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FORM
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THE TAMR HOTBOX

TRAIN ORDER NO. 146

NOVEMBER/DECEMBER

1977

TO ALL MEMBERS

AT ALL

STATIONS

X OPR M

MERRY CHRISTMAS!

AND
HAPPY
NEW
YEAR

EACH PERSON ADDRESSED MUST HAVE A COPY OF THIS ORDER

MK

MADE Complete TIME 12:01 M EDITOR & HIS STAFF OPR

FROM THE CAB

Wee the TAMR is alive. Maybe. This office has noticed a sharp increase in the number of letters brought to this address every morning by that friendly? government man in blue. However, what's more important to me than just the sheer volume of response, is that it is coming from people who have never written before. Sure it's nice to get cards, letters and articles from John Huey, John McGreevy and Tim Vernande (to name just a few), but it's better to get cards, letters and articles from Gerry Dobey, Ted Bedell and Fred Lepage (again, to name only a few). The reason? The first three are fine, capable members who have contributed a lot to the TAMR. The second are fine, capable members who can contribute a lot to the TAMR. Every organization needs to flush out the old, worn-out ideas from time to time, and replace them with new ones. Each member is unique, and brings their own ideas, thoughts and expressions into the TAMR. That is why you will almost never see two articles by the same person in the same issue. We are a diverse group, and the Hotbox should reflect that.

This recent flood of correspondence does indicate a revitalized TAMR, but things could be livelier. How about a monthly Hotbox? With pictures? How about more conventions, fan-trips and mini-ventions? All of these are possible. However, each will take additional effort, from each of you. As an associate member, I have little to do with running the TAMR. That's what your officers are for. If you want a monthly Hotbox, pictures, conventions and alike. Tell your officers (TN: Their addresses are listed on the back page of every HB.) They are the ones who make the decisions. If you don't like their decisions, there is an election coming up. Once again the TAMR ball is rolling, but if it's going to keep rolling, it needs a lot of people pushing it.

Hopefully, this will be the last "pep talk" editorial for awhile. Next issue--Conrail as a prototype. Also in the next issue, we will be starting a "letters to the editor" section where you can blow off your steam. All letters must be signed to be published; however, we will withhold your name on request. Letters should also be a maximum of 200 words. Closing date for next issue--January 3, 1978.

P.S. Couls also use some more getting to know you features.

FROM HB TYPIST--

TYPOGRAPHICAL ERRORS

The election schedule for the election of new officers has been changed by the EXECUTIVE BOARD. Here is the new schedule-- Nov/Dec issue-- TAMR survey. Please fill this out and mail to person indicated. Jan/Feb issue--Nomination Form for all offices up for election. March/ April issue--Ballot enclosed plus candidates speeches. May/June issue-- Election results and survey results.

Originally some articles in this issue were not scheduled; however, we have found the "lost Hotbox" and most of the articles in that issue are included here. Others will have to wait for space or re-stenciling. Finally, we wish to acknowledge those authors who have been waiting over so patiently for their articles to appear--K. Bitten, J. Huey, G. LaRocca, J. McGreevy, J. Tally and T. Vernande.

The idea of a monthly Hotbox has been proposed by our editor; I am willing to go along with this idea as long as the issues don't become too large. I suggest if we go monthly no issue should be larger than 12 pages, except for special occasions. I also suggest the norm should be about 8-10 pages. If these suggestions are followed I feel I can provide you a Hotbox every month; however, if the issues are larger, additional help may be needed in order to put out the HB

John McGreevy, TAMR Auditor

AUDITOR'S REPORT

Fellow members and officers: I intend to let my term run out as auditor of the TAMR. I am announcing this so all members will know that they have an equal chance to win this office and at the same time won't have to run against an established member. I think it is really the time for a transfusion of new blood in the system. Personally, I feel that we (the present officers) should not hang on too long. We've had our day. I would rather devote my time to the solving of some of the serious problems facing the TAMR and not just nailing letters. I enjoy working for this organization and I believe that you guys are really trying. However, it is up to the main body of the members to show that they really like the TAMR. We can help, but we can't vote for the membership or ask their questions. However, we must encourage participation and put out a publication they will want to be part of. Mark Tomlinson, I know how difficult your job is going to be. I have seen three other editors give it their all and as editor of the regional publication out here, I know how hard it is to garner up enthusiasm.

Recently letters have been pouring in as a direct result of our advertising in the various hobby publications. This is great and essential to the TAMR. However, we must convince members to stay after we have got them. Doug has told me that our turnover rate is embarrassingly high. Think how many members we would have if 75% of those who signed up stayed around every year. We could be near 500. At one time we were approaching that level. We had photos in the Hotbox. However, if this isn't a workable situation I'd rather forget the whole thing, stop wasting time and either work on my layout or start a small newsletter among those of us who really care. Most people who join are organizations are looking for help with their individual layout problems. Most are shunned by the present hobby publications because they are kids. These people are looking for an organization in their own age group to relate to and to help them solve their problems. This is why we should try to display the Question and Answer column more prominently. Presently, I've got three people waiting for help and we rarely receive questions.

