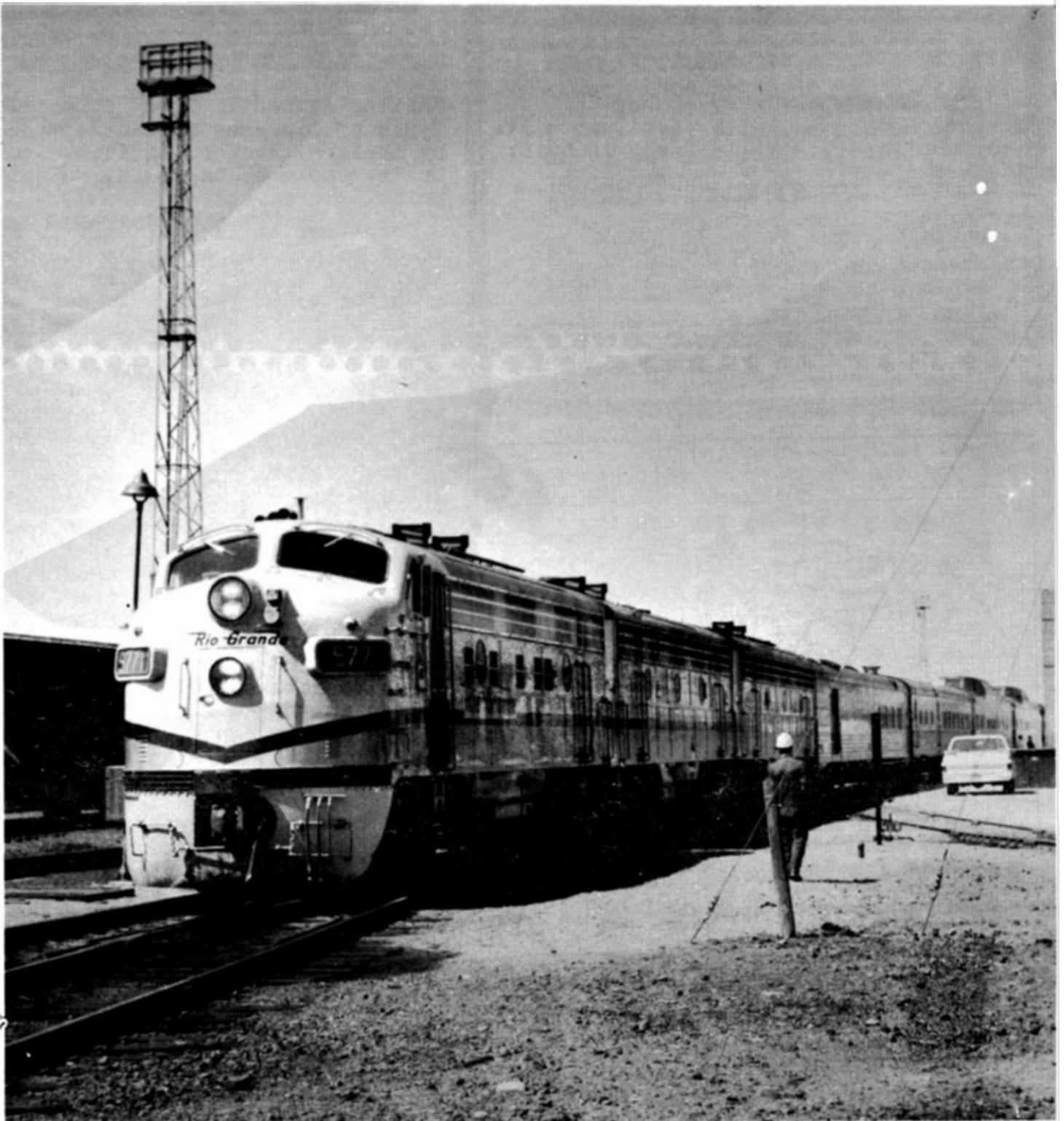


HOTBOX

"the Un-Magazine of Model Railroading"

March 1982

No. 173





HOTBOX

OFFICIAL PUBLICATION • Iron Association of Model Railroading

Issued every month with an additional special mailing of a Directory of Membership during the summer

Annual dues for the TAMR are as follows:

REGULAR: (under 21 years of age) \$10.00

ASSOCIATE: (21 years of age and up) \$9.50

SUSTAINING: (both Regular & Associate) \$15.00

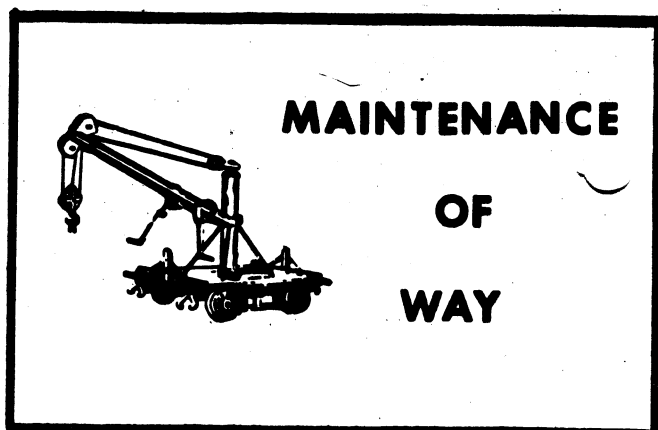
Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

TAMR Secretary: Gerry Dobey
145 E. Kenilworth Ave
Villa Park, IL 60181

All other HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

HOTBOX Editor: Mark Kaszniak
4818 W. George St.
Chicago, IL 60641

DEADLINES: The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.



