

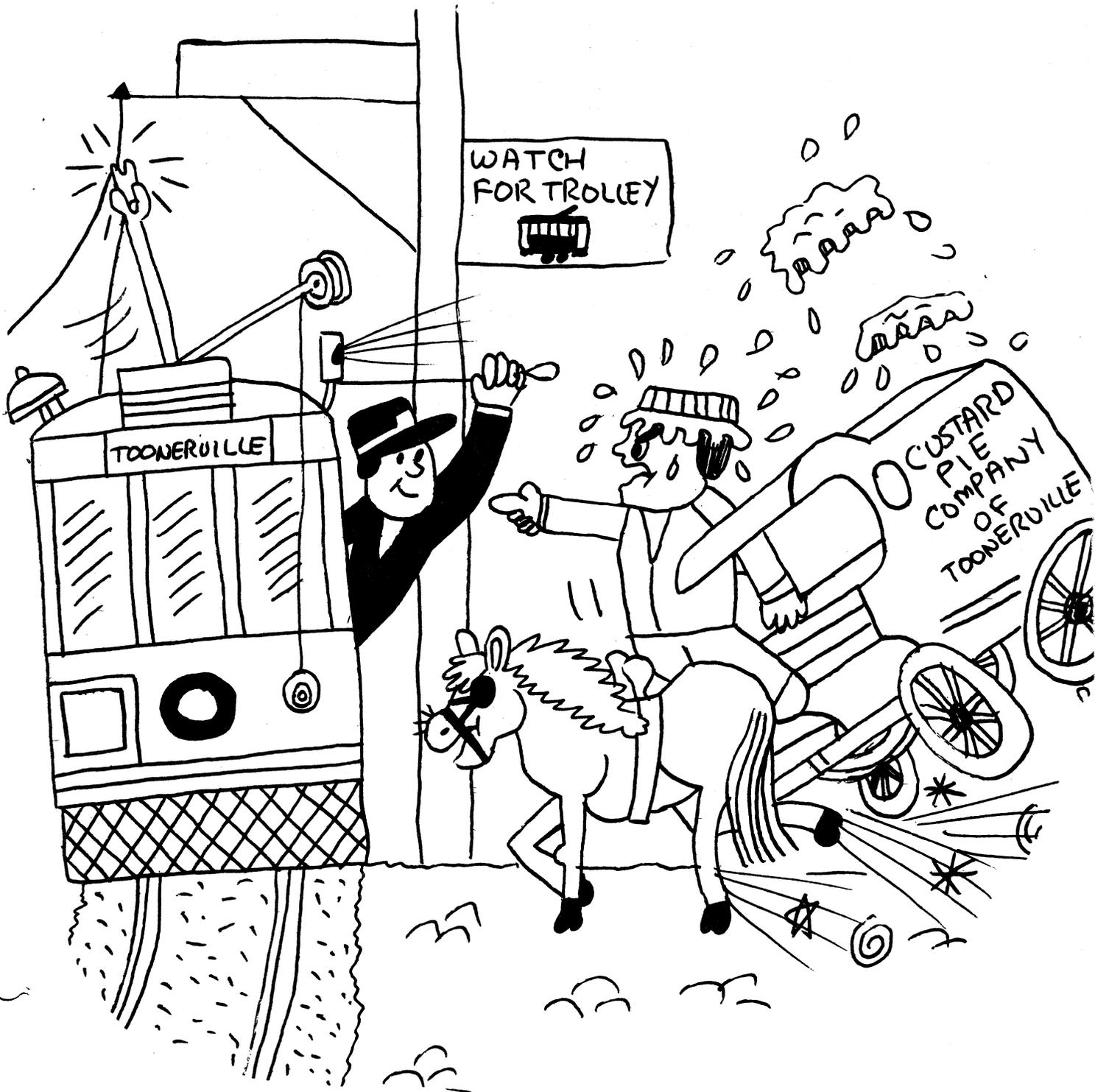


HOTBOX

"the Un-Magazine of Model Railroading"