Another point which I've heard expressed is that we can not have photo's in the Hotbox. However, we have them in the Western Region. I believe the Hotbox should do the same. I know it isn't easy but we have over a hundred members, certainly, and I know that there are good offset prices available when you do over a hundred. (TN: The problem is not in the offset places themselves, it is with the members, we have no photo's to publish. Photos were being accepted by our former editor before he retired and nothing happened. Perhaps we should sponsor a photo contest, or better yet write a letter to the editor expressing that you would like some of your photos printed in the Hotbox. 5x7's or other such sizes will be considered. If enough requests are received the editor might decide to run some photo pages)

We should not give up yet, but we should go for broke and try to put out a publication and services that the members will enjoy. I invite your comments and criticisms--anything to get us talking and figuring out: (1) Is it worth it and (2) How can we do it. Model Railroading is Fun. Let's keep it that way and perhaps make it better for all!!

Ray Hakin, TAMR Treasurer

CHECKS AND BALANCES

Previous Balance	\$91.65
Income +	\$135.50
Expenses -	\$70.31
New Balance 10-15-77	\$156.84

It looks as if the TAMR is once again rolling. I have received most of the income since Sept. 1, 1977 and it appears as if the publicity thru hobby publications is paying off.

THE GREAT RAILROAD CAR REWARD!!

Did you ever wonder what happens to those old worn out cars on the "real" railroads? Do you ever wonder what you can do with those cars on your pike that just have no "life" left in them? If you have this article might be just what you have been looking for!

What really happens to those cars which are no longer "useful" to the railroad any more? They certainly don't give them gold watches, a pat on the back and retire them with a nice pension after many faithful years of service! Why no!, they scrap them, of course. Or rather they sell them to salvage yards which scrap them then in turn sell the scrap for whatever they can get. So then, this article deals with salvage yards--a great place to get rid of those old cars which don't run "right" anymore.

The salvage yard on a model railroad is just about the only industry that can conduct business, while others seem to conduct it, the salvage yard really can. "How", you ask. Let's suppose you have a terrible wreck on your pike, for example; a caboose derailed on a deck bridge on the summit between two mountains and goes plummeting to zero elevation right in front of your brand new tunnel portal. You now can dispatch your trusty work train to pick up the mess before the 8:30 express train comes thru. So, you load the caboose in a few empty gons, you brought just along for that purpose, and return to the yard. The gons are then assigned to the next local going by the salvage yard and they are dropped off there to be scrapped for a good cause, of course.

For the building of a truly prototypical salvage yard, much space is needed but one can be well represented on your pike with a little "selective compression" on your part. To estimate, the bare minimum amount of space needed is a spur capable of holding two cars and enough room on one or between the sides for a medium-sized industry. Surprisingly the more oddly shaped space available the better the salvage yard will look!

One absolute essential for a salvage yard is a crane. It can be stationary model or one that can be used on the tracks. You could even lease your work train's crane to the salvage yard with an agreement that it must be made available for any on-line wrecks. This way if your pike is low on derailments you can have the crane do something, rather than having it rust away sitting on a siding.

Practically all salvage yards have a tall fence around them. This fence is to keep the scrap in and the people out, thus avoiding as much stealing as possible. This tall fence which completely surrounds the yard gives it a definite shape and except for the entrance of the tracks and the gate that can be opened to permit scrap trucks and employees to come and go, the fence has no openings. What so ever!

Salvage yards usually contain some sort of building where the boss can keep his books and the employees can keep warm in the winter months. This building was probably obtained a long time ago in a deal for some scrap where in the railroad also wanted to get rid of a no longer used building and thus sold it to the yard with the scrap as a package price.

Some of the more interesting details that are usually around salvage yards are the "no photo" signs and even sometimes nasty men to keep those pesky railfans out! An interesting little scene can be made in having a railfan climbing the fence to get a picture of that almost non-existent diesel that has been just delivered to be scrapped!

The one thing you will find more of than anything else in a salvage yard is scrap! It is all over the place, usually stocked in piles. The piles can contain all of one thing such as old brake wheels, sideframes, Etc. or they can be a combination of this and that. (continued)

A LETTER TO THE OLD EDITOR

I read with interest the article in the last Hotbox about Airports on Model Railroads. The author, in talking about airlines mentioned that they can be included in any "past 1903" era layout. While technically this is true, I feel that I should point out that the first regularly scheduled airline in the U.S. began operation only in 1919, and that only about 5000 passengers were carried in the U.S. in 1926. Even by the 1930's there were less than 500 planes owned by domestic air services. So except for layouts in the 30's and later, airports would be surprising, to say the least, on a layout. Let them land in farmer Jenkin's field! This would have certainly have been more commonplace!

As for the airplanes making the railroads less important, this too is open for debate. The fact of the matter is that in 1970, airlines carried only .18% of intercity freight traffic on a ton mile basis. The figure is actually less, since airlines have generally longer runs than railroads. Furthermore, much of this air traffic is new traffic which never moved on surface carriers. Since airlines carry mostly small, ver. high value items, and since railroads carry large loads and mostly low value bulk commodities, little interchange occurs between these two carriers. Rather, much of the traffic interchange is between trucks & planes. (Incidentally, much of the traffic diverted from other modes to air has been diverted from trucks, due to their similar transportation characteristics. Needless to say this is a point the airlines favor!) As was stated in the article, air service users are predominantly manufacturers of perishable items which need to be delivered very quickly. Let's face it gang, the railroads don't normally get this traffic. As for those important rush orders, e.g. meat, they don't put 20 tons of it on a plane. Rather rush orders are kept small because the air rates are so expensive.

Now, passenger traffic is a different story. Until the 50's railroads still had most of the passenger traffic. This is because business travelers used the train. Now business travel makes up a large portion of the for-hire passenger market, so when airlines switched to jets, they got the bulk of this service. So airlines are the culprit responsible for the demise of the passenger train (TN: And now we have Amtrak!). However, this also means you can have a good deal of rail-air interchange on your layout! If the airport is large enough, you can put in separate station and maybe even run some special trains, e.g. to bring important diplomats, etc. from the outlying airport to your Union Station in the heart of the big city. Use some modelers license if you don't have a city!

