

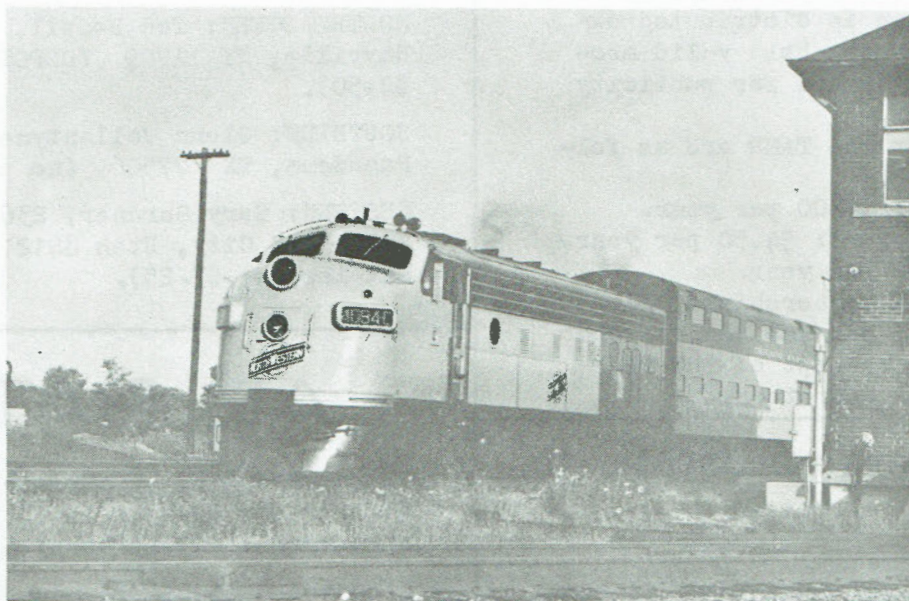


HOTBOX

"the Un-Magazine of Railroading"

September - October 1978

No. 151



in this issue:

- * Florida Shortlines
- * Chicagapi?
- * Office Car
- * TAMR News
- * and much more!!!

TAMR HOTBOX

The TAMR HOTBOX is the offical publication of the TEEN ASSOCIATION OF MODEL RAILROADING. The TAMR HOTBOX is issued every other month with an additional special mailing of a member DIRECTORY once a year. The TAMR HOTBOX presumes that all material submitted for possible publication is submitted gratis.

All material for publication must be received by the editors of the TAMR HOTBOX by the 15th of the first month of the issue in which it is to be included (i.e. For July/August issue, material must be received by July 15th).

This publication is distributed exclusively to those who hold valid memberships in the TAMR and for publicity purposes.

Annual dues for the TAMR are as follows:

Regular (over 21): \$5.00 per year.
Associate (21 or over): \$4.50 per year.
Sustaining: \$10.00 per year.
Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

The Officers and Staff

NATIONAL OFFICERS:

President--John McGreevy,
738 Camino Durango, 1000 Oaks, CA 91360.
Auditor--Mark Kaszniak,
4818 W George St, Chicago, IL 60641.
Secretary--Gerry Dobey,
145 E Kenilworth Ave, Villa Park, IL 60181.
Treasurer--Ray Hakim,
21 Clauss Ave, Paramus, NJ 07652.
Constitutional Board--Tim Vermande,
51528 Pond St, South Bend, IN 46637.
Constitutional Board--John Huey,
13819 Jersey Ave, Norwalk, CA 90650.

HOTBOX STAFF:

Editor--Mark Tomlonsen,
1622 S Wabash, Wabash, IN 46992.
Associate Editor--Mark Kaszniak,
4818 W George St, Chicago, IL 60641.
Publisher--Talmadge Carr,
1121 Hubbard Dr, Tyler, TX 75703.
Circulation--Gerry Dobey, TAMR SECRETARY.
Printer--John's Print Shop,
1815 S Broadway, Tyler, TX 75711.

REGIONAL DIRECTORY

(Here are the names of the representatives for the various regions in the TAMR. If you wish to join a region, or just wish additional information, please write to the people listed below. Also included in parenthesis is the name of the regional publication, if any, plus its frequency and the annual dues)

CANADIAN: No representative (no pub)

CENTRAL: Gerry Dobey, 145 E Kenilworth, Villa Park, IL 60181 (WAYFREIGHT; six issues; \$3.00).

NORTHEASTERN: Ted Bedell, 11 Hilltop Dr, Bayville, NY 11709 (DEPOT; six issues; \$2.50).

SOUTHERN: Glenn Vallantyne, 817 Robison, Pasadena, TX 77506 (no pub).

WESTERN: Gary Gardner, 2365 Campus Dr, Salt Lake City, Utah 84121 (DAYLIGHT; six issues; \$3.25).

AD RATES

Classified Ads, or Buy--Sell--Trade, for members are 20¢ per line; non-members and commercial advertisers: 35¢ per line.

Pike Ads--Let people know about your pike--are 50¢ for five lines. Heralds and special designs are considered artwork and will be charged as such.

Quarter-page ads ($\frac{1}{2}$ column) are \$3.00 for members; \$4.00 for commercial Half-page ads (1 column) are \$5.00 for members; \$6 for commercial.

Artwork is charged by complexity and the time that it takes to draw it. For camera ready artwork up to a half of a column, the charge is \$4.00 per ad. For artwork up to one full column, the charge is \$8.00 per ad. For non-camera ready artwork a charge of \$5.00 an hour will be charged for preparation of the same. All charges will be billed and must be received before publication.

