

## TAMR HOTBOX

"THE UN-MAGAZINE OF RAILROADING"

## CLEARANCE CARD FORM "A"

#147

MT-1

STATION

JAN/FEB

1978

TO

ALL

MEMBERS

1.

I HAVE NO ORDERS FOR

ELECTION BALLOTS

2.

TRAIN ORDERS NOS.

MT-1

MT-2

MT-3

HAVE BEEN DELIVERED  
AND THERE ARE NO  
FURTHER ORDERS

3.

PROCEED.

BLOCK IS

CLEAR OF ALL DERAILMENTS

4.

ALL TRAINS DUE AT OR BEFORE 1973 A.M. HAVE ARRIVED AND

DEPARTED EXCEPT

MAY/JUNE 1977

5.

SIGNAL IS AT STOP FOR

NOMINATIONS

TIME

12:01

A

M

EDITOR &amp; HIS STAFF

SIGNALMEN  
OR

CONSTITUTIONAL BOARD

OPR

MK



# FROM THE CAB

## Conrail as a Prototype: ???

For those of you who live in the non-Northeastern U.S., Conrail may have a negative connotation; and some of us in the northeast aren't all that ho about it either. However, Conrail does offer many possibilities for modeling, especially among those with little space, time, or ambition.

Conrail does offer freights moving from metropolis to metropolis at up to ninety miles an hour, but a lot of Conrail is single track granger lines. The flavor of a granger is easy to capture in 2 1/2,000 square feet in 10 feet. Coal has been used so often as a premise for a model railroad that it's almost hackneyed, but Conrail has many coal branches, especially in Pennsylvania. Then too, Conrail also has inner-city terminal operations.

A beginning model railroader\*\* rarely have two engines in the same paint scheme. For Conrail, that's perfect. About 50% of the trains that pass on the CR line near my home have three units on the head-end, no two of which are like (TN: You say this line is near your home, huh?). If your menagerie of power doesn't consist of all CR predecessors, that's OK. Between long and short term leasing, and through-runs, almost any power is possible on a CR track. Before CR, MLW geeps painted for CN sitting in the middle of an Indiana cornfield would be a ver rare sight, but it's happened more than once.

This diversity isn't limited to just engines either. You could easily assemble a model-size train (25-30 cars), all of them painted in a scheme that would indicate present CR ownership, but no two of them painted alike and no one painted for CR (TN: These trains are common-place, but let me know if you find a whole train painted in CR blue & white). One easily noticed discrepancy between model and prototype is the origin of the freight car pool. On a prototype, most of the cars in any given train will be home-road; but on a model, most cars for whatever road caught the modeler's eye. This information should be nothing new, as other authors have been saying this for a long time, but I really don't like to model just one paint scheme. Conrail gives me an out. Set the time period for 1976 and you can also add a variety of Bicentennial units.

Conrail as a railroad has a lot of problems and I'm really not trying to gloss over them, but don't make the mistake of skipping over Conrail as you look for a Prototype to model.

Next issue.....Why railroads hate railfans.

8 Mostly because a 4x3 piece of plywood and Midwest farm country are both so flat. \*\*And a lot of veterans.

Closing date for next issue---March 11, 1978

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## LETTER TO THE EDITOR--

This column is intended as a place for you the member to air your views. On a promise from the editor, this column will be unedited, except for foul language which will appear in the form of C&S&S. It is my hope that this column will become a sounding board for the officers to hear what you have to say.

Sure you can dash off a letter to the officers where in due time it might be considered; however, if you place it this column and your opinions generate feedback, pro or con, the officers will then be in a better position to act.

Enough said about the column. Let me get into some of the 'problem areas' that plague the TAMR. If you are a member of this organization you will notice we have a bad turnover problem. John McGreevy mentions this in his report in the Nov/Dec issue; however, his only solution is to improve the TAMR, both in the publication and organizational aspects. This is an excellent idea and should be implented, yet there are certain built in hazards to contend with. First there are you (the members) who don't want to get involved, you expect to sit out there and receive your EB every other month. (cont'd on page 3)



# BRASS HATS DO SPEAK

FROM THE SECRETARY'S NOTEBOOK-- Doug Johnson, TAMR Secretary

We are still getting quite a few new members. Apparently we got a mention in the December issue of the HMRA Bulletin. Our total membership remains fairly constant though, currently it is at about 130. Incidentally, I have begun work on a new Directory and promise to have it to you soon.

In regards to John's proposal to change to Xerox, I don't agree totally. The big advantage of mimeograph is the cost, no more than 5¢ per two-sided page including stencils. This is half the cheapest I have seen for Xerox. If it is well done, as it has been since Andy took over as publisher, appearance is comparable to Xerox. I will agree with John that photos are really needed in the IB. However, the quality of reproduction of photos with Xerox is rather poor, but it is better than no photos. Offset would be much better in my opinion. The question is, can we afford it? Also, who would take care of getting it done?

That's about all for now. Let's look for a great year in '78!

CHECKS AND BALANCES--Ray Eakin, TAMR Treasurer

FROM a period lasting from Oct 16 thru Dec 15, 1977--

|                   |          |
|-------------------|----------|
| Beginning Balance | \$156.34 |
| Income            | \$121.50 |
| Expenses          | \$11.75  |
| New Balance       | \$266.09 |

I wish to extend to all of you a Merry Christmas and Happy New Year.

NO REPORTS RECEIVED FROM PRESIDENT OR AUDITOR IN TIME FOR PUBLICATION:

The search is on again for a new Circulation Manager. One is desperately needed by the next issue: Elections are coming up and we don't want to lose another Hotbox. We need a responsible, reliable person who will assemble, staple, affix postage and address labels and mail the Hotbox. You must be able to meet deadlines and put the IB out on time. Please write to the editor if you are interested in keeping the IB on the right track! Don't delay or future issues may be severely delayed!

--MK

Letter to the Editor, (cont'd from page 2)

The TAMR doesn't work that way! The way it works is thru involvement. So get off you Q&A's and help us!

Secondly, there are problems concerning a monthly IB and photo pages. The question of whether or not the IB should go monthly should be delayed until after elections. Furthermore, a Xerox newsletter is not feasible. The reasons for this are twofold: (1) Mimeo reproduces typing excellently and (2) Drawings, plans, etc. and be reproduced using electrographic stencils which we have access to. However, Xerox can be used for complicated drawings and plans, such as crosswords of which mimeo can't compete. However, photos with mimeo or Xerox reproduce badly. Offset is much better for photos, but it is quite expensive. The IB on the other hand has no photos to use, we could start using the staff's and officer's but someone might cry "foul". The IB first needs articles on any subject with photos. Also caption material is important, we need to know the who, what, when, where and why's.

