a solution of 1 part liquid dish detergent to 10 parts water. This was sprayed over the roadbed with an atomizer. Next I mixed a solution of 1 part cement to 1 part water and saturated the ballast with this solution with an eyedropper.

The next big step in my landscaping efforts was constructing the roads. I used Life-Like path roads and found them to look very realistic. The 33 x 50 inch mat was cut into strips and the road material was laid in the pattern shown in the trackplan (above).

Many Life-Like kits were used to create a realistic town-like atmosphere. The legend on the following page will show you where each structure was placed. I highly recommend Life-Like buildings for their design and simplicity in putting together. They allow you to create a realistic setting for a modest amount of cash. However, I also used some Tyco kits where I thought they would be more

Award-Winning Pike (Cont'd from page 4)

suitable for the location.

My locomotive roster currently consists of a Bachmann 4-8-4, Athearn U33B in SCL colors, two Model Power C638's--one painted for the Family Lines, the other for Santa Fe, an SD40 painted for Conrail and a 4-8-2 painted for Canadian Pacific. A Milwaukee Road F7 and Athearn Budd Railcar are used for passenger service.

LEGEND

- - Life-Like tree
- - Telephone Pole
- ① - Structure location
- - Roadway

Structures by number:

- 1 - Bachmann Exxon Gas station
- 2 - Model Power Brick home
- 3- Life-Like Forest Lumber Co.
- 5- Tyco Howard Johnson motel
- 6- Tyco Lighted Factory
- 7- AHM 2-story lighted home
- 8- Life-Like Southern Oil Co.
- 9- Bachmann Brothers Industrial Building
- 10- Life-Like Kentucky Fried Chicken
- 11- Model Power Law Building (lighted)
- 12- Bachmann Passenger station (lighted)
- 13- Atlas Roadside Restaurant (lighted)
- 14- Tyco building
- 15- Tyco Large Pickle Plant
- 16- Tyco Operating Mail Station
- 17- Life-Like City Hall (lighted)
- 18- Tyco Farm-Ranch
- 19- Tyco Passenger Station (lighted)
- 20- Life-Like Bank Building
- 21- Tyco Operating Pipe Accessory

SOUTHERN REGION NEWS

Southern Region Representative, Mark Miter has recently moved. His new address for all those wishing to get in contact with him is: Mark Miter, P.O. Box 191737, Arlington, TX 76019.

The Southern Region is also sponsoring a contest open to all TAMR members. All you have to do is find the hidden words in the "All Aboard" word find contest. Send \$1.00 to Dee Gilbert for the contest and a gaint issue of the Southern Crescent. Prizes will be awarded for the first, second and third place finishers determined by postmark.

September 1983

Pike Ads

The HOTBOX is introducing a new service to TAMR members--Pike Ads! Here is your chance to tell others about your modeling efforts, your railroad or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth (like the ad for the P&P RR below). Funny or dead serious that's your choice. Either way it provides interesting reading.

The pike ad charge is based on the number of typed lines (40 spaces per line) that you use. Thus the more you have to say, the more it's going to cost. Cost is only 10¢ per line and the reusable header is printed free. For instance, the P&P RR ad below only cost a buck.

Headers can be no larger than 1½ by 4 inches. If you want to work up your own (black ink on blank white paper, please) that's fine. If you want the HB Staff to prepare one, send your ideas along with a one-time \$1.00 surcharge for artwork preparation.

So why don't you try a pike ad to let others know what is happening on your railroad or your plans for the future. All revenue received from these ads goes into a special fund to pay for more photos in the HOTBOX. Ads must be submitted to the HOTBOX Editor with payment. No ad will be printed until payment is received. If you want your ad to appear in a particular issue, please heed the deadlines listed on page 2 of every issue.



"Route of the Tolling Bell"

Mark Kaszniak, President
4818 W. George St.
Chicago, IL 60641

Passes Traded - N scale

The P&P RR proudly announces the completion of its new, spacious East Moline passenger facility. This two-story frame structure is built to last and even has facilities for handling express baggage. Unfortunately, it will be some time before the station becomes operational due to the fact that the P&P's mainline has yet to reach the thriving metropolis of East Moline, IL.

