



HOTBOX

"the Un-Magazine of Model Railroading"
January 1984

No. 195



"Please Keep Head and Arms
Inside Windows to Avoid
Being Snatched by
Competing Jitney Buses"



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

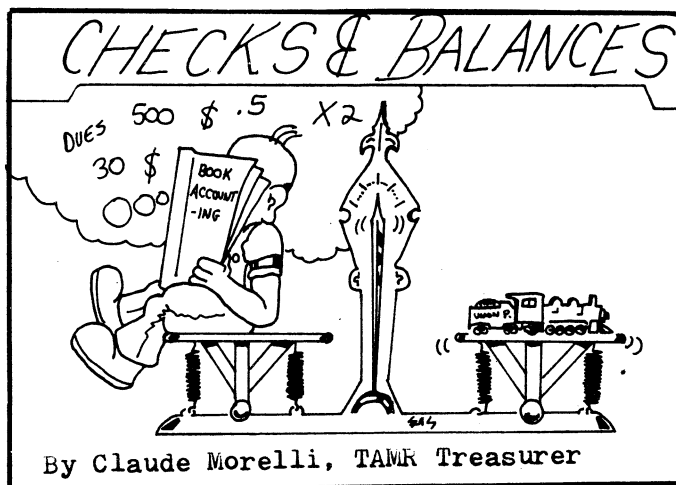
Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

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.



10/26/83 Balance	+\$ 12.71
Dues Income	+ 203.00
Supplies Income	+ 21.65
Interest	+ 1.80
HB #193 Photo Balance	- 40.17
HB #194	- 80.00
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12/15/83 Balance	+\$118.99

Extra Board

All the news that fits, we print:

ON THE POINT:

Once again, the pen of "Motorman" Harry takes us to the town of Toonerville where the trolley still reigns supreme, but not without some competition.

MEMBERSHIP: By Dee Gilbert

Total TAMR Membership (1-1-84): 136

Breakdown as follows:

<u>Region</u>	<u>Number</u>	<u>Percentage</u>
Canadian	6	4.4
Central	45	33.0
International	2	1.4
Northeastern	41	30.2
Southern	18	13.3
Western	24	17.7

TAMR Welcomes These New Members:

- Charley Harrison, Evanston, IL
- Joe Walder, Milford, DE
- Christopher Moser, Edmonton, Alberta
- Johnny Thomas, Kansas City, MO
- Stephen Schwenk, Albuquerque, NM

Also, Welcome Back:

- Ed Moran, Chicago, IL

YELLOW BLOCK:

I'd like to apologize for the tardiness of the last couple of issues of the HOTBOX. Various obligations have prevented me from getting them out on time. Add to this, the holiday season and the extra preparations required to print photos and I'm sure you can see where it is easy to fall behind schedule. I am hoping to have the HOTBOX back on schedule shortly, but elections could cause some further delays. I hope you understand the problems involved and will be patient until we regain our normal schedule.

C&O 4284 SNOWBOUND:

Seems that in the rush to get the last issue of the HOTBOX out to you folks that I neglected to identify the member who took the cover photo. That photo was the work of our current Archivist, Tim Vermande.

ARRIVING NEXT ISSUE:

The third and final installment of Stephen Garland's series on the ultimate passenger train; some preliminary tips on weathering by Richard Hoker and "Motorman" Harry returns with some tips on stretching trolley wire around curves. All this, plus our usual columns, will be loaded on to the "Valentine's Day Special" of the "Un-Magazine of Model Railroading."

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

If This Goes On

Well folks, here it is 1984 and despite Mr. Orwell's predictions, Big Brother is not watching you--yet! One of the central themes of his book dealt with the manipulation of the media for the benefit of the state. By concealing or distorting essential information, you can shape people's opinions to a particular way of thinking. Only through a free exchange of ideas that brings out all the facts can people weigh the evidence and make up their own minds.

One can argue that we see little of this Big Brother syndrome in the commercial press due to competition. If one publication sits on a story, another is likely to pick it up. What about in other areas? Advertisers are always careful to feature the benefits of their gadgets rather than their drawbacks. As watchful consumers, we must read the advertisements carefully, make comparisons with similar products and even get recommendations from others for we decide on an item that suits our needs.