If you are in O or S scale, look around and see if you can find the old Bachmann "Plasticville" Airport Control Tower & Terminal & Airplane Hanger. I had an airport on the old Lackamoney Transportation Corporation's railroad using these structures, a Lionel airplane used as a flatcar load and one of those "old" cropdusters. I even had helicopter service! The runway, except for about 200 feet of it, was painted on the wall. This is a sneaky trick I know, but I was not about to give up any railroading room. In fact, if I had to scratchbuild everything as the author suggested in his article, the whole airport never would have gotten off the ground! (Pardon the pun)

Also, he suggests kitbashing a R.R. station to make an airport passenger terminal. Be careful with this! A Union Station type structure is OK but but your typical small town station, with it's extended roof line (to keep passengers standing on the platform from getting wet) is strictly railroad and should not be used.

Now a few comments about Mark Morgan's SP in New Mexico article. I liked

Kenneth Britton (cont'd)

it, but was surprised to find no mention of the Gadsden Purchase in it. As you probably know from your history books, this is a tract of land in southern Arizona and New Mexico, south of the Gila River. After the Mexican War in 1848 there was a dispute about the boundary between the two countries but more importantly there was a desire for a southern route for the proposed transcontinental railroad. Thus James Gadsden, a railroad promoter, and U.S. administrator to Mexico negotiated for the land and the U.S. bought it for a cool 10 million in 1854. Although this route cancelled the mountains to the north, the plans for a southern route were tabled with the outbreak of the Civil War. Eventually, the SP used the southern route, and all land on which SP tracks were built south of El Paso was part of the purchase.

I certainly hope some of these comments are of interest to our members. Despite my comments, I thought that these were 2 of the best and most interesting articles that I have seen in the HB, and I hope to see many more where that came from! In fact, they must have been good to get me off my apathetic & *\$% long enough to write this article!

Question & Answer column: Jim Talley

THE TAMR DOES ANSWER YOUR QUESTIONS...(IF WE CAN GET THEM!!)

In the Sept./Oct. Issue of the Hotbox, John McGreevy introduced the "Question & Answer Column" but it seems that we have a little problem... Now we don't think for one minute that the majority of you out there have NO questions to ask! I know that I myself haven't received any, John said he has a "few" and I don't know about the other 2 or 3 "experts".

Maybe if I explain how this new column works--You see, you send in questions you have that have been plaguing you about your pike or this organization and we will attempt to answer them to the best of our ability.

All you have to do send send your questions to: John McGreevy, 738 Camino Durango, 1000 Oaks CA 91360. John then attempts to answer them, if by chance he can't, he will send it along to one of his "experts" (I use the term loosely) to have it answered. After a question has been answered, it is sent directly to the HB Editor to be put in the next HB, so all the members will be able to see the question & answer to avoid possible repeat asking of the same questions.

Now that you realize that We realize that you have questions to ask there will be a flood of mail arriving soon for the Q&A Column, Right! I am sure it is worth the 13¢ stamp to find the solution to something that is puzzling you.

Mark Kaszniak (cont'd)

The condition of the scrap is quite stomach-turning to say the least, it ranges from rusted and corroded to grimy and oily to a combination of both.

A simple way to make piles of scrap without totally scrapping everything on your pike is to first make a rough shape of the pile with cardboard, then glue your "scrap" all over the top surface, then spraying the pile with rust, grime, dust, etc.

I hope this article has provided you with a few tips on making your own salvage yard. Just remember 3 basic rules in building it and it will look prototypical--(1) Nothing must look like it was intended to be placed there except for track, fence and offices. (2) Everything must look like it would be totally useless to a railroad, (3) Everything must look like it has been sitting in the same place for years and the ending of one scrap pile must look like the beginning of another like there was no starting or stopping point to the scrap.

CAJON PASS

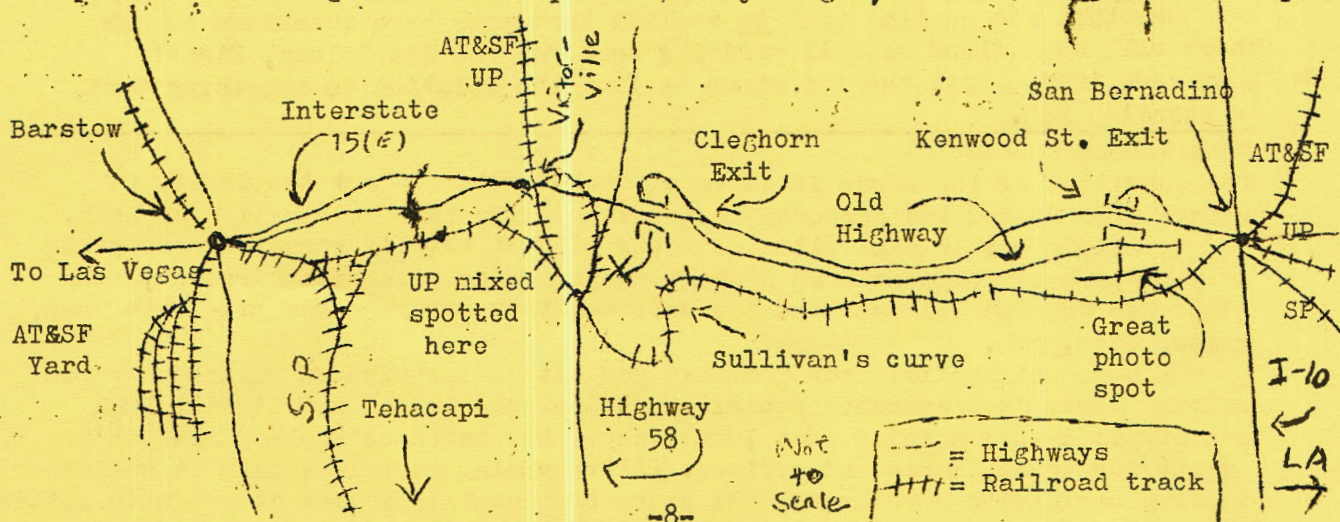
I have just come back from a very eventful trip to Cajon Pass and I will attempt to share it with you:

