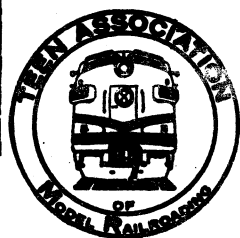


HOTBOX

"the Un-Magazine of Model Railroading"
November 1984

No. 205





HOTBOX

OFFICIAL PUBLICATION • Teen Association of Model Railroading

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

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REGULAR (under 21) \$10.00
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OVERSEAS (outside N. Amer.) \$15.00
SUSTAINING (Regular & Associate) \$15.00

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

TAMR SECRETARY: Dee Gilbert
Box 1098
LaGrange Park, IL
60525-9198

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor

PUBLICATIONS: Mark Kaszniak
EDITOR 4818 W. George Street
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be received 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

FRONT COVER

As you may have guessed from this month's cover, the Toonerville Trolley has returned. Here Motorman Harry shows us what happens when hi-tech comes to Toonerville. You you can plainly see, all the bugs have yet to be exorcized from the new computer system.

EXTRA BOARD

All the news that fits, we print:

MEMBERSHIP

By Dee Gilbert

Total TAMR Membership (11-1-84): 124

Breakdown as follows:

Region	Number	Percentage
Canadian	5	4.1%
Central	45	36.3%
International	3	2.4%
Northeastern	32	25.8%
Southern	21	16.9%
Western	18	14.5%

Please Welcome These New Members:

Jason McAninch, Grove City, OH
Andy Helminger, Mobile, AL
Mike Pochop, Ballwin, MO
Jeffrey Rivers, Bothel, WA
Christian Hogendorn, N. Vasselboro, ME
Adam Nagel, Snellville, GA
Chuck Janda, LaGrange Park, IL
Victor Kumar, Powder Springs, GA
Alex Nagel, Edgewood, IA

Also, Please Welcome Back:

Robert Huron, Locust Valley, NY
Mark Soloman, Casselberry, FL
Andy Halter, Bothel, WA
Jon McLean, Milpitas, CA
Patrick Tinnes, Montebello, CA
Jeff Patelski, Vienna, VA
Gary Tempco, Oakbrook, IL
George Cunic, Allison Park, PA
Arthur Schuster, Timonium, MD
Joseph Kehnert, Pottsville, PA
Jeff Vandenberg, Kimberly, WI

CHECKS & BALANCES

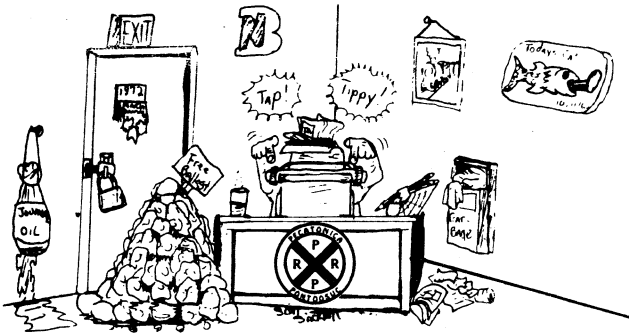
By Claude Morelli

7/1 Operating Balance	+\$ 237.82
7/1 Savings Balance	125.51
7/1 Total Balance	363.33
7/1 Operating Balance	+\$ 237.82
Income	+ 561.08
Expenses	- 470.74
Balance	+ 328.16
HOTBOX 205 Expense*	- 108.14
Balance	+ 220.02
Transfer to 2-yr. fund	0.00
Transfer to Savings	- 50.00
12/5 Operating Balance	+\$ 170.02
12/5 Savings Balance	+ 175.51
12/5 Total Balance**	+\$ 345.53

* Includes other expenses

** Not including 2-yr. member funds

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

THOUGHTS AT LARGE

First, I want to apologize for the tardiness of the past couple of issues. The reasons are many and varied and I don't want to bore you with all the sorted details. However, one element of the delay involved the transfer of funds from the Secretary to the Treasurer and the recent move of our Secretary. Funds got delayed in the move and thus there was some hesitation to approve funds for publication when we were not sure they were available. Add to this the recent dip in our renewal rate (which is climbing back up now) and you might be able to appreciate some of the discussions that were engaged over our finances. Hopefully, we have the situation in hand now and our money flow will be more stable.

