

THE TAMR HOTBOX

"UN-MAGAZINE OF RAILROADING"

NO. 148

MAR/APR '78

MT-5

BALLOT

INSIDE

INITIAL MK CAR NO. 148 STATION MT-5 DATE
BAD ORDER

SEND TO
DEFECTS

G. Doherty
J. McGreevy
G. LaRocca
M. Kaszniczak
R. Harkin
EDITOR & HB STAFF
INSPECT

IT'S
ELECTION
TIME
AGAIN

EDITORIAL: Mark Tomlinson, Hotbox Editor

WHY DO RAILROADS HATE RAILFANS?

Consider two facts: (1) Trains are heavy and (2) Trains carry cargo. Both seem so obvious that they hardly seem worth mentioning. Yet, the reason railroads HATE railfans can be traced back to these two simple reasons.

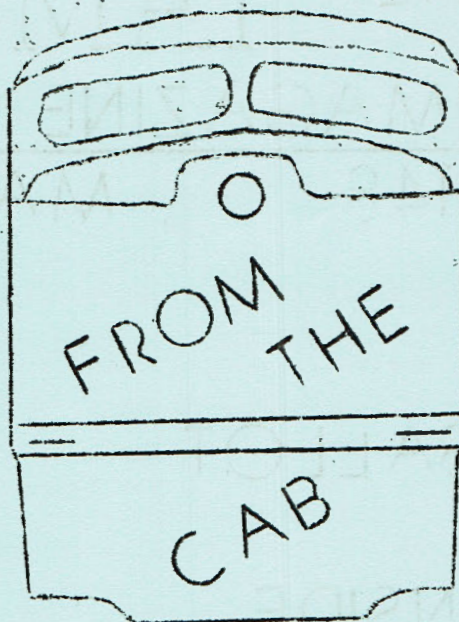
Unless it is moving very, very slowly, it is next to impossible to stop a train on a dime, no matter what the length. Even an empty coal jimmy is heavy enough to sever your body in half with little trouble. It is for these reasons that railroads have developed thorough and complicated safety rules, which everyone--from switchman to president--must obey. There is a system of fines for those who break the rules and by some stroke of luck manage not to get hurt by doing it. These rules enable an engineer to move his train with reasonable assurance that no one will get hurt in the process. The ideal system would have everyone near the right-of-way abiding these rules. Alas, that is extremely difficult in the US when railroads do not basically run on closed property. Anyone, from a stray dog to a curious railfan, is likely to be on railroad property when trains are running. That is WHY, when you are standing there doing nothing but taking pictures, you may be asked to leave. Railroads don't want to worry about you hurting yourself on THEIR property!

Since railroads carry cargo, all that cargo must be of some value to someone; or else they wouldn't be paying the railroad good money to haul it for them. Now I will admit, a carload of gravel isn't all that valuable to me, but a carload of automobiles, washers or television sets is. Railroads in the cities, and even in rural areas, are plagued with pilferage; from professional thieves to a brakeman giving himself an extra bonus. However, sometimes theft isn't the motive; have you noticed that over the past decade, auto carriers have moved from open racks, to racks with sides, to completely enclosed racks. It is hard (but not impossible) to steal an automobile from a railroad car; however, it is very easy to hit one from trackside with a rock. Who pays when that rock goes thru a window? The railroads first, then the auto companies who must pay increased costs for shipping the cars, followed by the consumer who must pay a higher price for his/her car. Most railroads want to nip this practice in the bud. So, even if you are just standing there with your camera in hand, you may be asked to leave.

There is still another reason related to the fact that trains are heavy. The March issue of TRAINS shows a picture of a derailment caused when two 14 year old dummies tampered with a switch. Another derailment that killed eight people in Florida, was caused when some smart aleck unbolted a section of rail. When authorities talk about vandalism like this, they think first of teenage boys. Sure it's unfair and biased, but all too often it is based on truth. Many times a teenager will be asked to leave his favorite spot, when someone a bit older will be allowed to stay.

What can TAMR members do? First off, DON'T do anything that will make you persona non grata with the railroads. Try to find railfanning spots on PUBLIC property. Report any vandalism you see occur to the proper authorities. If asked to leave, explain what you are doing. If still asked, then LEAVE. The person asking you is only doing his/her job of trying to protect the railroad; and most important, the lives of those around it!

NEXT ISSUE: What to look for when you're RAILFANNING



CHECKS AND BALANCES: Ray Hakim, TAMR Treasurer

For the period lasting from 12/16/77 to 2/15/78:

Previous Balance	+\$266.59
Income	+\$111.00
Expenses	-\$102.89
New Balance (2/16/78)	+\$274.70

NO REPORTS RECEIVED FROM PRESIDENT, AUDITOR OR SECRETARY IN TIME FOR PUB.

HELP-----HELP-----HELP-----HELP-----HELP

The HOTBOX "Articles awaiting publication" file is suffering from a severe case of anemia, it is ver thin. I nee more "Getting to Know You" articles, else I be forced to burden you with pictures of the wife and accounts of my sometimes hapless modeling attempts. Not to mention, roams of meaningless drivol concernig everything in general and nothing in particular; ranging from the poltical motivations of the Third Punic War to a call for the review of the minutes of the International Screw and Fastener Committee, all of which no doubt will be conducted in prose sirilar to this sentence. Or I will write anything about railroads, model or prototype, that holds your interest long enough to read it. What railroads run thru your town? Do you know how to work a pin-vise? A modeling knife? Convert from Rapido or horn-hook couplers to Kadee? Don't hide this knowledge under a bushel! Pen it to paper ans send it in, who knows it might be published in some obscure teenagers modeling magazine?

---The Editor

Closing Date for issue #149 is May 1, 1978. If it's not in your hands by June 15th., write to Mark Kaszniak and let him know!

