

THE TAMR HOTBOX

ISSUE #145

September/October 1977

MT-2

IN THIS ISSUE:

OFFICERS REPORTS

ARTICLES BY:

JOHN HUEY--DAVE MANTON

TIM VERMANDE--GREG LAROCCA

AND ELECTION INFORMATION

FROM THE CAB

As noted elsewhere in this issue, we have just received a rash of applications from people responding to our ads in various model magazines (September & August MR, August RMC and October Railfan). If everybody who responded to the ads actually join, (almost a statistical impossibility) the size of this organization would double.

For years, the method used to determine interest in the TAMR was the number of articles submitted to the editor's desk. This is all fine and dandy, that people have enough interest to take time to work on an article, with no hope of monetary reward. However, it does ignore the fact that there are probably several members who have no interest in anything connected with the Hotbox except pulling it out of their mailbox every other month (Hopefully!). It is tempting for me as editor to call this apathy, but I have a feeling that's not the case. If money is as scarce for you as it is for me, you have to care about anything you spend it on. There must be some way to involve these caring, non-article writing, TAMR members.

A while ago there was a car exchange committee. It actually got started in N scale and was proposed for HO, but no formal exchange is going on right now. There has also been a photo exchange. A pass exchange is already in effect (look in your Directory dummy). These are just a few of the ways that non-article writing members can become involved in the good-old TAMR. Surely there must be others. (TN: Running for office, maybe?)

Have any ideas? For gosh sakes let someone know about it. Tell me, tell an officer, or my staff, but let somebody know about your idea. Then if you have the time, desire, drive, volunteer to actually get it going. (TN: In the TAMR you get out of it what you put into it) A committee chairman, pass exchange supervisor, or whatever, who is active and does the job they said they would do is a definite asset to the TAMR. I have no words polite enough for someone who volunteers for a job and then shirks the responsibilities of it. (You should (n't) hear some of the things I called myself when that Hotbox was so late)

Don't feel guilty if you can't think of an article to write, or can't think of any nifty idea for exchanging watch fobs or whatever. The important thing is that you participate in something that interests you.

With these new members coming in, it should be easier to find someone with the same interests you have. It may even be easier to find someone with the same interests who lives close enough to you to avoid having to make a long distance call to get ahold of them. As with anything in the TAMR, you've got to start it if you really want it to happen. Each member has something unique that they can contribute. WHAT HAVE YOU GOT?

ADVERTISING--Mark Kaszniak, 4818 W. George Street, Chicago, IL. 60641

Advertising is picking up for the Hotbox, I have a few ads on hand waiting for space and payment. For those interested here are the rates once again.

Bu, Sell or Trade--20¢ a line, name and address printed free

Pike ads--Advertise your pike, 25¢ a line, for a box add an extra line

Artwork done and charged by complexity, write me for rates. Half and full page ads available. Continuous ads also available at special discount, write me for details.

Pecatonica & Pontosuc R.R. is now exchanging passes, interested parties contact the Advertising Manager (address & name above)

EXECUTIVE SPECIAL

FROM THE PRESIDENT'S PEN--

In the next several weeks, you may notice a series of reports about a lunatic blowing up airport terminals (No offense John). In three months, I, the Son of Santa FE, will confess to the deeds; I will get book and movie offeres, in which I will immoralize the TAMR, thus assuring several million new members. Or maybe I will perhaps, jump off the World Trade Center with a TAMR emblazed parachute. If anyone has any other brilliant stunts to advance the TAMR, tell us and we will be looking on the front page of our local dailies for it! --Mark Soloman

Auditor's Report--

WE ARE ROLLING AGAIN! Recently, I have received over 100 inquires. This is due to our renewed ads. I wish to thank all those who helped get us going again. I also hope that the new members are participating and that the "old-timers" can show them the right way!