No. 192

October 1983





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:

MEMBERSHIP By Dee Gilbert

Total TAMR Membership (10-1-83): 144

Breakdown as follows:

Region	Number	Percentage
Canadian	7	4.9
Central	49	34.0
International	5	3.5
Northeastern	41	28.5
Southern	18	12.5
Western	24	16.6

There is still plenty of time to participate in our membership drive. Five new regular members recruited to the TAMR by you and we'll present you with either a free name badge or button. Recruit ten new regular members and we'll extend your membership by a year. Place TAMR brochures at shows or hobby shops or help by writing to those who have expressed an interest in the TAMR in the past (we provide names and application blanks). Materials can be gotten through our Promotion Dept by writing: Chris Brindamour, 10 Meadowland Drive, North Kingstown, RI 02852. A special grand prize will be awarded to the member who recruits the most new members. Here is your chance to help the TAMR and yourself. Deadline is January 31, 1983.

Chicago '83 Ltd.

TAMR members in an around the Chicago area on the weekend of October 22-23rd. should plan to attend the Midwest Region, NIMRA's fabulous Fall convention sponsored by the North Shore & Western Division. More than 30 hours of fact filled clinics are scheduled along with prototype tours (CTA, Soo Line and BN). In addition, there will be contests, modules plus rail movies and slides. TAMR members under 19 years of age are being offered a special convention price of \$7.50. Adult fees are \$30.00 for convention and banquet, \$15.00 for convention only and \$16.00 for the banquet only. TAMR members who wish to attend the banquet will have to come up with the \$16.00 fee. The convention will be held at Chicago's O'Hare Hilton which is accessible from the CTA. Registration must be received before October 7th for these prices to apply. Make checks or money orders payable to: Chicago 83 Ltd. and mail to: Jim Goettsche, 1814 Henley St., Glenview, IL 60025. TAMR members must furnish proof of membership with registration.

QUIZ TIME

Now that school is back, you should be accustomed to taking tests and quizzes. Here is a short quiz on piggyback trains to see how up-to-date you are. All you have to do is match the train with the railroad. Good luck!

- a) Fuel Foilers
- b) Jets
- c) Falcons
- d) Sprints
- e) Slingshots
- f) Totes

Answers

- f) T&E
- e) ICG
- d) Milw. Road
- c) C&N
- b) Chessie
- a) AT&SF

COMING SOON

Thought you might like to know about some of the articles that will be appearing in the HOTBOX in the not too distant future. First, we have a new column that will be starting up entitled: "Not Necessarily Class I" which will keep tabs on shortline, narrow gauge and logging concerns with ideas on modeling them. Then we are working up a feature on modeling Amtrak in the 1980's. The Long Island RR will also be featured in an upcoming issue. We'll also be showing you more pikes developed through our Layout Planning Service. So stick around, the best is yet to come!

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

Hidden Trackage

A prototype railroad would never even consider hiding track in a mountain and doubling it around a few times just to increase the length of its route (although some railfans contend that the Rock Island went to the same places that other lines went and took more trackage to do it). Yet, as modelers, we often have to resort to such tactics to increase the mainline run of our trains. We are simply not blessed with the amount of land--even if scaled down to N or Z scale--to build a railroad like the prototype. Furthermore, even if by some chance the space could be found to recreate say Conrail in N scale, the costs of constructing such a system would be astronomical. Therefore, we use such techniques and short cuts as selective compression, hidden loops, hidden storage yards and fiddle yards to advance the illusion that our model systems are much larger than they seem. Now there is nothing wrong with using these techniques. If they are properly used, very realistic results can be produced.

On the other hand, if these methods are improperly applied or misused, the results are often more than what you desired. All modelers must resist the temptation to install hidden trackage just for the sake of having it. The hidden trackage on your model railroad must perform some useful function be it geographical (i.e. A tunnel bored through a mountain that the railroad could not go around or over) or operational (i.e. simulating another section of the mainline that is not modeled on your pike).

