

HOTBOX

"the Un-Magazine of Model Railroading"
March 1984

No. 197





HOTBOX

OFFICIAL PUBLICATION • Twin 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: Dee Gilbert
Box 132
Harrison, AR
72602-0132

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.

EXTRA BOARD

All the news that fits, we print:

Checks & Balances

1-1-84 Balance	+\$120.51
Income	+ 280.31
Expenses	- 250.52
2-5-84 Balance	+\$150.30
Trans. to 2-yr member fund	- 24.50
Trans. to savings	- 12.50
Operating Balance	+\$113.30
Savings Balance	+ 62.50
Total funds (2-5-84)	+\$175.80

The introduction of our two year membership renewal has resulted in some changes to our financial statements. All future reports will contain the same information as shown above. Thus income from two year memberships will be added to our balance at the beginning of the statement and subtracted out near the end. This money will not be made available for operating expenses until the second year of that member's membership. Those officers and members who desire to know the status of our finances should pay heed to the entry labeled "operating balance" as those are funds available for spending on current expenses.

--Claude Morelli
TAMR Treasurer

On the Point

"Motorman" Harry illustrates one of the common problems that conductors and motormen face while operating the trolley in the town of Townerville.

Membership

By Dee Gilbert

Total TAMR Membership (3-1-84): 134

Breakdown as follows:

Region	Number	Percentage
Canadian	7	5.2%
Central	42	31.3%
International	2	1.5%
Northeastern	43	32.0%
Southern	20	15.0%
Western	20	15.0%

TAMR Welcomes These New Members:

Chris Mette, South Elgin, IL
Terry Alexander, Chicago, IL

Also, Welcome back:

Steve Craig, Herrin, IL
Harry Loew, Youngstown, OH
Joseph Barlow, Jr., Dodge City, KS
Edward Shelby, Pulaski, TN
Todd Warren, Crawford, NE
Scott Cochran, Hartford, WI
Mark Miter, Arlington, TX
Robert Piombino, Sterling, VA
Paul Michelson, Manchester, IA
Stephen Garland, St. John's, Newfoundland

Contest Winners

Winners of the Southern Region's Railroad Word Find contest are:

1st. Place - Dean Moody
2nd Place - Gerry Dobey, Jerry Barthelamy
3rd Place - Colin King, Lone Eagle Payne

All prizes have been awarded

Central Region Meet

Members of the Lake Shore Railfan Protection District (Chicago) and the Precision Wide-Vision Division (Twin Cities) are sponsoring a Central Region meet in LaCrosse, WI (God's Country) over the weekend of March 31-April 1st. Those interested in attending are asked to contact Ed Moran or Greg Dahl for further details. The primary emphasis of the meet will be train watching.

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

Options

Back in December, our Treasurer, Claude Morelli, announced in his column that he would recommend that the TAMK Executive Board consider a five to ten percent dues increase for 1984. If passed, this measure would be placed on the 1984 election ballot for membership approval. After determining member support for such a matter and investigating our financial situation, your Executive Board has decided that a dues increase will not be necessary provided that we incorporate some other cost saving measures.

As these measures also involve amendments to our constitution, it was left up to me to explain what they are and how they will generate additional funds and/or save us money. The first is a proposal to raise Associate members' dues from \$9.50 to \$12.00 a year. The Executive Board felt that Associate members are better able to handle this financial burden seeing as most of them are out of school and have steady employment.

The second measure is to incorporate our annual Directory into the HOTBOX. If this amendment is passed, one issue of the HOTBOX will become our annual membership Directory. Recent past history has shown us that we have always had a hard time funding our Directory. However, this is one membership benefit that our members value greatly. So in order to guarantee that you receive a Directory each year and to be sure that we can assure its printing, your officers felt that this would be the best approach at solving this problem.

Let me remind you that a two thirds majority of those voting must vote in favor of these amendments for them to pass. If they are not passed, your Executive Board will have to take cost cutting measures when funds become scarce. The most probable action in this regard would be the elimination of this

year's Directory. The only way out of the situation is to vote for this cost saving measures and work harder to attract new members to the TAMK. It is very hard for the TAMK to maintain its current level of services with this small membership. Remember that costs per member go down as membership goes up thus allowing us to provide more in the way of benefits. This year's number one goal should be getting as many new members as possible. Let's work together to build a better TAMK.

N gauge

In case you haven't heard, the NMRA has finally issued an N scale gauge. You can order one directly by mail from the NMRA, Inc., 4121 Cromwell Road, Chattanooga, TN 37421. Price is \$1.50 for NMRA members, \$2.50 for non-members.