The question is, however, why did we ever falter? I am to blame as much as anyone, I suppose. The communication between officers earlier this year broke down and nothing got accomplished. It was so bad, Doug Johnson felt he had to start impeachment proceedings to get us going. Kiddingly he said he couldn't do it as we all quickly replied to his letter. We started to communicate again. Thanks Doug! In the faltering a Hotbox was lost and now that we're improving, we hope we will not lose another. We now have an edge-- we will help each other and I will be trying to do my best! --John McGreevy

Treasurer's Report--

For the period June 15, 1977 to August 15, 1977

Beginning balance	\$62.65
Income	\$29.00
Expenses	\$00.00
Ending Balance	\$91.65

--Ray Hakin

Secretary's Report-- Doug Johnson

Elections have been postponed until next year! (see elsewhere in this issue for further details). Tin Vernande and John Hucy have been appointed to the Constitutional Board and will conduct the election, as the Auditor's post is up for re-election.

If possible, I would like to see the Hotboxes accelerated for the rest of the year. Perhaps even to a monthly schedule, if at all possible. This would in some measure make up for the long months we went with out anything, and should stir up interest in the TAMR again. Thanks to the publicity, we have been getting (or should be getting) a lot of new members and this should alleviate the money problem in the TAMR. Hopefully, I can arm-twist the other officers into writing a few articles to alleviate the shortage we might have in that respect. (TYPIST'S NOTE--Perhaps the HB schedule could be changed to a eight issue schedule, instead of six. We could have special issues for December (christmas), January (Nominations) Feburary (Ballots) March (Results) this would not only increse the frequency of the Hotbox but would also get elections done earlier in the year and give us more time for other things of importance) (Our Secretary talks about the future of the TAMR elsewhere)

NEW CIRCULATION MANAGER-- Eric Sander has agreed to become our new circulation manager for the Hotbox. Ed Shelby, the previous manager, resigned because of lack of time to devote to the job. The editor and his staff wishes to extend a warm welcome to Eric who is joining the team with this issue! Finally, if you do not receive your Hotbox contact Eric to see what happened to it.

OUR SECRETARY SPEAKS
 THE TAMR: What does the future hold?

Since the elections have been postponed till next year (reported elsewhere in this issue), we now have time to think about just what the future is to hold for the TAMR before we elect new officers. This is a good question especially in light of this year's dismal performance.

Of course, it will be argued by some that this year's officers have no right to extend their own terms, which is constitutionally true. The job we have done may not warrant our staying around longer. However, if elections were held today, who would run? The truth of the matter is that when nominations we called for at the beginning of the year, only two people were nominated, one for each office, the latter who has since dropped out of contention. The group involved in running the TAMR is small and getting old. None of the current officers and Hotbox staff is under 17. (TN: Until now)

What does this mean for the future of the TAMR? It means that the time has come for the leadership of the TAMR to pass on to newer, younger members. If it doesn't, the TAMR will become less of a teen's organization and more of an adult organization. Eventually, the current officers will be tired of working for a kid's group and there will be no one to take their place.

The TAMR was designed with the younger modeler and railfan in mind. It is up to them to take advantage of the opportunity that the TAMR offers and use it to satisfy their needs.

By: Anonymous, and after you read it I think you'll know why!

"P.C. Pete" Answers Your Modeling And Railfan Questions

Q. Since Antrak did not buy any new passenger cars until recently, where did it get all of the cars it had been using?

A. It's not a well known fact among the general public, but most of Antrak's long distance cars were purchased from the Israeli government and not from American railroads as commonly supposed. They also did not begin life as railroad cars but rather as Egyptian tanks, which were captured during the Six Day War. The cars were completely rebuilt to their current configurations in South America before being placed in service in the U.S. They, unfortunately, still have the same air conditioning systems as the Egyptian tanks which is probably why they have been known to break down occasionally.

Q. I'm thinking about suspending my trackwork from the ceiling so I don't have to mess around with building a table or framework for my layout. Do you think this idea will work? What possible suggestions can you make?

A. The techniques for what you describe are outlined in detail in Chapter 3 of my new book, Hundreds of Helpful Hints for Hanging HomasotE, Schlock Publishers \$10.98 Retail. The main advantage of using this method is that you save on wood and screws you don't need and you can easily modify your trackplan by merely cutting the string with an ordinary scissors.

Q. I'm building a model of Upper Oregon & West Dundee Flats Lumber Co's tank Shay #14. How many rivets were on the second row from the left above the firebox door? A. This is a commonly known fact among railroad fans that if you don't know I'm surely not going to tell you.