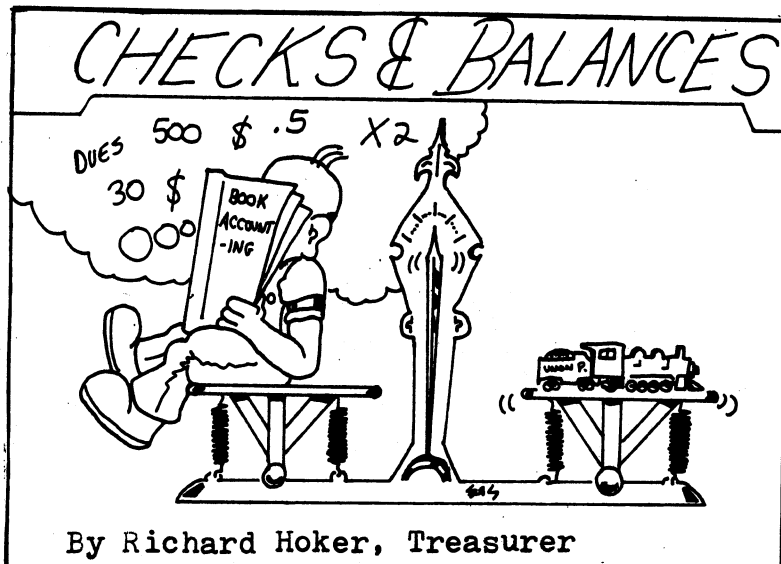
M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMR or the HOTBOX. Please submit reviews to the HOTBOX Editor.

"Making Authentic Scenery for All Types of Dioramas and Scale Models" by Lewis F. Archer, 11514 N. Rockaway Drive, Spokane, WA 99218. Write for price.

Sometimes it is difficult to keep track of all the articles and books that have appeared on scenery techniques for model railroads. Sure Bill McClanahan's Scenery for Model Railroads is still the bible on the subject, but many new advances have made even it somewhat dated. Lewis Archer has developed a nice little booklet that describes the hard-shell and zip-texturing scenery processes as well as special applications to diorama modeling which should prove useful to any modeler contemplating scenery construction.

A nice feature of the booklet is the inclusion of checklists for all the scenery processes discussed. These guide you in obtaining the necessary materials and allow you to double check to make sure you haven't forgotten anything. Another nice feature is the bibliography which provides some excellent references for a more detailed study of the scenery methods discussed in the booklet.

The booklet's only drawback is in its lack of illustrations and photographs of the scenery methods that are being described. However, the clear, concise writing sort of makes up for this defect. Yet this is not a textbook on model railroad scenery methods, but just an introductory booklet intended to accompany Mr. Archer's new line of earth texture and powdered paint pigments. If the pigments are as good as the booklet, both warrant your serious consideration.



By Richard Hoker, Treasurer

Overall 1981 Financial Report:

Total Income	+\$1045.50
Total Expenses	-\$ 947.38
Net Income	+\$ 98.12

Current Financial Report:

Beginning Balance (12-31)	+\$208.75
Income	+\$101.00
Expenses	-\$148.95
Ending Balance (1-24-82)	+\$160.80
Savings + Interest	+\$321.52
Total Assets	+\$482.32

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

HELP WANTED:

No Experience Needed!

I've always held the notion that if you pick the proper words and arrange them in the right order, you can effectively communicate your concerns to people and generate a response. Perhaps I'm suffering from delusions of the supposed power of the printed word seeing as my notion no longer seems to hold true. With the meteoric rise of the boob tube as an entertainment medium and the decline of education standards in the U.S., it just may be that people don't read anymore. Now while this may be the case in general--accounting for the number of daily newspapers ceasing publication--it does not really hold for subjects for which people are really interested--evidenced by the massive circulations of some weekly magazines. Thus if a person is sufficiently interested, he/she will take the time to find out more, even if it means that a little reading must be done. Consequently, when this publication is mailed, I am relatively assured that it will be received by a willing audience ready to devour its contents.