Second, I'd like to state that the 21st anniversary issue of the HOTBOX will be delayed. Initial plans were to issue it in January, but due to a lack of article submissions and little advance planning, we figured a much better issue will result if it is issued right before the convention. So be looking for it sometime next summer. Article submissions are now being accepted for that issue. We'd like to include some top notch articles inside on the status of teen model railroading. Thus anything you might care to submit on what teens are doing in the hobby is welcomed.

Third, Model Railroader's youth author contest is now history. Scanning the winners in the January 1985 issue, I unfortunately did not see any TAMK members' names listed. However, I do know that some TAMR members had indeed entered the contest. As far as I know, non-winning entries are being returned. If any member is looking for a publishing outlet for his/her article, the HOTBOX will be happy to print it. Our goal is

to print the experiences of teen modelers in our hobby. Although your article may not be up to MK standards, we believe in sharing the ideas rather than how well you can type or take photos. You can also be assured that we will not embarrass you by stating that you were one of the losers of the contest. Any submission received by me is considered to have been written for the HOTBOX. So don't throw out those articles in which you've put a lot of hard effort, instead send them to us so they can be shared with our members. We believe that you just might have something interesting to say.

Fourth, back in October I visited our Auditor, Steve Craig, in Urbana, IL where he is attending college. The purpose of the visit was three-fold: (1) I hadn't seen Steve since 1979 when members of the Central Region traveled down to Mt. Vernon on an extended railfanning trip; (2) Steve was preparing an article on the Illini Model Railroad Club of which he is President and wanted me to take some pictures as illustrations for a future HOTBOX article and (3) we needed some time together to discuss next year's 21st anniversary convention. Let me pass along some thoughts to you on some of the ideas we discussed for our convention.

We agreed that there should be model contests at the convention where teen modelers could show off their handiwork. Judging could either be done by experienced modelers or by popular vote. This would be coupled with an awards banquet. To help promote the TAMK, a TEEN THAK display with a promotion booth should be set up at the manufacturer's show during the convention. Clinics on various topics, such as locomotive repairs and rebuilding, scenery construction, module construction, etc., should be held for our members. Perhaps some sort of prototype tour could be arranged for our members. Convention costs to be kept to the bare minimum so as many members as possible can attend. Housing will be a problem, but hopefully members will be willing to share motel accommodations thus making it more economical for all. We agreed that the TAMK should not be involved in the reserving of motel space simply because of cost considerations for no-shows. However, we will be willing to help match people up so that the costs will remain economical. We hope to hold some sort of general business meeting where problems can be discussed and opinions solicited from the membership at large.

So far all the input has been from our officers on this matter. If you are planning on coming to Milwaukee, I would like to know what you think should be included in the program to make it a successful convention.

Toonerville Trolley

By "Motorman" Harry

Hello again fellow modelers! Please excuse me for such a lengthy delay between articles. However, I'm sure that many of you have already incorporated an interurban or streetcar line on your layouts.

Electric operations were so common trundling over the hills and through the dales in the simpler times of American life. Many modelers, like myself, choose the "Roaring Twenties," circa 1920 to 1935, as their time period for modeling as it gives you an excuse to run both open trolleys and PCC's.

However, one of the things that plagues most modelers about trolley modeling is the installation of overhead and in particular, the overhead associated with track switches. Now many companies, such as the Suydam Model Co., provide many small trolley model items for overhead including turnout frogs. Yet you can do as I do and make your own for less money.

First, go to your local hobby shop and see if they have a piece of thin sheet brass. If not, ask to see if they can order it for you. As soon as you obtain this sheet, use a permanent marker to draw out a pattern of a frog on the brass sheet. They should look like the patterns shown in Figure 1 below.

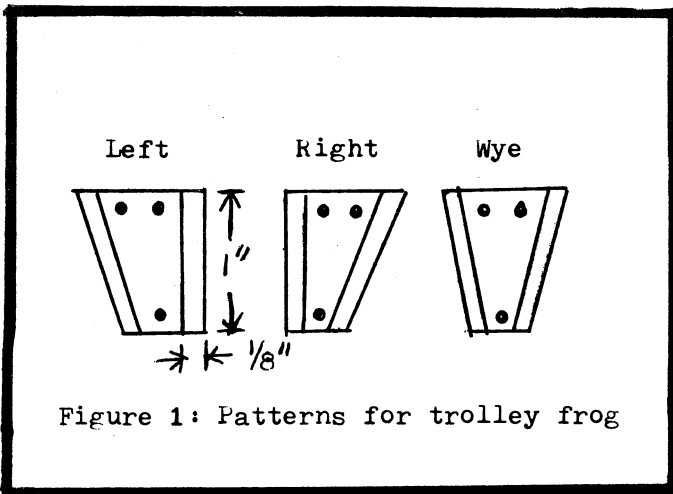


Figure 1: Patterns for trolley frog

Cut out the patterns from the brass sheet and punch out the black dot holes as indicated on the pattern. Next bend down the sides on the frog (not the ends) about an eighth of an inch each.