A REPORT ON THE STATUS OF OUR MEMBERSHIP--

As of January 1, 1978 our total membership in the TAMR is 128. Below appears a chart of the number of members per region and the percentage of membership each region has in the TAMR:

REGION	NUMBER OF MEMBERS	PERCENTAGE
New England	23	18%
Allegheny	30	24%
Central	40	31%
Southern	13	10%
Western	14	11%
Canadian Provinces	8	6%
Totals	128	100%

Now here are the states, listed by their Zip Code abbreviations, in which we have no members as of January 1st.: NH, RI, WV, AR, MS, AL, SC, NC, ND, SD, NB, KS, KY, NV, AZ, UT, NM, MT, WY, AK, HW. Perhaps what we need is a membership drive!

--MK

THE HAS ASKED ME DEPARTMENT:

Our Secretary, Doug Johnson, has asked to met relay the following information to you. If you (the member) did not receive the following HOTBOXes, you are to write to him right away. The issues are #144, 145, 146 or 147. These were the Sept/Aug issue, Sept/Oct. issue, Nov/Dec issue and the Jan/Feb issue. This does not apply to new members who have just started getting the HOTBOX! --MK

HOTBOX : STAFF REORGANIZATION...

Those of you who read the outside of the HOTBOX before the inside already know it, but you should be aware of a change in HOTBOX organization. I am remaining as Editor, Andy is still the Publisher, but Mark Kaszniak has been promoted to the new position of Associate Editor. This switch reflects more of the duties of preparing the HOTBOX than just simply as a Typist as Mark does far more than that.

Andy has submitted his resignation effective as of June 1, 1978. This means we will need a new Publisher. We are presently studying the costs of getting the HOTBOX fully or partly offset so we can bring you a better publication. We are also considering a switch from six issues a year to eight. If you think you can handle the job of printing the HOTBOX please write to me (EDITOR).

As of present we still need a Circulation Mgr. and although we have received a few requests, if you are interested please write me also.

Photos are being excepted for possible publication in the HOTBOX, we can use square sizes up to 5x7's of glossy black and white's. Any photo that is not a glossy black & white will be considered a gratis donation to the editors personal photo collection.

As for the possibility of a fully offset HOTBOX, according to our calculations an increase in dues of about \$2.00 would be necessary to fully pay for it. With this extra two dollars we could provide you with an eight issue schedule and a ten page HOTBOX with photos. We want your opinions on this subject, so please write us or your officers as to what action should be taken. As to the possibility of including a photo page with the regular mimeoed HOTBOX and increasing the schedule to eight issues a year, we figure this can be done for about a dollar increase in dues.

All of your articles, letters, gripes and what not should still be sent to me. If you don't get your HOTBOX on time or not at all, write to Mark Kaszniak as he is temporarily handling circulation. Also all ads should be sent to Mark also. If you are interested in becoming our ad manager, please write to Mark.

---The Mark in North Manchester

TAMR PASS EXCHANGE

Believe it or not, there really is a TAMR pass exchange. There are no new listings for this month, but if you'd like to be listed in the next issue; just send one of your passes to (and made out to): John Huey, TAMR Pass Exchange, 13819 Jersey Ave., Norwalk, CA 90650.

TO THE MEMBERSHIP:

We'd like to take this space to apologize for the erratic HOTBOX schedule over the past year. Bad organization, bad help and elections have made it almost impossible to stay on schedule. We are truly and we will attempt to do better for the remainder of this and the forthcoming year. We offer this issue as a means of reconciliation. It is twenty pages, the largest issue in 2½ years. We hope you like it as it has just about something for everyone: railfanning, puzzles modeling, organizational material, humor (we hope) and an election ballot. We can't promise you a twenty page HOTBOX every issue, but we have been giving you large issues lately and we're proud of this fact. Why are we mentioning this to all of you? Well you see we ran out of fillers and we just couldn't bear to leave this space empty!

Until next issue--- Mark T, Mark K & Andy D.

CHICAGO AREA RAILFAN ABODES RE-EVALUATED

Associate Editor's Note: Railfan guides to various cities have become very popular lately; however, our author feels that the one on Chicago's places does not depict an accurate picture. Therefore, B.N. has decided to give you the 'straight thruth' on the favorite railfan haunts in the Windy City. B.N. is fully qualified to speak on this subject, in fact, his new book, Railfanning by Skateboard, is due out later this year. It will be made available by the Gerund and Simile Publishing Co., 859 Mikado Ave., Railroadville, USA for a mere \$15.95, all taxes included.

Chicago is a mecca for railfans and in this article I will attempt to re-evaluate some of the many railfan spots in or around the Windy City.

Roosevelt Road Bridge, crossing over the south throat of Union Station--THE place to catch passenger and commuter in volume, Amtrak, BN & RI. However, an immense amount of walking must be done to catch everything. Visability is greatly hindered by the bridge, itself and there is no place to sit down during occasional lulls in service. Food service is non-existent and I damaged my camera at the spot. Yet if you want to see the RTA's new F40PH units this is the best place to be.

Mayfair Crossing, Intersection of Cicero & Montrose--This crossing dervives its fame from being featured in one of MODEL RAILROADER's a "Railroad you can model" articles. This is also a good place to catch passenger and commuter services, only from the north of Union Station. Amtraks, C&NW and Milw. Road commuters and an occasional C&NW freight can be seen. Although traffic thru here is heavy during rush periods, I believe that if you intend to spend the day that you will find the most active service is provided by the CTA on the median strip of the expressway paralleling the C&NW tracks.

Brighton Park Crossing, Archer & Western---If you want to see a variety of power and lots of it, here is where you want to go. Amtrak, ICG, Chessie, Soo, N&W & CR&I all come thru here. The best feature of the crossing is the Burger King located next to it which provides food service (?) and restroom privileges.

Hawthorne Crossing, on Chicago & Cicero boundary--Hard to find and best left alone unless you bring a good book. BRC and ICG cross here along with the shortline known as Manufacturer's Junction of which there motive power consists of but two EMD SW1's. Last TAMR Convention held a rock throwing contest at this site, although not at the trains as they are few and far between.

Techny Junction, in suburb of Northbrook--A frequent haunt of our last Circulation Mgr. which explains why it should be avoided at all costs. Conditions here are not favorable for good railfanning due to the C&NW crossing over the Milw. Road. However, there are some interesting scenic possibilities available.