Therefore, hoping that I pick the right words and structure, I want to explain to you in "See Jane run. See Spot fetch the ball." English just what I perceive to be the current crisis in the TAMR. In a word--manpower; or more correctly, the lack

March 1982

of it. While it is true that, at this very moment, we are holding elections to effuse some new blood into the tired veins of the TAMR, this will only meet the minimum daily recommended requirements of the association. Even more people are needed to do the multitude of tasks which confront us.

What are these tasks, you ask? Well, I'll just name a few to keep this narrative down to proportions that can be read conveniently in one sitting. First, our ailing convention program needs a few dedicated members willing to whip it back into shape. Then there is our possible involvement with the NMRA as a SIG. I know that planning conventions isn't easy, but you can't expect our beloved President to do the whole thing himself!

Next, local promotion efforts are at a standstill. We need members who are willing to place our posters and brochures in hobby shops and distribute them at train meets. Our Auditor simply can't travel around the country to do this. Then there is our regions who are always looking for a few good members to help them out of whatever crisis they seem to be entangled in. Several of them are not functioning at all and some others just barely.

Authors are always in demand to fill not only these pages but those of our regional newsletters as well. Articles are welcomed at all levels, at all times. If any editor tells you that he/she has enough articles either he/she is lying or a complete fool. In associations like the TAMR, demand for articles always exceeds the supply. They may not be printed in the next issue, but you can be sure that they will become an integral part of some future issue. So contact the various editors in the TAMR (including myself) if you want to help out.

If you care about the TAMR, you will respond in some way to this plea. Even if you can only help a little, it can help the TAMR a lot. Helping us become stronger not only helps you through increased benefits, but also helps our hobby in general. So turn off the tube and become actively involved, you'll derive more satisfaction here than from the latest shoot 'em up.

PASS EXCHANGING

See, it all started when I saw that ad in a monthly rail magazine ... "Custom Printed Passes, Railroad Stationary, Letterheads, etc, etc,... send for free brochure." I figured that any model railroad worthy of its own name ought to have a letterhead and the Chickamauga, Shiloh & Appamattox RR was no exception. Besides what was this thing about a Pass? So I sent, and received, and found a whole new side of this great hobby of ours was going on with literally hundreds of "armchair" engineers and active modelers taking part. They ranged from the fifty states to Canada and Argentina. From England to New Zealand. That their pikes were from 3 by 3 foot Z scale to live steam. That they were ten years old to 86 years young and they all had another thing in common besides model railroading--they were all pass exchangers.

Now what just is a pass and how is it used, I hear you asking? Well, passes are full of real railroad tradition. A pass is simply an order to the conductor of a train authorizing the holder to free passage. Passes are usually given to employees and other select people so they may ride anywhere they like without charge. In the days of 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.

Just as the real railroads have passes, it seems natural for model railroaders to latch on to this concept. Passes are usually given

to friends and other modelers who know about your railroad. Since model railroading is a wide spread hobby and most model railroaders only get to visit a handful of other pikes during their lifetimes, pass exchanging has become an active side hobby. Names of pass exchangers can be found in model railroad magazines like RAILROAD MODEL CRAFTSMAN, the NMRA BULLETIN and, of course, the TAMM HOTBOX. When writing for a pass, it is customary to include one of your own in exchange.

How does one go about getting passes? Well, most model railroad passes are made from heavy cardstock and there are several printing firms that specialize in making passes. All you have to do is look in the classified section of one of the commercial magazines and write for a brochure. When you get the brochure and have a name picked for your railroad (I thought "Disabled, Disgusted and Busted" was neat), you pick your type style, choice of artwork to embellish your pass, cardstock color and include your copy for printing by following the instructions and selecting from the samples in the printer's brochure. As little as \$5.00 will get you a 100 passes and you're on your way.

At the present, I now have over 400 passes in my collection (a minister in Canada has over 2000!). In addition, many modelers send other goodies with their passes. Some include information on their pikes as well as waybills, switchlists, tickets, date nails, stock certificates, sleeve buttons and even brochures from local rail attractions.

Pass exchanging allows you to communicate with modelers all over the world, I heartily recommend it!

The Modular Concept: 6

Modular Track Wiring

Paul Ingraham

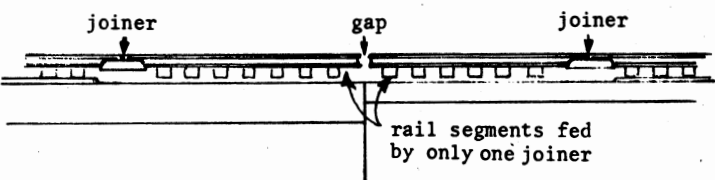
In the development of modular systems, several basic wiring parameters have been shown to be desirable to assure reliability and make troubleshooting easier.

Basic to these is the concept of carrying the wiring for each through track separately throughout the system. Common rail systems are not used for modules. This allows each track to be checked out independently without shutting down the entire system. The corollary to this is that, when tracks are gapped, BOTH rails are gapped. The gaps are filled with non-conductive material to keep them from closing.