We got there about 10:00 AM, right off I-15 at the Kenwood Road Exit (See map). You wind up on old Highway 365--this is a stone's throw from track side but please never throw stones at trackside especially at passing trains. At 10:25, we saw a speeder stop and the worker turned a switch. Then a AT&SF work train backed toward us, downhill yet! A CF7 & GP35 powered this train, of the consist there was a big hook, a snowplow, and a very interesting crummy--it had a steam whistle on the roof--I waved and the conductor blew it. It really was a nice sound.

Then it was quiet. We decided to move eastward to Sullivan's Curve--Take the Cleghorn Street exit off I-15 and follow the dead end road about 300 yards, till it turns to dirt, then park and you are at Sullivan's Curve. Here we waited and thus proving the theory that "all good things come to those who wait" we were rewarded with two AT&SF freight's. One of these freights contained your standard everyday--run of the mill type cars, the other was a TOFC freight. Of the nentioable notables of these freights were a U36C and a F45, they beat the SD45's we usually see thus giving us some variety. As for the rest of the trains we saw today, they were of the same type, oh yes, by the way all the trains are short and fast in this neck of the woods.

About the only outstanding thing we saw today was a UP mixed, with 17 containers, 10 various cars, and two UP coaches ahead of the hack. That was the train size now dig what was up front (in order) starting with the lead unit: SD40-2, #3125, DD40X #6938, SD40-2 #8062, DD40X #6932. That is a total of 18,200 available horsepower at the railhead. Needless to say, Bill, Chuck & myself chased this train across the desert at speeds that hit 85 mph. at times. We also managed to get about 40 pictures of this train before we were through.

If you ever go to Cajon Pass there are 3 very good photo locations as indicated by the map. Number one is Sullivan's Curve because of the location--there is plenty of warning in both directions as the trains approach, also you have a dual mainline and 2 different curves. Next is either of the two stretches of "old highway" depending on which way your coming. Number three is Kenwood's lead to the old highway--this parallel's a ridge that makes pictures easy to get, with a fantastic backdrop.



PRES. PACIFIC

Kitbashing an AHM Heavy Pacific into a B&O class P7 Presidential Pacific is an easy-to-do conversion, and it is well suited for a modelers first kitbashing project. Before we go into the details, however, let's examine the history of these interesting passenger locos.

In 1927, the B&O ordered 20 Pacifics from Baldwin. These engines, class P7, were based on the PRR's K4's class. Painted olive green with red and gold trim, they were named for the first 20 presidents of the U.S. They bore road numbers 5300 to 5319.

Sometime in the late 30's or early 40's they were rebuilt with Emerson water-tube fireboxes and dual cross-compound air compressors mounted on the pilot deck. They were repainted royal blue and were reclassified as P9b. (or P7e depending on the source, however, photo's of P9b's were seen in Railfan magazine, Winter 1974 & Winter 1976) They were all retired by the end of the 50's.

For those who desire the P9b version, you're in luck. Tyco has a Pacific in the right colors that is an exact duplicate except for one thing; the bell must be remounted on the smokebox front. For those who want the P7e Pacific you'll need the following parts:

One---Cal-Scale #190-244NP. B&O Plates.

One---Kemtron #390-34X. Side mounting Bell

As for the engine, you have a choice here, AHM has 2 B&O Pacifics available. One is black and has a long-haul tender. The other is blue, gray and black and has the correct style tender. If you use the former version, you'll have to order a tender from AHM and repaint and letter it for B&O. (I used this engine by the way and have yet to order the tender) The latter engine presents a little bit of a mystery. According to Model Railroader, the B&O never had any engines in the blue, gray, black scheme. Yet according to B&O fans, they did. At any rate it is an attractive engine, and I recommend using it. Well, now to the actual kitbask.

First of all, remove the smokebox front from the engine. Then, cut off the bell and remove the headlight casting; be careful here, you'll need that headlight later. Okay, now that we've removed those 2 items, let's get to work. If any of the bell bracket or headlight bracket remains, gently scrap it off. Now, file down the back of the headlight casting 'till it resembles fig #1. Remember to remove the lens before you do this. Now glue the headlight on where the bell was, fig. #2

After the glue has set, spray the smokebox front black. This is important, if you spray the paint it will match the rest of the engine, if you paint it, it won't. After the paint is dry, put the lens in, see how much protrudes out the back, and trim it flush with the surface. Now remove the lens and paint the headlight housing silver. When dry, put the lens back in, if needed, glue the lens in, and put some contour putty on the back, if necessary.

