

HOTBOX

"the Un-Magazine of Model Railroading"

January 1986

No. 219

INSIDE —

John Rossi's NYEL

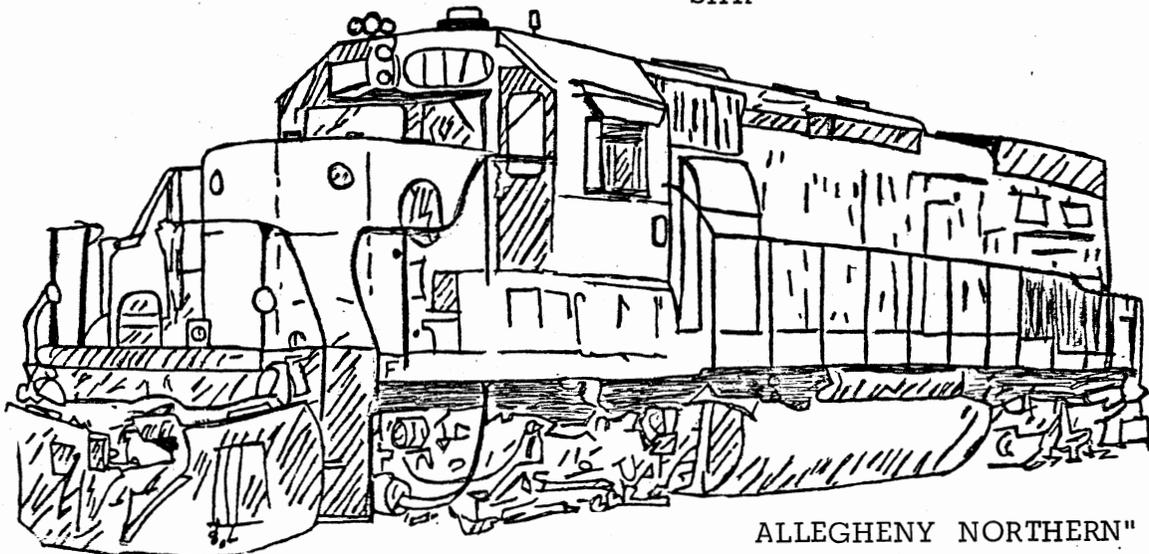
A New Look With A New Editor

Intro Loco's



" FOR FAST, FRIENDLY EFFICIENT SERVICE. . .

SHIP-



ALLEGHENY NORTHERN"



HOTBOX

OFFICIAL PUBLICATION of
the
**Teen Association of
Model Railroading**

The HOTBOX is issued eleven times a year, June through April, with a special mailing of the Directory of Membership in May.

Annual dues for the TAMR, which includes a subscription to the HOTBOX, are as follows:

- REGULAR (persons under 21) \$10.00
- ASSOCIATE (persons 21 and up) \$12.00
- OVERSEAS (persons living outside N.America) \$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
La Grange 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 David Holden
EDITOR: 722 B Hatch Hall
Columbia, MO
65201

The TAMR HOTBOX is the official publication of the TAMR. The TAMR HOTBOX welcomes articles, photographs (B&W ONLY), artwork and cartoons pertaining to model and/or prototype railroad subjects done in black ink. All items for publication must be received 30 days before the month of publication. All materials submitted to the HOTBOX become property of the TAMR unless proper postage & packaging are included to insure their safe return. 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. No part of this publication may be reproduced, by any means, without written consent of the TAMR Publications Editor-- unless members feel that its necessary for the promotion of the TAMR and/or personal use.

The TAMR HOTBOX is published under the freedoms granted by the United States Constitution First Amendment.

Front cover

This months contribution for the cover is a drawing by Dave Valentine. Apparently, it's an unidentified locomotive that is used on the Allegheny Northern.