Finally, I'd like to finish by saying improvements are fine, if and only if we can afford them. Our turnover rate does not allow us to maintain a steady income and our members don't stay with us for ever. We have to get members to stay and recruit new members via whatever. We must plead, beg, borrow or even buy advertisements for the TAMR. Sure model railroading is fun, but to enjoy it better we have to work to keep it that way!

--Mark Kasznick, IB Typist



## EARTHQUAKE!

Finally, I got an article on my pike published in the EB, but in the meantime I had an earthquake--California style. This jolt was not intended, but how do you say no to an earthquake? Here is the whole sorted story: I was forced to move my layout to a new location some time ago. My pike is 8x8' with a walkway extending in the middle of it. Previously, it had been attached to the wall and the rest was free standing. I found out that without the wall the layout would be free fallfalling! As soon as I removed it from the wall the legs began to wobble. As I was alone at the time, I tried to get in the middle and hold the whole thing up. Then came disaster. On one side the legs were holding up beautifully, but on the other they were about to give up the ship (pardon the expression).

The weak side fell to the floor, pushing me out of the way as it did while the strong side refused to fall, but the pressure was on. First of all you can imagine that with one side on the floor and the other standing, that this does not do wonders for the plaster. A mini-San Andreas fault then went right thru my newly completed lake and it was apparent that I had seen the last of my granite mountains. The agonizing part was having to break the good legs and thereby let the whole layout rest the on the floor. It was now separated into three sections and had no legs. Good Heavens and other hard words like that wer boiling in my mind. I was thinking; I hadn't even had a full operating session yet and tw full years of work were beginning to pay off! No I felt like forgetting the whole thing and starting over, but how could I? I'm almost out of junior college and who knows how long it would take me to get a new layout in the shape I got this one in. So after cooling down, I decided that if Conrail had a chance, maybe I did too. I'll try to rebuild.

There are lessons to be learned from everything and I learned one here. If you have a good possibility of moving your layout build a strong foundation. This collapse will set me back plenty. It isn't easy trying to rebuild during school. Think about this first. Second if out of nowhere, you have to move your pike and don't think it will withstand movement, shore up the legs and get some friends to help you. You must have some degree of patience. Finally, if you lose your pride an joy, don't make decisions in the moment when you are upset, think about it--paster can be redone/track replaced/maybe you can even improve a section. It can happen here especially in California where model railroads get full sized earthquakes!

R.R. SEARCH PUZZLE: Ted Bedell

Find 25 hidden railroad words. The words are in four directions: across, down, slanted up and slanted down.

HAVE FUN!

JISKLMALCFREIGETREESYLX  
STRAVQAZOPSRISIRDOGTINI  
PIIANFTYLCUUBLFLAGMAHNT  
URDSBTEJLROWIJPKGCRTDAP  
RAGIEJALLORMUIOSDZBIJFT  
NFFENDGFACADROADBEDTORYL  
GONDOGRAEBNUITZILPONHTL  
CALIFORNIAERDIEJDPOTIV  
PRTUFFTUDDROYAVIARAXTC  
RFJDISSECHICAGOASEEKIVEO  
GEDFIFHOPIRRRETDRIGIBSTH  
ROBEHIDBIEGFIIPPCDREFFER  
BGWFDYREERODLSTRINXIRA  
ADTRICKCTGNXPIGGYBACKII  
GGFSRWTKINDKPPYDUDSIDL  
GFDCOACHEROKIHOREILLIYK  
ALDIPRTKHILKIBOXCARXTT  
GFOSFKIMQAATIEPIKIHOFGR  
EDITFKILRRSENGINEHOUSMT  
XDXBALLASTWKINCONDUCTOR



# PHOTO COLUMN

By now you've been shooting a little and are probably anxious to show off your work. Where? The Hotbox is now presenting you with an opportunity with its photo page (TN: Any photos submitted should contain some kind of caption data; however, do not write on the back of photos as this ruins them). So the first thing we'll get at is how to take good pictures. These points will apply to pictures-for-publication especially, but many of the ideas will apply to all your shooting.

Our publication, like most others, needs good black & white glossy photos! However, because of our printing process, we use  $3\frac{1}{2} \times 5$  inch size, while Trains, Railfan, and others prefer  $3 \times 10$ 's. Prints must be clear, sharp and have a glossy surface--silk, satin, lustre or whatever are not acceptable. High contrast is also needed; by this, I mean you must have good solid black and clear white. Of course, there will be intermediate tones, but if the whole picture is of this nature, the print will turn flatter and grayer when published. It is important to remember that the printing process will always take some sharpness away, and will emphasize any muddiness (predominance of intermediate tones)--so a good published picture begins with a good print.

To get these kinds of photos, here are a few ground rules to follow: Submit photos taken on a day with sunshine (Exception: roster shots which work best on cloudy-bright days) and with your camera between the sun and the train. You can, of course, shoot on a cloudy day or make long exposures at night--which is another column--but these pictures can be hard to publish. Backlighting--having the train between you and the sun--can produce exposure and contrast problems. Yet you can produce good photos and break exposure rules, but make sure you understand the rules first!

Nevertheless, there are a few rules you can't break--

(1) Keep your lens clean! A dirty lens will put funny-looking but not very humorous spots on your picture, it can cause a general reduction in sharpness and could change color tones. A package of Kodak lens paper is 50¢ and very cheap, but effective, insurance. DO NOT use eyeglass cleaners, window spray or anything of that sort to clean your lens. Use paper marked "lens cleaner" or cleaning fluid used for microscope lenses. The optical glass in a lens is quite soft and can be scratched by rough paper and the coatings on the lens which reduce flare can be damaged by the stuff in eyeglass, window or spray cleaners. Your breath can provide any necessary moisture; however, most lens will clean better when dry and besides your lens shouldn't get so dirty to begin with that you have to resort to a liquid lens cleaner. The lens paper may leave lint or some dust may settle on your lens; then use a camel-hair brush to gently get it off or blow it off. Most reliable stores carry some sort of small brush for lenses--avoid anything else. The kind with the air blower built in are nice, but expensive. Finally, Use your lens cap when you're not taking pictures

(2) Get quality processing. A sloppy, cheap processing service may economize by not cleaning enlarger lenses. This will affect your prints just like a dirty lens on your camera affects the negatives. Improperly used or weak chemicals will give you a muddy picture--or even one that fades. Yet a really sloppy processor may LOSE your film. When that happens, you may get an unexposed roll to replace it, but your work is lost. Likewise, if you do your own work, keep the enlarger clean and chemicals fresh (TN: And don't LOSE your own film!).