Deval Crossing, in suburb of Desplaines--An excellent place for you to improve your results in the 50 yard dash because the Soo had to be different and cross farther down from the C&NW and Milw Rd. Heat is unbearable in the summer and there is absolutely no shade. All in all a good place for one of Tim Vermande's much needed railfan stands.

Elmhurst, in Elmhurst--If you want to be known as a nutty railfan this is definitely the place to go! It's good features include: C&NW freight & passengers, decent food service, two model railroad clubs--Elmhurst Model RR Club and Salt Creek and a well-stocked hobby shop.

LaGrange Crossing, in LaGrange--Site of a recent derailment which disrupted BN commuter service. If you like BN E8's & 9's and IHB switchers this is your paradise. John McGreevy was greatly impressed by this crossing at the last convention, but then what does he know! (CONT'D on page)

McCook Crossing, in suburb of McCook--Here we have the crossing of the IHB and Santa Fe surrounded by gravel pits. The crossing can be gotten to by either a dirt road or a paved one. Guess which one I used? A fairly interesting babbling brook can be located on the Santa Fe line near the station there.

Argo Crossing, in suburb of Argo--Here is the same IHB line as at McCook, but this time it is crossed by the ICG line. This crossing can be hard to locate as some distance must be driven on an unpaved dirt road. However, if you follow your nose you will find it as there is a peculiar odor along the road which fortunately disappears by the time you reach the crossing.

Turner Junction, West Chicago--Mainstay of C&NW commuters and freights, the BN & EJ&E which also cross here provide very little action. This junction is frequented by the C&NW's 'Polish' locomotive, a unit painted white with red striping with the C&NW logo.

Joliet Union Station, downtown Joliet--Has to get my vote for the ugliest station in the US. Interesting power comes thru early Saturday mornings on both the RI & Santa Fe thus leaving the ambitious railfan little chance of sleeping late. Food service is lousy!

Blue Island Crossing, in Blue Island--Here you play a guessing game of what will come next from where. Layout of the crossing makes it impossible to catch all movements without a telephoto lens. A variety of power and its proximity to a number of yards makes this place a frequent haunt.

Dolton Crossing, in Dolton--Although the variety is excellent--IHB, CR, L&N & MP--this has to be the ugliest crossing in the US. Trains seem to come in bunches with lulls in between. A ballpark nearby provides relief from boardroom during the slow periods.

Hammond Crossing, Hammond, IN--Crossing is un-attractive but makes up for it in a railfan's pleasure--trains. IHB & CR predominate with N&W running empty auto racks and an occasional Antrak. It's closeness to the downtown area causes extreme traffic tieups.

State Line Crossing, on IL & IN State line--Not exactly a scenic location, but for a variety of power and roadnames it has become a frequent haunt. Here you can see Antraks and the South Shore along with the B&O, C&O and N&W.

Whiting Crossing, Whiting IN--One of the better crossings, scenery wise. It just happens to be sandwiched between a park and Lake Michigan. Running is sometimes required to catch all movements, but where else can you see the B&O, CR, EJ&E and Chicago Shortline units?

Michigan City, Michigan City IN--Famous for the South Shore trackage in the streets. This is THE place to catch the SS and interesting places can be found not only for it, but also for Antrak trains which roll thru here.

South Bend, South Bend IN--Practically a dead end for train watching with only the terminus of the South Shore making it worth the trip. This is also probably why Tim Vermande spends most of his railfanning elsewhere.

Valparaiso, Valparaiso IN--Sources indicate that a few lines run thru this town, but action is rather on the dull side. A perfect place for a college that admits railfans who don't want to worry about failing exams due to excess train watching.

Gary, Gary IN--This place is to be avoided at all costs, if you wish to remain healthy and live a long life. This is all I can say Cough! Cough!

This completes my re-evaluations of popular railfan spots in or around the Chicago area, it is not a complete list, but then I haven't been to all of them yet either! If you are visiting, pick the best and enjoy. If not, then you don't know what you are missing or do you?

WE GOT A PUZZLE FOR YOU, JUST FOR YOU

J O E C I F I C A P N O I N U I C A L
K T S : A O C T S A E A D I R O L F T O
C A D C F H P U L D R A F E S L O D G
A B N O S I S E E N Q N O T O I R N A
S U A B D C M E F A T N A S O N M A R
P R L N O A S N M R A A M E Y O E L O
E L Y O G G K N H G M V T V L I T H O
N I R S C O E I N O R A R D Q S S T V
N N A D I A R V H I K K A N Z C Y R T
C G M U F N D A I R Q C K A M E S O O
E T N H I D E M N T M A C K O V E N O
N O R O C N L N N D O L A L Q T I O M
I N E N A O A R I O A M B O Y R S I R
R N T A P R S R O C K R O F L A S R T
A O S E N T O H N A R B O R L L E A D
L R E R A H U C A L C C S O T T M H T T
R T V A I W T R K X Y Z E N S C C N S
R H H W D E H Q M I T O T I M T E O F
G R H L N T R I J K L L G M L N O E E
O N P E A E N Q R S C T A U I V O W K
X Y Z D C R D C R M O O N N O B Q O F
A C K C O N R A I L E L E M D P S R C

Find twenty-five railroad related words and phrases in this puzzle. They are forward, backward, vortical, horizontal and diagonal. The answer will be printed in the next issue. GOOD LUCK!