All track wiring should be done with minimum 1mm (.040" = AWG #18) diameter solid copper wire - larger for the larger scales. Track wiring terminates in 2-pin sockets at the interfaces.

To simplify control wiring and maximize pick up reliability, use of live frog, power routing turnouts is encouraged. These are always wired so that power is fed from the point end of the turnout.

CONTROL BLOCKING: There must be provision for dividing a modular layout into blocks for operation. Because modular layouts are constantly varied, the location of block boundaries must be movable. At first it might seem easiest to simply supply a gapped connector track to fit across the module interface. But this system has several disadvantages. The main drawback is in the mechanics of the connector track idea itself. Connector tracks receive their electrical power only through the four rail joiners. If the track is gapped, each rail segment is fed by only a single joiner. This system regularly fails in practice.

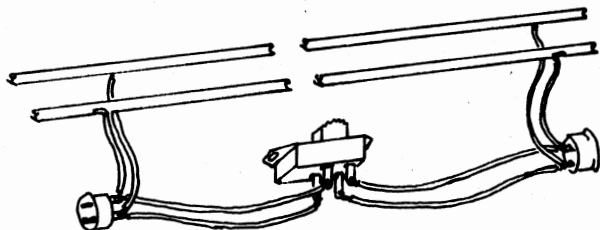


Further, the module builder must provide two connector tracks - one gapped and the other of solid rail, as he never knows which type may be required. This means additional pieces to carry around and lose. And, should operations require a change in block boundaries, the layout must be shut down while connector tracks are exchanged.

There's a better way that completely eliminates all those problems: Put the gap in the module!

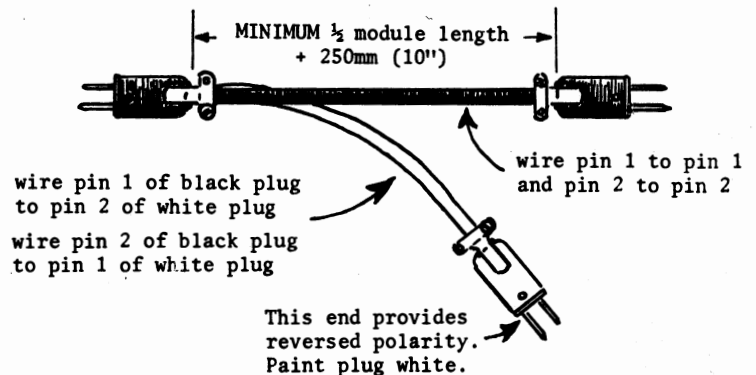
This way only solid connector tracks are required giving reliable current conduction across the gap. This is reinforced with a patch cord at all times.

By routing track feeder through a switch, the gap can be opened or closed instantly as required by operations patterns or to isolate trouble spots. The connector tracks and patch cords stay in place at all times!



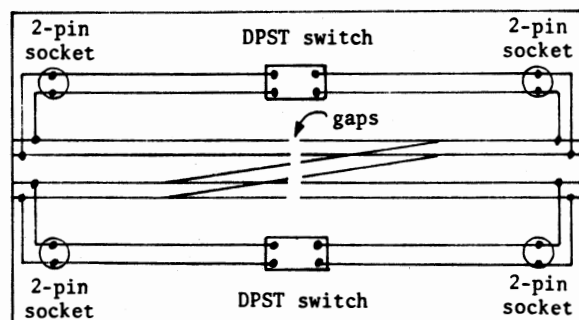
CONTROL ISOLATION: There are likely to be some sections of a modular layout which will have local control - a yard or industrial area, for example. It is imperative that the controls for such areas be isolated from the through tracks so that accidents do not occur. You wouldn't want to run a brass locomotive off onto the floor at the other end of the block while you're switching cars in the local freight yard! An easy way to provide this protection is to have an interchange block between the through tracks and local control areas.

Power for each through track is carried across the module interfaces in a 2-conductor patch cord. If the module is to be reversible - i.e., capable of being turned so that any interface can be used to connect to the next module - it will be necessary to provide a way to reverse the polarity in the patch cord in some instances. This is because the connectors are "keyed" - they can only go together in one orientation. That would make a short circuit through the rails and cord if a module were reversed. The situation is easily remedied by using a 3-ended patch cord in which one end provides reversed polarity, to be used when required.



And that third end is useful for other reasons - as we'll see next time when we go through the steps of setting up a modular layout.

Here is a schematic of the track wiring for a typical 2-track module. Note the gaps in all rails and the DPST switches that can bridge the gaps when desired. This wiring is in addition to the power distribution wiring shown last time.



With this installment we've completed the "nutshell" presentation of all information required to build an individual module. There are more details, supporting data and explanations in the Modular Coordinator's Report, available from me for \$5.00, postpaid.