++++ ON TRACK +++++

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Extra Board

All the news that fits, we print:

MEMBERSHIP by Dee Gilbert

Total TAMR Membership (1-1-86): 116
Breakdown as follows:

<u>Region</u>	<u>Number</u>	<u>Percentage</u>
Canadian	5	4%
Central	52	44%
Eastern	26	22%
International	2	1%
Southern	10	8%
Western	21	18%

WANTED: A story(s) written on what it is like to grow up in the diesel era. Would anyone oblige?

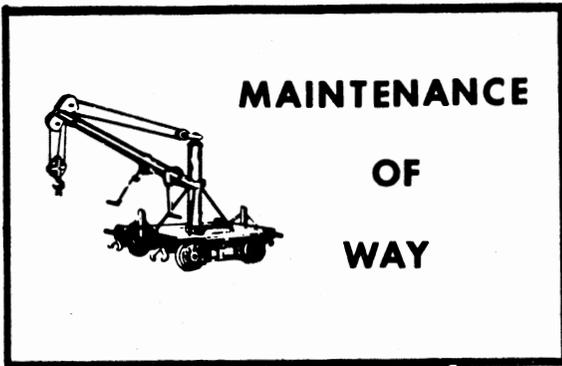
NEW Members & OLD Members: How long have you been a TAMR member and not written an article for the HOTBOX? For those of you who have, why not do it again soon! One can't expect anything from a membership if one doesn't participate.

Years ago, travel by track was the most efficient way to travel. Now days, it is by car or plane. This means that many of us have never traveled by rail. Let us know of your first experience.

In an effort to increase our membership, it is important to let us know why you have decided to or not to renew. Membership input is very important. Drop us a line and tell us why.

Lately, efforts have been directed at aligning ourselves with a large model railroading organization; namely the NMRA. Why not the American Society of Model Railroading (ASMR) too? Officers write the ASMR:

Suite 12
3229 Bee Ridge Road
Sarasota, FL 33579



M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMR or the HOTBOX. Please submit reviews to the HOTBOX Editor.

HO Scale GP38-2: Life Like. List Price \$22.00
By Gerry Dobey

The last time I bought a Life-Like unit was during the first three months I had been in model railroading. Unfortunately the unit only lasted 3 weeks when the motor decided to quit. This of course happened after the traction tires all came off after a few runs around the track. Still I hung onto the carbody for a while until I saw a similar F unit made by Athearn. Somehow my Life-Like unit seemed to be detailed very toylike, not to mention rather husky.

This was my only experience with their products until a few weeks ago when I bought one of Life-Likes GP38-2's. Having a railroad set in the 80's and having a few too many first generation units on the roster, I went looking for some replacement power to beef up and update the roster. Having Atlas announce the GP38's and GP40's again was great, but a list price of almost \$50 per unit was enough to scare me off. Then I saw the GP38-2, which would immediately be more modern than just a plain GP38. Life-Like has redeemed themselves; well sort of.

The detailing on the unit is perfect and matches the prototype exactly. One nice feature too is that the roof fans are molded all the way through so you are looking inside the unit, not just at some plastic thus making it easy to super detail. Throwing some fan blades underneath would do. The handrails are ugly and are not to scale so off they came and were replaced by one made by Athearn. Life-Likes's motor and drive system are much better than any made by Tyco and also better than what I remember from before, although it's still not up to Athearn or Atlas standards. The front 2 axles are powered while the back two are used for electrical pick-up. The front four traction tires are added to prevent slippage.

The one problem I had was that the unit when first taken out of the box ran beautiful in reverse;

very nice slow speed operation I might add. However, it refused to go forward. This problem was found to be in the keyed coupling that attached to the rotating shaft coming from the motor. Coupling takes the rotating motion of the shaft to the axles and makes them turn. The coupling itself was too loose, thus the shaft was spinning but the coupling did not have sufficient tightness to make it turn. A bit of glue helps fix the problem or you can try squeezing the plastic together with a needle nose.

All in all, the unit runs quite good and is nicely detailed. It can be easily super-detailed with plows, sun-shades, all weather cab window, etc. Not a bad bargain.