Q. I just bought some 126-size film for my Nikon 35mm camera, but it won't fit into it --- Suggestions?

A. Don't force it to fit, it will ruin a perfectly good 126 film cartridge. Throw your camera away and get a new one that accepts your film.

ELECTION?!

BY ORDER OF THE EXECUTIVE BOARD, it was decided to postpone the election of the President and Secretary until January of 1978. Therefore, all nominations received for those offices earlier this year are hereby declared null and void!

In January of 1978, a combined election of all the TAMR officers will be conducted. The Auditor and Treasurer will thus serve terms of the normal two years but because of this unusual election situation, the President and Secretary will hold special transition terms of only 1 year. This special transition term is required in order for those offices to reattain their schedule as outlined in Article 5 Section 4 of the present constitution.

In the event that only one person is nominated for an office by the nomination deadline (because of the number of offices to be filled), a provision will be made on the ballot for write-in candidates.

The Executive Board has deemed fit to enact the Constitutional Board called for in Article 3 Section 5 of the present constitution to conduct this election in the best interests of the TAMR. The members who were appointed to this board are Tim Vermande, former editor and John Huey, Hotbox author.

More information concerning the special procedures and practices of this election will be forthcoming later in this issue and the next Hotbox.

CONVENTION '78

It is time to start thinking about a possible TAMR convention for the summer of 1978. One site which has been suggested is California. There are many things to see out there, not least of which are Cajon Pass and the Tehachapi Loop. If you would like to explore further the possibilities of a California convention, contact: John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360; or John Huey, 13819 Jersey Ave, Norwalk, CA 90650. or any officer for that matter. Convention site is not closed for all means, if you have a better site, contact an officer about that also.

Before you dash off that letter, remember that the ideal convention site should have the following: (1) Convenient access to public transportation, (2) Interesting railfanning possibilities, (3) Model layouts available for a tour (4) Facilities for lodging and meals and (5) Finally, a central meeting point for the convention.

There have been TAMR conventions before, some more interesting than others. There is also a direct reflection of the time and effort put into them by the planners.

RAIL HAPPENINGS-

August 24, 1977-- Amtrak's San Francisco Zephyr collided with a derailed Burlington Northern freight train on a 3-track bridge overpass just outside of LaGrange (Chicago suburb). The bridge spans the IHB and Conrail tracks thus offering a good railfanning spot for area railfans. The area is easily accessible because Odgen Ave. runs on one side of the IHB & CR tracks. In case you're interested this site was frequented by the last TAMR convention. All right John what did you do?

MK



The Portland, Seattle & Eastern Railway Company got into serious financial troubles in the late 1940's. At that point in time the line was still 100% steam. However, a try a partial dieselization was made and by 1956 the road had become 100% diesel. Unfortunately this did not help and the road filed for bankruptcy in that year.

All of the railroad's holdings were then purchased by the present owners and the railroad was semi-renamed--Portland, Seattle & Eastern Transportation Company. The PS&E expanded due to the foresight of the new owners. It also made a profitable agreement with its sister road, the Elsinore Valley, by 1960. Now the road had a Canada to Mexico to Texas run. The railroad's principal connections are with the Southern Pacific, Western Pacific and Union Pacific R.R. This, plus the increased on line industry expansion has combined to boost the P,S&E to a real class I railroad.

The section of the PS&E that I am modeling lies in northern California and southern Oregon. When I complete my present layout, it will have a total size of 10 by 15 feet. I am using around the wall type construction for the central level. However, supports for both an upper and lower level are in the works, and will be reported here if they work out (TN: A promise?)

Our engine roster is still growing and includes such diverse models as E9's, RF16 A&B's, U25B's, SD45's and a GP40. Each of which have a semi-special duty to perform of which each does better than the others. A group of 3 and 2 F45's will soon be placed in active freight and passenger service.

Since the last TAMR Directory was printed the PS&E has begun to trade passes with interested parties, write me. My other interests lie in two fields. One is model rocketry and the other is target shooting, however, the latter has slowly but surely overtaken the former.