Now you are ready to place this frog into your overhead wire. Hopefully you have already laid the straight portion of the turnout overhead and all that you have to worry about is the curves. Run a trolley with a working pole through the curved side of the track switch several times. Pay particular attention to see just where the trolley pole leaves the overhead. This is the point where you will locate the overhead frog, see figure 2.

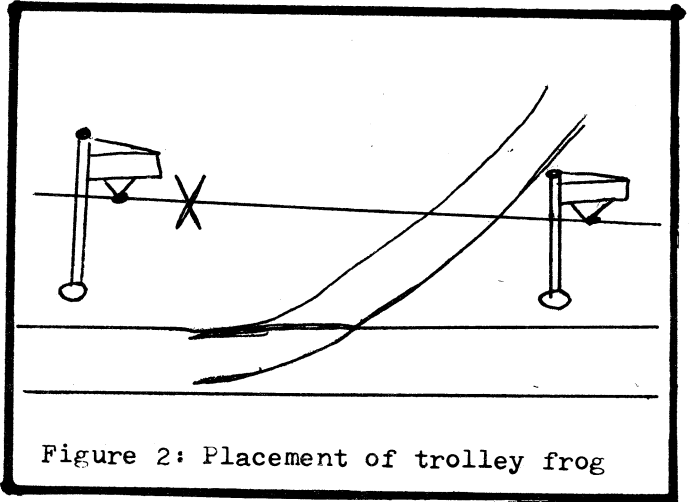


Figure 2: Placement of trolley frog

At the point where the trolley pole leaves the wire, make two cuts about a half an inch apart from one another. Then at each end of the wire make a 90 degree downward bend. Place the frog in the wire and tighten the wire in the frog holes. See figure 3. Solder the wire to the frog from the top only. Cut away the projecting pieces of wire on the underside of the frog.

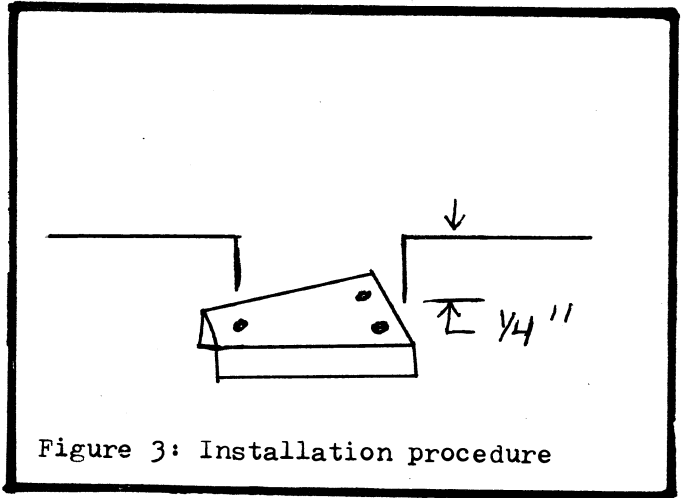


Figure 3: Installation procedure

Now add the spur wire following the same procedure as for the straight section. When completed the whole affair should look something like figure 4.

(cont'd next page)