Those rates are subject to change after publication in the HOTBOX. Please send all ads to the Associate Editor.

Our new look

Once again the HOTBOX is late! I should not be getting the September/October HOTBOX in November. Why doesn't the staff get on the ball and put the HOTBOX out on time for a change? We are sure that all of the above thoughts are running through your mind as you read this issue. The staff is aware that this HOTBOX is late and we offer our apologies, but at least this time we have a good reason--a better HOTBOX.

That's right, skim through this issue, do you notice anything different? You should as this HOTBOX is totally offset! Now what allows a 12-page newsletter called the HOTBOX to go from mimeograph to offset in one issue? Two things, that extra dollar dues money that you are providing and a new Publisher--Talmadge Carr--who made us an offer for offset that we just couldn't turn down.

However, we must warn you that our "new look" isn't cheap and until both our membership figures and the treasury figures rise, we will be watching every expenditure very closely. Furthermore, in addition to watching our expenses, we will need your continued support of the TAMR. Or in other words, we need your renewal when the time comes to continue providing you with an offset HOTBOX.

Yet why should you give us a second chance and renew your membership? Because the HOTBOX can provide you with even more services than before. Not since the early 1970's has the HOTBOX been able to provide you with all of the following: photos, maps, illustrations, cartoons and increased readability. This issue provides a very good example of what we can now do; go ahead look through the whole issue and tell us when have you seen the HOTBOX looking so good.

We have great plans for future issues, but as always your help is needed. It is you, the plain ordinary TAMR member, who will decide what appears in these pages. This issue deals mostly with the prototype because those were the kind of articles we got from you. If you want future issues to deal more with modeling, then it is up to you to submit articles and suggestions on what you would like to see via these pages.

Our next issue will be a special treat

(cont'd next column)

(cont'd from first column)

for some of your older members and we think the rest of you will enjoy it as well. The deadline for the next issue has been extended to November 20th and we ask that you continue submitting all articles and what not to our Associate Editor whose name and address appears on page two. The next issue will be out before Christmas, so be watching for it around the middle of December; we think you will be pleasantly surprised. --the HB Staff

Help us out

Between pages six and seven of this issue, you will find a poster advertising the TAMR. This poster is not provided for your enjoyment, but rather as a means of getting you to help us advertise the TAMR. We are sure that you are aware that the TAMR has been nationally promoted in two of the largest model railroad magazines--MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN. Both magazines have been kind enough to provide us with free advertising on a space-available basis. Although our ads are small, they do the job and we are very pleased with both arrangements.

However, these ads are the only source of advertising the TAMR has and for us to be able to attract more members, other means must also be utilized. The TAMR has a monopoly on the teen model railroader market, we are presently the only national association of this kind in the United States. Yet we only have a membership around 150. Now we all know there are more than 150 teenage model railroaders out there. So in an effort to increase our membership roles, we are asking you, the plain ordinary TAMR member, to take the poster to your favorite hobby shop and ask the dealer to display it in a readily viewable area. This will not only help the TAMR, but yourself as well. For instance, if a modeler joins in your area, you now have someone who lives close to you who shares your hobby; many a friendship has started on less than this.

Therefore, by helping us, you help yourself. We will continue with our national campaign, with the help of the model magazines, but will you help us out with a local one?

Office Car

FROM OUR PRESIDENT'S PEN:

Things are really rolling! We should be increasing our membership ranks soon and this is indeed good for all of us. More members will lower our average costs. More people means more minds to contribute more articles for the HOTBOX. In addition, our regions will also grow stronger.

I'm proud of the HOTBOX staff. Each issue is looking better than the previous one. However, we still need your continued support. Criticize, suggest, comment--this is your place to cast your views. Help to keep the only national association for young modelers STRONG!

--John McGreevy
TAMR President

OUR AUDITOR SPEAKS OUT:

Several things have been happening in the TAMR concerning our regions that you should be aware of. First, the Allegheny and New England Regions have combined to form the Northeastern Region. Why? Well according to Ted Bedell, the Northeastern Region's President, the reasoning was: "Over the past several years, the Allegheny Region membership has been dropping, from 86 in 1974 to 32 presently. The New England Region, on the other hand, has been growing very slowly with only twelve members currently. Since there is a low participation rate in any group, there were not enough contributors to support both regions."

"We (Ted Tait and myself) feel that the answer to this problem is the merger. Now (hopefully) there will be enough material to keep a good newsletter in production. We hope to be very active for the remainder of this year and in years to come." If you are interested in joining the Northeastern Region or any other region, consult page two of this HOTBOX.

The Central Region is also being revived by Gerry Dobey and myself. The first copy of the Central Region's publication--the WAYFREIGHT--is being enclosed with your HOTBOX in an obvious ploy to show you what the Central Region has to offer to TAMR members.

From now on, information on TAMR regions will be located on page two of your HOTBOX in the Region Directory. This should make it easier for you to find information about a particular region.

-- Mark Kaszniak
TAMR Auditor

Pass Listing

WHAT IS A PASS?

Many new TAMR members often inquire on their application blanks: "What is a pass?" The TAMR perhaps encourages this inquiry as one of the questions states: "Do you trade passes?" Therefore, in an effort to clear up any questions you may have concerning passes, we provide the following explanation:

In prototype railroading, a pass is simply an order to the conductor authorizing him to allow free passage to the holder. Passes are given to employees and sometimes select people so they may ride anywhere they like. In the early days of the railroad moguls, passes were freely given to friends and business associates. Often they were quite ornate, as were those distributed by Otto Mears of the Colorado narrow gauge railroads. Mr. Mear's passes were made of filigree silver and engraved.