GET TO KNOW YOU: Tim Vermande

You cannot imagine the thrill which went through my soul when "de Editor" asked for me to write about myself for the revived "Getting to know You" page. My association with the TAMR goes back a long way--about 1969 I think. Now there were probably more pressing matters like mud-slinging the Commies awaiting, but I ignored my civil duty, as I am wont to do, and went chasing trains. At least that's what I thought! However, a little later I joined the TAMR Bureaucracy (TN: Sometimes spelled "Bureaucrazy") in the form of a regional editor. Sometime later, seeking a return to a normal disorganized life, I pawned this off to some unsuspecting soul, only to find that a problem of publication punctuality decreed that I should edit this beloved publication. I did until recently. So I guess it's time to confess--at least Mark thinks so.

Believe it or not, I do get to watch trains! (TN: If he's not watching something with a better wheel arrangement) Continued on page 7

SCRATCHBUILT N SCALE BOXCAR

Some time ago, my brother received a copy of the NMRA Bulletin in the mail. On the centerfold, there were boxcar sides made out of cardstock in all the popular modelling scales for a car contest that they were holding.

Paul had not built his car for the contest, however he thought that I might get a kick out of building one for my pike. He thus in turn gave me the car sides for N Scale and with a little time, alot of patience and a few scrapbox items, I was able to come up with a fairly decent looking car, with the sides resembling an old 40' reefer.

With an old 50' boxcar I took from my scrapbox, I had all the parts I needed for the job. First, I trimmed the sides of the car, so that only the ends and roof remained. Next I cut the underside down to size and glued it back together. I did the same with the roof. However, the roof was more difficult as it was made of very thin material. I then proceeded to cut out the car sides and glued them on to a piece of cardstock the same size.

Now I glued the sides to the roof and ends using plastic and paper cement. I managed to comendire the wheels of an old hopper car for use on my new car. Some filing was required to keep the wheels from rubbing on a glued joint when it passed around a curve, but it works fine now.

Finding a way to weight the car was difficult, as I found out that thhe weight from the 50 footer wouldn't fit. I finally found a heavy nut that would work and I proceeded to cement it to the frame. I then cemented the body of the car to the frame and my car was finished.

WHY DOESN'T SOMEBODY THINK UP SOME PLANS FOR A TAMR BOXCAR?

GETTING TO KNOW YOU: Tim Vornande (cont'd)

Modelling, however, is pretty well shot as I don't have enough room, money, time, etc., altho I did have a small layou which never got anywhere, but I still keep some models. My choo--choo passion is for electricity, which makes me fortunate, for the last interurban has its eastern terminus just down a couple a roads -- The C, SS & SB. I am more than happy to write to and trade photos with other such freaks. I will even look at others forms of loconotion for time to time.

My photography is accomplished with a Pentax KX and such accessory equipment as 28, 50, 105, 300 and close up millimeter lenses, a tripod and alike, some of which is not used as much here as elsewhere.

AS for my private life, I am not married (Is anyone listening?) and make my offical living as an engineer for the South Bend Water Works, where (aside from writing this) I measure hydrants, check for cheaters and take pictures. I am also the photographer for three area fire departments and am a summer-term graduate of Indiana University (History--American intellectual, religious) and am hoping to purse graduate studies someday.

I think this well tell you what you should know id you'd like to write. but if you plan to visit, here's a recollection of an Easterner who did: There are lots of trains and grade crossings--mostly action photos; girls for looking only and few trees to sit under (TN: And to stay cool or warn depending on the season).

RAIL HAPPENINGS-- Watseka, Illinois--Gary Horner drove his car around a crossing gate and was struck by both a northbound & southbound L&N trains. As a result the driver was killed, but he succeeded in derailling a few tank cars which threatened to explode if the temperature went above 90 degrees. Firemen succeeded in hosin them down in time to prevent an explosion about two blocks from the business district. Moral of the story: Mind the gates, when their down, there is usually a train not far away!!