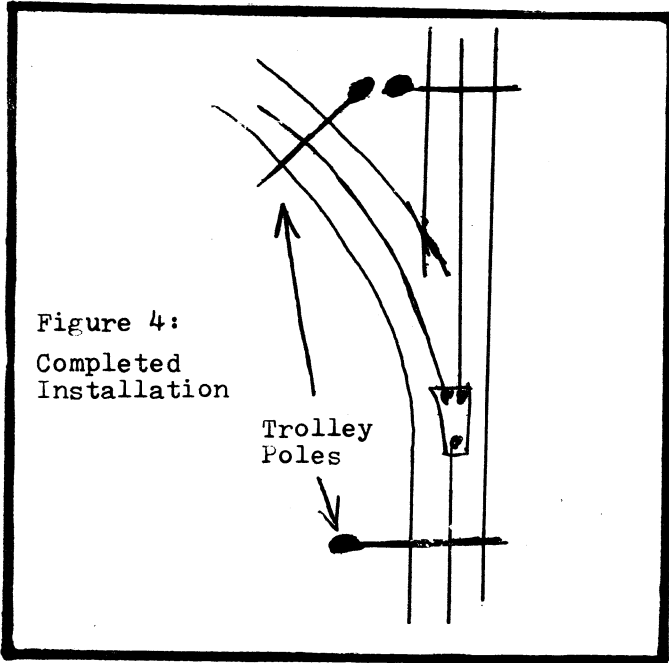
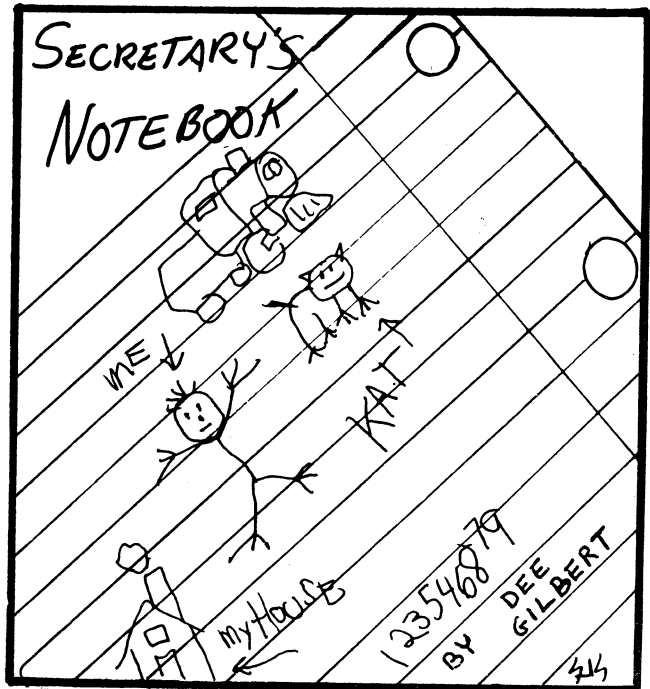


Figure 4:
Completed
Installation

There, see how easy it is to install your own homemade overhead turnout frogs. All it takes is a little time, a little patience and a little effort. In my next article, we'll cover finding a name for your system, what types of cars you should and want to use, customizing and remodeling and perhaps even some scratchbuilding. Until then, don't get off your trolley.



As you have probably already guessed, the Editor spent a lot of time on the Amtrak feature that appeared in the September issue of the HOTBOX. Not only was information gathered from a variety of sources, but all if it had to be cross-checked as much as possible to assure that it was accurate. Several of our more prototypically oriented members have confessed in private conversations that it was a well researched article. Of course, if you know of any errors and would like to bring them to our attention, we will be happy to pass them along. Yet I could tell that the project was sorta getting to Mark near the end. Having to deal constantly in the world of Amfleet, Amcoaches, Am lounges and Amdinettes is enough to drive anyone a little bit looney. Still Mark could not resist compiling a sort of Amdictionary while working up the article. As we couldn't include it in the article, we thought we'd reproduce it here for you:

- Ambush - Bearded Amtrak conductor
- Amflak - Amtrak public relations person
- Amquak - Amtrak company doctor
- Amsak - sleeping car
- Amtrek - long journey via Amtrak
- Amfacts - Timetables
- Ambr - unheated Amcoach
- Amhot - Amcoach with faulty air conditioning
- Amigo - friendly bar car
- Amclak - sound of Amtrak trains on rails
- Amcrash - servive disruption
- Am-oops - small Amcrash
- Amess - result of Am-oops or Amcrash
- Amrust - non-stainless steel car
- Amcrack - broken window on Amcoach
- Ambiguous - arrival and departure times in Amtrak timetables

Here is a partial list of the quantities of back issues of the HOTBOX that are available. See back cover of the HOTBOX for prices and ordering information. Once these are gone, that is all there are.

Issue	Number
Jan/Feb. 1981	3
March/April 1981	4
May/June 1981	5
July/August 1981	10
September/October 1981	10
November/December 1981	10
January 1982	10
February 1982	10
March 1982	10
April 1982	0
May 1982	10
June 1982	10
July 1982	10
August 1982	10
September 1982	4
October 1982	9
November 1982	10
December 1982	10
January 1983	1
February 1983	10
March 1983	10
April 1983	10

November 1984

Believable Stories For Imaginary Railroads

One thing that I have noticed about teen modelers is that they prefer to make up their own railroads rather than modeling some specific prototype. The reason for this is that most teens probably don't have a lot of experience with one particular railroad (like being an engineer, getting a cab ride, etc.) and thus they develop an interest in several different prototypes. Another reason may be is that many teen modelers don't have the time or interest to research a particular prototype road to model it accurately especially if it is across the country.