After the putty dries, paint the back of the casting with engine black. Now we'll mount the B&O plates. To paint them do the following: First paint the first (not the sides) with engine black. Don't worry about covering the raised design with paint. When the paint is dry, rub the front over fine sandpaper a few times. As you can see, the paint is removed from the raised design thus exposing the gold color. To mount the plate, epoxy it into the smokebox front where the headlight hole is, fig. #3

Modelling: Greg LaRocca (cont'd)

The last step is to mount the new bell on the smokebox side. Paint the bell with engine black. When dry, drill a $1/16"$ hole approx. $1/8"$ above the handrail and $1/8"$ away from where the smokebox meets the boiler on the left side, fig. #4. Epoxy the bell in place.

Well, there you have it, B&O class P7 Presidential Pacific. By the way, if you were to take an AHM Heavy Mikado, modify the smokebox the same way, add an MDC Vanderbuilt tender, number it in the 4000-series, you'd have a pretty nifty B&O Q4b Mike. Soon in the Hotbox I'll tell how to kitbash a F3 Phase IV/F5 unit.

FIGURES

Figure #1

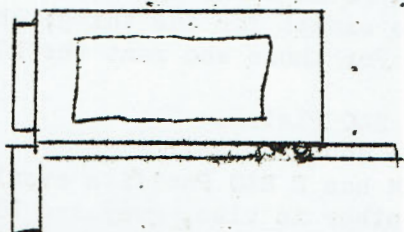


Figure #2

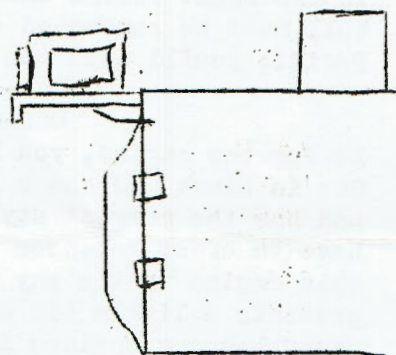


Figure #3

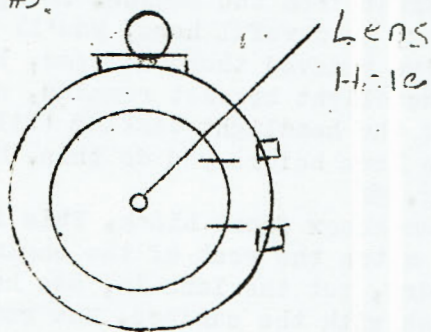
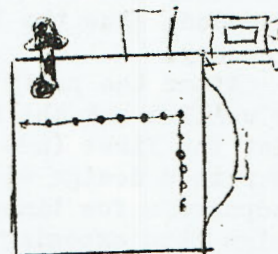
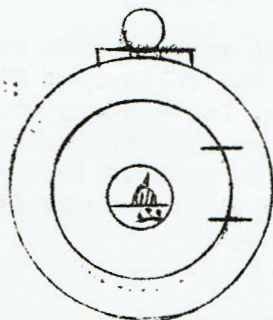
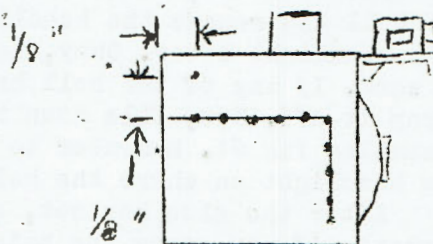


Figure #4



GENEVA SOUTHERN LINES

The Geneva Southern Lines (GSL) is a large class one railroad which hauls coal as its main source of revenue. Traffic originates on the great Fox River in Geneva. However, the GSL also hauls various other forms of general freight.

Typical car movements are something like this: Barges from the Mississippi River are run down the Fox to the small town of Elmhurst. At this town there are dock loading and unloading facilities. The barge that has just come in is for unloading, let's follow the progress of the cargo. At the dock, switch crews, limited to a single engine--a GE 44 tonner--because of tight curves and delicate switch trackage, are unloading the goods. This usually takes from two to three hours. The goods are then loaded directly on to railroad cars on the adjacent track. When this has been completed, the GE-44 tonner shuffles the cars in order, then the engine will shove the cars all the way up to the grain elevators (see map) so a local can pick them up.

A few hours later, a new GP18 (done up in the roads new colors--blue & white) comes by with a way freight. He gets right to work picking up three loaded cars and five empty ones. After almost a half hours work, he pulls away with his reassembled train. Then he begins to head for Chattanooga (25 miles away). Upon arrival here, he throws the switch for the J.D. Coal Co's main mining facility. The facility is to receive a hopper, the train quickly drops this off and is on its way.

The train loops around the mountain range and heads to Nashville. Here the train is to change crews. After a brief 15 min. layover, the train departs again. The engineer has the throttle open to 25 mph. and keeps it that way all the way thru Paducah. At Paducah, there are many industries that receive rail service, but he is not stopping at any today. After coming to some small rock terrain, the engineer slows the train down to 20 mph. There before his eyes is the Geneva yard tower. The engineer slows down to yard entrance speed--14 mph. The five track yard is wide open for the engineer and his train so he pulls right in.

Here the train gets checked at the yard offices while the engineer heads for the engine facility where they even have a hotel for tired railroad men.

During his rest, the yard crews are busily making up his next train. However, this time he will pull out with 15 cars behind an FT diesel. The engineer will also stay in the Geneva area and switch many factories in the area, then he will head to the dock area once again to pick up those empty cars (which are now loaded) that he dropped off before. However, this time he will drop many of them off at Paducah. And so this cycle of car movements goes on and on and on...