Furthermore, what about manipulation of information in smaller, less commercial publications? Isn't there a potential for shaping a member's opinion on the current administration by advocating grand and glorious programs or by keeping members in the dark as to what is actually happening? What about the TAMR in this regard? These are important questions that should be asked and answered. As for this association, I feel that it is my duty to keep you informed as to what is going on at the policy making level. The problem as many of you already have perceived is that nothing much is going on. Our officers are doing little to confront the current problems facing the TAMR and I am just as much at fault as the others. There seems to be a philosophy in the TAMR that goes: "As long as the HOTBOX comes out on schedule,

the association is running fine and nothing more has to be done."

However, I'm not going to lay all the blame on the officers. The entire membership must share equally. Why? Simply because you never bothered to question what is going on. You sit back, pay your dues and say: "Gimme" without actually getting involved. Obviously the old adage of: "Let George Do It" has been made into an art form by TAMR members. Only problem is that we have no Georges to do all the work. This apathetic attitude among both the officers and members has killed more worthwhile programs in the TAMR than I even care to mention.

Here are just a few examples:

- (1) The membership drive that the HOTBOX has been constantly promoting for the past months is turning out to be an utter failure. Why? Lack of member participation.
- (2) Our national convention program has done nothing since 1980. Why? No one wants to make an effort to do the planning to hold a convention. Now it is even simpler because as a Special Interest Group of the NMRA, we can request space at NMRA conventions.
- (3) Several of our regions are about to die out simply due to lack of member participation.

Then too, there are the broader problems of keeping the national association afloat. The January issue of MODEL RAILROADER magazine has some sobering statistics about young people's involvement in our hobby. It has declined a great deal over the past decade. So much so that MR and the NMRA are going to take a serious look at the problem to see what can be done. What are we doing in this area? Nothing! Young modelers are what the TAMR is all about and we are doing very little to attract a significant number of them.

If this goes on, there will not be a TAMR a few years down the line and model railroading will become an adult hobby. When this happens, its popularity will decline. Our hobby has always been popular with young people. The TAMR acts as a bridge between the toy train enthusiast and the serious model railroader. We provide a place where that person can learn and grow with the hobby as well as share his/her ideas with others. Yet we are not doing enough to attract these people to our association. Instead of continuing with model railroading, they are moving on to other things like video games and computers. Something must be done and we all must be involved. We are all looking for suggestions and ways of dealing with this situation. Can you help us out?

Ultimate

By Stephen Garland

Passenger

Train

Part Two of a Three Part Series

MATERIALS: Paint, contact cement, Athearn Pullman, 1/16" model aircraft plywood, Details West bell #135 and headlight #117, Detail Associates horn #1601, Walthers tailgate #768 and diaphragm #429, Alexander marker lamps #9506, decals, acetate or clear plastic, varnish, Walthers air hose #1278.
TOOLS: $\frac{1}{8}$ " drill bit, hand drill, model knife or utility knife, ruler (preferably scale ruler), modeler's paint brush, small flat file, small triangular files, fine grit sandpaper, pencil, popsicle sticks and toothpicks.

So that you can understand my ramblings, the end of the car with the brakewheel is the front, the other end is the rear (wow!); the side closest to the brakewheel is the right side, the other being the left. The ends are called bulkheads, whereas the wall we are going to install is called a wall (why not?). The side of the clerestory roof closest to the left side is called the left roof. The bulkheads are likewise named rear left bulkheads when the left half of the rear bulkhead is referred to. The meanings of the other terms are obvious.

The first thing to be done is to drill out and/or file away parts of the shell.
REAR PLATFORM: First, we are going to cut out the bar on the top half of the vestibule doors with a knife. Once this is done, carefully file away the top half of the door from the bottom of the window to where the door meets the roof (see fig. 1). Do this for both doors. Clear away any plastic shred which may or may not have come off during the filing process.

BULKHEAD CHANGES: On the left rear bulkhead, a sizable hole has to be made to line up with the rear facing window, yet to be installed. Use the $\frac{1}{8}$ " drill bit and hand drill to drill a hole on the second panel from the roof (see fig. 2a). Carefully file the hole, first with a triangular file and then with a flat one. Enlarge the hole to the size shown in Fig. 2b.

WINDOW CHANGES: The four rear windows on the left side are located where the two compartments will be. They must be made larger. Carefully file away, with

the flat file, the two dividers (see fig. 3).