Answer to Jan/Feb Railroad search Puzzle: Ted Bedell

J I S K I M A I F R E I G H T R E S S V L
S T R A V Q A Z O P S R I S I R D O G T I M
P I H A N F T Y I C U B L F L A G H T M T
U A D S E F E J L A O W I J P K G O L D A P
R A G I E V A L L O R I U I O S D Z E I J F T
N F F I N D O F C A D R O X D B E D I O R Y L
G O N D O G R E B H U T Z I L P O N T L
C A L I F O R N I A E E I H J D P O T I W
P R T U F F E U I D D R O V I A R A X T C
R F J D E S E T H I C I G O R E E K I V I O
G E D F I T H O P I R E T I R E G H B S T N
R O H H I D E N E T H P P C D R E E F E R
B A U D Y R E H O O L S T R N I X H I R A
A D T R M C I C T E N K P I G G Y B A C K I I
G E R S R Y T K I M D K P P R Y B U D S I L
G T D C O C H I R O K I M O R E I L L Y E K
A L D I E R T K I H L K I M B O X C A R T K T
G F O S K I M Q A M T I P H K I M O E G R
E D I T T K I M R R S E N G I N E H O U S E T
X O X B A L L A S I W K I M C O N D U C T O R

Getting to know You: Steve Beavers

THE TRAILS OF A MODEL RAILROADER

When I was about eleven, around five some odd years ago, I received my very first train set. Like just about everyone's, it was a Christmas present. It was an HO Bachmann job, with a diesel locomotive and about eight cars. I gave the engine a test-run, but on the next day I took it back because it didn't. I got my money back and purchased a different set, this time an AHM job with a diesel and five or six cars; this one worked.

After being bitten by the bug, I decided what was needed was a layout. At first it was a simple affair with an oval of track, grass mats, a styrofoam tunnel and a few buildings. I got tired of this soon and since I had a limited budget and couldn't afford to do much more with it, I put it up in the attic and forgot about it for a couple of years.

When I was around thirteen, a new hobby shop opened around the corner and naturally I visited and was "re-bit". I got the old layout down and started to redo it. Soon, I became friends with the new owner of the shop, Woodie, and I showed him a plan of the roundhouse and shops that I designed. He liked them and asked me to draw some plans for him. I drew several and in return he gave me various things I needed for building my layout. The layout was transferred to a four by six board and added were a few switches, more buildings, a new tunnel, roadbed, trees, grass and increased rolling stock.

Next Christmas, I received an N scale train set, made by Minitrix, with three cars and a steam switching locomotive. Briefly I thought of returning it, but then the thought of having a fair sized pike in my room occurred to me. As a result of that, I sold most of my HO layout and built a new table for the N scale one, slightly larger and just the right size to fit that vacant space in my room.

I started buying Atlas kits, the pieces of which I used for kitbashing. I also bought a few wooden ones and scratchbuilt some buildings; including a water tank and two tunnel portholes. Plaster now covers the entire layout, with many same hills. I used dry colors and acrylics on the plaster to color it after it dried.

At the moment, I am in the process of covering the plaster with ground cover. I plan to make roads with N scale ballast and styrene painted dark or light gray to resemble asphalt or concrete. The trackplan consists of a one track mainline with an alternate route in case King Kong stops on the rails or something. Also it has a two track yard, seven switches and a scratchbuilt wooden turntable with six tracks. Soon I hope to be printing passes to my MOROR LESSA RR CO. and will trade them with other pass exchangers.

Comment: Mark Kaszniak, Associate Editor

CRUMMY NEWS

Since the editor in his infinite wisdom has seen fit to promote me to the newly created position of Associate Editor, I will now be sharing my thoughts with you on a more regular basis. Along with the new title goes this column space. Now before you complain about too much EDITORIAL content in the HOTBOX, let me warn you that this is not an editorial column. The HOTBOX does not need another editorial, the editor already is doing a fine job in that department. Instead this column is designed to teach you, confound you and perhaps amuse you from time to time. I will admit that it will perhaps be hard to truly amuse you after you get thru reading the reports of our officers, but I will try my best. I intended to start off this column with a short series on railroad history, but as you see this space is short and unfortunately this issue is tight due to all the election material. So tune in the next issue for the start of my serial on railroad history and please remember to vote in the election!

DIRECTORYS WERE MAILED OUT TO ALL MEMBERS IN THE BEGINNING OF APRIL, IF YOU DID NOT RECEIVE A COPY OR YOUR LISTING IS INCORRECT, PLEASE CONTACT THE SECRETARY TO SETTLE THIS MATTER.

By Two TAMR Roving Reporters

A SPECIAL APRIL 1ST EDITION OF RAILNEWS

It was reported today from NASA that Mariner IV which has landed on Mars has determined what the red canals are actually made of. It may seem hard to believe, but the canals are actually railroads, which use a special kind of red tie. Unfortunately this was all that the people at NASA could learn as it seems Mariner IV landed on one of these "canals" and was hit by a Maritan train! *****

It was announced today that Conrail has paid off its debt to the federal government and is now actually making profits. A Conrail spokesman said he was delighted and that all train and roadbed is in excellent condition and due to new safety procedures adopted last week, Conrail expects no more derailments until at least 1990. *****

Due to the energy crisis, more and more railroads are reverting back to steam as a means of powering their trains. A major step in this direction was taken when Santa Fe announced that it was returning to fossil fuels in the form of coal. Santa Fe is the fifth major railroad to take this step, the others who have taken it are Southern, Burlington Northern, Chessie and Norfolk & Western. *****

A law passed by Congress forbids railroads to remove railfans from their property. It was passed due to the powerful railfan lobby which was organized just a few months back. According to one Congressman, the general feeling on Capital Hill is one of relief. As he stated: "Maybe now they'll do out and watch trains and leave the running of the government to us".

A merger between the two most powerful model railroad organizations will not happen. President Mark Solomon stated that the proposed merger of the TAMR & NMRA was called off because he felt it wasn't in the best interests of the TAMR. According to our president: "The merger would simply hurt the TAMR and further benefit the NMRA. As the TAMR is the stronger of the two organizations, I don't feel we have to lower ourselves to the NMRA. They are obviously so far behind us in organization that a merger would result in chaos". *****

Jim Boid, of RAILFUN Magazine, is leaving his lucrative post at Carstons Publication to become advertising manager of the TAMR HOTBOX. Jim announced that he was tired of competing with TRAIN and their steam photos and that he was joining the HOTBOX because: "at least I'll belong to a tabloid that I can respect. It'll simply be a pleasure to work with respected journalists of the caliber of Tomlinson, Kasznick, Vernande & Dick. Although the HOTBOX is internationally respected, I know I can make my humble contribution somewhere". Editor Tomlinson promises to promote Boid to the editorial staff, if he proves he's worthy.