As an avid reader of the model magazines as well as the editor of this publication, I have come across a number of trackplans that I am convinced were constructed to solely confuse and boggle the mind of a visiting engineer. You all know the type of plan that I am talking about. It is the one where you are faced with about twenty tunnel portals in front of you and have no idea from which one your train will emerge.

So how can a modeler tell if he/she has gone a bit overboard with the hidden trackage. One suggestion is to see if your visiting engineers are placing side bets on which tunnel portal a train will pop through next. A better way is to critically analyze each section of hidden track on your railroad. Does it serve a useful purpose? Is it necessary? How would a prototype railroad solve a similar problem (this does not apply in the case of hidden loops or yards)?

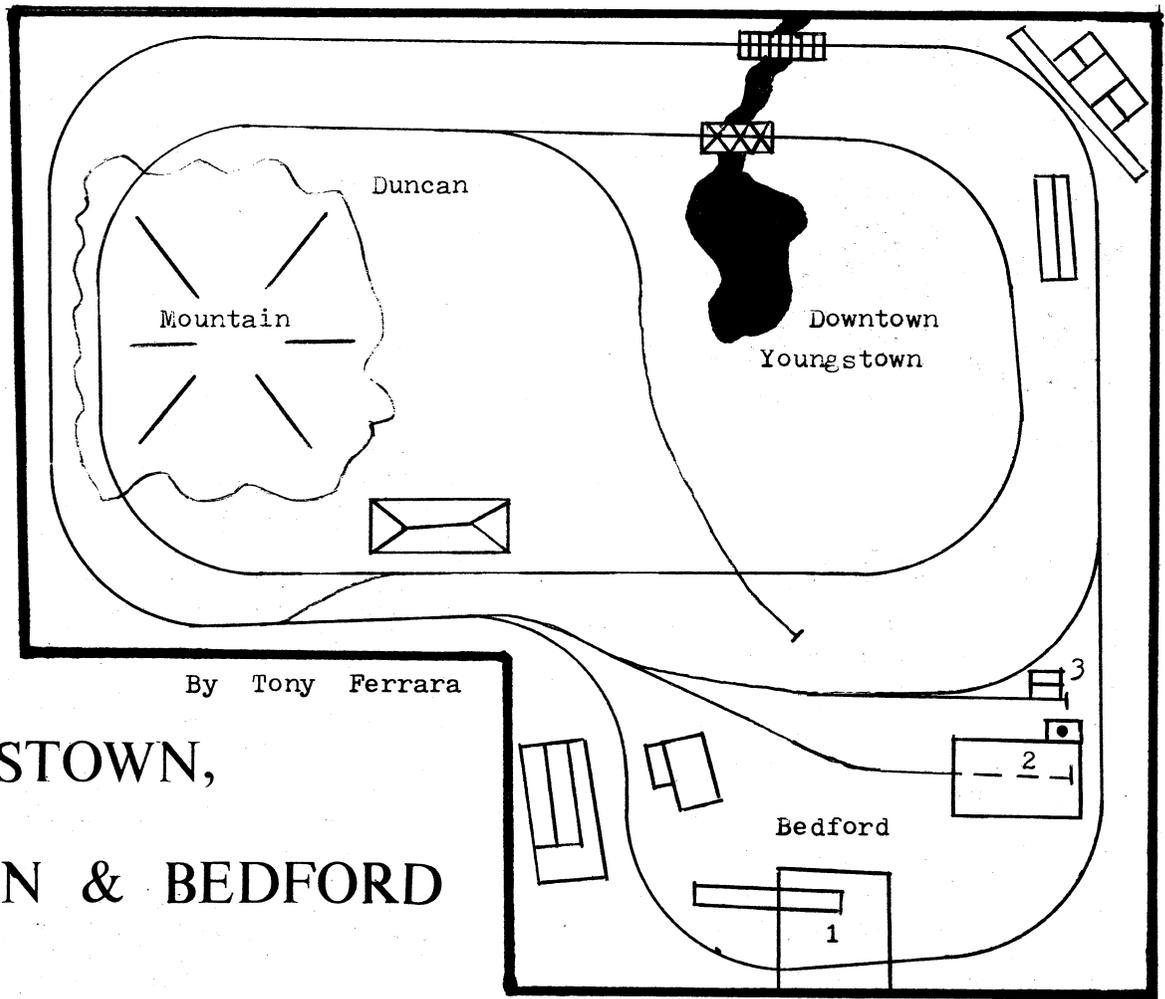
As a final test, set all your block toggles to one cab and try running a train around your layout without looking at the control panel schematic. In other words, do it as novice engineers do it--by sight only. Flip all track switches by hand and keep your eyes in the same area as the train. Then when your train disappears into a section of your hidden track, you'd better know exactly where it is supposed to come out. If you lose your own train, maybe you were a little over ambitious with the hidden trackage. Some changes are then in order!