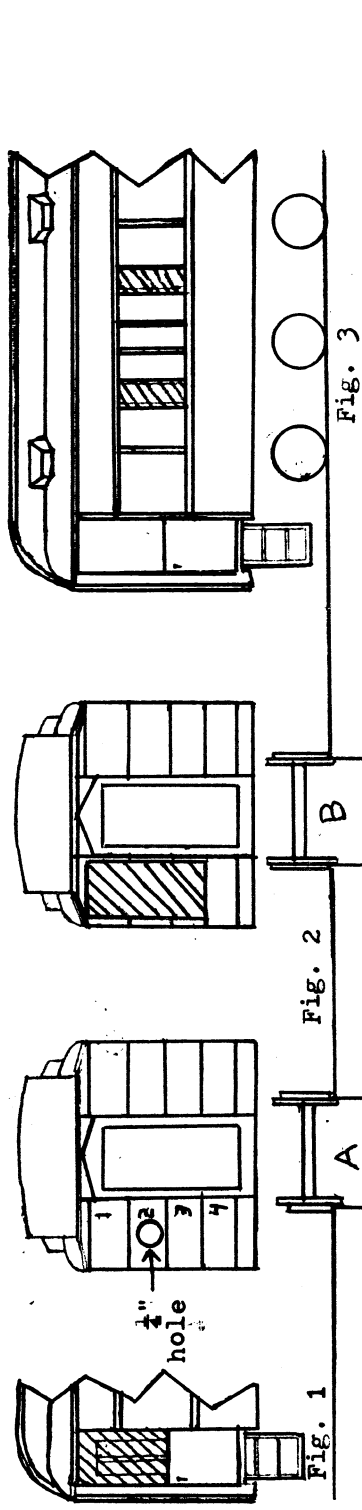
Now that the car body has been modified, the vestibule walls have to be made and installed. Cut out of the plywood a pair of walls similar to the ones shown in figures 4a and 4b. Cut out the area for the rear facing window on the rear wall. **DO NOT CUT OUT THE DOORS.** Scribe the plywood with a knife and GENTLY remove the top layer of veneer. Next cut out the window in the doors. Now you have a recessed door. On the rear bulkhead, you could cut out the door and leave it in the open position. If you wish to do this, the door opens to the left so that it rests against the desk, not the washroom. Now varnish the walls and doors on both sides so that the wood grain will show through. When the varnish dries, paint it the color of your choice (I chose CN gray).

Paint all the details (i.e. tailgates, air hoses, marker lamps, headlights, etc.) in their proper colors and put them aside to dry. Paint the interior of the car a light color if you are planning to add interior detail. Paint the floor as well. Add decals and weathering to the exterior of the car.

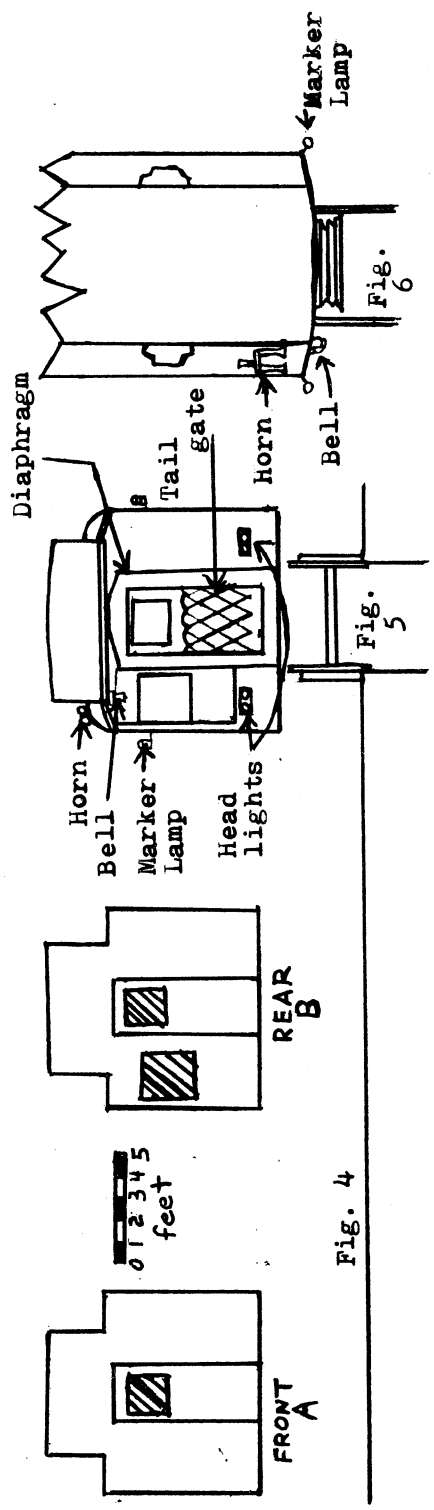
Now it is time to glue the walls to the floor of the car with contact cement. Use the popsicle sticks to spread the cement. Follow the directions on the can. If you want to, you can use a square or math set triangle to insure that the walls are perpendicular to the floor. By this time the car body should be dry. Cement all the details in place. Use a toothpick if the popsicle sticks are too big. The locations of most of the details are obvious, but some are not. Mount the headlights and bell as shown in figure 5. Place the horn as shown in figure 6.