(3) Store your film properly. Before using it in a cool, dry place. Have it processed quickly. Store it in a cool dry place. An addition about just what to use follows on another page.

(SEE PAGE 6)



We've been talking about the necessity of keeping your negatives and slides clean. There are a great many products available to keep them in; however, I fear that a great many of them would justify Henry David Thoreau's (Walden Pond) complaint that their purpose is more to enrich the manufacturer than to provide something useful. If you ever hope to find a particular shot of yours, you will need some sort of filing system that is flexible and can grow. The boxes or whatever that your film comes in usually aren't suitable for storage. Ergo:

Slides usually come to you in a box, which is somewhat useful for storage until you have more than three of them. They get difficult to keep track of and stack beyond that. There are two usually routes for filing: notebook-type pages holding about twenty or boxes holding two hundred to three hundred slides. These boxes, about 6x10 inches, are made in plastic or metal. The metal ones are expensive and difficult to stack, the plastic ones may break if you're the clumsy type; however, they do have little feet to facilitate stacking. The "group file" form of either of them is the most practical, with dividers every 1 1/2" or so, they can be used much like a card file. Most people fill their slides by road and number, in alphabetical, then numerical order. This information, and possibly the model number, goes on the top space of the slide. On the bottom half of this top space, I put a serial number and the date. The serial number will give you a ready count of your slides; and also tell you which view of a unit you are after, which is helpful if someone asks for one dupe of one view out of your 20 shots of South Shore combine 101. On the bottom half of the slide, I put the location, with the nearest street or station and city or county: Roosevelt Road, Chicago; NYC Station, Niles; Road 600W, LaPorte Co. For some equipment, I use a color strip on the top edge of the slide, such as red for a fire truck, orange for an interurban, etc., so I can pick out equipment type without sorting thru everything. However, it is very important that you have the date and location of the photo somewhere, whatever else you may or may not use. I use a similar method, alphabetically by state and city, for stations. As for notebook pages, I have yet to see a logical system from these, unless you file only by one category such as type or road. If you use two designations, like road and number, you'll be forever moving slides from pocket to pocket. This makes finding a specific unit quite difficult and by the time you file 300 slides, they cost more. If you're really rich, Nega-file makes file drawers at about \$50 dollars per drawer. Yet whatever you put your slides in, they should be kept in a cool, dry and dark place.

Proper negative storage--like slide storage--is also important. You can remake damaged prints but negatives, once damaged, are lost. File pages of plastic, by 20th Century, Unicolor, Printfile, Prinz and others are available to fit a standard 3 ring binder; and they are 8x10, so you can make a contact print for reference. However, you usually get only 35 frames on these. To get 36, you need to go to speciality products, like Paterson, with odd page sizes and hole punchings. You pay more and have a product that doesn't interchange with someone else's. It isn't that hard to stop at 35, instead of 36 and either way you're going to have to count. I will also note that you should ask for your negatives returned uncut when they're processed, or you'll get them cut in stripes of 4 frames, which means you're wasting room, whatever file you use. Someday the labs will cut your negatives the way people make storage pages; and Indiana will abolish the spoils system and it may also get up to 80\* up here on Jan 1.... Some people manage to keep the negatives in the envelope they come in, congratulations. If they don't get scratched or lost, it might work.

Whatever, you need to identify the roll of film. Either a letter, number or combination, in order will apply to the roll. Then, if you look carefully under each frame is a number, usually between 0 7 37, also in order. A particular print is indexed by the roll-dash-frame number. It is also possible to individually number negatives, starting with 1,2,3, etc., but this can tax the patience of an experienced N-scale hand-letter. So when you put this number on the back of your and file those in whatever order you do your slides, you have a COMPLETE FILING SYSTEM. I will also note, you should put the file number of any duplicate or print you make, because if someone wants one again in 20 years, the search will be made much easier.



Railroad Photography: Tim Verardo, (cont'd)

The only half-way-workable variation I've seen of this is to substitute for the roll number the date taken on the date the roll is begun or finished. Also, be aware that these are RAILROAD filing systems. I and others use different systems for filing other subjects, although this system will adapt to fire trucks, airplanes and buses; the basic principle of the negative system is common. However, that is enough for now. I've shot up enough space, so next time we'll talk about film: what's available, when to use it (TM: I hope in your camera?). I would appreciate your comments on various films you've used, the processing time and so on. (TM: It has been rumored that after writing this column our photography expert has come down with a severe case of writer's cramp, I will not comment on this fact as I presently have to soak my hands in hot water!)

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#### OF PROTOTYPICAL INTEREST--

Rock Island Derailment, Dateline December 10, 1977, Joliet, IL.-- On Sat., December 10, 1977 a sixty car freight train moving west at 10 mph. derailed near Joliet Union Station; the cause a frozen switch frog. The train ended up running into a commuter train, also moving 10 mph. The resulting accident caused no injuries or freight damage, but extensive damage was caused to the trackage. An interesting note is that a TAMR Secretary and HB Typist were rumored in the area not two weeks before! Some people have all the luck! --MK

LET YOUR CAR TAKE THE TRAIN?--On Wednesday, December 7, 1977, the ICC approved the Auto-Train's request to transport autos without their drivers between Wash. D.C. & Sanford, FL while passengers fly Eastern Airlines! The service will begin after Jan 1, 1978 and the charge is rumored to be close to the current one-way auto fare of \$99. Truly an example of 3 forms of transportation united to give better service! --MK

LAST RUN FOR ORIENT EXPRESS--On Wednesday, December 23, 1977, a unit of the Orient Express ended its 90 year service between Istanbul & Paris. The train is now to be converted into a hotel and it sits near Kyoto, Japan on the shore of Lake Biwa --AP

The Amtrak train the FLORIDIAN was saved by a Senate Committee which appropriated more funds to Amtrak. --MK