In a letter to Editor Tomlinson, our Treasurer Ray Hakin announced that we have had a flood of mail and we are presently faced with a 2 million dollar surplus of funds. Ray suggests we start a quality publication such as other model magazines have. Although this is a big step, Editor Tomlinson feels that it is indeed justified. However, our Auditor John McGreevy disagrees. He figures we should go to a Xerox newsletter with no more than one page of pictures. The only problem with this situation is it's not up to them to decide, Doug Johnson in a tricky bit of engineering managed to impeach the whole EB, except himself and since then has appointed himself to all vacant offices! --MK

BUILD A BULKHEAD FLAT

I decided to develop a new freight car for my pike, but to be absolutely truthful it is not a "new car". Athearn and Train Miniture both make a bulkhead flatcar, but neither is correct for the period I model--the present.

I began with an undecorated Athearn 50' flat car, some .030 Plastruct sheeting and some Plastruct I-Beam (1/8 x 1/4" size). Also used were Kadec #5 couplers and Athearn Tinker Bearing trucks (3 springs) which I added to Kadec 33" wheelsets, in place of the stock Athearn ones. Walther's SP flatcar decals and Hearald King KARTRAK ACI labels were also used.

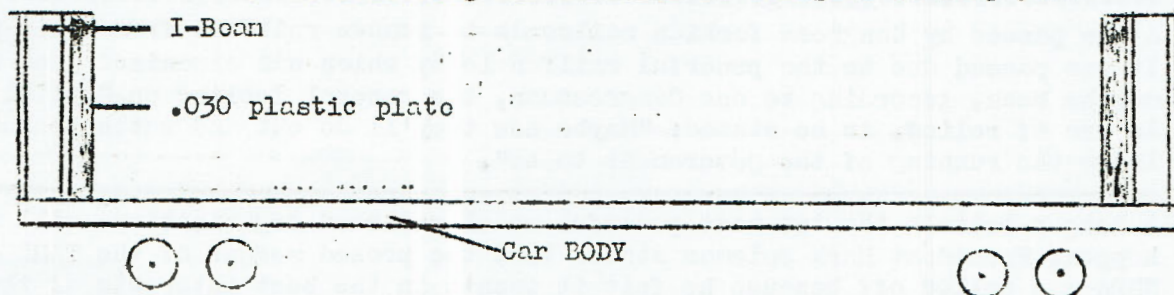
Special tools you will need for this project are: X-acto razor saw, small file, metal ruler, screw driver, glue, paint and an air brush in a pear tree.

Take the I-beam and cut 8 sections to a length of 1-7/16", making sure all the edges are square. Place all these parts aside for the moment.

Now take the carbody and remove the cast on grab irons and replace with those of your choice. Then file (from behind) the stirrups to bring them to a more realistic size.

Now it is time to add the bulkheads to the car. Cement four of the I-beams to one of the car ends, upright in such a manner so that they are perpendicular to the car body. Do the same to the other end. Next add the .030 plates to the I-beam assemblies, this will represent steel plate; however, if you wish a wooden plate, substitute stripwood for the plate. After this has thoroughly dried, trim the .030 plate even with the I-beams and you have the basic car.

Add decals and paint (Not in that order). To represent other roads besides SP, the I-beams can be changed to angle iron or channel stock whichever your favorite road uses. The following illustration is designed to help you:



Drawing not to scale

THIS IS NOT AN APRIL FOOL'S JOKE--

RUN YOUR TRAINS ON YOUR OWN POWER?

Yes, it's true! You can actually run your model railroad from your own brain power. Alpha waves emitted from your brain at a certain frequency can actually be used to run your trains. The stronger the waves, the faster the train goes. This was actually demonstrated in a National Geographic Special entitled "The Incredible Machine". If you get a chance watch it on public TV in your area. "Hey Joe, would you mind running the trains awhile? I'm getting a headache!".

--MK

A modeling tip

TANK CAR INSULATION

Four inch thick insulation material is applied to tank cars during deep freeze periods to prevent possible solidification of the cargos they carry (such as oils, petroleum products, molten sulfur and lards). Without this insulation unloading the cars could prove quite difficult!

- This survey is a re-print! It has been brought to my attention that a substantial number of people did not receive the Nov/Dec issue of the HOTBOX, wherein this survey was contained. Therefore, for the benefit of those people, we are re-printing the survey. We could have had you write in and request a copy for you to return completed, except for one little problem--we have no extra copies. If you already sent in a survey, please do NOT return this one. However, if you are of the majority of this organization who did not return a survey, please take sometime out of your HECTIC schedule to complete this survey. The results of this survey will be handed to the incoming administration for possible (if not probable) action. Results will also appear in these pages when space permits. REMEMBER: If you don't return this survey, completed, you will have no reason to gripe six months from now about the happenings in the TAMR.

SURVEY QUESTIONS:

(PLEASE PRINT ALL ANSWERS)

1. Present Age: _____

2. Favorite Railroad: _____

3. Which are you more interested in: (CHECK one) _____ Model _____ Prototype
_____ Both Equal

4. Your Region: _____

5. Layout Status: _____

6. Have you ever submitted an article to the HOTBOX? Yes _____ No _____

(Please check only one answer to each question)

7. Are you satisfied for 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 _____UN
9. Are you planning to renew your membership? _____Yes _____No _____Undecided
10. Are you satisfied with your region's operations? _____Yes _____No _____UN
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 presently being conducted?
_____Yes _____No _____Undecided
13. Are you satisfied with TAMR sponsored programs (Convention, etc)?
_____Yes _____No _____Undecided
14. Are you satisfied with the way the DIRECTORY is prepared?
Yes No Undecided

15. Would you like to see Associate members be given full rights in this organization such a regular members now have, as long as younger modelers are given their fair voice in running the TAMR? Yes No

16. How would you like to see the HOTBOX expanded? (check one)

<u> </u> 8 issues a year	<u> </u> Monthly	<u> </u> Photo page	<u> </u> Leave alone
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(This survey is continued on next page)

(Check as desired) Photo-Exchange Railroadiana Pike Registry
Member Aid Trains on Stamps None Other, Explain below

19. Would you like to see a post established to see that the TAMR is promoted regularly in model magazines, hobby shops and conventions? Yes NO

Techniques Layouts Officer reports Prototype news
Clinics (Electronics, Q&A, Photography) Photos Humor

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

If yes, Explain

If yes, Explain

If yes, Explain

[illegible]

(CHeck only one answer to each question)

28. Are you willing to run for elective office? Yes No Unable

Don't know Unable.....