At present the GSL is under construction; many things still need to be installed. Such as a complete block system--with operating signals and scenery to be finished. At the present time, visitors are not allowed to come and visit, but this policy will be changing in the future.

The motive power of the GSL consists of the following units: 2 GP18's, 2--4-6-2 Pacifics, one 2-8-0, two FT diesels, one F7 A unit, One F7 B unit, one GE-44 tonner, one SW1 and one SW1500.

See the enclosed map for exact places of towns and buildings, the map represents the GSL in the early 1950'ss. (Map is on following page--TN)

FROM THE AD MANAGER--

I wish to thank all those who have submitted ads for this issue. This ad money goes for the paying of the Hotbox plus photo pages--a rarity in the Hotbox. Keep those ads coming. Deadline for Jan/Feb issue is Jan 10, 1978.

G
L

— Mainline
++++ Trolley

Geneva Southern Lines
Room Sixe: 11' by 13'
Scale: HO

Legend

- A = J.D. Coal Company
- B = Passenger Station
- C = Lumber yard
- D = Freight Station
- E = Passenger Station
- F = Water Tower
- G = Yard tower
- H = Grain Elevator
- I&J = Dock Area
- k = Engine service facilities
- L = Town of Nashville
- M = Furniture shop
- N = Meat Packing Co.
- O = Candy Company

Fox
River

GENEVA YARD

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-EIMHURST-

GOAL H

RAILROAD PHOTOGRAPHY

(The following article is on railroad photography, a subject touched on lightly at best by this publication. This was mainly due because of the lack of a qualified person to broach the subject. However, we have now found such a qualified person and aside from being our last editor, he is a highly respected railroad photographer in the TAMR. Those who have viewed his slide collection can surely attest to this; however, he does not have to rely on those merits as he is also the photographer for his township's fire dept.

Now without further ado, we present this article. One final note, if enough reader response is generated, we might persuade Tin into making his comments on this subject on a more regular basis. --MK)

Buying a Camera and Beginning Photography--

Reading: Any modern photo introduction. One of the best is Paterson's Book of Photography, but almost any that is no more than 10 years old is OK.

Central to all photography is a camera and lens. You can have your film processed, prints made and so on, but you can't escape taking your own pictures. There's no easy answer to the choice of a camera, for what's important is that it fits you. To find out what you need, you'll have to visit your local store and talk and try out the various models.

There are a bewildering number of models available, which will most likely heighten your confusion. However, I am going to narrow it down by saying: get a 35mm single lens reflex (SLR). An Instanatic, 110, or so on is OK for a while but there are too many things you will want to do but they won't. If someone gave you a 120/220, you can use it, but these things are too expensive to buy for a first camera. There are 35's available from \$130 and up. So, herewith is a listing in said manner:

"Budget" cameras: \$130-200, basic system cameras with lenses and other accessories available, but often lacking high shutter speeds, self-timers and other such gadgets: Minolta SR-T200 or 201, Pentax K1000, Rollei SL35M, Fujica ST605 or 705, Canon TX and Miranda REII.

"New Generation", recently introduced, compact cameras using modern technology, priced much like (or below) older middle line models, yet often with full automation or other top-line features: Usually \$250-350: Canon AE-1, AT-1, Pentax ME, MX, Olympus OM-1, Minolta's new line to be announced in the fall.

Middle line, \$250-350, with which you can do almost anything: Pentax KX, Canon FTb, Minolta XE's, Fujicas, Nikkormats, Nikon FM, Konicas, and Mirandas. The bulk of available cameras fall here.

Top line, \$400-up, with special features like removable prisms, they cannot necessarily do more than other but are more convenient. Also very expensive, long snob items: Canon F1, Nikon F2, Minolta XK, Contax RTS

Upper middle: \$350-450, usually automatic models, Olympus OM-2, Pentax K2, Canon EF, Nikon EL2, Chinon.

This is a small listing of what is readily available. In my opinion, if you have the money, one of the new generation cameras is the best choice. They have full line features for less money and are small enough to carry around for a day without breaking your back.

How to choose a camera--now that you have an idea how much you can spend and what you'll get, visit your local store and talk with them. Check out the way each manufacturer has arranged switches, buttons, meters, lens mounts and so on for the one that you feel comfortable with and will work for you. As long as you have some good name (I've tried to include all of them above, one not listed is either not a real system or missing modern features, like Vivitar, or not too well constructed, like Yashica), you are OK. There are also continual floods of smaller brands which are OK in themselves but don't fit anything or have no service around.

(cont'd next page)

Railroad Photography: Tim Vermand (cont'd)

A Nikon is not necessary to be a good photographer, whatever you've heard or read. What is important is that the camera works for you and you know what to do with it. Buy your camera in a local store, not by mail. It costs a little more, but you are spared continual hassle, damaged packages and so on. If your store cares about its reputation you're ok. It would be helpful to read advertising, especially technical folders, to see which camera has the features you want (Caveat; you'll soon learn they have all the best lenses and construction and so on).

Be sure your camera comes with a 50-55mm lens. You don't need an expensive black finish; and buy a case only if you have to or it rains a lot (or dust storms or snows).

When you buy the camera, get a lens hood and a yellow filter for it also. Some film would also be nice--Kodak Plus X (Tri-X if it's cloudy) or Ilford FP4 (HP5). Be sure to read the camera manual carefully; it will tell you how to load it, determine exposure and so on. Most moving trains require 1/125 shutter speed, if you're in a yard use 1/60 (You can always use a higher shutter). On sunny days, the yellow filter will make clouds show up better and generally improve your color tones. The shade will keep your lens from getting dents, protect it a little from water spray and keep oblique rays from causing flare.