ON TRACK

Region Newz ///

Attention Regional Reps!!

The HOTBOX needs materials to promote your region. Send your regions' herald plus advertisement materials for your newsletters.

NorthEastern Region Members

Plan to attend the NMRA-Minute Man Meet in Boston July 21-27 to help promote the TAMR by setting up a "booth".

The latest happening out east, other than the name change stuff, is that members Ralph Heiss (et al) have begun a "Regional Chapter" of the TAMR. It's called the NorthEastern Railfan Club and you must be a TAMR member to join. For \$4 you get their newsletter Shields, Rails & Horses.

Central Region Too

Like the NE Region, RAILS if off and rollin' at the University of Missouri-Columbia. Founding members Christian Johannmeier and David Holden are announcing that they plan to begin a chapter in St. Louis, MO like they did in Columbia. This chapter will be like the Mizzou chapter, it's pupose will be to operate a module layout and go railfanning in the St. Louis Metro area and outside the area.

TAMR ELECTIONS

TAMR Elections are coming up in the next few months. Members in good standing are encouraged to begin to think of members to nominate for the following offices: Treasurer, Auditor Central Region Rep., Eastern Region Rep., and Canadian Region Rep. Next month, nomination forms will be inside the HOTBOX and members should return them with their nominations on them. Please remember; members who are over 21 can not run or hold elected office. More on this-next issue.

NEW YORK EMPIRE LINES

By John Rossi
Drawings by the Author

I'm 15 years old and I have a layout entitled NEW YORK EMPIRE LINES. The layout takes up my whole attic room. In the next few paragraphs I will describe the mechanics of it and the operation.

Benchwork, Trackwork & Scenery

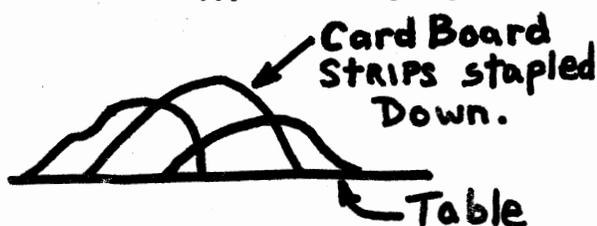
The benchwork consists of two pieces of plywood and a whole bunch of extensions coming from them. The trackwork is Flexible Gargrave-track and some Lionel metal track. The switches are Lionel except for two; they are Manual Phantom switches and I'm very pleased with them. The scenery (fig. 1-1) is newspaper strips covered with plaster of Paris which is then placed over a cardboard skeleton. After the plaster is dried, I put various colors of grass and shrubs to make them look real. The trackwork has a fine ballast in them. My rivers are not yet in place yet but I'm hoping to get them installed soon.

Electronics & Operation

Empire Lines was run by a Troller 2001 transformer but it went a fritz. Now I'm running it by a Type Z Lionel Transformer which I had used even before I got the Troller 2001. The switches are soon to be controlled by DPDT switches. My runs are figured out by a Manifest (fig. 1-2) program on my "TimexSinclair" 1000 computer. My operation for running them is just plain fun sometimes. I even add overturned cars for excitement. Before I go, if there is anyone with an AC or DC "O" gauge transformer, please write me because I'm looking for a new transformer. Write:

John J. Rossi III
6 Beech Court
College Point, NY 11356

Thank you if you can respond. Just to let you know; New York Empire Lines is usually under construction. Happy Railroading to you all.



(fig. 1-1) Now the plaster strips are layed on.