MILWAUKEE ROAD GOES BUST!--The Chicago, Milwaukee, St. Paul & Pacific R.R. has filed for bankruptcy for the second time in 10 years. Railroad officials blame this on the loss of revenue due to bad weather this year, especially drought. However, while under re-organization the road has been ordered to continue its commuter service from Chicago and its suburbs. --MK

HEARING ON MIDWESTERN RAILROADS--Secretary of Transportation, Brock Adams has ordered a public hearings for three days beginning Jan 17, 1978 to discuss the financial conditions of midwestern railroads. This action was prompted by the Milw. Road's filing for bankruptcy. When Adams was asked why the hearings were scheduled he replied: "The Milwaukee Road situation is only the tip of the iceberg, this is the second bankruptcy in the Midwest in less than three years (the first bankruptcy was the CRI&P--MK), and there are other carriers in poor financial condition". --MK

KELLOGG CEREALS FEATURE FREE TRAIN RIDES?--Amtrak, in order to increase its ridership, is offering free tickets for children under 12 on three of Kellogg's cereals. These tickets along with three cereal box tops will allow children to ride free anywhere in the US as long as the child is accompanied by an adult paying passenger. This offer featured on boxes of Raisin Bran, Corn Flakes and Frosted Flakes is good thru Jan 1978. However, the coupons will not be good for Amtrak discount and special-fare programs. Also, these coupons can not be used during a specified holiday or other peak travel times. When Amtrak was asked about the program, a spokesman said: "We have a mandate from Congress to use innovative marketing techniques". What will they do next? --MK

IT HAPPENS IN OTHER PLACES BESIDES CHICAGO--A subway motorman drove his train at 10 mph. into the rear of another train stopped at a Manhattan station. The Transit Authority blamed the accident on a "human problem" as the motorman apparently "blacked-out". An "E" train had stopped in the IND line station at 53d Street and 5th. Ave when the "F" train hit it, police reported about 30 of the 300 passengers sustained minor injuries. You can't blame the CTA for this on



# CONRAIL

"A better way to run a railroad"

As our editor's editorial deals with Conrail, we decided to bring you some excerpts from Conrail's third quarter report to let you know how the road is doing.

**History:** Conrail, as created by law, is a private, for-profit corporation. It started operation on April 1, 1976, taking over portions of six bankrupt railroads (BL, PC, L&N, JC, LV & Reading). Primarily a freight railroad, Conrail operates only in the Northeast, Midwest and two provinces of Canada. Under contract to local commuter authorities, Conrail provides operating personnel and maintenance services. Money received from the federal government is a loan.

**Operations:** Conrail operates 17,000 route miles of track in 16 states, the District of Columbia and two provinces in Canada.

**Employees:** 94,000

**Freight-ton miles (daily average):** Approx. 272.4 million

**Total freight trains (daily Average):** 1,386

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| Conrail's Financial Picture-- (in thousands) | Qtr. '76   | 3rd. Qtr. '77 |
|----------------------------------------------|------------|---------------|
| Revenues                                     | \$309,244  | \$328,069     |
| Costs                                        | \$341,227  | \$382,730     |
| Loss                                         | (\$31,983) | (\$54,711)    |
| Drawdown of Government Loan                  |            | \$547,000     |

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## REHABILITATION--

**Locomotives, Cars & Caboose--** During the first nine months, Conrail's schedule called for heavy repairs on 763 locomotives. Repaired; 797. By the end of '77, Conrail will have completed heavy repairs and overhauls on 44% of its locomotives. In addition, the railroad received 170 of the 175 new locomotives ordered for '77. The schedule also called for heavy repairs on 12,396 freight cars and cabooses. Repaired: 13, 186. Conrail is also in the process of adding 1,550 new and specialized freight cars to help meet the specific needs of its customers.

**Crossties & track--**Scheduled: 3.2 million ties replaced. Replaced: 3.4 million. Scheduled: 756.9 miles of new track laid. Laid: 757.4 miles. About \$40 million worth of new machinery is already helping Conrail speed up maintenance of way programs. And almost \$2 million of additional machinery is on order. Results? The number of derailments is steadily going down. The number of "slow orders" is going down; and now most of Conrail's main core routes are totally re-habed or substantially upgraded.

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Conrail delivers raw materials and finished goods in an area containing almost 55 % of America's manufacturing plants and nearly 60% of her factory workers.

Here is just a sample of what Conrail delivers: About 26 million tons of coal, 20 million tons of food and related products, 42 million tons of metallic ores and primary metals and 14 million tons of transportation equipment (mostly autos). That was in 1977 alone!

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**Source of Information:** Advertisement appearing in the Thursday, December 23, 1977 issue of the Chicago Tribune. This was a full-page advertisement paid for by the Consolidated Rail Corporation, Philadelphia, PA and it deals with the road's third Qtr. results to build a better railroad. Highlights of the advertisement appear above.



Hello, I'm Greg LaRocca. I'll be 13 years old by the time you read this and starting my first year at Pitt University. I'm planning to major in microbiology; I want to get a doctorate and go into cancer research. I got my start in this hobby in 1964 when I received two Tyco trainsets for Christmas. One was a UP freight set, the other a PRR passenger set. For the next nine years they were used exclusively under the Christmas tree. However, being the little conviver that I am, I was about to convince my parents to allow me to have a layout.

The Penn Pacific RR. lasted precisely two years. Poorly executed on a 5x4' platform, the trackplan lacked operation and interchange with other railroads. Further, both Tyco engines died. With that, I bought an AEM Pacific lettered B&O and began modeling that road. Of course, I still had the Pennsy passenger cars, so the Pennsylvania, Baltimore & Ohio Railroad Company was born.

In February, 1976, a new layout was started. Built on a 6x4' platform that folds into the wall when not in use. The PB&O features plenty of operation and has an interchange track. Set in the early 1950's, the PB&O is a result of the merger between the B&O, PRR and NKP (my favorite prototypes--in that order) and represents a branchline terminal area. It features a passenger station, an engine servicing facility, an industrial area and the town of Rockville. (No, that didn't come about because of my last name, I built Atlas' Rockville station kit)

My two special interests in this hobby are kitbashing (structures, engines & passenger cars) and passenger trains. Being a member of the Pittsburg Model Railroad Club enables me to operate long strings of varnish on the spacious Allegheny Valley R.R. I don't enjoy railfanning per se; rather, I use it as a means of obtaining an accurate representation of the way the prototype does something.