31. Are you presently or willing to get involved in your region? Yes No

32. Will you sing this survey? Yes _____ No _____ If yes, Sign _____

SURVEY DEADLINE IS JUNE 1, 1978

FROM: _____

PLACE
THIRTEEN
CENT
STAMP
HERE

TO: Mark Kaszniak, TAMR SURVEY
4818 W, George Street
Chicago, IL 60641

TO MAIL: Remove survey from HOTBOX, fold in half, staple, affix a 13¢ stamp and drop in the nearest mailbox by survey deadline.

Merger possible--The directors of the BN and the Frisco have approved a merger between the two roads; however, the merger has to be approved by the ICC and the stockholders of both companies before it becomes effective. If it is approved some 1,700 miles of track will be added to the BN, plus providing connections with the SouthEast and West. This will thus make the nation's longest railroad even longer.

In December of 1977, an empty BN coal train made an unscheduled stop during a snowstorm in Bismark to deliver urgently needed blood from Fargo. The storm had grounded planes and made highways impassible, but BN saved the day.

BN IMPROVEMENTS--Over 162 thousand dollars will be spent in 1978 for right-of-way improvements and another 162 thousand for 25 new locos and 1,620 new cars. A new locomotive and car repair facility is under construction in Alliance, NB and near Pueblo, CO a 30-acre tie-welding plant is near completion. This tie plant will weld pieces of rail in quarter mile lengths for BN's mainline.

It looks as though the nation's last interurban will continue to serve a while longer. It seems the South Shore's president is delaying his requests to discontinue the railroads passenger service. In 1977, the South Shore received 3.6 million from the state of Indiana, 2.5 million has been appropriated by Indiana counties and Illinois' RTA has pledged 1.1 million. This money can be used to match a US Urban Mass Transit Administration grant. The UTMA grant is an 80-20 one, which means the SS needs 7 million to get 28 million. According to the South Shore, 35 million is needed for new cars and improving the facilities in Michigan City, IN. The South Shore is hopeful and it predicts once the new cars are on the line, ridership will jump to 10 thousand practically overnight. If all goes according to plan, the new cars should be transversing the South Shore's rails by the winter of 1980.

Antrak was scolded for agreeing to join Kellogg's in their box-top free Kiddie ride offer valid thru Jan of 1979. The question was asked and I quote: 'Will parents be able to save enough money on reduced fares to cover the cost of dental bills incurred by sugar-coated cereals their children ingest?'. Antrak defends its position by stating that is in the "railroad business" and is only doing what Congress told them to do--To get Americans riding trains again! You tell 'em Antrak!

[illegible]

Friday, January 13, 1978--An N&W freight derailed near 39th and Harrison Sts. in Gary, IN. The cause of the derailment is unknown as of this writing, but perhaps it just wasn't N&W's "lucky" day?

Wednesday, March 8, 1978--Two Santa FE locomotives were stacked head to head after a derailment near Hesperia, CA. Four locomotives left the tracks along with a bunch of auto racks with new autos. The cause is suspected to be the heavy rains in the area which apparently undermined the roadbed.

Representative Edmund E. Kornowicz (D-Chicago) has started a fight at what he contends are unsafe railroad crossings on Chicago's South Side. Therefore, Kornowicz led a number of railroad, union and public officials on a tour of rail crossings thruout the Southwest Side in the attempt to win support for two bills he has introduced in the Illinois legislature. If passed these bills would require railroads to inspect their crossing gates at least once a month and file reports with the Illinois Commerce Commission. This bill would also fine railroads \$500 each time a train blocks a crossing more than 10 minutes. If you ask me, I think it was a sneaky way to get some railfanning done.

--TV

The RTA Board voted final approval for 17 million in improvements for track and stations for C&NW commuter lines. This was part of the agreement last year in which the RTA purchased the C&NW's passenger car and loco fleet. The work is to be spread over an 18 month period.

FOR PRESIDENT--

Constitutional passages relating to the office of President:

3.2 The President shall oversee the entire workings of this organization...

JOHN MCGREEVY, 20; 738 Camino Durango, 1000 Oaks, CA 91360. John is our current Auditor and has been active in the TAMR for sometime: writing articles for the HOTBOX and in helping re-organize the Western Region.

"It has been fun being the Auditor of the TAMR for the last two years. I could have chosen to run for that office again for two more years; however, this organization is in transition. New members are coming in rapidly; therefore, if I am elected President, I will try to use the one year term to help get the TAMR ready for "new management". Although, I will soon be 21, I won't feel old when I leave, but I don't think it wise to stay around much longer after that, except in continuing to write articles and in any similar capacity I maybe needed. My main goal is organization and increased reliability. I promise to study the way everything works and to improve the efficiency of the TAMR where possible".

John is unopposed in running for the office of President; however, a space is provided for you to write in a candidate if you wish to vote for someone else.

FOR AUDITOR--

Constitutional passages relating to the office of Auditor:

3.2 The Auditor shall oversee this organization's constitutional workings.

3.5 The Constitutional Board shall consist of two persons appointed by the EB, plus the Auditor who shall act as its chief....The CB shall be the final judge in all constitutional disputes. In addition, it shall conduct all elections...

MARK KASZNIAK, 18, currently the Associate Editor of the HOTBOX and is also a prolific HOTBOX contributor.