Paul Ingraham 3304 Maybelle Way, No. 1 Oakland, CA 94619

Then Modulation:

By Paul Ingraham

The system shown allows complete versatility in module placement. The module can be reversed with no problems. Also, the connector tracks always get a reliable electrical connection. The TAMR system will simplify this somewhat, but will still be reversible and contain the built-in gap system. Both systems will be compatible, so you can build either type and all will work together.

LAYOUT DESIGN

Are some of you new model railroaders stuck on a design for your future rail empire? I have been studying the problem of designing simple, but satisfying, model railroads for the beginner or inexperienced modeler for the past four months and have decided that some of you may benefit from what I have learned.

One thing I have noticed about some young modeler's pikes is that they're often overcrowded. The layouts are just swamped in trackage and scenery comprises less than 25% of the total area used. Then too, most of the trackage is just mainline with a couple of sidings added. I hope that this article will provide you with some hints for designing a satisfying and relaxed layout.

One of the first things you must do is to decide on a concept for your railroad. Some choices are as follows:

- 1) A mountain railroad centering on logging or mining with small passenger trains on the side.
- 2) A mountain railroad that is basically an exchange route which connects opposite sides of an imaginary pass so it can utilize electric or diesel helper service and heavy, curving grades like some prototypes such as the Milwaukee Road.
- 3) A prairie railroad which is mainly grain hauling with passenger service. Perhaps RDC's servicing the branches?
- 4) A New England type--small narrow gauge lines in rolling hills or a standard gauge line like the B&M.
- 5) The Colorado types; narrow gauge again, but a lot different than New England types.
- 6) Urban and interurban traction systems with street cars, elevated lines and/or subways.
- 7) Municipal freight railways which are located within large cities and

deliver freight to industries located in a large city such as the Belt Railway of Chicago.

These and hundreds of others are excellent choices of which most can be modeled easily by an average modeler (new or veteran). Electric might be tricky at first, but will be worth it in the end. The same goes for narrow gauge, but more and more products are coming out to make this option easier for a relative beginner. In the TAMM, the Narrow Gauge and Logging Line Division can give you a world of help in getting started. All the other types I've mentioned are fairly easy to model although you may have a few problems with the prairie concept as realistic ways have yet to be developed for modeling fields of wheat and alike.

Now for some notes on radii and grades. First thing you should do is figure out how much space you have to work with and how much area you plan to allot to scenery and other special features. Minimum radii that I recommend for the three major scales is as follows:

Scale	Small RR	Medium RR	Large RR
N	10"	13"	17"
HO	18"	24"	30"
O	33"	44"	54"

If you can get larger radii, all the better. Performance and good looks increase with the radii. As for grades, I would suggest a definite maximum of 4% (in other words, 4 inches of rise for every 100 inches in length of track) in any scale. Larger grades would seriously hamper operations as a 4% grade is already a very tough grade. If you can, try to keep your grades well below the maximum I've suggested.

Another item you must consider is your selection of track switches. You must decide on where a certain switch will be most useful. Curved

(Cont'd on page 8)

Model Railroading By Mail

Many model railroaders do not trade or buy equipment by mail because: (1) Most of us like to see the item we are purchasing before we buy; (2) Using the mail requires an act of utmost faith in order to send your money or treasured article to someone you know only through correspondence; (3) there exists the possibility of damage to the article if it is sent through the mail.

However, for the last seven years, I have obtained most of my model railroad equipment by trading or making purchases from individuals contacted by mail. I thought I would write about my experiences so that other modelers may benefit from my trials and tribulations with the mails.

First of all, despite all the "stories" of rip-offs, damage and dissatisfaction, I have yet to have a "bad" experience in a transaction by mail. Maybe there will be a first time for me in the future, but on the whole I believe that model railroaders are a pretty well meaning and honest bunch of people. Furthermore, some of my good fortune may have been due to following a few simple guidelines. They are as follows:

Description: Since you can't see the item, obtain a good description. If you aren't at all satisfied with the description given, don't hesitate to request additional details.

Protection: By offering to pay C.O.D. (Cash On Delivery) charges, you can always have the article shipped that way. It's for your protection and anyone not willing to send C.O.D. isn't really worth dealing with in the first place. As an alternative--in order to reduce costs--I have sent money in advance and to date haven't had any bad experiences. It is a matter of trust and each person must make up

this or her mind as to the method preferred.

Damage: I have experienced some minor damage (broken couplers, parts, etc.) that I've had to repair, but this is mainly due to poor packing. The trick to proper packing is not the amount of packing material used, but to secure the article so that it can't move about in its container. Carefully padding the container and forgetting to secure what it contains is of little use. The articles just bang about inside as the parcel is tossed to and fro. By simply wrapping the article in plastic and then placing tissue paper along the sides to firmly hold the article in place will go a long way in preventing damage. Other loose parts can cause damage to themselves or anything else in the package. One again, the watchword is to make sure that everything is secure. Now although the post office (both in the U.S. and Canada) has yet to lose one of my parcels--or drastically damage it--I still take the trouble of insuring the shipment.