My modeling philosophy is this: If I can obtain an accurate portrayal of the prototype using readily available plastic kits; either stock or kitbashed, then I'll do it that way rather than scratchbuild or use a craftsman-type kit. I used to be as fanatical about building plastic airplane kits as I am about model railroading and I do enjoy working with plastic. I feel our hobby's greatest fault, (after the SSAB) is the snobbish attitude concerning scratchbuilding, craftsman kits, and brass locos. There is room in this hobby for all materials, but I think a person should feel strongly about including operation in a model railroad. I can not see running trains without a purpose; that's boring. Besides we're supposed to be building model railroads not railroad models

Well that's about all I have to say. I was President for the Allegheny Region for one term and you'll be hearing more from me as I intend to be very active in the TAHR. Anyone who wants to discuss my modeling philosophy, my layout or anything else is welcome to write me at: 167 Davis Ave., Bellevue, PA 15202. Hope to hear from ya'll.

#### QUESTION & ANSWER COLUMN

The TAHR is ready, willing and able to answer your modeling, prototype and organizational questions. Under the direction of our esteemed Auditor, John McGreevy, the Q&A column lives. John has a number of "experts" he consults to get the answers to your questions as fast as possible. So if you have a question mail it to John McGreevy, TAHR Q&A Column, 72 Camino Durango, 1000 Oaks, CA 91360.

Your answer could only be a letter away from solution!



## ON THE ETIQUETTE OF PASS EXCHANGE

I've been involved in pass exchanging now for about a year. I have passes from all over the world, one is from Argentina, another from Germany. Pass exchanging is one of the most interesting aspects of this hobby, thru it you not only correspond with fellow hobbyists from around the world, but you also get to meet people who live in your own area. I've made a few new friends this way myself.

However, the best part is the low cost, only the price of a stamp is involved, for this you can expect hours of enjoyment in return. Even having passes printed is cheap, write me for information, the cost is usually around \$5 per 100.

My pass exchanging is now up to #210, I've mailed a lot of letters this past year. However, I should tell you that if you list your pass with RMC or the NHRM have some ready to mail. For about a month, after I listed, I got about 20 a week, however, in one day I received 18 requests, that can cost, but to me it was worth it. Stamps are cheap.

ONE LAST WORD OF ADVICE. IF YOU SAY YOU EXCHANGE PASSES, MAKE SURE YOU HAVE SOME, PEOPLE DON'T LIKE TO GET "CINEMATED". IT REALLY ISN'T FAIR TO SAY "SEND ME A PASS", WHEN YOU DO NOT SEND YOUR OWN. IF YOU WOULD LIKE ONE OF MY PASSES, BUT DON'T HAVE ONE OF YOUR OWN, AND YOU WANT TO SEE ONE, TO FIND OUT WHAT THEY LOOK LIKE, JUST SEND ME AN SSAN AND I'LL SEND YOU ONE

NOW FOR THE RULES ON THE OFFICAL TAIR PASS EXCHANGE.

## FANFARE PLEASE-----

How to get listed--

Rule 1: Send one of your passes Made out to John Huey, 13319 Jersey Ave., Norwalk, CA 90650

(Complicated, isn't it)

Any Questions write to me.

This issue's listings:

Elaine Newcomb  
4449 Garfield  
Sioux City, IA 51103

Mark Tomlinson  
306 W. Main  
W. Manchester, NH 46962

Mark Kasznick  
4318 W. George St.  
Chicago, IL. 60641

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Contest: Mark Kasznick, Advertising Manager

## RAILROAD TRIVIA CONTEST

This contest will be easy for you steam locomotive fans. All you have to do is give the most popular names of the wheel arrangements below and the year that his particular locomotive appeared on the rails. The entrant with the most correct answers will be given free advertising in the EB for the period of one year and the runner-up a half-a-year. The Deadline for this contest is March 1, 1978. In case of a tie postmark will determine winner. All selections of the judge are final. Tair officers, CB members and EB staff are ineligible.

| Wheel Arrangement | Popular Name | Year Introduced |
|-------------------|--------------|-----------------|
| 1. 4-4-0          | -----        | -----           |
| 2. 4-6-0          | -----        | -----           |
| 3. 2-6-0          | -----        | -----           |
| 4. 4-6-2          | -----        | -----           |
| 5. 4-8-4          | -----        | -----           |
| 6. 2-8-0          | -----        | -----           |
| 7. 2-8-2          | -----        | -----           |
| 8. 2-8-4          | -----        | -----           |
| 9. 4-8-4          | -----        | -----           |
| 10. 4-4-2         | -----        | -----           |

Mail all entries to Mark Kasznick, Trivia Contest, 4318 W. George Street., Chicago, IL. 60641. Answers and winners will appear in next issue.



# FROM US TO YOU

HERE IS THE PROCESS BY WHICH YOU RECEIVE THE HOTBOX--

- Step 1: You (the membership), anywhere USA, send in your articles, advertisements and dues to appropriate people.
- Step 2: Editor (M.M., III) selects articles for publication, sets deadline, determines content of issue, introduces new features and sends material to Typist.
- (b) Secretary (V., III or C., II) receives dues, makes out mailing list and sends this to Circulation Mgr.
- (c) Advertising Mgr. (C., II) receives ads, determines their space, receives payments, bills those who have not paid, forwards ads to Typist.
- Step 3: Typist receives articles and ads, types the articles and inserts ads on stencils, corrects grammar and spelling, draws covers, maps, drawings and logos on occasion. When completed, sends stencils to Publisher.
- Step 4: Publisher receives stencils, prints up appropriate number of pages, has electrographic stencils made on occasion. When completed, sends EB to Circulation Mgr.
- Step 5: Circulation Mgr. receives EB, assembles each issue, staples each issue, affixes postage and address labels to each issue and mails each issue.
- Step 6: Members receive their Hotboxes.
- Step 7: Those involved with production of EB send their receipts for expenses to Treasurer
- Step 8: Treasurer receives receipts, reimburses expenses by checks and mails checks to those involved.
- Step 9: Process is repeated. Ad infinitum

As you can see the EB is at the constant mercy of the mails and the responsibility of its producers. The EB travels halfway around the US before it is mailed to you. Thus each phase is an individual effort coordinated with the whole. If something gets lost, or someone goof's up, the result is a delay in its publication. At times putting together layouts, typing address labels, retyping articles on stencils, printing pages, assembling issues gets boring, but it must be done. We are not making excuses, the EB has a pretty good track record, up till now. The problem is we need responsible people who will work not goof off or lose an issue. If this is accomplished, we will be able to get the EB to you a time and monthly. However, if at times it is late, please be tolerant, we all have other things to do besides the EB (school, for instance). Now that we've told you the process involved, we hope you will appreciate the hard work that goes into each issue.