These are the materials I used to make my scenery: (1) Newspaper strips covered with the PLASTER OF PARIS and layed over a cardboard skeleton. (2) Next were the colors which I shot with a syringe in different spots on the mountain. The colors were: RIT DYE black, yellow, coca & dark brown and another was TINTS-ALL Raw Sienna and medium green. The last color was DRY COLORS Raw Umber which was sprinkled over the top to look like soil. (3) LYCHEN (Life-Like) and COARSE TURF were glued down with Elmer's glue diluted with a little dish soap. Here are the colors of the Coarse Turf: Light Brown, Burnt grass, light green and Medum green. (4) The ballast I put be-

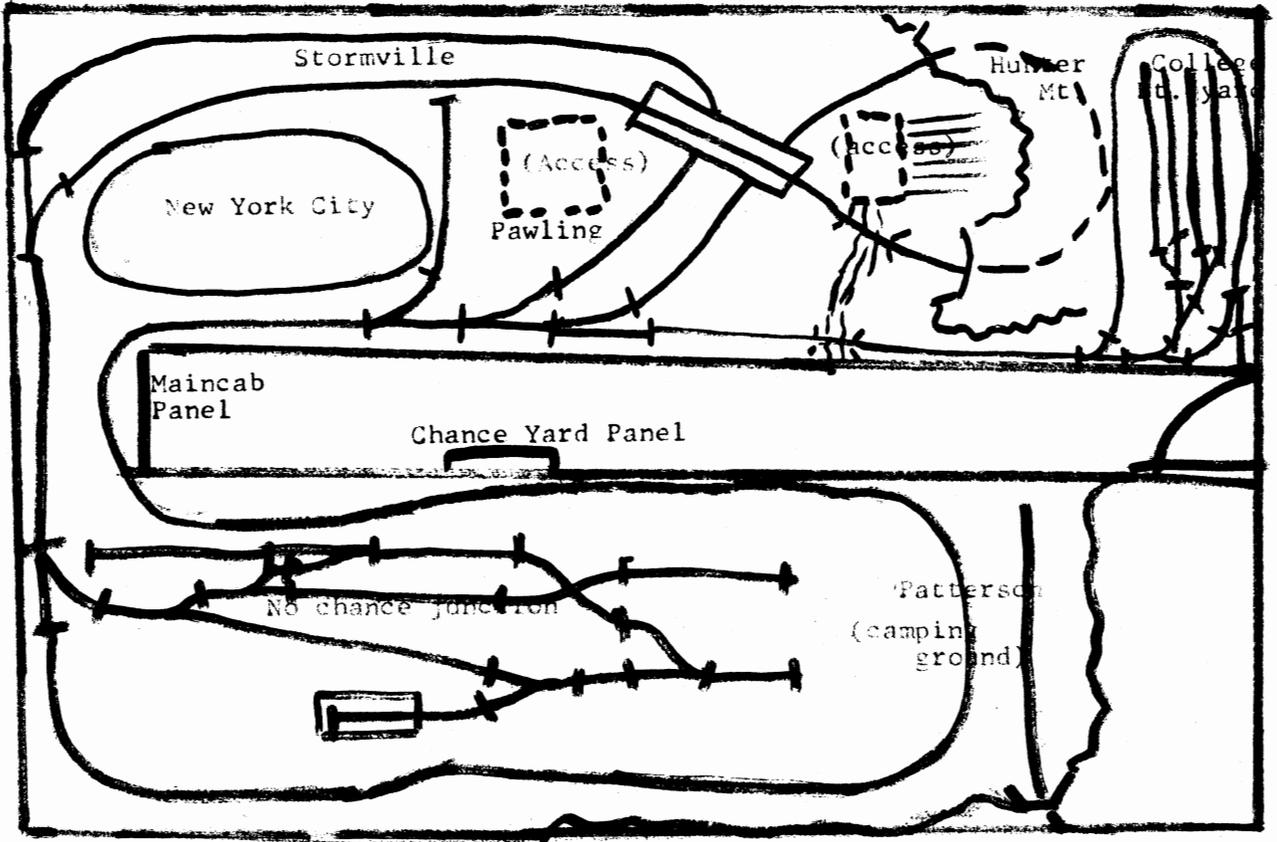
"The layout takes up my whole attic room."

tween the rails was Genuine limestone ballast. The colors were limestone and dirty brown.