Lastly, cut and install the acetate behind the windows on the inside of the car. Do not install any acetate on the doors in the rear vestibule! Install some on the doors of the front vestibule.

At last, the shell is completed. All that is left is the interior detail. I'll explain how to do that in the third and final part.



Remove Shaded Areas



All drawings by author



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.

pigment weathering

In my never ending search for an easy, quick and inexpensive way to weather cars and structures, I stumbled upon an effective way. While my house was being painted, there were many different kinds of paint around. I noticed a small brown bottle called "paint pigment." This is a thick liquid used by painters to mix colors. Best of all is that it is water soluble! The pigment comes in various colors, the most useful for weathering are the grays and browns. The pigment color is very concentrated and you will need only a few drops. Add water, stirring as you go, until you get a thin colored wash. All that is left to do is brush it on to the model streaking it vertically down the sides. The pigment will dry in a few hours, but it is best to seal it with a coat of lacquer after it dries.

This material is great for any car or structure on a model railroad. The possibilities are limitless. Here are a few additional ways to use it: Drip some pure black pigment or a slightly thinned wash in a few places on the ballast to represent oil stains. A thinned black or brown wash really improves the appearance of plastic ties. It can also be used to simulate oil stains in parking lots or smoke stains on portals. I'm sure that creative modelers will be able to find many other uses. The pigment can be found at most paint and hardware stores at about \$5.00 a bottle, which will be more than you will ever need.

--Michael Barth

unit notes

Here are some tips for modeling a unit train operation on your pike: First, we must discuss cars. Of course, most unit trains have identical cars except for the numbers which are usually

uniformly increasing. I say "usually" because there are variations. The biggest of which is different cars simply because the railroad couldn't muster enough of the same type of car to complete the train. Or more likely, the railroad didn't care if the cars matched. Whether your cars match or not is up to you, but the most important point is that the cars are of the same road. This never changes as far as I know.

Next comes operation. There are many ways to run a unit train on a model railroad. Perhaps the easiest is to operate it on a run through basis. All you have to do here is pick it up at an interchange (or hidden loop) run it over your road and deliver it to another connecting road (i.e. hidden storage area). Or you can run unit trains for a major industry on your pike. You can either start one from a coal field or deliver one to a power plant with the originating or destination points located off your road. You can even run a unit train entirely within your own pike. However, I feel that this latter option is a little narrow minded. Half the fun of unit train operation is the interchange with another road.

One big help in modeling a unit train is to actually study one. In my area, there are two unit trains running. By learning their schedules, cars, stopovers, crew change points and even power, you can make your model look much more convincing. I'm not saying that you should treat the information you obtain as the last word on the subject, but simply use it as a guide to set up your own train.