Due to his increased responsibilities as TAMR Secretary and lack of time to devote to the publication, Dee Gilbert has announced that he is resigning as editor of the Southern Crescent. Over the past couple of years, the Crescent has grown to become an interesting and valuable newsletter under Dee's leadership. The officers of the TAMR hope that someone will step up to take Dee's place and continue the noble venture that he has pioneered. Interested parties are asked to contact Dee Gilbert for further details.

LEGEND

- 1 - piggyback loader
- 2 - engine house
- 3 - log dump



By Tony Ferrara

YOUNGSTOWN, DUNCAN & BEDFORD

My HO layout is basically an around and out scheme with an inner oval added. The main towns on the layout are: Youngstown which is a suburban city with a downtown business district and residential dwellings. Duncan is a small, nothing town situated in the mountains and Bedford which is an industrial town where most of the railroad's freight traffic originates.

Trains on the railroad are usually run on a schedule. For example, the local will pick up boxcars to deliver to Duncan, come back with loaded boxcars to be switched in Youngstown and come back to Bedford to load logs.

Loaded logs are then taken to Youngstown where more boxcars are picked up and both logs and boxcars are taken to Duncan. Empties are then taken back to Bedford. This process can be repeated if I so desire.

A good number of my models and other items have been obtained at garage sales or other places where I can find a bargain. Most of my equipment is lettered for the Santa Fe, but my favorite road is the Canadian National. I started modeling when I was eight and have gone through a lot of changes since then.

Pike Ads

Take advantage of the HOTBOX's latest service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams. These ads employ a reusable header (no larger than 1½ by 4 inches) with the option of changing the text below as often as you desire. The pike ad charge is based on the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed free. You can work up the header yourself or we will prepare one for a one time fee of a \$1.00. All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. So come on, tell us what's happening on your road or future plans.

LOCAL CAB PRIORITY

Over the years, we have had the honor of visiting and occasionally operating a number of model railroads. These have ranged from small 4x8 foot affairs to huge basement empires. One thing that we have noticed on some of the larger pikes is that the electrical wiring systems used can hamper operations. Although these pikes were designed for multiple-train control, it can sometimes prove very difficult to keep more than two trains running at once. One of the most common faults we have found in pikes designed to accommodate four or five trains at once is that electrical control is often given to a dispatcher or the high priority trains. This makes it nearly impossible for the yard switcher or local wayfreight to do switching.

Now one of the safest ways to provide for multiple train operation is to use rotary switches. However, rotary switches can be difficult to locate and they almost never have the number of poles or positions that you desire. Then too, complex trackage arrangements can cause problems in fitting them in the control panel.

There is another system that will allow you to run multiple trains and may even aid in your operations as well. This electrical system can best be described as a route cab control system which we like to call the "local cab priority" system. Basically, it involves dividing your layout into sections as well as blocks. These sections are often large segments of your layout such as a yard, industrial district or any other boundary you may arbitrarily set.