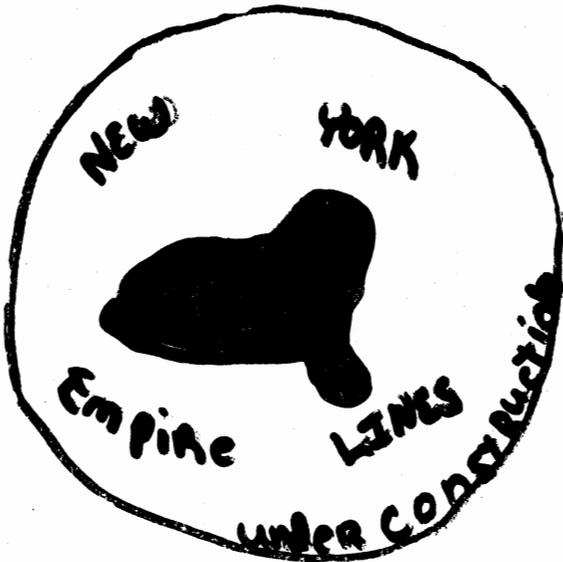
MANIFEST		
TYPE	INITIALS	NUMBER
FLATCAR	B. BRAD	1000000
FLAT CAR	B. BRAD	1000000
FLATCAR	B. BRAD	1000000
BOXCAR	B. BRAD	1000000
FERTILIZ	B. C. F	1000000

Above is an example of the manifest program from my Timex Sinclair 1000 (fig.1-2). Before it gets to what you see, it is a long list of all my trains; then it chooses randomly however many I want. Here I only wanted five trains.





The NEW YORK EMPIRE LINES layout plan.



NYEL herald, announcing its being "under construction".

con't from pg. 2

which means that a whole bunch of new things lay ahead.

And you know that in order for this magazine to be successful, I also need your help. So keep those stories, reviews, cartoons, photos, and your drawings coming in!

As always, I'm going to be at your service . . .

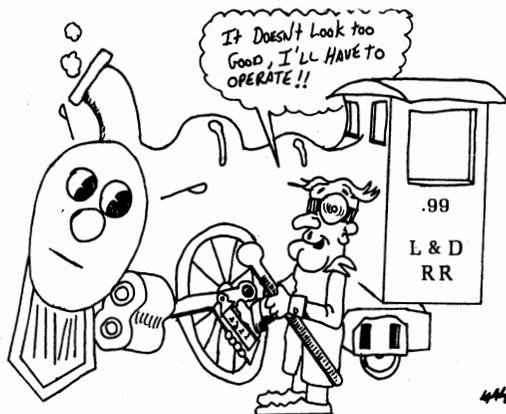
Carl

Officers Note:

Please don't assume that I know what it is that you are sending me in the mail for the first time. Remember; I'm new at this.



PROMOTE the TAMR WHERE YOU LIVE!
WRITE EDITOR FOR DETAILS TODAY.



THE **LOCOMOTIVE DOCTOR**

INTRO TO LOCO POWER

By Dee Gilbert

For the beginner, I would recommend the Bachman motive power. It has limited lifetime warranty on the motors, and this is important. Equally important is how you, the consumer, takes care of it.

The lint and dirt must be cleared from the trucks and a stingy touch of Labelle # 106 lube should be used after each cleaning if needed. Too much lube leaves a mess and that can slick up your tracks.

Generally, I find that Bachmann motive power right out of the box is over oiled. This leaves a lot of oil right in the motor where it does the most harm. If it's on the brushes and armature along with the commutators, then most likely a high resistance short takes place along with overheating and motor burnout.

The best thing to do is to go in and clean up if you find your locomotive this way, provided you know what your doing. Otherwise it is best to return your motive power to Bachmann, per their instructions (except that I refuse to pay the postage both ways; I pay it one way). Make sure to include a letter detailing the problem with the oil. Sometimes the excessive oil doesn't appear on the outside. In these cases, if the oil is bad enough on the motor, you will have a smoke emission, and/or intermittent shorting that will cause very jerky running. Also, you will find the headlight suddenly dimming, then going bright as the loco returns to normal speed. Of course other times the motor simply burns up.