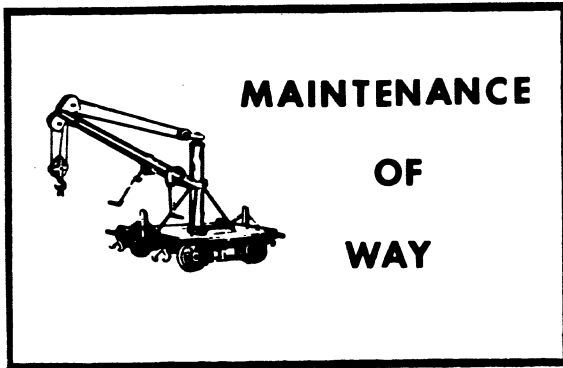
-- Steve Sant

FOR SALE

Changing from HO to N scale, all must go. Engines, cars, track, switch machines, etc. Send SASE for list. Trade? Inquiries: James Morgan, 1117 E. Fishcreek, Grand Prairie, TX 75051

NOTICE

Dee Gilbert has informed us that as a result of his Christmas vacation trip, his mail has been piling up and that it may take a little time for him to get to all of it. Thus if you wrote to Dee recently, please be patient as there may be a delay in getting your reply. However, be assured that a reply will be forthcoming soon.



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

Railroad Date Nails: Collecting For Fun,
By Norman C. Jensen, Norell Press, 402
Harriet, Alpine, TX 79830. 22 pp. Soft-
cover. \$4.95 post paid.

A good synonym for model railroader might be "pack rat." For in addition to saving all the goodies we find that might prove useful for modeling, many of us are also engaged in the side interests of our hobby. Some trade passes, some collect pictures or timetables and some even collect date nails.

For those unfamiliar with the term, a "date nail" is simply a nail approximately two and one half inches long with a one or two digit number on its head. These nails were driven into railroad ties by the railroads from a period extending from about 1900 to 1970. They used the nails as a method to collect data on the useful life of a tie. This is due to the fact that replacing ties has always been a major expense in the upkeep of a railroad right-of-way.

In his book, Mr. Jensen provides some history on the date nail as well as a number of techniques for locating them. With many old railroad ties serving second lives as fenceposts, parking lot bumpers and garden borders, your search need not be confined to the mainline or branch. Furthermore, he discusses ways of cleaning and displaying the nails once you've managed to amass a collection. Finally, he provides some introductory information on identification as well as a list of sources for further information on the subject.

This book provides a good introduction to the hobby of date nail collecting and is aptly illustrated with many good quality photographs. Anyone with an interest in date nail collecting will consider it a worthy investment.

-- MAK

HO Scale SD40-2 diesel, Bachmann Ind., Inc., 1400 E. Erie Ave., Philadelphia, PA 19124. Stock # 41-670-23.

The SD40-2 diesel seems to be able to pull approximately 13 cars, but seems to have problems climbing up steep grades and hills. I don't think the design of the locomotive is made to do a great deal of climbing.

Both trucks seem to draw current, so this eliminates jerking or stopping. The motor is in the back of the locomotive, but this seems to inhibit the diesel from being able to stay on a regular curved radius track when it is made to pull head first. The motor seems to strain when first starting out, but levels out after it has been running a few seconds. The color pattern of the Seaboard System locomotive I obtained is accurate and it is numbered correctly.

Normally, I like the way Bachmann locomotives are designed. Generally, they seem to run well and require very little maintenance. If you really desire an SD40-2, you might consider this unit. Other roadnames available are: UP, BN and Santa Fe.

-- Dean Moody

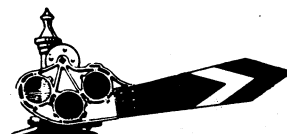
HO Scale 4-8-4 Northern, Bachmann Ind., Inc., 1400 E. Erie Ave., Philadelphia, PA 19124 \$49.95

The Bachmann Northern 4-8-4 gaint steam locomotive is a fine addition to my layout. The Northern's smooth speed and realistic appearance makes it a practical buy.

The locomotive would probably be able to pull 30 cars without any problems. It is equipped with two traction tires on the drive wheel, but has the other three drive wheels to help pull. I have found that I can not run my locomotive over 72 mph on my MRC Controlmaster 1 as it will not stay on the curved track sections.

Bachmann offers a BN roadname as well as Santa Fe and UP. The smoke unit is very realistic and doesn't hinder the locomotive's operation. It also uses very little smoke fluid which makes it economical to run. You can also buy the unit with an electronic "chug-chug" sound if you desire to have full realism.

-- Dean Moody



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" 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. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications 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. Please make checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us what's happening on your railroad or your future plans for expansion.

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PLACE
POSTAGE
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FIRST CLASS MAIL