To find good angles, look at pictures. In addition to railfan magazines, check car, plane and boat pictures for ideas. There's nothing wrong with moving around to look for a new angle.

When you finish a roll of film, have it developed, returned uncut and prints made. Keep them in whatever they come in until the next issue. The printing process corrects for some exposure errors, so examine the negatives closely to see if they're too dark or light. Don't try slides until you get consistently good negatives, and when you do, don't use that yellow filter! Write down what you use in odd or new situations, and compare with your film. This will give you a guide for what to do next time.

If you want to read some camera magazines, start with Modern or Popular Photography. These are both heavily equipment-name-oriented and tend to repeat their contents. Both publish useful camera comparison charts and have a lot of basic material; also lots of BS about how marvelous they are and so forth. If you want to read something more advanced, try US Camera, if your into ecology, social awareness and photos as lifestyle, Camera 35.

In no case should you subscribe until you've read them for a while. Also reread your introduction book and get those technical terms down. Travel, talk to photographers and write me with any ideas, suggestions, comments or questions you may have. Remember: this is your thing, so don't listen to some one else tell you what to do; listen to experience but don't let it give you the dills. In the next issue, I'll talk more about film and how to store it

--TV

OF PROTOTYPICAL INTEREST--

"Floridian" to be dropped!!

The Floridian, the Chicago-to Miami passenger route, will be dropped beginning Jan 19, 1978. This is due to the "belt-tightening" that Antrak has to do in response to the Congress not voting all the money they asked for. Antrak says that the Floridian was one of the systems biggest money losers, according to Antrak it ran \$10 million in the red last year. Antrak is considering dropping other routes around the country in order to balance it's budget. It just goes to prove that balancing your budget in the railroad business comes before anything else.

Compiled by Mark Kaszniak with suggestions & questions from many others

OFFICAL TAMR SURVEY

The idea of a survey has been proposed among the officers of the TAMR and others for the past year or so. Northing was done about it, until now! This survey is designed specifically to find out what you--the member-- want out of the TAMR in the upcoming year. This survey also serves as an evaluation of the present TAMR and to find out if you are willing to devote your time to the improving of this organization.

All I ask is that you take a $\frac{1}{2}$ hour of your time to answer the questions, then to tear this survey from the Hotbox, place it in an enevolope, affix a stamp and mail to the person indicated at the end of this survey (by the deadline, of course).

Furthermore, the results of this survey will be published in the Hotbox when space permits on a percentage basis. Any interesting ideas of which will help the TAMR, will also be published. However, no names will be released for any purpose except under the written permission of those people who wish their names reveiled. Finally, this survey will be used by the new incoming administration in detormining where the TAMR can be improved to further benefit you. REMEMBER: If you don't answer this survey, you will have nothing to gripe about when the new officers do something you don't approve of!

Survey Questions--

(PLEASE PRINT ALL ANSWERS)

Section One: Background

1. Present Age: _____
2. Favorite Prototype: _____
3. Are you more interested in the prototype or modeling aspects of the hobby?
Check one: Model _____ Prototype _____ Both equal _____
4. Your Region: _____
5. Layout Statis: _____
6. Have you ever submitted an article to Hotbox? _____ Yes _____ NO

+++++

Section Two: Your Evaluation

(Please check one and only one answer to each question in this section)

7. Are you satisfied with what you are getting for your dues in the TAMR?
_____ Yes _____ No _____ Undecided
8. Are you satisfied with the way the TAMR is being run?
_____ Yes _____ No _____ Undecided
9. Are you planning to renew your membership? _____ Yes _____ NO _____ Undecided
10. Are you satisfied with the way your Region is handling it's operations?
_____ Yes _____ No _____ Undecided
11. Are you satisfied with the way the Hotbox is presently being handled?
_____ Yes _____ No _____ Undecided
12. Are you satisfied with the way elections are being conducted?
_____ Yes _____ No _____ Undecided
13. Are you satisfied with the programs the TAMR sponsors? (i.e. Annual Confab, Committees, etc.) _____ Yes _____ No _____ Undecided
14. Are you satisfied with the way the Directory is prepared? _____ Yes _____ No _____ Undecided

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(Continued on next page)

Section Three: What do you want?

15. Would you like to see the associate members be given the rights of full membership in the TAMR, as long as the younger modelers are given their fair voice in the running of the TAMR? ☐ Yes ☐ No
16. Would you like to see the Hotbox expanded to 8 issues or even to a monthly schedule? (check one) ☐ 8 issues ☐ monthly ☐ Leave alone
17. Would you like to see additional programs introduced to the members? (check one) ☐ Yes ☐ No
 (a) If yes, What would you like to see? (Check as many as desired)
☐ Phot-Exchange ☐ Railroadiana ☐ Pike Registry ☐ Member Aid ☐ Trains on Stamps ☐ Other, Explain _____
18. Would you like to see a post established to preserve TAMR history? ☐ Yes ☐ No
19. Would you like to see a post established to see that the TAMR is promoted on a regular basis in model magazines, conventions and hobby shops? ☐ Yes ☐ No
20. What would you like to see more of in the Hotbox? (check as desired)
☐ Techniques ☐ Layouts ☐ Officer Organizational Reports
☐ Prototype news ☐ Photographs ☐ Clinics (i.e. Electronics, Q&A, Photography, Letters to Editor, etc) ☐ Other, Explain _____
21. Would you like to see the election procedures changed in any way? ☐ Yes ☐ No
 (a) If yes, Explain _____
22. Would you like to see changes in your Region? ☐ Yes ☐ No
 (a) If yes, Explain _____
23. Would you like to see contests introduced to our annual convention and the judging of the same by fellow TAMR members? ☐ Yes ☐ No ☐ Undecided
24. Would you like to see the present Constitution changed? ☐ Yes ☐ No
 (a) If yes, explain _____
25. Would you like to see format changes in the Directory? ☐ Yes ☐ No
 (a) If yes, Explain _____ + _____
26. Do you have any other suggestions for improving the TAMR? ☐ Yes ☐ No
 (a) If yes, explain _____

(Check one only) Section four: What are you willing to do?