The problem that occurs from this modeling technique is that a modeler sometimes comes upon a section of the prototype that just seems perfect for modeling and tries to include it on his/her layout. Then when visitors come who are familiar with that section of the prototype, they do not appreciate this wholesale lifting of prototype scenes without the appropriate prototype models to go with them. Thus your credibility as a modeler will be at stake unless you can come up with some believable story for the territory you have just "claimed" in model form. Thus I have developed the following explanations which you may wish to use as a basis for explaining that section of your layout. I hope that they prove useful.

First, you could have your road buy that favorite section of the prototype. If your road is going to be a backwoods line, usually management will only be able to make the purchase in small portions. The whole branch is then considered to be yours while, in actuality, it is still partly the former road's property. There is a catch though (isn't there always), the selling railroad gets full trackage rights until your road pays off the debt. After that, all trackage rights will require a fee.

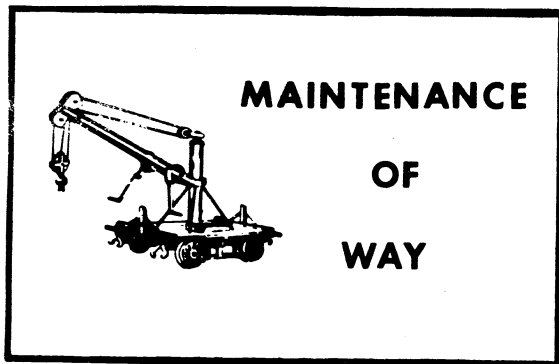
The second story, simply a merger involving your favorite road(s). This is a good technique if you have more than one favorite railroad. A good feature of this is that it follows the modern trends of merging. You can then model the early merger--with the paint schemes of the mergees still in great abundance or the late merger period where there is mostly new schemes

with a few of the old ones still around due to a lack of funds for a locomotive upgrading program or just to keep the local railfans happy. For an added touch, put the initials of the pre-merger roads (ala the Family Lines) on the cabs of the locomotives. You can justify this by saying that the newly formed road is simply a holding company controlling the stock of the older railroads and that equipment must be proportioned to the older roads for tax accounting purposes.

A third story is that your road has trackage rights over that portion of the prototype that you wish to model. The only problem here is that unlike the two previous options, modeling some prototype equipment is almost mandatory otherwise people might begin to wonder why your road doesn't own the track and is the only railroad present.

So there are three options for you to use in explaining why you are modeling a section of a prototype road. They all have certain advantages in that you can model your favorite section of the prototype without any hassles (the reason for writing this article in the first place). This also gives you a chance to model some prototype equipment and have a reason for running it on your railroad. After all, no railroad exists in a vacuum. There must be some source of outside connections to generate and ship materials to. Involving a prototype railroad in this area helps to extend the "beyond the basement" concept of your layout. It gives the illusion that your railroad isn't just moving things from here to there in a set, limited space, but that there is a far reaching network that you can pursue.

As for private road name decals, they really aren't that much of a problem. Although Herald King is out of the private decal business, several other firms have stepped into their place. One of the better ones is Rail Graphics (1111 Beechwood Rd., Buffalo Grove, IL 60030, send LSSAE for sample). They will send you a price list, information sheet and free decal.



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.

N scale Model Power F40PH List price: \$24.00.

All operational and electrical data was obtained from a layout with a grade of slightly less than 2.5% and a power supply producing at the track a maximum of 11.5 volts DC with no measurable AC ripple.

Exterior Appearance - Silver paint varies from slightly dusty in appearance to brand new among the four Amtrak units that I own. Striping is good to excellent. The stripes are equal in width thus indicating that it is a Phase III paint scheme. The word "Amtrak" is very clear and is properly positioned on the side of the unit. The number, "314", varies from sharp and legible to partially gone and is also properly positioned on the sides. However, I must point out that the number 314 and the paint scheme on this unit are more correct for those Amtrak units with larger fuel tanks. This model has a rear mounted 1200 gallon fuel tank with a battery box in front of it. This indicates that it is a Phase I F40PH and thus should be numbered in the 200-229 series and also have a Phase I paint scheme (i.e. a thin white stripe sandwiched between a wide red stripe on top and a wide blue stripe on the bottom). These 1200 gallon F40's were designed for short intercity runs, but have pulled down assignments on longer runs as well. Exhaust fan detail in the roof is very good and the holes in the plastic molding for the roof vents help with heat dissipation.