"Since I have been involved in the production of the HOTBOX for the past two years, I know the problems of this organization well. If elected Auditor, I will concentrate on three areas which

concern the entire membership: the swift fair and timely conduction of elections, the recruitment of new members and the retention of those members we already have. I feel I can accomplish these goals so as to provide us with a stable membership where we can proceed to give you more benefits in this organization. As a member of the Executive Board, I will push to give you more services and a more frequent HOTBOX. I am not an idle person, I want to see things accomplished in the TAMR; however, I do not go off half-cocked on an idea either. I carefully weigh the pros and cons and then I make a decision on what action is to be taken. A vote for me as Auditor, is a vote for an active officer and Executive Board. Yet, no matter how you vote, please do".

GREG LAROCCA, 18, Very active in the Allegheny Region for some time now and is also a frequent HOTBOX contributor.

"I won't use this platform to tell you about myself; those of you who read the HOTBOX should already know the intimate details of my life from the "Getting to know You" column. Instead, I'd just like to say that I am running for the office of Auditor because I feel that it is one of the most important offices in the TAMR, since it is responsible for the overseeing of our Constitution. I want to help contribute to the club, and, hence don't mind on taking the responsibility of the office. I've had some experience in constitutional matters, when as president of the Allegheny Region, I drafted its constitution. I'm not saying I'll be perfect, but if you have any comments or suggestions, I would like to hear them. If you elect no Auditor, I'm sure you won't be disappointed".

CENTRAL

REGION

Attempts are being made to get a publication started in this region again. Anyone interested or wishing to help please write Mark Kaszniak, 4318 W. George St., Chicago, IL. 60641 The name of the last publication of the region was the 'Wayfreight' and anyone familiar with its contents or cover design is also asked to reply.

Election Candidates (cont'd from last page)

FOR SECRETARY--

Constitutional passages relating to the office of Secretary:

3.2 The Secretary shall oversee the records of the TAMR. In addition to this duty, the Secretary compiles mailing lists for the HOTBOX and also produces our annual Directory.

GERRY DOBEY, 14, of suburban Chicago has a large layout and has been a TAMR member for at least a year.

NO PLATFORM SUBMITTED BY DEADLINE

FRED LESAGE, of Manteno, IL has a average-sized layout and has been a member in the TAMR for about a year.

NO PLATFORM SUBMITTED BY DEADLINE

FOR TREASURER--

Constitutional passages relating to the office of Treasurer:

3.2 The Treasurer shall oversee the finances of this organization.

7.1 A report on the finances should be made periodically in the official publication

RAY HAKIM, 18, current Treasurer and is active in the New Jersey railfan scene.

"In this election, I hope (for a change) that we don't encounter voter apathy as in previous years. This is your chance to voice your approval or disapproval of those currently in office. After careful thought, I have decided to run for re-election. Had the TAMR been in better financial shape, I would have stopped down. However, the road ahead is rocky, the one behind was unpaved. I should point out that I try to manage the TAMR's money as if it were my own. Several officers will attest to this. I watch every penny and question unreasonable demands on the funds in the treasury. Recently it was brought to my attention that we could be having a photo offset HOTBOX soon. With a lot of speculation and heavy renewals, it can be done. However, we can't gamble with what little we have. I can only hope we can have a better HOTBOX soon, and your continued support will see to it. When you decide to vote (and don't forget), vote for the person that you believe is best qualified for the job".

Our current Treasurer, Ray Hakim is unopposed for the office of Treasurer; however, a space has been provided on the ballot for a write-in candidate if you wish to do so.

REMEMBER, only regular members are allowed to vote in elections. The official election ballot appears on the next to last page of this HOTBOX. It was placed there for your convenience in mailing. All votes must be on this ballot, any vote received which is not on this ballot will not be counted in the official tabulation of results.

---Tim Vornando, CB member

A block of AMENDMENTS to our Constitution appears on the following pages, please read these over, along with their explanations and vote YES or NO to each on the ballot also. -MK

IT
IS YOUR
PRIVILEGE
TO VOTE
PLEASE--
EXERCISE IT!

PROPOSED AMENDMENTS

In accordance with Article 9 Section 1 of our Constitution, the following amendments submitted by Mark Kaszniak and revised by Tim Vernando* are to be voted upon by the membership. * Except Amendment 3, submitted by MK & DJ

AMENDMENT 1--Replace Article 1 and all its sections with the following:

Article 1 (name and purpose)

1. This non-profit organization consisting primarily of young model railroaders and railfans shall be known as the Teen Association of Model Railroading, abbreviated "TAMR", and referred herein as "the organization".
2. The purpose of this organization is to promote fellowship among young modelers and railfans engaged in the hobbies of model railroading and railfanning in all its phases.
3. The business office and mailing address of this organization shall be designated by the Executive Board, whose function and purposes are outlined in Article 3.

This amendment totally re-vamps Article 1 of our Constitution; however, mainly it establishes the TAMR as nonprofit and determines its purpose, as stated in the original constitution the TAMR has a name and a comprized membership, but no purpose is established!

AMENDMENT 2--Replace Article 2 and all its sections with the following:

Article 2 (membership and dues)

1. Any person interested in the aims of this organization may become a member by paying applicable dues for the class of membership he/she desires for the time he/she wishes to be a member.
2. In order to obtain full enjoyment of this hobby and protect this organization and its members, several classes of membership are established, they are

Class A--Regular membership--Limited to those under the age of 21 at the time they wish to become a member. Regular members may participate in all phases of this organization. They are entitled to receive publications, vote in elections, hold elective office, be appointed to committees and hold advisory positions.

CLASS B--Associate membership--Upon the age of 21, a person becomes an associate member. Also all those who wish to join this organization who are over 21 will also be given this designation. Associate members are entitled to receive publications, be appointed to committees and serve in advisory positions, but they are not allowed to vote or hold elective office. As a matter of custom, the Associate member will pay a reduced rate of membership that is set by the Executive Board.