MK

Crossword Solution:
Tim Tonge

RAIL HAPPENINGS--

PAGE EIGHT

SOO##SL#A#F
A#NASHVILLE
NOT#SO##CO#
T#AUTO##OWL
AIR##TWO##O
##ICC#A##GN
POOH##BO#GG
A##U#BAND##
TB#G#A#EEL
HOT##SHELL#
#SO#SS#LA#A
AT#EL##WAR
TON#OR#TAMR
#NYSW#E#RT#
F#CP#RR#ERA
E###U#IT#A#
CHESSIE#MKT

Amtrak Turboliner service between Chicago & Milwaukee will be trimmed beginning Oct 30, 1977. It is part of a \$28 million belt-tightening project by Amtrak. Two daily trains the 8:20 from Milw & the 8:30 from Chicago will be cut, as well as two Sunday-only trains--the 7:20 p.m. from Milw. and the 10:30 p.m. from Chicago.

More bad news--Rail Commuter Service provided by Conrail between Chicago & Valparaiso, IN. will be discontinued this spring if the Indiana legislature doesn't begin subsidizing 50% of the run's losses. The service almost died earlier this year until the Indiana officials agreed to subsidize 10% of the losses. A more immediate concern is that many of the cars being used are old and without heat for the upcoming winter. Four have been scrapped and if the remaining 14 cannot be repaired or replaced service might be terminated! Hear that Doug!!

THIS SPACE IS AVAILABLE FOR ADVERTISING! CONTACT AD MANAGER

Humor: Greg LaRocca

FANATICS UNLIMITED

Perhaps there is no group on Earth more dangerous than Railfans. These freaks of nature live with just one purpose in mind: to take pictures of trains! In order to accomplish this goal, they will do anything. One particularly desperate group greased the rails on a steep hill, thus causing a heavy freight to stall, enabling them to get the best possible shots. Another maniac infiltrated the Little League as an umpire, and called time out whenever a train passed on some nearby track.

How does one identify a Railfan? A very interesting question! If you happen to be near a railroad, it is easy. These characters are given away by a 35mm camera strapped around their neck, a jacket with approx. 1000 railroad heralds sewn on and/or the tendency to go wild when the track vibrates, yelling, "TRAIN"!!! They are not above pushing people aside in order to get the best picture. However, if you are located about 5 miles from the nearest track the task becomes a little more difficult. Signs to look for however, are profuse sweating (withdrawal symptoms), foaming at the mouth and wild sobbing at the sight of a truck (except fire trucks, right Tim)

Medical science has done wonders so it is possible to affect a cure of sorts; the best therapy seems to be complete withdrawal from trains by locking them away in a place that hasn't any. The inner part of Outer Mongolia, to name one such place. It is also possible to ease them out onto plastic airplane models (Ugh!). Unfortunately, none of these is a complete cure because if they are left in the presence of trains for more than 3 minutes, they revery back to their fanatical selves.

RAIL HAPPENINGS-- The Rock Island R.R. in an effort to increase profits, service and efficiency is designating 400 miles of track in Arkansas and Louisiana as a "quasi-independent" operating unit to be known as "the Little Rock". According to the Rock it will be "treated as a separate profit center within our larger system, with locally oriented managers and rolling stock". Perhaps sporting a new herald or reporting marks?

MK

THE TEN COMMANDMENTS OF RAILFAN SAFETY

- I. Thou shalt ask permission before venturing upon private property.
- II. Thou shalt leave all things in the position they were found.
- III. Thou shalt leave only footprints, take only pictures.
- IV. Thou shalt not stand between the rails.
- V. Thou shalt stand back from moving trains.
- VI. Thou shalt travel at least 40' out of the way to avoid a standing strig of cars.
- VII. Thou shalt not climb upon equipment unless given specific permission.
- VIII. Thou shalt avoid electric track switches.
- IX. Thou shalt stay out of the way of R.R. personal and other railfans.
- X. Thou shalt not step on a rail.

RAIL HAPPENINGS: Associated Press (New York)

A railroad industry source says railroads don't foresee a major business upturn, although they are ordering thousands of new freight cars.

The source says the purchase levels are just returning to normal after two years of sparse buying. The previous low levels of buying apparently came as a result of over-purchase of cars during earlier periods of better business.