Switch Machines and

Diode Matrices

There is usually a place on every layout where it is desirable to operate more than one turnout with a single pushbutton. This is most often the case with the turnouts of your yard throat. The ideal is to push one button in order to line up a yard track with your yard lead. Fortunately, this can be done with a few inexpensive diodes and a capacitor discharge unit. The capacitor discharge unit is needed to provide the power to throw several turnouts at once. You can buy them ready made or build one yourself.

Why are the diodes required? Let's look at a simple example. Figure 1 shows a yard lead with three tracks. We will adopt the terminology that the track switch can be set for normal (straight-through running) or reverse (curved running) positions. Each switch machine operating a turnout has two coils, one to set it for normal running, the other for reverse running. For the yard lead shown in Figure 1, we have a total of four coils and at least one of the routes requires that two coils be operated simultaneously. Each coil is labeled for the direction it will set the switch.

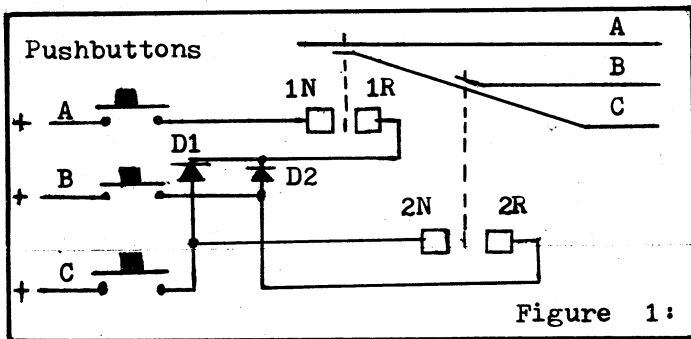


Figure 1:

So, coil 1R must operate when either coil of switch machine 2 is operated. This produces a problem, for if we run a direct wire from button B to coil 1N and another direct wire from button C to 1R, feedback results. Thus if you push either of those two buttons, three coils (1R, 2N and 2R) will be energized. Not only does this require a lot of current, but coils 2N and 2R control the same turnout effectively leaving you with no control over that turnout.

However, if diodes D1 and D2 are installed in the locations shown in Figure 1, current can no longer sneak from button B to coil 2N as it did previously.

The reason for this is that a diode acts like an electrical traffic cop. It allows electricity to flow in only one direction along a wire. Thus all diodes must be placed properly in a circuit if it is to work correctly.

Although Figure 1 shows a simple example of matrix control, it can be easily developed for any number of turnouts. The important thing to know is where do you have to place diodes in the circuit to prevent feedback. Or to put it another way, how many traffic cops do you need to keep the electric current moving in an orderly manner. Figure 2 shows how this can be accomplished. Draw a grid where each horizontal line represents a route-aligning pushbutton and each vertical line a switch machine coil. Now you place a diagonal mark connecting a switch machine coil to a pushbutton if you want that pushbutton to energize that particular coil. After all the routes are established and all the diagonal lines are in place, look for any vertical line that has more than one connection to it. Diodes must be placed in the diagonals of these lines to avoid feedback. All diodes should be pointed in the direction that allows current to pass from pushbutton to the coil.

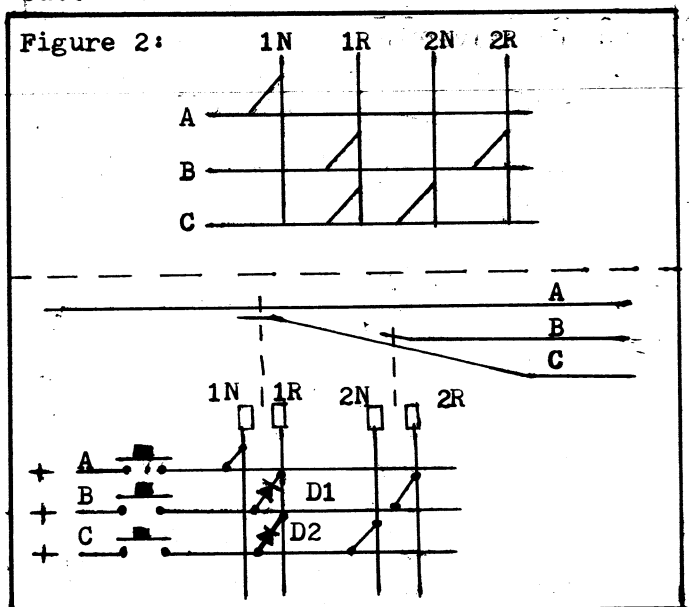


Figure 2:



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 NOTES Editor.