Model railroad passes have essentially the same shape and information (on heavy cardstock, not silver) as prototype passes. In fact, an active side hobby to model railroading is the trading of model railroad passes. Since a model railroader will probably not visit many other model railroads in his/her lifetime, a pass is exchanged in lieu of a personal visit. Most people have their model railroad passes printed and there are several companies listed in the classified sections of the model magazines who specialize in this service. In addition, pass listings are contained in several publications, including the HOTBOX. When writing for a pass, it is customary to include one of your own in exchange. I hope everyone understands what model railroad passes are now and here is this issue's listing:

Ted Tait, 16 Evergreen Drive, Syosset, New York 11791.

Jack Neary, 333 Knob Hill Road, S Meriden, CT 06450.

To be listed in this column, please send one of your passes to John Huey, Pass listing, 13819 Jersey Ave, Norwalk, CA 90650.

Railroading in OCONOMOWOC?

The town I live in, Oconomowoc, WI is about twenty-five miles west of Milwaukee and is served by the Milwaukee Road. A train stops to pick up and drop off cars twice weekly. The industries at which the cars are spotted are: one covered hopper to the Brownberry Ovens (see illustration); three covered hoppers to the Carnation Company, powdered milk division; ten boxcars traveling in pools of five at the Carnation Can division; two boxcars at Fibersin (a plastic company); one flat car to Oconomowoc lumber and once in a while, a car or two at the freight station. A switcher is located there four nights a week, right after school.

I used to be able to watch the freights stop every Tuesday and Friday mornings during my English class, but now unfortunately I'm in high school which is not located within sight of the tracks.

Oconomowoc has the distinction of having the only station built of field stone in America. It is a large structure approximately 50' by 130' in length with well kept lawns. It was last used in 1970 as a station and is presently being used as an office to type up switch lists.

If you're up my way, the lawn is THE best place to take pictures of the trains. Presently, there are about six Amtrak trains and five Milwaukee Road trains a day and occasionally a Burlington Northern locomotive on the head of a sprint train.

Last winter, a good variety of roads could be seen due to mechanical problems with Milwaukee Road power. Some of the different roads I saw were: Southern Pacific Burlington Northern, Chessie, B&O, Duluth, Missabe & Iron Range and Rio Grande and Southern.

Gotta go now, I here the afternoon Hiawatha pulling in.

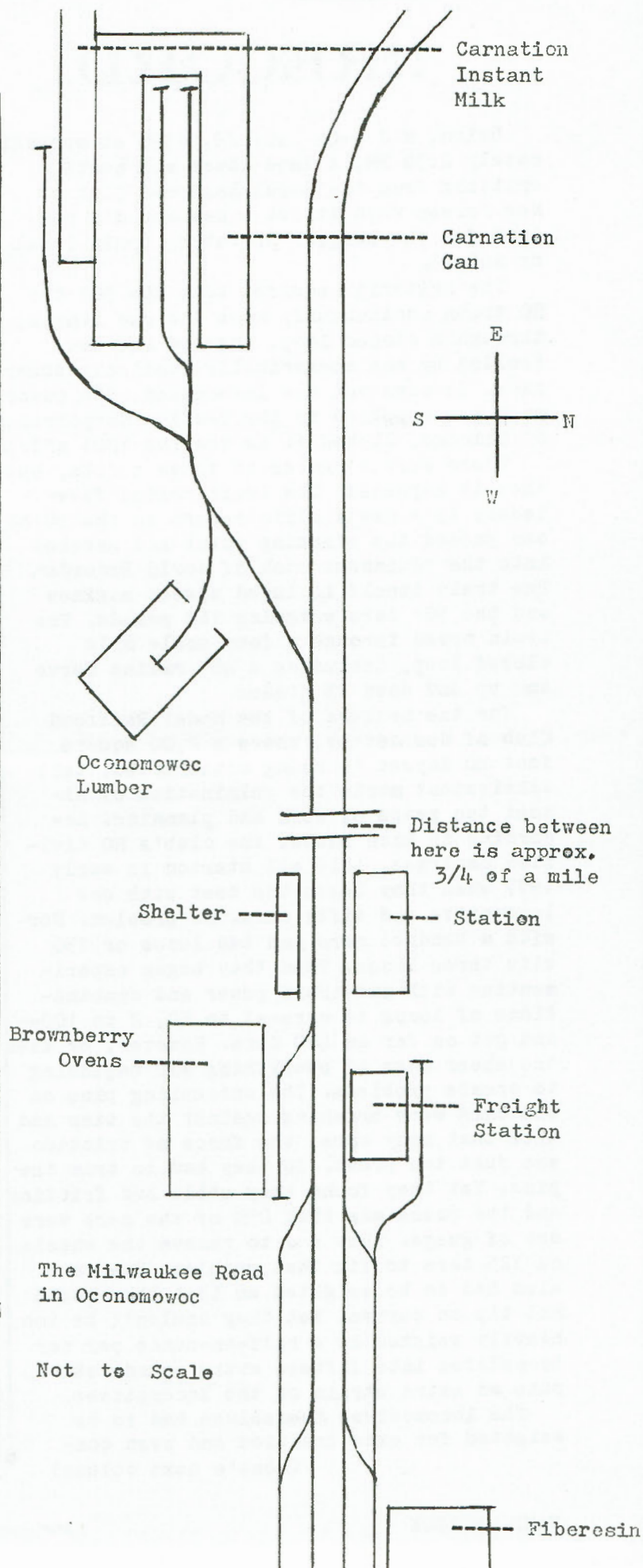
"MIDNIGHT SPECIAL" TRAIN SETS BY TYCO

3 cars, Shark-nose Locomotive, caboose, track and power pack plus trestle.