The best way to illustrate the local cab priority system is with an example. Let's suppose your layout can be divided into three sections. One section is a division-point yard, another is a modest sized town with a busy industrial district and the third is another town with an interchange track. Let us also suppose that your layout has a loop-to-loop type trackplan where mainline trains can be hidden in the loops. Now operations on this type of layout will normally be centered around your yard. Mainline trains will stop in the yard to set out and pick up pre-blocked sets of cars. Local wayfreights will operate as turns out of the yard to serve the industrial district and interchange track. Plus the

yard switcher will be busy making and breaking train consists. Normal operations could then see a yard switcher, two locals and two mainline trains on the layout at any one time. Obviously five separate cabs will be needed to control all these movements.

Except for the mainline trains, the yard switcher and local wayfreights are confined to single portions of the layout. Thus we will want to establish local cab control panels for each of these trains. The yard switcher will have a panel that controls the yard. One local wayfreight will have a panel that controls the industrial district while the other will have one that controls the interchange track. These panels should be located in the immediate area where the trains will be to aid in flipping track switches. Furthermore, each panel should be wired as a normal dual cab control panel. One cab will be for the train assigned to that area while the other will be for mainline trains. Now all that is needed is a separate mainline panel for the mainline cabs. This should be located in an area where most of the mainline is viewable. A typical block on your layout would then be wired as shown in Figure 1.

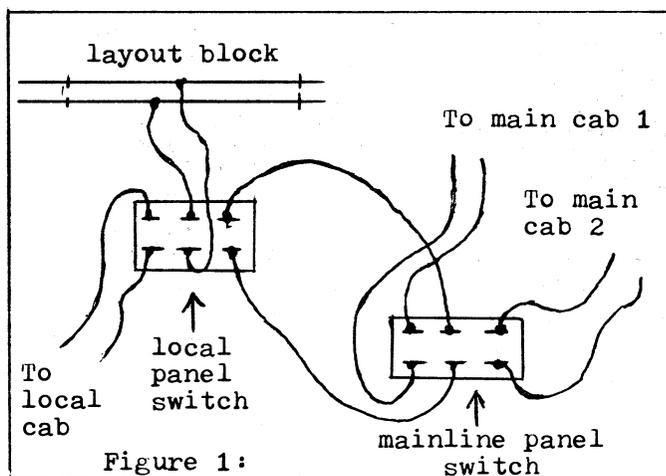


Figure 1:

One can readily see that electrical priority is given to the local cab for that particular section of the layout. Now wait you say, higher class trains should be given priority over lower class trains. After all, you're not going to delay your crack piggyback express train until the local wayfreight

(continued on page 6)

Local Cab Priority (cont'd from page 5) finishes its switching chores. That is no way to run a railroad! We agree. Yet you will notice that we said that the locals had "electrical" not "timetable" priority. When running on a schedule, the local will have to make sure it is clear of the mainline and has flipped the proper electrical switches to allow a higher class train to roll through. A dispatcher can then keep tabs on the higher class trains and remind the local operators when they have to clear the mainlines.

Why then do we give the local electrical priority? Simply because the local train spends nearly all its time in a particular section. Thus if your hotshot express is given electrical priority, you local will probably be shouting forever to get back electrical control from the mainline cabs. This way, once a mainline train has left the area where the local is working, it can flip a few switches and get back to its switching chores. The dispatcher in this case becomes a traffic cop, advising when a section of mainline must be cleared for superior trains plus arranging meets between trains. If you normally work with a timetable and fast clock, locals can keep tabs on how much time they have to switch an area before a mainline train is due. They will then plan their work around the mainline trains rather than constantly being denied permission to use a certain track as it is assigned to a mainline cab.