The very latest reports from Bachmann users is that they no longer are experiencing the problems of overoiling from the factory.

All in all, I'm quite happy with my Bachmann (except the Northern) and I'm inclined towards more purchases of the GP-40, a style I like. The other style I like is the 0-6-0 switcher.

For the money, they are probably the best reliable ones on the market. This is not to say that they are the best in regards to the higher priced pieces of motive power. I'm speaking in terms of the lower cost motive power available below \$20 in these body styles.

If you have information on other Bachmann products that you would like to share, please send them to me, as I will be doing update reports as time wears on.



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, my name is Eric Miller and I joined just 1 month ago. I am 15 years old and live in the heart of the PRR Altoona, PA. I model HO and my layout is sadly still in the planning stages. I hope to start it in September.

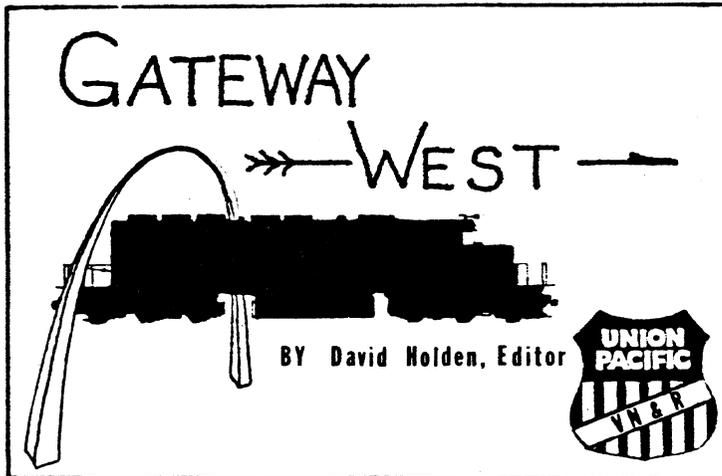
I am interested in the developments of the PRR and other northeastern railroads in the 19th & 20th Century's. I also like Passenger Services of the 40's like the 20th Century Limited and the Broadway limited, etc.

My other hobbies are painting, sketching and ink drawings.

Eric Miller
Altoona, PA

KCSI

Kansas City Southern Industries, Inc.



A NEW KID IN TOWN ...

HAPPY NEW YEAR EVERYONE! And what a new one it is. Yes, it's true; I'm your new editor. For you new members, I'm here to replace Mark Kaszniak. Those of you who do know this, let us take the time to thank Mark for his services in the past five years and a job well done. Give yourself a pat on the back Mark. Besides Mark doing a well job at that, he has worked hard to prepare me for this job. I believe he chose me to replace him because I have two years experience working on a high school yearbook staff, one of which I was an Editor for the Academic Staff of the Mehlville High Reflector.

Right now I'm away at the University of Missouri - Columbia where I attend college. As was mentioned a few issues ago, I have started a "Regional Chapter" of the TAMR here. Besides being your new Editor, I'm President of that chapter, which is called RAILS (spelled with all capitals, it doesn't stand for anything). From now until late May, I will be here at Columbia 'till school is out. So if you wish to contact me, make sure you write me at the address that will always appear on page two.

Some of you who know and love Mark's wonderful style will be pleased to know that I, your new Editor, plan to keep this publication as successful as Mark has made it. Therefore, I do not plan to change things much. Someone just moaned; I can tell. No, this doesn't mean that I will not accept constructive criticism. Like any editor, I have the responsibility to make this publication the way you would like to see it done. This of course doesn't mean that you run the HOTBOX, because I do. What

"It is my intention to give the HOTBOX a 'good look'"

it does mean is that I will attempt to appropriate changes that the membership as a whole believes would improve the HOTBOX. Keep in mind that when you suggest improvements, that the majority of the membership may or may not like your idea. Also remember that the HOTBOX funds are very limited, so be reasonable when suggesting a "12 page in color" HOTBOX. Only so much can be printed and done with black & white ink. But, as always, I will listen when you have something to say. Write me if you have any questions or comments.