The source commented as industry organizations released figures showing orders for July totalled more than seven thousand cars--the second straight month that orders hit that level.

Railroads usually buy new cars when business turns upward, but this year, traffic has been mixed. There have been drops in grain, steel and coal tonnage but increases in new automobiles and flatbed carriage of truck trailers.

MT

ELECTION TIMETABLE

This is an early report on how we plan to conduct the election and because of its very special procedures we thought you should be informed:

- (1) Election postponement appears in September/October Hotbox (This issue).
- (2) Nomination form for President and Secretary appears in November/December Hotbox. Nomination deadline for Pres/Sec. is the issuance of Jan/Feb HB.
- (3) Nomination form for Auditor and Treasurer appears in January/February issue of Hotbox. Deadline for Aud/Treas. is March 1, 1978.
- (4) Candidates speeches and Ballots appear in March/April Hotbox. Ballot deadline has been set on April 30, 1978.
- (5) Results appear in May/June Hotbox possibly with reports from the victorious.

As of now this is the proposed ELECTION TIMETABLE. If, however, the schedule of the Hotbox is changed or the Executive Board further revises the schedule. An Announcement of the changes will appear in the next Hotbox.

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CLOSING DATE FOR ISSUE #146: November 1, 1977.

MAILING DATE: November 30, 1977

SHOULD BE IN YOUR HANDS NO LATER THAN: December 15, 1977.

IF IT ISN'T, WRITE TO ME (EDITOR) AND LET ME KNOW!!!

ALCO S4 CONVERSION

The following is a locomotive conversion given to me by my good friend, Bill Crain. He runs a local Hobby Shop under his own name and has been more than helpful to me.

THINGS YOU WILL NEED:

- 1--ATHEARN Baldwin S12 powered locomotive
- 1--AHM 1000 body shell (Alco)
- 1 AHM RS2 body shell (Alco)
- 1--Cal Scale diesel bell (BE 322)*
- 1-- Cal Scale number boards (NB 260)*
- 1--Pack Kemtron Alco handrail stachions (x-206)
- 1--Pack Detail Associates sunshades (SS-1301)*

YOUR TOOLS:

- Paint and Decals, etc.*
- Floquil: Engine Black, Daylight Orange & Crystal Cote*
- Micro-Scale RH-71, Code 8771*
- S.P. Tiger Strip or Modern Switchers*
- Testors body putty & styrene cement*
- *= OPTIONAL--Used only on SP unit's-or a freelanced version at your own dis-creation!

Once you have obtained all the parts I have listed, plus a razor saw, X-Acto knife, file, sandpaper, glue & an airbursh or suitable brushes you may begin.

STEP ONE: Remove the cab-hood and Battery Box assembly from the S12's frame. Remember to cut carefully as the frame is the basis of the model. Discard the rest, just keep the frame. Cut the longhood from the RS2 body, discard the cab and short hood assembly, then remove the endrailings from the RS2's snap in handrail sections unless you intend to make your unit H.O. 'able you will need these. Do the same with the Alco 1000 body but this time save both sections--cab & hood.

STEP TWO: Take the hood from the RS2 and fit it Over the Athearn mechanism. You should find it too tight. This is due to the frame molding. I corrected this by filing it down to the point where it slid over more freely. Also I removed some curviture from the motor's sides the same way with no ill effect's all all, however, be very careful if you do this. "I kid you not" or you can mount a different motor if you prefer.

STEP THREE: Snap the S12 frame in place, then remove the radiator detail and stack from the RS2's hood top with fine sandpaper and glue it in place. Glue the cab in place too and keep an even (or close) space at each end and let dry.

STEP FOUR: While you are waiting for the glue to dry, ver carefully, remove all casting's from the hood top of the Alco 1000--I mean the square radiator top, the four louvers, the smoke stack and the other 3 circular air "gizmoes". After making notes on their location, sand down the base of all items till only the detail parts remain. After making sure that fit flush in place on the other hood, glue them in place. You can fill in any irregularities with body putty. When this is dry apply the Kemtron handrails as instructed or use a regular Athearn handrail set for the S12, however, I think Kemtron's look better!