Interior - The motor is rated at 16 volts DC. Of the five units that I have (one in a Chicago RTA shell), one motor runs very cool while the others have maximum operating voltages of between 8 to 10 volts. Above these voltages, excessive heat develops. These are not fast running units, but at the eight volt level, after breaking in, they operate at a reasonable scale speed. Some testing on my layout showed top

speeds between 80 and 100 scale miles per hour. This should be even less with transistorized or pulse power supplies. Maximum passenger car load (all pulling tests done with Kadee equipped Con-Cor passenger cars) is about five, six to eight on a level track. Start voltage is approximately 6 volts on new units, dropping down to 5 volts on units that are well broken in. I suggest that before you start normal operations with these units that you lube the trucks with Labelle #106 lubricant. Place a pin head amount on each visible gear from the underside of the truck and run for about 15 minutes in each direction at the minimum speed that the locomotive will move without stalling. This will evenly spread the lubricant, reduce gear noise and smooth out operation. Wheel gauge on the units is nearly perfect. The pilots, as originally mounted, have to have the corners at track level rounded off to prevent catching on track switches. This does not alter the overall appearance as not much filing is needed to gain the necessary clearance. Use a small, flat, finish grade file for this work. Kadee #1110 coupler conversions are recommended by Model Power for this unit and they do a great deal in adding to the overall appearance of the model.

To Increase Traction - Remove the rear truck mounting pin, remove the truck frame. Now with a thin bladed knife or screwdriver, gently pry off the wheels on the rear axle. Replace these with traction tired wheels used on Model Power's RSD15's as these have an identical diameter and axle hole. Depending on the grade, you should now be able to pull 14 to 18 Kadee trucked passenger cars. Do not attempt to add more traction tires to the unit as motor overheating and electrical pickup problems will result. Monitor the heat output of the motor very carefully after the traction tires have been installed. Do not try to add more weight to the unit as the motors are running at close to their maximum tolerances. Current draw on the units should vary between .1 and .2 amps.

You will find that each unit has its own top operating speed. This makes multiple unit operation difficult. For this type of running, try to pair two units that have the closest speed ranges. Also, each unit runs faster in one direction than the other. I have found that the maximum temperature of the unit is reached within the first five minutes of operation and does not change after that. During the break-in period, you will have higher operating temperatures. If you can not touch the mounting screw on the bottom of your upper lip, it is running too hot. Let it cool and then continue the breaking in.

BACK ISSUES

Don't miss your chance to get these valuable back issues of the TAMR HOTBOX. All back issues are available for the outrageously low price of 40¢ each. Order from the Publications Editor and please make checks or money orders payable to the TAMR. Cash can not be accepted, but first class postage stamps can be substituted. Quantities on some issues are very limited.

October 1983 - Youngstown Duncan & Bedford mRR, Local Cab Priority, Toonerville Trolley, columns, more.

November 1983 - Seaview Transportation Co., Layout design, columns, more.

December 1983 - Ultimate Passenger train - I, columns, more.

January 1984 - Ultimate passenger train - II, columns, more.

February 1984 - Ultimate passenger train - III, MSC report, columns, more.

March 1984 - Toonerville Trolley, 1984 Elections, weathering, columns, more.

April 1984 - Maintenance of Way Special issue, columns, more.

May 1984 - Membership Directory

June 1984 - Pullman & Ghost Ridge mRR, From the Scrapbox, columns, more.

July 1984 - Dawn of the Diesel Age, Prototyping a Pike, Acrylics & Pastels, columns, more.

August 1984 - Long Island RR, Long Island Photo album, columns, more.

September 1984 - Modeling Amtrak, Amtrak history, Amtrak locomotive roster, columns, more.

While they last!! Issues are also available from 1981, 1982 and early 1983. Will send you six issues for the low price of \$3.00. Please specify which year you desire and either the first half or second half of the year. Quantities are very limited so we reserve the right to substitute copies. Once these are gone, this offer will not be repeated.

TAMR HOTBOX, the "Un-Magazine of Model Railroading"
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FIRST CLASS MAIL