Don't expect everything to run smoothly all the time. There will be delays, misunderstandings and even some surprises, but nothing a follow-up letter or phone call can't resolve. For example, I once received two freight cars in the mail from a modeler who was giving up the hobby. He had seen my ad, was cleaning up his basement, and figured I could use them so he sent them along gratis. A pretty nice gesture and much appreciated. On another occasion, I had swapped a large collection and had sent my equipment, but hadn't received anything in return. Two months went by and then I gave him a call during off-peak hours. As it turned out, he had an emergency operation and was still recuperating.

(cont'd on page 8)

Layout Design (Cont'd)

switches can be used to save space if you're planning to build a yard on a curve. Three way switches also cut down on the space needed. Just remember that the likelihood of failure (i.e. derailments) increases with the complexity of the device you use. You should also use the largest numbered switches that you can. Sure a #6 switch takes up more room than a #4, but trains really flow through them more smoothly. Often short switches must be used on small or medium layouts due to space considerations, this is fine only remember to adjust your train speeds and operating characteristics accordingly.

One of the most important features of any layout, and usually the one that is often overlooked, is the track itself. Brass track is common, but it oxidizes quickly and must be cleaned often for good operation. Nickel-silver, on the other hand, requires less cleaning and even looks more prototypical than brass.

If you need more help in deciding what to model and how, may I recommend a few additional sources of information you'll find most helpful:

Of particular interest are two books by John Armstrong devoted to the subjects of trackplanning and layout design. One is called TRACKPLANNING FOR REALISTIC OPERATION and the other, CREATIVE LAYOUT DESIGN. Another useful book that will give tons of ideas on railroad operations is Bruce Chubb's HOW TO OPERATE YOUR MODEL RAILROAD. All are available in soft cover from Kalmbach Publishing.

Have a Question?

MSC Has the Answer!

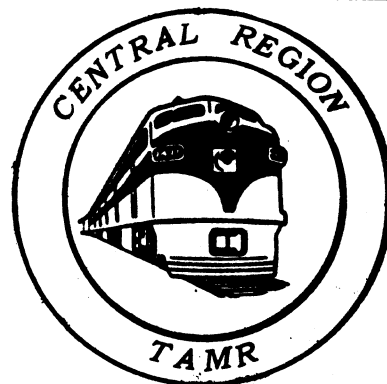
Have a question about model or prototype railroading and don't know where to turn? Try the TAMR's Member Services Committee, it probably already has the answer you've been looking for. Don't delay, write: Dee Gilbert, MSC Chairman, Box 132, Harrison, AR 72601-0005. Help is just a letter away--write today!

Model Railroading By Mail (cont'd)

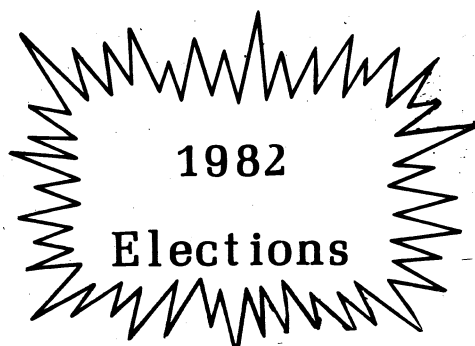
Many times it is worth the cost of making a polite follow up telephone call to find out the reason for the delay before you assume your goods are lost. There will also be the odd snafu. Once I received five cars when I was expecting ten. Upon inquiry, I learned the shipper had mixed up my order with someone else's. He promptly rectified the matter by sending along another five cars.

Generally, you will find that most people rectify any errors or accept returns after a reasonable period of time. Then too, unless the terms and conditions of the agreement permit refunds/returns, you should not consider dealing with that person. Although mail is not a fast method of communication, I find that most people reply promptly in sending material ordered or in returning your money order if they have sold the item.

Certainly if you have ample funds and not much time, you should not bother making purchases by mail. It is far less time consuming to go down to your local hobby shop and purchase the article or to have the item ordered for you from the wholesaler/manufacturer. However, it is usually cheaper to shop by mail and if the time required for correspondence is not of prime importance to you, this may be an acceptable alternative to help build up your collection.



Join the Central Region today. It only cost \$3.00 a year and you'll get a subscription to the WAYFREIGHT. Send your money to the TAMR Secretary.



Reminder:

I just want to remind you that all TAMR members--Regular, Associate and Sustaining--may vote for national TAMR officers. However, only those members geographically residing within the boundaries of a region holding an election for a regional representative may vote for that representative. In addition, ballots received after the official deadline has passed or that are improperly marked will not be included in the official tabulation. Results will appear in the May 1982 issue of this publication.

--Greg Dahl, Auditor

Auditor

Summary of Duties: The Auditor provides additional information on the TAMR to prospective members; promotes the TAMR on a national and local basis; performs a yearly audit on the TAMR's finances and is the head of the Constitutional Board.