Of course, there will be screw ups. A decent signal system can take care of most of these. Mainline trains proceed as long as they have green signals into the next block. If a red signal shows up, they call the dispatcher to find out what's up. If a local wayfreight hasn't cleared the mainline in time, the crew will probably catch hell from the dispatcher. In our opinion, this system works much better on a medium size layout than having a dispatcher or mainline train operator play God in assigning blocks to trains. Too much time is wasted that way in assigning blocks to particular cabs and a single man is responsible for train flow on the entire layout. This breaks up the responsibility and eases the tension all around. Also, this way less experienced operators can be given high priority mainline trains so they can gain a "feel" for the railroad while more experienced people can handle the local trains and the duties they entail. Two man crews could also be utilized for local trains to ease the chores of keeping switching duties and

block power routing in check. With a little practice, the whole situation may become routine so you begin to introduce complications--more mainline trains, an occasional extra, special passenger moves, etc. There are enough variations to keep a small group of modelers happy for years and after all isn't having fun what model railroading is all about?

MISSION CITY & NORTHERN

Michael Raposa, President
2494 Golf Links Circle
Santa Clara, CA 95050
Passes & Decals Traded
HO scale



The MC&N is proud to announce the purchase of its first steam powered locomotive, class B2 Shay by Model Die Casting Co. Also the formation of a subsidiary railroad, the Mission City Pulp & Paper Co., which will be the official owner of previously mentioned loco. Mission City Industries (the holding Co.) plans to convert the "sidewinder" into an oil burner. Be sure to watch the HOTBOX for updates.

TRAIN ORDERS

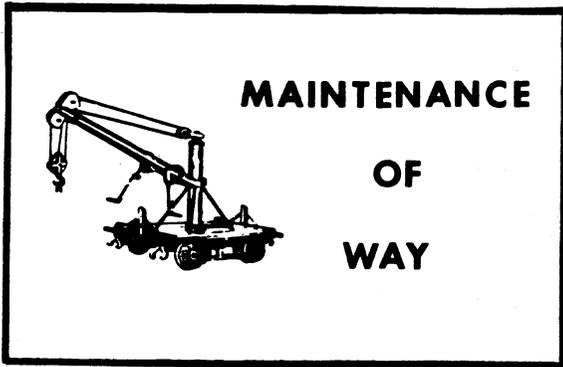


TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

ISSUE 191

I would like you to know that I was very pleased with the coverage you extended to my model railroad in issue #191. I will be looking forward to participating in more TAMR activities in the future. Although I've only been a member for a short time, I think the TAMR is a good association.
--Dean Moody
Waycross, GA

I wish to pass along my congratulations to the HOTBOX Staff for all your efforts, but especially for issue #191. The article on diode matrices was very interesting and I'm planning to introduce this concept to three modules I'm currently constructing. Also the cover illustrations by Scott Sackett on the last two issues (#190 and #191) were very funny and I'd like to see more. --Mike Raposa, S.C., CA



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 TAMM or the MOTOX. Please submit reviews to the MOTOX Editor.

2- Stall Enginehouse, N scale, Bachmann Industries, 1400 E. Erie Ave., Philadelphia, PA 19124. \$2.50

The building is made from a thin, but stiff, corrugated cardboard stock. The printing on the sides is well done, in many colors depending on the structure, and the instructions are quite complete. Also included with this kit are several plastic loads, grass, earth and lichen to be used for decoration around the structure once it's placed on the layout.

The cardstock pieces punch out easily from the sheets they come on, but I would recommend using a single edge razor blade or knife to avoid any tearing. I used Elmer's white glue in building my model and estimated construction time at about a week. This was due to the fact that I let each glued seam dry overnight to prevent parts shifting as I went along. The front doors are scored so that they can be left open or shut. I chose to leave them open on my model so as to be able to store locos inside.

The base is made with cutouts for the area that the track will lay in. This is a perfect fit for Atlas track.

Once finished, I was surprised at how nice the building looked. Some chalk dust or paint wash could be used for weathering. However, one should be careful that neither the printed surface is destroyed or the cardstock warps. The thickness of the cardstock will permit the builder to cut out doors and windows for replacement with plastic molded ones if desired.

One variation to the instructions that I did was to place quarter inch balsa strips at each of the corners and along the roof lines to prevent warpage later on due to humidity. For the price, a teen modeler can come out with a really nice looking kit.