New -- Never been used

Only \$17.50

Interested parties contact: Gerry Dobey
145 E Kenilworth, Villa Park, IL 60181.



!!RECORD BREAKER!!

Union, N J --On July 22, 1978 at approximately 2:30 PM, a loud cheer was heard emitting from the Model Railroad Club of New Jersey when it set a new world's record for the longest operating train (real or model).

The criteria required that the 501 car HO train continuously move its own length, through a closed loop, powered and controlled by one commercially available power pack. In case you are interested, the power pack was supplied by the Troller Corporation of Chicago, IL and it is the TRA 1001 model.

There were a number of false starts, but then it happened. The train rolled flawlessly to a new world's record as the 501st car passed the starting point and entered into the "Guinness Book of World Records". The train itself included eleven engines and the 501 cars weighing 140 pounds. The train moved through a four scale mile closed loop, including a 48" radius curve and up and down 2% grades.

For the members of the Model Railroad Club of New Jersey, where a 2,00 square foot HO layout is being constructed, this achievement marks the culmination of almost two years of work and planning. According to Rich Laube, the club's HO division chairman, this all started in early 1977 when they began the test with one locomotive and fifty cars. No problem. Nor with a hundred cars and two locos or 150 with three locos. Then they began experimenting with mid-train power and combinations of locos to cars--1 to 50, 2 to 100--and got as far as 450 cars. However, by then the sheer mass of everything was beginning to create problems. The uncoupling pins on the cars were brushing against the ties and with that many cars, the force of friction was just too great. So they had to trim the pins. Yet they found they still had friction and the cause was that 25% of the cars were out of gauge. They had to remove the wheels on 125 cars to fix that problem. The cars also had to be weighted so that they would not tip on curves. Yet they couldn't be too heavily weighed as a half-an-ounce per car translates into fifteen extra pounds which puts an extra strain on the locomotives.

The locomotives themselves had to be weighted for extra traction and even con-

(cont's next column)

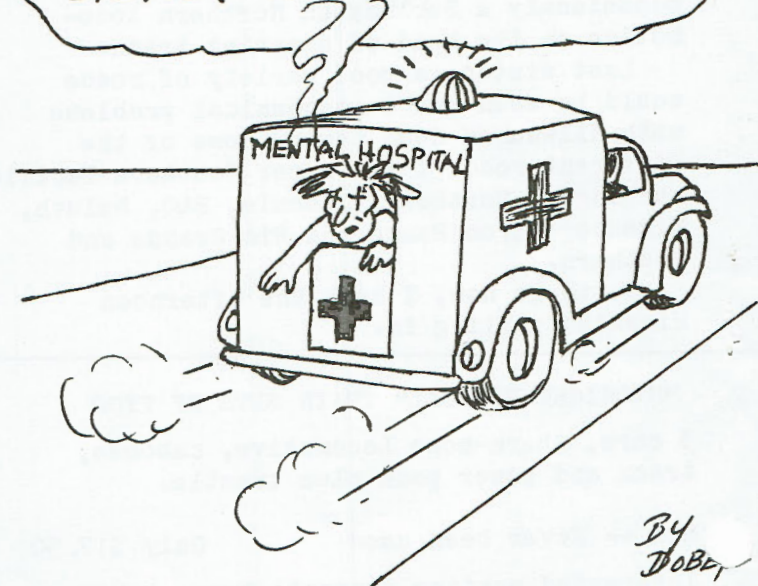
(cont'd from previous column)

nected electrically. With two or three locos, they are simply connected by the couplers and each one works independently of the others. However, for this project, a strong steady pull was needed and six locos had to be connected together so that if one picked up dirt and subsequently broke its electrical contact, it would still be running.

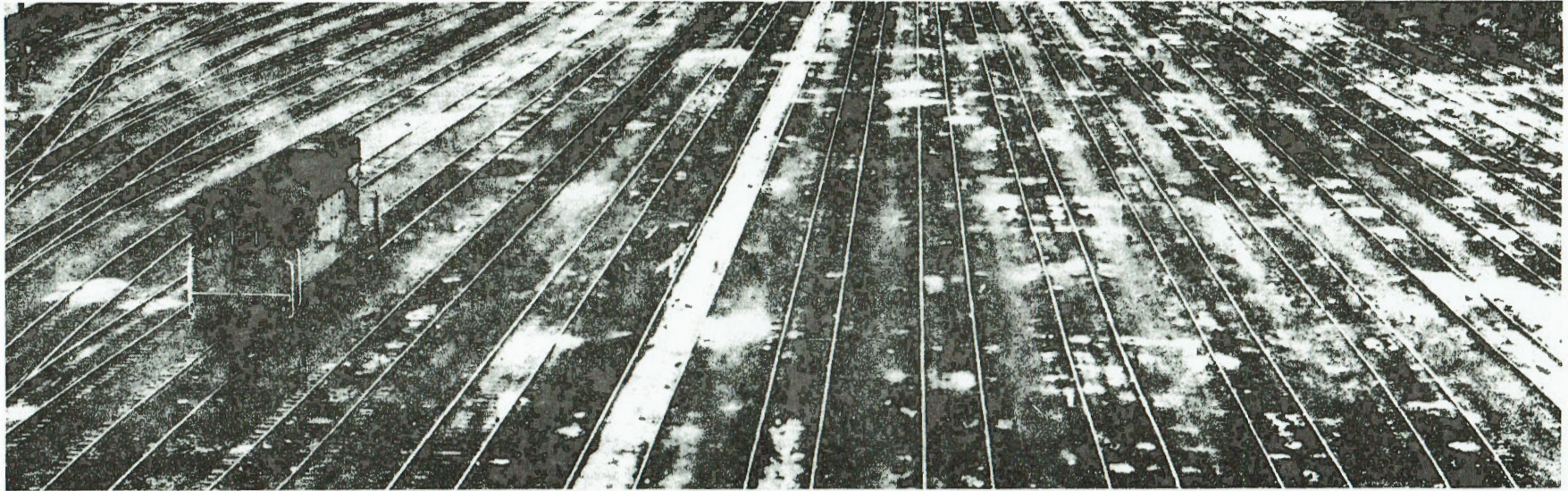
Add to this fact that there were also problems with the layout also and you begin to understand the magnitude of the club's achievement. For instance, at one point in the track, there is a downgrade followed by an upgrade. Now ordinarily that poses no problems, but with a very long train, 225 feet of it, portions of it would be climbing up the grade while other portions were running, not walking, downgrade.