--IMT, DJ, III, AD, RE

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 PHOTO LISTING: Tim Vermande

In place of the defunct Photo Exchange Committee, Tim Vermande will try to put out a list of TAMR members who wish to trade photos. To be listed, send your name, address, description of your equipment, what roads you shoot, visitor policy and a quarter. You may note you take outside work, but prices or ads are not allowed. A copy of the listing will be provided to all members who submitted their names. Send your listing to: Tim Vermande, Photo Listing, 5152 Pond Street, South Bend, IN 46637.



# RAILFANNING

(A nonioss of PC Pete has decided to set pen to paper and finally give you non-railfanning types the trails and tribulations of railfanning)

First off, I think we should start with something, perhaps a definition? Yes, A definition will do nicely! The word railfan is really made up of two separate and distinct words--rail and fan. According to Webster's Dictionary, the definitions of rail and fan are as follows: "Rail (rail) n. ...Bars of steel on which the flanged wheels of vehicles run; a track for locomotives;..(O. Fr. reille from L. regula, a rule). Fan (fan) n. An instrument to produce currents of air or assist ventilation; ... (O.E. fann, a winnowing fan) Therefore, if we combine the two definitions, we come up with a definition of a railfan. Railfan (railfann) n. A person who ventilates the bars of steel on which the wheels of vehicles run... (N.E. railfann, an idiot). This definition may sound stupid to the veteran railfan as he probably not once fanned the rails but he did ventilate them! Let me explain by continuing today's dictionary lesson: The definition of the word ventilate states among other definitions--to make public. Therefore, we deduce when railfans are at a choice spot, they draw attention to the trains by being decked out with cameras, taperecorders and funny-looking hats!

We certainly have a good definition to work with and now we can approach the subject at hand with a full head of steam (pardon the pun). Therefore, for the sake of continuing this article (if you're still reading it) and giving a conclusion to the brilliant opening paragraph, let me say a few things: (1) When people get together to railfan--STRANGE THINGS HAPPEN. Furthermore, railfans usually don't warrant them but they happen anyway!

For example, the most easily accessible railfanning spots are where railroads cross streets (or vice-versa). It seems when railfans stop at such places to take a picture of a passing train, they get very strange looks for people in automobiles waiting for the train to pass. For some reason they think railfans are crazy? Why? Just because they jump out of their cars to take a picture of a passing train? Automobile and boitfans are not trwated this way.

Then there is the classic example which every veteran railfan worth his salt runs into: That nine or ten year old kid who has gathered up enough courage to ask you what you are doing. You clearly reply: "Takin' pictures of trains". After much thinking, he fires you another question, this one much tougher than the first, "Why?". You proceed to give him any number of good reasons (to you) but somehow he can't comprehend why in the world anyone would want a picture of a train! He finally suggests after much relection (You're really taxing his brain today): "Why don't you take pictures--of all things--fire engines! Now our former editor has an easy answer to this question, clearly repling: "I do". Even this, however, will not phase that kid and he goes way peacefully, shaking his head, probably thinking you are an excellent candidate for the loony bin.

However, the thing that plagues us the most is the indifference or downright meanness of tower operators, ticket agents, yardmasters not to mention the railroad cops! Railfans tend to avoid these types unless (1) They provide them with useful information (2) are friendly or (3) don't mind us on railroad property. In that order!

Finally, the last thing railfans has to contend with is the train that got away and the following chase to catch it. This means darting down residential streets near a railroad (sometimes over posted speed limits), looking for cross streets which don't have gates down or lights flashing and eventually the reward of grtting far enough ahead to get to the spot before the train and get that picture.

Let me say railfanning isn't like this all the time, but all of these are experiences which have actually happened; and if you don't beleive me ask some nut with a camera at a railroad crossing!



# TRUE CONFESSIONS

Through rolling hills and over the giant lake my railroad travels represents some of the finest in old time railroading... How many times have you read such stories. How many times have you seen those great trackplans and dreamed of having a similar layout and ask yourself why can't I build a layout like that?

You could build such a layout; but isn't the question--why have you never seen those great layouts? This may be gossip about people in our organization but I've got a true confession. The point is that most of the layouts you read in the IB aren't built. Some are nothing more than plans. We are currently featuring a 5 part layout-history story in the Western Regions "Daylight". It's been a great series of articles describing how a layout supposedly came to be and how motive power and freight cars were selected--BUT...The layout is currently stacked with photos, magazines and whatever. It doesn't operate and unlike the pictures conjured in your mind upon reading the story, when you actually see 20' HO mainline you gotta give this guy credit for having one of the greatest imaginations.

Now my confession. I'm currently building a new layout (see John's other article in this issue to explain why) and I promise to write nothing about it until it is finished (TH: We will never see it then John, as don't you know a layout is never finished!). You see, the AM&PM that really wasn't. My layout actually existed but never ran, never did it see an operating session and had barely a switching maneuver. Yet go back a few issues in the IB (Jan/Feb 1977) and you'd never guess that it wasn't even to the operating stage.

Attention Arm-Chair Modelers: you are not alone. I suspect that more often than not the layouts owned by every TAHR member is either still being planned or having the benchwork done or having money saved so track can be laid or not even thought of ... more than a name. Don't be fooled by the stories you read. You are no more behind than a day to get started, perhaps we all think too big? However, this is a part of prototype modeling. Take the Frisco, for instance (please?), the official name is the St. Louis--San Francisco Ry. Did you ever see the Frisco in Frisco? Did you know the Rock Island's official name has Pacific attached to it? In Oxnard, California we have a ten mile shortline--The Ventura County Ry. Once they planned to go to Bakersfield and rival the SP in the valley. So are you practicing prototypic operation by doing nothing. Isn't it much more fun to run a few trains?

Don't think too big. Isn't it better to operate on a smaller scale than to dream for years of having double mainlines and triple headers and never doing anything. The layout I have now is the same size I had before, but it took me 3 years to build it up. I could have had a smaller one for those three years, but no I had to build big rightaway and let it just sit there until now.