27. Are you willing to support an increase in dues to see the changes you have proposed for the TAMR? ☐ Yes ☐ No
28. Are you willing to run for office to help initiate the changes you have proposed for the TAMR? ☐ Yes ☐ No ☐ Undecided
29. Are you willing to write an article for the Hotbox in the vein of the format changes you indicated? ☐ Yes ☐ No ☐ Don't know ☐ Not able
30. Are you willing to serve on a newly appointed committee of which you suggested? ☐ Yes ☐ No ☐ Unable
31. Are you presently or willing to get involved in your Region? ☐ Yes ☐ No
32. Are you willing to sign this survey? ☐ Yes ☐ No
 (a) If yes, your signature please _____

DEADLINE FOR THIS SURVEY: TWO MONTHS FROM PUBLICATION
 PLEASE MAIL THIS SURVEY TO: MARK KASZNIAC, TAMR SURVEY
 4818 W. George Street
 Chicago, Illinois 60641

ALL SURVEYS WILL BE KEPT CONFIDENTIAL, RESULTS WILL APPEAR IN THE HOTBOX!

LIONEL HARD TO FIND PARTS

I buy, sell or trade. Repair service available. Interested parties contact:
Scott Witherell, 2130 Birchwood Dr., Cedar Rapids, Iowa 52404. (319) 393-6488

"MIDNIGHT SPECIAL" TRAIN SETS by TYCO

3 cars, Shark-nose locomotive, caboose, track and power pack.

NEW -- NEVER USED!

ONLY \$19.50

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THE YAKIMA VALLEY TRANSPORTATION COMPANY

is presently under construction, serving the fruit growers of Yakima.
Timetables for the Orchard Line will be made known after its completion
late next year. Managing Director: Bryan Bechtold

ILLINOIS CENTRAL GULF R.R. Indian Oaks Division

On the Indian Oaks Division, we guarantee that you get our SPEEDE SERVICE
SYSTEM on all first class freight, whether you ship out of the bustling
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At last report, freight shipped by our SPEEDE SERVICE SYSTEM takes only
three days to transverse the entire five miles of the I.O.D. from Indian Oaks
to Manteno.

"Next time ship it SPEEDEE SERVICE"

Fred Lesage, Chief stock holder I.O. D.
RR#2 Box 120B
Manteno, IL. 60950

IN MEMORIAM

Dear Membership,

I am sorry to have to inform you
of the death of a TAMR member,

William E. Turpin
79 Waeona Street
San Francisco, CA 94127

He died very suddenly and easily for which
we are grateful. Mr. Turpin loved railroading
It was really one of the most important
"happenings" in his life. His room of
trains was really a sight all model
railroaders marveled at.

Sincerely
Kathy Atkinson

(TN: Mr. Turpin died several months ago and this notice was inclosed in the lost
Hotbox; however, we still feel that he ought to be remembered, hence the notice)

OFFICER'S ADDRESSES--

PRESIDENT Mark Soloman, 6 Bayberry Branch, Casselberry, FL 32707
AUDITOR John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360
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Constitutional Board John Huey, 13819 Jersey Ave, Norwalk, CA 90650

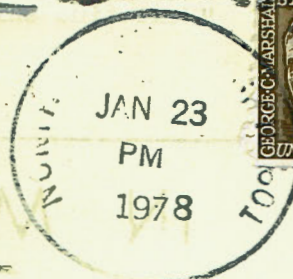
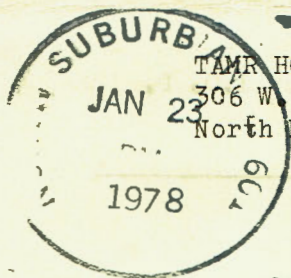
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TYPING Mark Kaszniak (above)

MEMBERSHIP RATES: \$4.00 per year, Associate (over 21) \$3.50, Overseas air-mail \$8.00, Sustaining & Life memberships available. The HOTBOX is the official publication of the Teen Association of Model Railroading and it presumes all material is submitted gratis.

All advertisements for the Hotbox are excepted in good faith. However, the Hotbox, TAMR and it's officers are not responsible for the claims of the advertisers in this issue.

TAMR HOTBOX
306 W. Main Street
North Manchester, IN 46962



FIRST CLASS MAIL

It is unknown as to how many copies of this issue actually reached the TAMR membership. Circulation Manager suddenly moved to California and not heard from again.

ADVERTISING RATES FOR HOTBOX--Classified ads, buy, sell or trade are 20¢ per line. Your name and address printed free. Pike ads, advertise your pike, are 25¢ per line. If you wish a box around your ad please add one extra line. Full and half pages ads also available. Artwork is charged by complexity. Continuous ads are available at a special rate, please contact advertising manager for particulars.