This restrict membership which does not allow voting rights, the holding of elective office and reduced dues can be summarized in 3 parts:

(1) Protection of the organization--This organization as stated is devoted to young modelers and railfans of the hobby. However, since ideas and suggestions of those not covered by Class A membership can be beneficial to this organization, they are allowed to join on an associate basis, with the restrictions given to prevent this group from leading this organization in a direction which would be contrary to its aims.

(2) Protection of the membership--As this organization is dedicated to

(Cont'd next page)

helping young modelers and railfans in this hobby, it is only fair that this group be allowed to run the organization in their own best interests.

(3) The reduction in membership dues is in part a custom and in part a consideration for the loss of voting and elective office rights. This is also our way of saying thank you to those who can no longer take a part in election proceedings, but who have made valuable contributions to this organization.

3. The Executive Board may establish other classes of membership in addition to those previously outlined. However, such classes may not include special voting rights or the privilege of holding elective office.

4. Dues shall be levied only for the support of this organization. The amount will be set by the Executive Board; and any person who has a valid membership is protected from a change in the dues structure for the length of his/her membership, if this amendment is approved.

Amendment 2 explains the classes of membership fully and clears up any ambiguity of that Section that could have resulted. As it was stated in the Constitution, the IRS would perceive the associate membership as taxable income since that membership doesn't carry full rights. Although as of present we don't have to worry about the IRS, if the day comes when we wish to incorporate as a non-profit organization, we will not have to worry about our associate members or the TAMR.

Amendment 3: Add one section to Article 5

Article 5 (election)

5. A Nominating Committee shall be established to solicit names of potential candidates for elective offices in this organization. Upon compiling a list of such names, it will submit this list to the Constitutional Board when nominations are called for; however, NC may not interfere or compromise with Section 2 of this article. The committee will be composed of one (1) member from each organized region (4.2), excluding national officers and CB members, in the TAMR. The committee members shall either be (1) appointed and serve until they resign or (2) elected for a standard set term length (set by each R) by their fellow region members. All committee members are subject to procedures in Section 8. Committee members shall elect their own chairman and the committee's day to day operations shall be governed by by-laws.

(a) In the event only one person accepts a nomination for elective office by the nomination deadline, a space will be provided on the ballot for write-in candidates.

Amendment 3 establishes a nominating committee for the purpose of getting two opposing candidates for each office up for election. This will also give the local regions more power in choosing national candidates to run for office

Amendment 4--Change Article 6 to the following:

Article 6 (publications)

1. Editor is in charge of the organization's official publication, the HOTBOX. The frequency and nature of which is directed by the Executive Board. Editor may appoint needed personnel to assist him.

2. Regions and their officials shall have complete control over their publication and national organization assumes no responsibility for them.

3. Secretary shall have complete control over the Directory which is to be distributed annually. It shall contain the names of all present members of the organization (and any other pertinent information). Secretary may appoint the needed personnel to assist him. This section may be abolished by unanimous vote of EB if the Directory becomes economically unfeasible due to membership growth

(a) Status of our membership is to be reported periodically in the official publication, this sub-section may not be abolished.

ELECTION BALLOT

The time has come once again to vote for those who are going to run the TAMR for the next year. As you know this is an unusual election situation, we have all four offices up for election. However, I must remind you that the offices of President and Secretary are at this time up for one year special transition terms so they may re-attain their election schedules as outlined by our Constitution. Below are your candidates, please vote, and remember only those with regular memberships are allowed to vote!

PRESIDENT
(One year transition term)

☐ John McGreevy

☐ Write In _____

AUDITOR
(Normal two year term)

☐ Mark Kaszniak

☐ Greg LaRocca

SECRETARY
(One year transition term)

☐ Gerry Dobej

☐ Fred LeSage

TREASURER
(Normal two year term)

☐ Ray Hakin

☐ Write in _____

	YES	NO
Amendment One	<input type="radio"/>	<input type="radio"/>
Amendment Two	<input type="radio"/>	<input type="radio"/>
Amendment Three	<input type="radio"/>	<input type="radio"/>
Amendment Four	<input type="radio"/>	<input type="radio"/>

MAILING INSTRUCTIONS: Select the candidates of your choice, mark the appropriate circle (only one mark for each office), tear this page from the HOTBOX, place in an envelope, affix a 13¢ stamp and mail to the person whose name appears below by the election deadline which also appears below.

MAIL BALLOTS TO: John Huey, ELECTION BALLOTS, 1819 Jersey Ave., Norwalk, CA 90650

ELECTION DEADLINE: MAY 20, 1978

Any ballot received after the election deadline or that is improperly marked will not appear on the official tabulation of results for the offices up for election. Results of this election will be announced in the next HOTBOX.

'When the official announcement of those results, by the Constitutional Board, the candidates who received the plurality for their respective offices shall take those offices.' -- ARTICLE 5 SECTION 3 TAMR CONSTITUTION

OFFICERS--

PRESIDENT Mark Soloman, 6 Bayberry Branch, Casselberry, FL 32707
AUDITOR John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360
SECRETARY Doug Johnson, 6130 Kilbourn, Chicago, IL 60646
TRESURER Ray Hakim, 21 Clauss Ave., Paramus, NJ 07652
CONSTITUTIONAL BOARD Tim Vermande, 51528 Pond Street, 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
ASSOCIATE EDITOR Mark Kaszniak, 4818 W. George St., Chicago, IL 60641
PUBLISHER Andrew Dick, 15 Crescent Dr., Convent Station, NJ 07961
CIRCULATION

MEMBERSHIP RATES: Regular \$4.00 per year. Associate (over 21) \$3.50 per year.
For further information contact the Secretary. For further information on
the TAMR contact the Auditor.

The HOTBOX is the official publication of the Teen Association of Model Rail-
roading and it presumes that all material is submitted gratis. The HOTBOX
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TAMR HOTBOX, "The Un-Magazine of Railroading"
306 W. Main Street
North Manchester, IN 46962

PLACE
POSTAGE
HERE

FIRST CLASS MAIL

MARK KASZNIAK
4818 W. George Street
Chicago, Illinois 60641