--Dee Gilbert

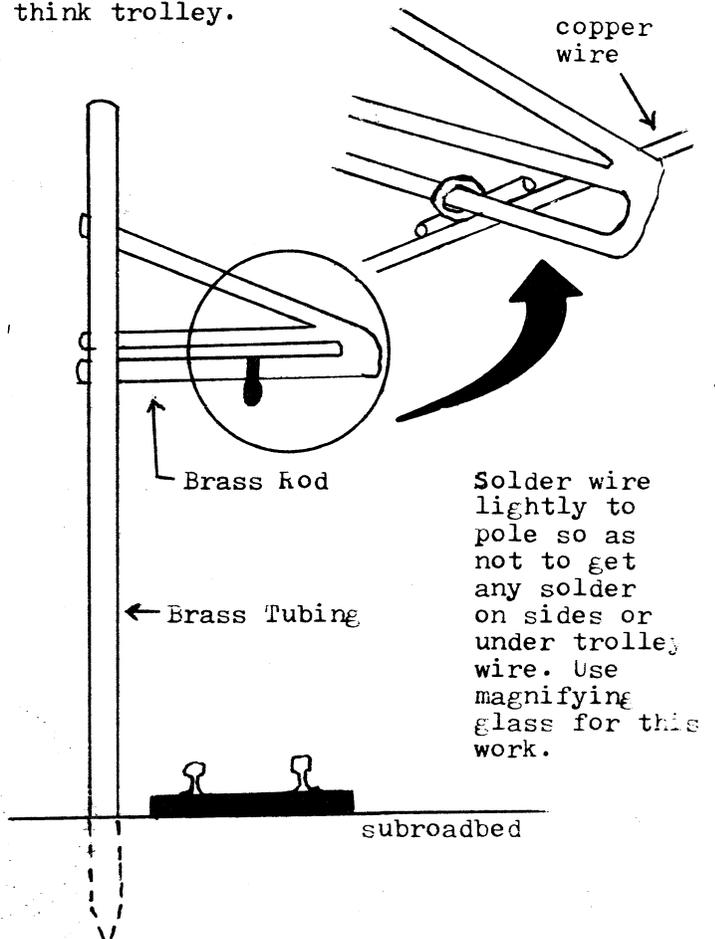
Toonerville Trolley

By "Motorman" Harry

I have returned with yet another article for modeling street railways and interurban lines. Have any of you new trolley modelers gone out and purchased ready to run two rail trolleys yet? For those of you modeling in N scale, Bachmann has brought out a PCC car that looks very good and operates reasonably well.

As for overhead trolley wire operation, you can hang up dummy wires and leave your line two rail powered or you can go all out and have an interesting working wire system above your rails. You can buy ready made poles and wire or do as I've done and make your own.

Brass tubing, welding rods and copper wire can be used to make your poles as well as sturdy wooden dowels for an older style. The sketch below shows how easy it all is. In my next article, I will show you how to hang wire on curves. Until then, think trolley.



**ON THE
POINT:**

Well, I see that Motorman Harry is up to his old tricks again with the Toonerville Trolley. Will he ever learn?

NOTICE: The TAMR has temporarily run out of membership cards. Dee Gilbert, TAMR Secretary, has informed me that new cards are on order. Cards will be sent to those members who did not receive them as soon as they become available. In the meantime, please be patient and avoid writing the Secretary on this matter.

MARKERS:

ARRIVING NEXT ISSUE:

Chris Brindamour tells us all about the Seaview Transportation Co. that is serving Rhode Island's industrial heartland. The Layout Planning Service explains in detail how another model railroad was developed. All this, plus our regular columns will be stuffed into the consist of the Turkey and Cranberry Special of the "Un-Magazine of Model Railroading."

Remember: The number that appears after your name on your address label is the last issue of the HOTBOX you are entitled under your current subscription. A renewal notice will be enclosed in that issue for your convenience. Please renew promptly to save us the expense of sending out additional renewal reminders and to avoid missing any issues of the HOTBOX. We thank you for your cooperation in this matter.

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