When at a convention in Chicago (to be nameless) one of the participants kept refusing to show his layout. He claimed it didn't operate and would be wasting our time. Now I can respect that--He's being honest, right? What happens later? He writes a story about how his switching operation works and a typical operating day. Writing stories about model layouts that never were is fun but model railroading is funner. (Funner!)

(TH: All right John, I admit that my layout wasn't completed at the Chicago convention, but when the article on my pike appeared in the IB all the trackwork was in! Scenery is not yet installed, nor is ballast but it does operate and if you have a 8mm movie projector, I will send some footage of its operation. By the by, if you're ever in Chicago again, drop in and I will give you the grand tour of the layout, all 1'x3' of it!)

(TH: I don't mind you knocking my operation system as it stands some improvement, but since it was loosely based on yours which appeared in the Nov-Dec '75 IB I don't think you should complain as you haven't had an operating session, yet)



# SILVER STREAK:

## AN UNREVIEW OF A MOVIE

By now you have certainly heard of the movie, Silver Streak, if not seen it or read reviews of it in your local rags. Ah well, I have seen it too ignoring the local version of a critic and listening to those opinions I value more. My first regret, as a good railfan, was the attention given to the stations and not the locomotives, ex-Cp's skillfully relettered "Amroad".

To be serious the movie, as soon as a bit unbelievable--who falls out of a train into the Canadian River, tries to hijack a Kansas sheriff's car and gets landed by the Illinois State Police for his efforts? Also, where else but in Hollywood could a runaway train pass thru a CP reefer yard near Montreal run downhill (enough to gain speed) under Roosevelt Road in Chicago (this is a flat section of track), see a towman find his boss in a restaurant and then proceed to watch as the train runs thru Roosevelt Road, into a shed at LaSalle Street Station, in Chicago (1 mile to the east), thru the bumper post there, crash the wall at Montreal's central station and then end up going thru a bookstore in Toronto. Union and finally end up on the floor of Chicago's Union Station! This was indeed fortunate because they were afraid the train might wreck Marshall Fields (which is 2 miles north of LaSalle Street Station and anyway, Union Station in Chicago is double-ended) if it hadn't stopped! However, it must be the boy meets--loses--regains girl basis of the plot that puts so much life into this picture. It also might possibly teach you to be sure the door you're opening in your roomette goes to the closet--and if it doesn't, at least don't get involved with a girl whose boss is unpopular with unscrupulous gangsters.

To close what I haven't started yet, go see the movie. This review will certainly make more sense then, Take your girlfriend, it isn't entirely a railroad movie. Finally, consider what a happy lot all the Silver Streak are; compared to what you hear about how it really is!!!

FROM CELEBRITIES TO PRESIDENTS, ALL ARE FOND OF THEIR TRAINS--

Walt Disney was a model railroader as is Frazier Thomas, ringmaster on Bozo's Circus in Chicago. President Jimmy Carter played with a choo-choo train when he was just a tadpole. Ed McMahon, Johnny Carson's sidekick and Tom Snyder of Tomorrow show fame are fond of their trains. Frank Borman, president of Eastern Airlines, "played with trains" when he was a child. Comedian Robert Klein only had his operating sessions in the Christmas season because of a small NY apartment where he lived as a child. Fashion designer, Bill Blass had a Lionel train and former president Gerald Ford tied a paper ball to the caboose of his train, turned on the juice and watched the cat run after it. Just goes -----to show you that model railroading attracts all kinds:-----

### RAILROAD MATH PROBLEM:

The speed of a freight train is 12 mph slower than the speed of a passenger train. The freight travels 230 miles in the same time it takes the passenger to travel 290 miles. What is the speed of each train?

Hint: Distance=rate\*time.

Solution in next issue!



## F3 PHASE IV / F5

The F3 Phase IV was the last F3 variation. Produced by MJD from September 1946 to August 1948, they were superseded by the F5, which is essentially an F3 carbody with F7 electrical components. The F5's were built from August 1948 till March 1949. The prime mover for both dieels was MJD's 1500 HP v-16 diesel. Some roads that used these engines were B&O, PRR, NYC, C&D, AT&SF, CRR, CB&Q, EL and a host of others. To build the F3/F5, we'll need the following parts:

Athearn F7

Keystone Locomotive Works #10-15, Diesel Detailing Junk\*

Walthers #931-322 (U), Diesel Dress-Up Kit

Paint & Decals of your choice

\* Actually you'll need one part from the diesel junk set; the dynamic brake screen casting (fig 1)

First off, we have to cut away the dynamic brake fan and housing from the Athearn shell (fig 2). However, before doing this compare the size of the Keystone casting to the molded area. If it is larger or smaller than the Athearn shell, scribe a line onto it to indicate this so when you're thru removing material, the opening will be the correct size. To remove Athearn details, you can probably use a Dremel Moto-Tool with a cutting disk attachment. I say probably because I don't own one--so I did it the hard way: heat an X-acto knife with a #11 blade in it in the hottest part of a flame (normally the blue part). When its red hot, cut about 1/16 of an inch inside the area to be removed (fig 3). After removing the material, file down the rest of the way. True it's a long, hard process, but it does work.

Now we must glue in the casting. You may use either ACC or 5-min. epoxy. I prefer the epoxy, because it allows you to correct mistakes and you don't have to worry about becoming glued to the model. To glue in the casting, like I did, mix up a small amount of epoxy and let it set up for about 3 min. This will allow it to thicken up. Next, spread a thin layer around the edges of the opening and the casting; then fit the casting into the roof and adjust for proper fit (fig 4). Since we let the glue set up awhile, we won't have to hold the parts in place until it cures, but the glue is loose enough to allow us to make adjustments.

Now, we'll add the dress-up kit to the diesel. Just follow the instructions and there shouldn't be any problem.

Finally, mask off the model, repain the roof, change the road numbers with dec ls, add some griny black wash to the airgills and fans and over spray the model with a flat finish.