ROOFWALK REMOVAL

Virginia Central management delegated me, the superintendent, to come up with a fast, inexpensive process for removing roofwalks without leaving holes. Roofwalk plugs made by CM Shops were out as they would be too costly. Since I had to get all the roofwalks removed by the FRA deadline of 12-31-82, I had to think of something fast. A brainstorm lead to an idea that removed the roofwalks, plugged the holes and cost absolutely nothing.

The idea is to use the plugs on the roofwalk itself to plug the holes and it only takes minutes to do. First, remove the roofwalk carefully making sure not to break off any of the plugs. Second, attach the roofwalk to the car roof from inside the car. The ends of the roofwalk will need trimming, so take off as much as is needed. Third, file down the part of the plug that is above the hole so that it is level with the car roof. Fourth, since there's probably a black stripe down the center of your car roof where the car wasn't painted, you can do one of two things: (a) Paint the roof silver to simulate unpainted, galvanized steel or a car roof which has lost its paint or (b) paint the roof a color that is close if not exact to that of the original car. Hide any mis-matches with weathering.

Needless to say, Virginia Central management was quite pleased with my solution. Now they want me to upgrade the equipment that the VC leases to other railroads. Since all this equipment is from restored wrecks, our slogan: "Do it cheap, rent a heap" might be in jeopardy. -- John Dunn

A TREMENDOUS IDEA

With the price of commercial tree kits being so high, I thought that I'd share with you an inexpensive method that I've developed for making realistic trees.

First, I glue three or four fine wire pipe cleaners together about one to three inches from the bottom. After the glue dries, I twist and shape them. Next, I paint them using a mixture of gray and brown. When the paint is dry, I add appropriate foliage. The brush part of the pipe cleaner adds a bark like effect to the trunk. Pipe cleaners can be purchased at most stores and are usually inexpensive. --Michael Barth



Getting To Know You

Any member, new or veteran, who has not already had his/her life story poured out to the world through these pages is invited to send an autobiography of about three paragraphs for publication. This is a reader oriented section which depends on you for support. We hope to include this column as often as there is material for it.

Hi, TAMR members! My name is John Marshall III. I joined the TAMR in April of this year and I'm also a member of the Northeastern Region. I am 14 years old and live in Pittsburg, PA. I model Lionel and have approximately forty cars and three working locomotives. In addition, I have scratchbuilt some of the structures for my layout. I have been modeling for about four and a half years now.

In and around Pittsburgh, there is Conrail, Chessie System, Norfolk Southern, Bessemer & Lake Erie, Pittsburgh & Lake Erie plus five or so shortlines. I see a variety of trains and often go out taking pictures with my father.

In June of 1981, I got a chance to ride the Chessie Safety Express from New Castle, PA to Pittsburgh. Last summer, I visited Tuscon, AZ and took many pictures in the SP yard there. This summer I rode an NRHS sponsored Amtrak train with my dad from Pittsburgh to Altoona, PA via the world famous Horseshoe Curve. We also stopped to visit the Railroader's Memorial Museum in Altoona. There we saw PRR GG1 #4913 in Tuscan red along with some old passenger equipment. If you are interested in further details or want to trade pictures, please feel free to write me.

TAMR Welcomes New Members!

Stan Tebbe, Rockford, IL
Jon McLean, Milpitas, CA
Justin Ohl, Mesa, AZ
Billy Matta, Foxborough, MA

**ON THE
POINT:**

Apparently, there seems to have been a misunderstanding. When I told Scott Sackett a couple of months ago that I wanted a cartoon illustrating dual cab control for our "Techniques You Should Know" series, he must have thought I meant duel cab control! Or maybe he has just be involved in too many grueling operating sessions as of late?

MARKERS:

ARRIVING NEXT ISSUE:

Our "Techniques You Should Know" series continues with our final installment on wiring. Here we'll explain how to wire a railroad to accomodate more than two trains without resorting to rotary switches. It is a system we like to call "local cab priority" and can even aid in your operations. Also, we'll be featuring the Youngstown, Duncan & Bedford RR being built and operated by Tony Ferrara. All this, plus a few surprizes, will be loaded into our Halloween Special consist of the "Un-Magazine of Model Railroading."

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