STEP FIVE: (OPTIONAL); Before you paint you may wish to apply the bell, number boards and sanchades. See page 230 of the 2ND. Diesels Spottor Guide for proper locations.

STEP SIX: Fill in any gaps in the body. Especially at the rear behind the cab--I used card stock and body putty where needed. (cont'd next page)

Then paint and decal according to your instructions. Once you have done these things your switcher should really be taking form.

Once all the bodywork is done and the unit is painted black, you should give the unit a coat of Floquil Crystal Cote. This will make the unit ready for decaling--but no matter what road you do paint it for remember the Crystal Cote. The reason I endorse this product is because the way the decal film seem's to disappear into it, try it! And I promise not to say, "You'll like it."

Finally paint the stack silver (for SP) but leave the sides black and add your choice of couplers.

Now if you have had any luck at all, you will have a close S4 or semi S6 for the SP. Also you will be the proud owner of a locomotive that is not on every layout in the USA!

PROTOTYPE HAPPENINGS--

The Interstate Commerce Commission (ICC) on Wed., March 2, 1977 denied a bid from the Milw. Roa to merge into the BN.

The Milw. Road petitioned the ICC in July to allow it to join the BN because under the terms of that merger in 1967, the Milw. Road was given the right to seek inclusion into this line, however, the BN has opposed any such inclusion.

The ICC ruled against the proposal because they said that the 1967 merger did not severely affect the Milw. Road's business and that the current merger proposal would destroy needed competition between the two lines.

Several incidents have been reported in your local rags concerning crime and vandalism plaguing train crews, I'm sure.

Three incidents that hit rags all over the country prove how bad it really is: (1) In Kansas City, an engineer was hit with a bottle on the head in his cab and died by a person there. (2) In Chicago, last July, a fireman was fatally injured when a beer bottle shattered his cab window spilling glass in in face and cutting an artery in his neck. (3) In parts of Pennsylvania & New York, snipers regularly shoot at trains that train crews must take cover on the floor when passing such dry-gulching territories.

Robbery is also a common occurance on trains and that crews have starting stringing barbed wire across cabooses to prevent thieves from boarding slow trains.

The AFL-CIO's executive council has been instrumental in locating special protection devices to protect the crews and they are currently pushing for installation of bullet-proof windows in loco's and crummy's that will be able to stop bottles, bricks & 22-caliber bullets.

What this all boils down to is that the railroads night start looking down on railfans who supposedly only want to take pictures of their power. So if you suddenly get kicked out of your favorite railfanning spot or you see an engineer duck in the cab as he passes you, consider the railroads point of view and show them that you mean no harm. On the other hand, if you see anyone throwing things at trains or attempting to "lift" something from one, contact the local authorities immediately as he/she is ruining all our chances for railfanning and the enjoyment of our hobby!

Soviets Enter High-Speed Rail Transportation

The ER-200, a sleek bullet-shaped 14 car train made of aluminium alloy capable of doing 127 mph., will run between Moscow and Leningrad (434 miles) in about 4 hours. The train has an autopilot which automatically slows it for stations and then speeds it up again. It has a 3-way braking system which will stop it in 1 mile from a speed of 124 mph. The cars are powered each by 10,00 kilowatts & that's a lot of juice for a 14 car train! MK

Officer's Addresses--

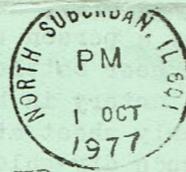
PRESIDENT MARK SOLOMAN, 6 Bayberry Branch, Casselberry, FL 32707
 AUDITOR John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360
 SECRETARY Douglas Johnson, 335 Brandt Hall, Valparaiso, IN 46383
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 CIRCULATION Eric Sandor, 744 Prospect, Winnetka, IL 60093
 ADVERTISING Mark Kaszniak, 4818 W. George St., Chicago, IL 60641
 TYPING Mark Kaszniak, (above)

Membership Rates--\$4.00 per year, Associate (over 21) \$3.50, overseas airmail \$8.00, Sustaining & life memberships also available. The Hotbox is the official publication of the Teen Association of Model Railroading and it presumes that all material is submitted gratis.

TAMR HOTBOX, The Un-magazine of Railroading
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