When it was all over, Laube best summed up the event when he stated: "I'm glad the visitors saw the derailments in the beginning. I didn't want anyone to get the idea this was easy."

I JUST INVENTED PLASTIC
RAILS!! BUT YOU NEED NICKEL
SILVER TIES - ?!!



Are you on the right track?



**Belonging to the TAMR not only answers
that question, but also provides a generous
helping of tangible benefits.**



Contact . . .

REPRINTED COURTESY OF THE
ELMHURST MODEL RAILROAD CLUB

**Lone Eagle Payne
1028 Whaley Road, RD #4
New Carlisle, Ohio 45344**

A Sustaining Membership?

The sustaining membership, which costs \$10.00 per year rather than the regular \$5.00 per year membership fee, is available for those who feel strongly in their support of the TAMR, its services, publication and principles. True, not everyone wishes to avail themselves of this class of membership, but for those who can afford the extra \$5.00 per year to support this hobby's only teen association the sustaining membership does provide a great feeling of personal satisfaction. You receive no extra benefits for a sustaining membership, except being listed as such in our DIRECTORY; however, the sense of personal satisfaction in doing a bit more to help the TAMR is yours.

Many commercial organizations hold sustaining memberships. Why all don't avail themselves of this opportunity to support the TAMR is a mystery. The majority of sustaining members are either very interested in TAMR doings or are doers themselves, which is why we recognize their names. Why not join a select group?

Of Modeling Interest

DON'T FORGET NONRAIL

If you pike modeling period is set in the present then there is a possibility that you may have overlooked a very important group of railroad cars--those belonging to NONRAIL. Almost half of the number of railroad cars built this year will be for privately-owned companies. The major buyers of these cars are utilities, petrochemical and grain shippers, leasing companies and private investors. Why are so many cars being bought by non-railroad interests? Well for one thing, shippers can get specialized car types for their cargo that the railroad can't provide and the cars can also be used for storage until the profit on the cargo reaches its highest point.

So remember, on that modern pike, be sure to include some NONRAIL cars among the multitudes of others lettered for specific railroads. Many types of these cars are available ready-to-run and decal sets also come in a wide variety of private car types for those who wish to create their own.

More Modeling Interest

YOU SAY TOMATO...

North American Car Corporation has developed a new type of car, called the Asepticar, which will be used to transport tomato paste and related products. Formerly, these products were carried in boxcars full of 55-gallon drums. Now, thanks to the new Asepticars, the paste can be poured directly into the car. These cars can be filled and emptied rapidly and they are easy to clean. The cars hold 20,000 gallons which, in case your interested, is enough to fill 426,660 six-ounce cans of tomato paste and that for sure is a lot of spaghetti sauce!

Of Prototypical Interest

'ROCKETS' MAY FIZZLE SOON

The famous Rock Island 'Rockets' may soon make their last journey. The Interstate Commerce Commission gave permission Friday, October 20th to the Rock Island to discontinue the trains--the Peoria Rocket and the Quad Cities Rocket. The last train could run, if the decision is not challenged, November 18th or 19th.

The Rock Island has been losing an average of \$1,500 a day on both trains and they carry an average of only 17 passengers apiece on their daily round trip runs. The state of Illinois has paid the railroad about a million dollars a year in an agreement to subsidize two-thirds of the trains' losses; however, the ICC agreed with the railroad's reasoning that the trains were detrimental to the railroad's health as the Rock Island is presently under reorganization under federal bankruptcy laws.

In its prime, the Peoria Rocket was considered one of the nation's best passenger trains. With the Peoria Rocket's inauguration in 1937, the Rock Island soon realized the popularity of the train and soon began Rocket service to other Midwest cities as well. A number of alternatives are to being considered if the Rockets are discontinued. Possible routings from Peoria to Chicago include over the Santa Fe and Toledo, Peoria & Western railroads or possibly the Illinois Central Gulf and TP&W lines. Yet what ever service is provided, the Rockets will be missed by Chicago area railfans. A fitting tribute for any run.

A Strike for Attention?