Dan Carroll; of Arvada, CO, has been a member for over four years. He has contributed to both the HOTBOX and various regional newsletters. He is currently in the midst of constructing an HO railroad called the Denver, Atchison & North Chicago Ry. System.

"As the years pass, we find the TAMR going through many changes. These range from administration to larger HOTBOXes. All of these changes effect the way this association is operated. Here are my goals to keep the changes

going in a forward direction:

1) To keep an association organized, we need fair and orderly elections. As Auditor, I intend to keep them that way and have the results published as soon as possible.

2) We need to promote the TAMR on both a national and local basis. If elected, I will promote the best ways I can to keep this association one of the best a modeler could belong to.

3) If elected, I promise to answer prospective members with information on the TAMR as soon as I hear from them. With quick and friendly letters, more teens will join the TAMR. Slow responses gets us nowhere. Most organizations don't even answer their mail, I will not let the TAMR become one of that type.

With these goals in mind, I hope to make the TAMR a name of which we can all be proud. A hobby as great as ours needs to cater to its members to make it more FUN for all. "

Randy Rivers; of Minnetonka, MN, has been a member for a couple of years. His HO layout, the Minnetonka Road, is currently under construction.

"For starters, I'd like to say that this isn't a popularity contest. This is a job application which should be reviewed by you, the owner of this association, seriously. The person elected to this position is charged with auditing the books; sitting as the head of the Constitutional Board and chief promoter of the TAMR.

I'm not going to promise to do my best in upholding the duties of this office because I am going to uphold the duties. I have experience with public relations and recruitment as well as knowing a great deal about

(cont'd next page)

1982 Elections (cont'd)

auditing, which I have applied on a day to day basis.

My goal as Auditor will be to unify the TAMR through more local clubs and to expand our membership greatly. I want everyone involved. As a member for over two years, I have seen the widening gap in our association. My motto as Auditor will be to bridge that gap, and by doing so, the TAMR will expand and once again become an association we can be proud of. You have my word."

Treasurer

Summary of Duties: The Treasurer is to keep a record of all funds received and all funds paid out by the TAMR; he is to balance his books every six months and prepare a written financial report which shall be published in the HOTBOX; he shall set up such depository bank accounts as he feels necessary for deposits of TAMR funds and is to make disbursements by check for expenditures on behalf of the association.

Claude Morelli ; of Albuquerque, NM, has been a TAMR member for over two years and placed second in the prototype division of our 1981 Photography Contest. In addition, he heads up the Narrow Gauge and Logging division of the TAMR which publishes the Link & Pin News.

"The success of an association depends on the willingness of its members as well as its leadership. The duty of every officer is to serve the association to the best of his ability. No office can be looked upon as unimportant. One of the most important offices in the TAMR is the treasury. The Treasurer has to see that the finances are kept in order and that no overspending is done. A healthy financial picture will insure the smooth operation of the TAMR.

If elected, I plan to keep the TAMR finances in good shape. I will keep record books neat and orderly. Bills will be paid quickly and efficiently. I will also keep you informed on our financial picture."

Claude is running unopposed for the office of Treasurer; however, a space has been provided on the ballot for write-in candidates.

Regional Reps

Summary of Duties: The representative is to maintain a liason between the TAMR and the region; transmit such suggestions as are made by the regional board; provide information regarding region activities to interested prospective and/or TAMR members upon request and act as chief executive officer of the region.

CANADIAN Region

BRENT IRVINE; of Cochrane, Ontario, has been a member for a couple of years. He has submitted articles to the HOTBOX and is currently constructing his HO Blue Mountain Rwy.

"I've been thinking about the nomination and I decided to accept. I believe I've got what the Canadian Region desperately needs. I can be typist, publisher and Canadian Rep all in one thus making for a good shot at a cheap (moneywise), but quality newsletter.

Yet I must stress one point very strongly, I won't be able to accomplish these goals unless I have your support. If I get the job and your support, I feel that I can make the Canadian Region of the TAMR very active indeed. Now I only need you to carry through your part of the bargain."

DON LEITCH; of Sarnia, Ontario, has been a TAMR member for a couple of years and has contributed to the HOTBOX. His HO railroad, the Blue Grass Eastern, is patterned after the C&O and currently is under construction.

"I accept the nomination for Canadian Region Representative and if I am elected, will try to reorganize the region.

In a region as large as ours, many members will never get a chance to meet one another face to face.

A regional newsletter is therefore a necessity so that members can get to know one another through its pages. Along with making sure that a newsletter is published regularly, I will try to increase the membership in our region by advertising in the HOTBOX and inviting all interested members to join us.

I will also try to organize a network of model railways similar to those already in practice in other TAMR regions. This is yet another way of establishing communication and the exchange of ideas between our members.

As regional representative, I will be of service to all our members, be they new modelers or experienced ones. I feel that I have the qualifications needed for this office and with your help and support after the elections, I feel we can make the Canadian Region an active region."