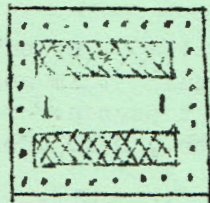


Fig 1 --  
Dynamic Brake  
Screen Housing

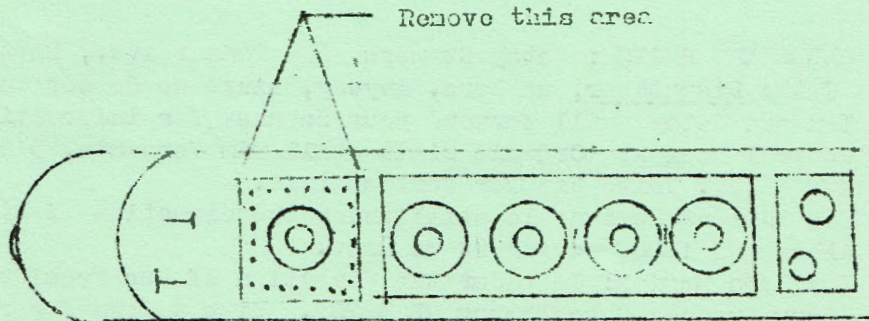


Fig 2 --  
Remove this area



Kitbashing: Greg LaRocca, (cont'd)

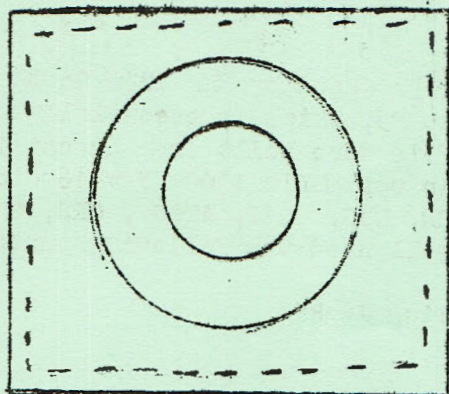


FIG 3

Cut along dotted line;  
1/16 inch in from edge of  
part to be removed.

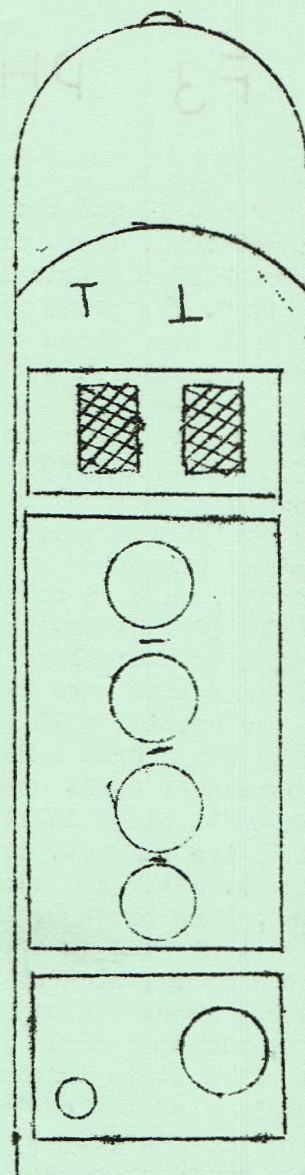


FIG 4

## REGION INFO:

**ALLEGHENY REGION:** Betsy Summers, 209 Tadmor Ave., Pittsburg, PA 15237, is editor of the Dispatcher, we here. Anyway, since we do not know who running this region I'm sue Betsy will forward your request for information to right person.

**Central Region:** 'Organizer' is still Tim Vornande, 51523 Pond Str., South Bend, IN 46637. Write him for further info..

**New England Region:** Is still under the direction of Bill Bishop, 1772 Western Ave., Albany NY 12203 as far as we know.

**Southern Region:** Is under the direction of our President Mark Solomon, 6 Bayberry Branch, Casselberry FL 32707. Write to him for region doings

**Western Region:** Is in the capable hands of our Auditor, John McGreevy, 738 Canine Durango, 1000 Oaks CA, 91360.

There are the people to write to to find out region information. If you do not know what region your in, write to our President or any officer and the'll tell you. The Directory, coming out shortly, will contain more information on the region structure of the TAMR.



# OFFICAL NOMINATION FORM

Due to the unusual election situation, all offices are up for election in the TAMR. However, the President & Secretary will only serve special transition terms of 1 year. This special term is provided in order for those offices to reattain their schedule as outlined in Article 5 Section 4 of the constitution.

Furthermore, the Auditor & Treasurer will serve the normal two year term as their offices are normally up for election at this time.

You as a member can nominate any regular member for any or all of the offices listed below, however, if a candidate is nominated for more than one office, he must decide which office he choses to run for.

In the event that only one person is nominated for an office, a provision will be made on the ballot for write in candidates. Please mail this form to the person (s) indicated.

I hereby nominate the following for office of PRESIDENT of the TAMR for a special transition term lasting from 1978-1979:

I hereby nominate the following for SECRETARY of the TAMR for a special transition term lasting from 1978-1979:

I hereby nominate the following for AUDITOR of the TAMR for the normal two year term lasting from 1978-1980:

I hereby nominate the following for the office of TREASURER for the normal two year term lasting from 1978-1980:

## MAILING INSTRUCTIONS--

- (1) Fill in the members of whom you wish to nominate (REGULAR MEMBERS ONLY)
- (2) Tear the page from the back of the Hotbox, place in an envelope, affix a stamp and mail
- (3) Mail to Tim Veriande; NOMINATIONS, 51528 Pond ST., South Bend, IN 46637
- (4) Mail by MAR 11 1978. Any nominations received after March 11, 1978 will not be placed on the Offical Ballot for election of Officers in TAMR.



## OFFICER'S ADDRESSES--

PRESIDENT	Mark Solomon, 6 Bayberry Branch, Casselberry, FL 32707
SECRETARY	Douglas Johnson, 335 Brandt Hall, Valparaiso, IN 46383
AUDITOR	John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360
TREASURER	Ray Hakin, 21 Clauss Ave, Paramus NJ 07652
CONSTITUTIONAL BOARD	Tin Vermande, 51528 Pond St., South Bend, IN 46637
CONSTITUTIONAL BOARD	John Huey, 13819 Jersey Ave., Norwalk, CA 90650

## HOTBOX STAFF--

Editor	Mark Tomlinson, 306 W. Main St., N. Manchester, IN 46962
Publisher	Andrew Dick, 15 Crescent Dr., Convent Station, NJ 07961
Advertising	Mark Kaszniak, 4818 W. George St., Chicago, IL 60641
Circulation	Eric Sander, 744 Prospect, Winnetka, IL 60093
Typing	Mark Kaszniak, (above)

MEMBERSHIP RATES--\$4.00 per year, Associate (over 21) \$3.50, Overseas airmail \$8.00. Sustaining & Life Memberships available.

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