Nothing will irk your boss more than you being late to work without a ready and plausible excuse as you walk into the office. Many bosses will no longer accept the excuse that: "the trains weren't running." Yet that was the only excuse that many people could give their bosses during the great railroad strike of 1978. That was particularly true in the Chicago area where three commuter railroads, the Chicago & North Western; the Milwaukee Road and the Burlington Northern plus one line, the Illinois Central Gulf commuter service to Joliet, were shut down.

The strike occurred, apparently without warning, on Tuesday morning, September 26th right before the morning commuter rush. Many people arrived at their local train stations only to find out that they would have to find some alternate means of getting to work. Emergency plans were put into effect during the second day of the strike in an effort to allow some of the 76,000 people to get to their jobs in the city. Suburban bus service was increased and extra buses were added to lines which feed into CTA rapid transit lines. By Thursday, commuter service was almost back to normal with all lines except the Burlington Northern whose employees did not return until late Friday evening.

However, the strike by the Brotherhood of Railway and Airline clerks in sympathy of the clerks striking on the Norfolk & Western and against mutual aid payments that the N&W was receiving from other railroads did not only effect the Chicago area, a total of 43 railroads were effected on Tuesday from coast to coast. On Thursday, that figure jumped to 70 class I railroads when Labor Secretary, Ray Marshall, threatened that federal action would be taken against the strikers. President Carter even got into the act by issuing a 60-day back to work order to the strikers. The striking workers ignored the President's order and began setting up pickets on eight more additional lines.

The strike also forced some manufacturers to cut back on their operations and this nation's automakers began curtailing production and laying off

(cont'd next column)

workers. Even the nation's grain harvest was threaten as the strike occurred in the middle of the fall harvest.

A 60-day cooling off period was declared and that was good news to the grain shippers and manufacturers. Yet there still is a possibility of the strike reoccurring in early December and that possibility has the manufacturers worried. However, the farmers should have most of the harvesting done if this does occur.

Looking at the situation in retrospect, the strike did get the attention of the American people; however, it generated the wrong kind of attention. Instead of the strike making the people feel sympathetic towards the striking N&W clerks, feelings of anger and rage were brought out against the strikers themselves. Why couldn't the Brotherhood of Railway and Airline clerks find a more effective way of enlisting the sympathy of the American people?

TAMR HAPPENINGS

TAMR ARCHIVES ESTABLISHED

By order of the TAMR Executive Board, a place has finally been found to store all those records that have been slowly adding up over the years. The Executive Board named Tim Vermande as the TAMR Archivist and all known Secretarial records have been turned over to him up to 1977. The Secretary will keep one fiscal year of records before the current year for administrative functions.

Tim has also been commissioned to catalogue the records and write a history of the TAMR from October of 1969 to the present. A history from the beginning of the TAMR through September of 1969 is being compiled by Doug Kocher, former President and Treasurer of the TAMR.

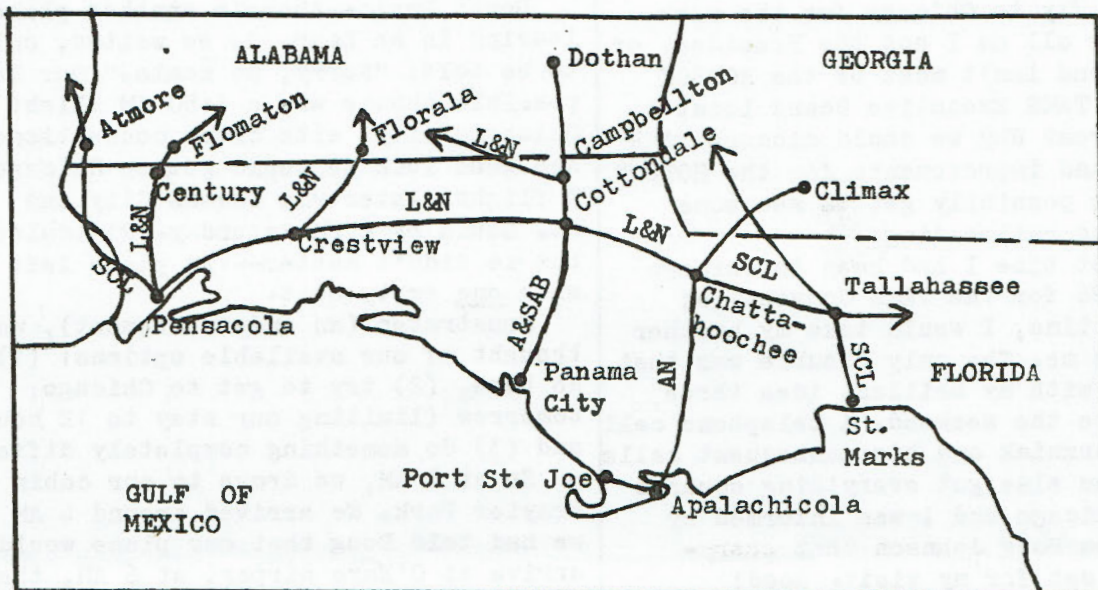
Any former officer who still holds records pertaining to the history of the TAMR that he doesn't know what to do with should contact Tim Vermande, 51528 Pond, South Bend, IN 46637 for arranging a means of their transfer. Tim will accept all records pertaining to the TAMR. However, he can not provide records to interested individuals as of yet, an announcement will be made in the HOTBOX when and if this service is to be made available.