CENTRAL Region

PAUL MICHELSON; of Manchester, IA has been a member for a couple of years and has contributed to the Central Region's WAYFREIGHT. His ICG based layout features diesel, freight and passenger equipment and is currently under construction.

"Hi! My name is Paul Michelson and I am running for the job of Central Region Rep. If elected, I will try to uphold the duties of the office to the best of my abilities. Secondly, I want the voices of the Central Region to be heard! The input from you on how you want things done in the TAMR will be relayed from me to the top brass. Thirdly, I want to help promote the TAMR so we can increase our membership in both the Central Region and the TAMR as a whole. Lastly, I will try to work with the WAYFREIGHT editor on improving the WAYFREIGHT and getting it out on time. I think this is important because the WAYFREIGHT is the voice of a strong and growing region. Thank you for taking time to read this and please remember to vote."

Dave Schauer; of Duluth, MN has been a TAMR member for a couple of years. He has contributed to the HOTBOX and received first prize in the prototype division of our 1981 Photography Contest. His HO layout, the Escanaba Western, is currently under construction.

"Hello. My name is Dave Schauer and I'm running for Central Region Rep. I have been a TAMR member for around three years and a Central Region member for two. Over these years, I have grown to understand how the TAMR works and would like to be a part of it. If elected Central Region Rep, I will spend as much time and effort as it takes to improve and help the region. Thank you."

NORTHEASTERN Region

No accepted nominations were received for Northeastern Regional Representative before the deadline so voting for this office will proceed in the following manner:

The official ballot will contain a blank space for write-in candidates for the office of NR regional rep. NR members are encouraged to write-in candidates. If more than one name is written in, those people will be contacted at the conclusion of this election and asked if they wish to hold the job of NR rep.

If they reply positively, a special run-off election will be held later this year so that NR members can vote for their representative. If only one person is interested in becoming the NR Rep., then he will be appointed to that office at the conclusion of this election. If no one is interested in becoming NR Rep and/or no write-in candidates are received, the TAMR Constitutional Board shall declare the Northeastern Region unorganized and the Executive Board will appoint someone to act as regional representative until the next scheduled election of that office in accordance with Article IV, Section 4 of the TAMR By-laws.

--Greg Dahl, Auditor

ELECTION BALLOT

National Officers: All members may vote.

<p>Auditor</p> <p>Term: 1982 - 1984</p> <p><input type="radio"/> Dan Carroll</p> <p><input type="radio"/> Randy Rivers</p> <p><input type="radio"/> _____</p> <p>(Select only one)</p>
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<p>Treasurer</p> <p>Term: 1982 - 1984</p> <p><input type="radio"/> Claude Morelli</p> <p><input type="radio"/> _____</p> <p>(Select only one)</p>

Regional Representatives: Only those members geographically residing within the region holding an election for regional representative may vote. Please indicate your region in the space provided.

<p>Canadian Region</p> <p>Term: 1982 - 1984</p> <p><input type="radio"/> Brent Irvine</p> <p><input type="radio"/> Don Leitch</p> <p><input type="radio"/> _____</p> <p>(Select one)</p>
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<p>Central Region</p> <p>Term: 1982 - 1984</p> <p><input type="radio"/> Paul Michelson</p> <p><input type="radio"/> Dave Schauer</p> <p><input type="radio"/> _____</p> <p>(Select one)</p>

<p>Northeastern Region</p> <p>Term: 1982 - 1984</p> <p><input type="radio"/> _____</p> <p>(Select one)</p>
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Election deadline: May 1, 1982

_____ Region

Mailing Instructions: Select your choices, place ballot in an envelope and mail to: Greg Dahl, Elections, 1649 Euclid Street, St. Paul, MN 55106 before the deadline. Improperly marked or copies of the official ballot will not be counted.

**ON THE
POINT:**

It has been two years since we printed a picture of this Silver Lady. For many, the Rio Grande Zephyr is a symbol of what passenger railroading used to be like in the United States--posh trains and on-time performance. The continuing popularity of this train assures that it will remain this way. Even the officials of the Rio Grande recognized this as evidenced by the departing well-dressed brass hat. Why is he departing? Well, the time is 1:55 PM at Grand Junction, Co on September 1, 1981 and the RGZ is preparing to highball for Denver--on the advertised. That fact is a constant and even our well-dressed brass hat isn't going to argue!

MARKERS:

ARRIVING NEXT ISSUE: The results of the 1981 Pass contest will be featured. In addition, Andy Taylor describes how he built a tankcar loader. Paul Ingraham finishes up the first edition of his module series and we present another fascinating brochure from the Shining Mountains RR. All this, plus our usual columns will be coming to you in the April Fool's edition of the Un-Magazine of Model Railroading.

TAMR HOTBOX, "the Un-Magazine of Model Railroading"
145 E. Kenilworth Ave.
Villa Park, IL 60181

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