As I have mentioned above, I plan to keep the basic policies set forth by Mark. The ones that I intend to strictly adhere to bear a brief repeating along with some amending:

- A. To keep the HOTBOX a model railroading magazine aimed at the teenage modeler.
- B. Continue to keep the columns that have appeared in the past. At the suggestion of members I will introduce "new" columns.
- C. Maintain that the HOTBOX will carry certain amounts of associational material by printing the officers reports and not letting these pages become a "house organ".
- D. I will persist in using membership input. More on this subject latter (you'll be hearing me continually preach that we need input).
- E. As in the past, prototype stories are welcome, although please keep in mind that this is a model building magazine. Prototype info is welcome because it is important to use it in constructing your models. Special features will be used on prototype to help you relate your model to the prototype.

It will be left up to Regional newsletters to publish stories on "what I did on my railfan trip". Stories of this sort are best sent to your Regional newsletter because they will not, as in the past, be printed here.

F. The Editor and any Staff will continue to improve upon the HOTBOX's grammar, illustrations and photos. This doesn't mean I will play English teacher and require "perfect papers". Instead, style, content, etc., will be up to those who submit materials.

G. And again, the Editor takes full responsibility for all HOTBOX happenings.

On a closing note, you can plan to read and see many of the things as before plus more. It is my intention to give the HOTBOX a "good look". I plan to make it better looking by making the way it is layed out more attractive. As the name of my column says: "Gateway West", (con't pg.5)

HOTBOX Articles

The smooth, continuous, quality publication of the TAMR HOTBOX depends on Y-O-U. All of the articles that appear in these pages are written by TAMR members. This means our members are a very important source of information. The HOTBOX is the ONLY national magazine which provides a measure of teenage modelers' interests and concerns. Thus your ideas and opinions are always welcomed because the HOTBOX is dedicated to serving your interests and solving your problems. Many readers ask: "What do I have to do to get something published in the HOTBOX?" In order to make both your and the Editor's job easier, here are some guidelines and suggestions to follow:

STYLE? , CONTENT? Your own writing style is fine by us; remember, you're among friends.

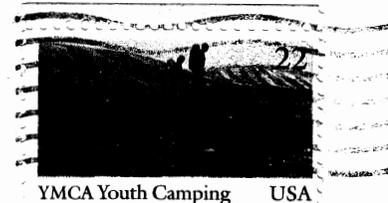
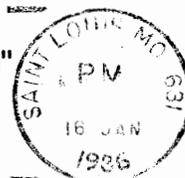
Grammar trouble? Let the editor worry about that. The ideas are what is important. As for content, anything on modeling, using the prototype as a basis for modeling or prototype operations is welcomed. Just be sure that it is interesting to all our readers. If not, at least some of them are bound to like it.

TYPED ARTICLES? Although not required, save the Editor the cost of a seeing eye dog. HOTBOX columns are 40 spaces wide, so set your margins. If you can't type, don't let that bother you, simply print the article out in long hand.

PHOTOGRAPHS: Must be black & white only with a glossy finish and no larger than 8x10 inches. Smaller sizes (2x2 or 3x5") are preferred for inclusion in articles and larger sizes (5x7 or 8x10") for our cover. All photos must be accompanied by caption material. Please put this on a separate sheet of paper. Send negatives if you can, so proper size enlargements can be made. All negatives will be returned, photos returned when SSAE is provided.

DRAWINGS: Must be done in BLACK INK (pen, marker or Flair are all fine) on blank white paper (typing paper is good). Required artwork can usually be worked up IF detailed pencil sketches are provided. If you are drawing to scale, please include a scale measure with the drawing.

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Box 1098
La Grange Park, IL 60525



FIRST CLASS MAIL