GULFCOAST RAMBLINGS

The northwest Florida Gulfcoast area is known for its beaches, mad student naval aviators storming through the skies and, once every seven years, a little snow (frozen orange juice,

Roster:

Apalachicola	Northern RR
#709-11	SW9
712-19	SW1500



anyone?). The railroads serving the Pensacola--Panama City are the Louisville & Nashville and the St. Louis--San Francisco (commonly known as the "Frisco"; being from the Bay area, I hate using that word!). Oh yes, there are also two local shortlines, one of which still uses RS-1's. Glory be, real Alco's are still prowling about!

Running north a hundred miles from Panama City to Dothan, Alabama (see map) is the Atlanta and Saint Andrews Bay, aptly named "the Bay Line." Power is varied, running from chop-nose GP7's to new GP38-2's and even a rare GP39. Road colors are green and yellow and the line keeps pretty busy day and night. What's interesting, though, are the RS-1's, which also have chop noses! Strange appearance, believe me.

Farther east, running from Port St Joe to Apalachicola then seventy miles north to Chattahoochee is the Apalachicola Northern Railroad. The motive power here is a bit more mundane being EMD SW9's and SW1500's. Still a short line

Roster:

Atlanta & Saint Andrews Bay Railway

#501-02	GP7 (chop nose)
503-05	SD9
506	SD40
507	GP39
901-13	RS-1*
508-10	GP38-2
500	GP7 & ex RDG

* Several sold/traded; low nose

is a shortline and they're always interesting.

The Louisville & Nashville in Pensacola has twin re-engined S4's, #'s 2310 and 2369 which was quite a surprise as they are not mentioned on the roster. Both have EMD 12-567 engines. However, normal power on the L&N is northwest Florida Geeps of assorted types and Family lines pool power from the Seaboard Coast Line.

CHICAGAPI*

* OR HOW I ARRIVED AT THE WRONG LOOP

One fine day in July, I got this bright idea--your father is a pilot, you could fly to Chicago for the weekend! After all am I not the President of the TAMR and isn't most of the HOTBOX staff and TAMR Executive Board located in that area? Why we could discuss TAMR strategy and improvements for the HOTBOX as well as possibly get to see some interesting railroading!

The last time I had been to Chicago was in 1976 for the TAMR Convention; only this time, I would take my brother along with me. The only trouble was that I came up with my brilliant idea three days before the weekend. A telephone call to Mark Kaszniak and his subsequent calls to everyone else got everything squared away in Chicago and I was informed by a call from Doug Johnson that everything was set for my visit. Good!

The flight to Chicago would be at 11:45 PM and this required getting out of work an hour early. Upon arriving at the airport, we determined it was crowded, but after a short wait in line, we were given our tickets. This was surprising because as employee's children, we fly stand-by which is given the lowest priority--all those paying customers are allowed on first! We handed the man at the door our tickets; he looked flustered, but finally said OK--mentioning something about 15 more.

We found our seats on the all coach plane around the middle and with our jackets off, we had settled down to read TWA AMBASSADOR magazine. After being given our headphones, we looked through the music listing. How appropriate! There was a listing: "Taking me back (to Chicago)" by the group Chicago. As the words of the song entered my mind, the harsh reality of the intercom broke the dream: "Will Tom and John McGreevy please report to the front of the plane." You guessed it! Paying passengers had filled the plane. How embarrassing; we looked

like a couple of stowaways who had just been caught.

Don't Panic--there's another plane leaving in an hour. So we waited, only to be told: "Sorry, no seats." Our last possible chance was a 1:50 AM flight to Oklahoma City; with close connections and good luck we could get to Chicago 3 flights later via Kansas City and St. Louis by 2 PM Saturday. Ridiculous, but it didn't matter--the plane left with one empty seat.

Frustrated (an understatement), we thought of our available options: (1) go home, (2) try to get to Chicago tomorrow (limiting our stay to 12 hours) and (3) do something completely different.

So at 2 AM, we drove to our cabin near Frayier Park. We arrived around 4 AM and we had told Doug that our plane would arrive at O'Hare airport at 6 AM, their time. As a result of the time difference, it was now 6 AM in Chicago so I called Doug. When he heard my voice, he said: "alright!", but I had to tell him we were not in Chicago, but some 2000 miles away. I felt pretty empty as I hung up that telephone.

The next day, we drove to Teachapli Loop. We saw an elephant lured SP GP40X slave and some UP pool power. As I watched the trains traveling around the loop, I thought of where we should be--Chicago's Loop. Yeah, I was enjoying this, but it is so strange: you just never know where you're going to end up, no matter how hard you plan.

Of Regional Interest

WESTERN REGION CHANGES

John McGreevy announces that Gary Gardner, 2365 Campus Drive, Salt Lake City Utah 84121 is now the new regional Director. You can get a subscription to the DAYLIGHT by sending \$3.25 to Gary. The DAYLIGHT now boasts of three photo pages in each issue, check it out!

Comment: Mark Kaszniak, Associate Editor

Crummy News

MODEL RAILROADING--A DISEASE?

The following notice was provided to me by the TAMR Secretary:

WARNING!
CONTAGIOUS

MODEL RAILROAD DISEASE

TEENS VERY SUSCEPTIBLE

SYMPTOMS: Continual complaint as to need a constructive hobby. Patient has blank expression, sometimes deaf to parents. Always haunts basement, attic or garage. Won't do work around the house. Often has nose in model railroad catalogues and magazines. Is often seen wandering around railroad shops with camera. Mumbles strange expressions such as GP35, SD40.

NO KNOWN CURE - DISEASE NOT FATAL!

Visit hobby dealer. Patient should operate model trains as often as possible.

Loco Motive
dept. Public Health

Now I don't claim to know if model railroading is a disease or not, but you will have to admit there is something in this hobby that keeps bringing you back year after year. Personally, I think the model railroad magazines are the carriers of the disease. Your interest in this hobby may be waining and then after you've read the latest model magazines suddenly a whole new crop of ideas and enthusiasm comes into your head. Even a railfanning trip can be infectious and result in you coming back with further ideas for your pike. A trip to the hobby shop can rekindle your interest in model railroading in a flash. Why by just looking at all those new materials and how they can be utilized on your pike.

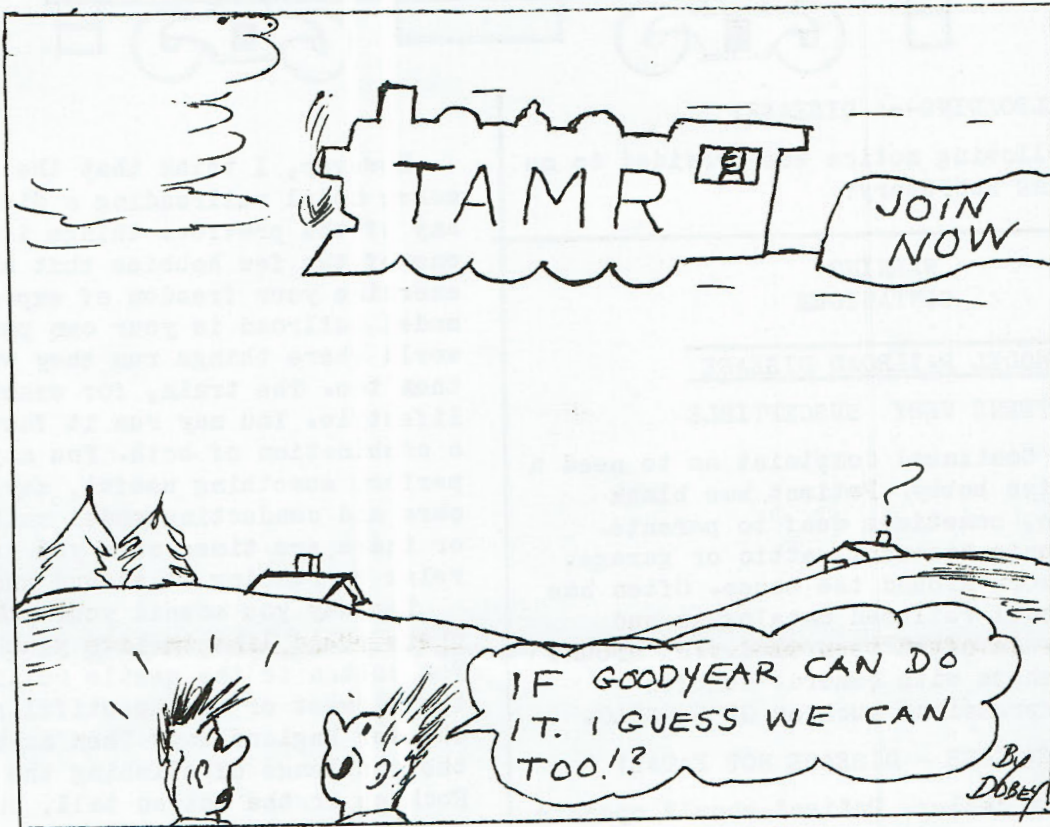
(cont'd next column) 11

However, I think that the one thing that makes model railroading a disease more than any of the previous things is that it is one of the few hobbies that allows you to exercise your freedom of expression. Your model railroad is your own personal little world where things run they way you want them too. The train, for example, is your lifestyle. You may run it fast or slow or a combination of both. You may have it perform something useful, say by switching cars and conducting model railroad business, or there are times when you just want to relax by running it around and around.

The way you scenic your pike, reflects where you'd like to live your life. Perhaps you cotton to the gentle rolling hills of the Midwest or the beautiful scenery up the New England way? Then maybe you like the challenge of climbing the rugged Rockies or the not so tall, but just as rugged Alleghenies?

Your model empire, over which you have complete control, expresses your dreams, desires and hopes. Often it will express just what kind of person you are if you analyze it correctly. Model railroading is as challenging as writing a book or painting a picture because a little bit of yourself goes into what you create. You should not be ashamed of what you create. Nor should you change something just because someone doesn't care for it. Let the nitpickers be damned! This is your model railroad and you may do with it what you see fit. There is no golden rule book that you must follow in creating your model empire. If you do not like to spend a lot of time laying your own track, you don't have to--use pre-fab track. If you don't like to build railroad cars, then don't--use ready-to-run equipment. If you don't want to scratchbuild structures than use kits or kitbash a different one for your pike. It's your empire, build it and operate it according to your own desires.

FRONT COVER: This is what Chicago area commuters and railfans were NOT seeing during the great railroad strike of 1978 which made getting to and from work very difficult for many suburbanities. C&NW #4084-C pictured here at Mayfair Crossing is an EMD F7A, four axle unit with a 1500hp prime mover. This unit was rebuilt in the C&NW Oelwein, IA shops about a year ago and it now sports #415 on its commuter runs. The C&NW has about twenty of these units which were built in early 1950. Photo by Gerry Dobey.



TAMR HOTBOX, "the Un-Magazine of Railroading"
Gerry Dobey, TAMR Secretary
145 E Kenilworth Ave
Villa Park, IL 60181

PLACE
POSTAGE
HERE

FIRST CLASS MAIL