At the moment, no track or wheels are being manufactured to meet the new standard. The new N scale wheel is being designated as "code 72" for its .072 of an inch thickness. The wheel will have the same design as the RP25 HO wheels. Both Kadec and Con-Cor have indicated that they will make wheelsets conforming to the new standard. However, the new wheels will run on various brands of track now available although you may experience a slight dropping of the cars through track switch frogs.

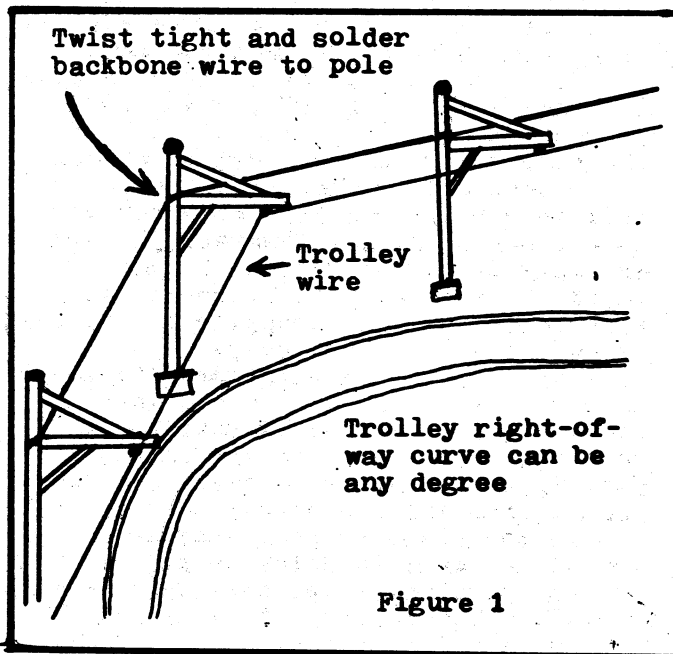
As new track is manufactured to the new standard, some of the old wheels won't run on it and will have to be replaced. Yet better operation and a more true-to-scale appearance should result from the new standard. Those of you in the planning stages of an N scale layout may want to delay on major track and car purchases. The new standard will undoubtedly become the norm in N scale and you might be purchasing equipment that will soon have to be replaced. So watch the magazines for new equipment manufactured to the standard and write to your favorite model manufacturer urging him to adopt it too. Manufacturers do listen to their customers and if you advise him that you won't purchase his products unless they conform to the NMRA N scale standard, he just might sit up and take notice. The conversion will not happen overnight, but will be much quicker if pressure is applied by the model product consumer. Those who decide to operate in N scale should have the same quality equipment as those in HO, here is one way to achieve this goal.

Toonerville Trolley

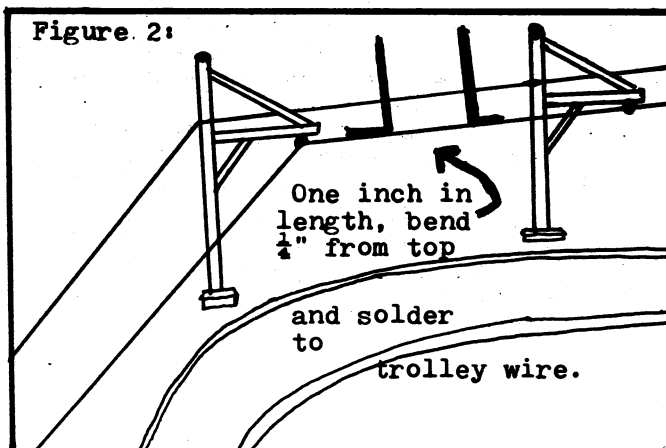
By "Motorman" Harry

In this article, I'm going to show you how to string trolley wire around curves. All it takes is three simple steps.

First, trolley poles should be spaced closer together on curves than on the straight sections of your mainline. On the back of your trolley poles near the top, place a backbone wire. Solder it to the poles as shown in figure 1.



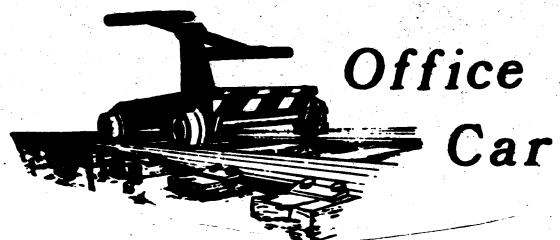
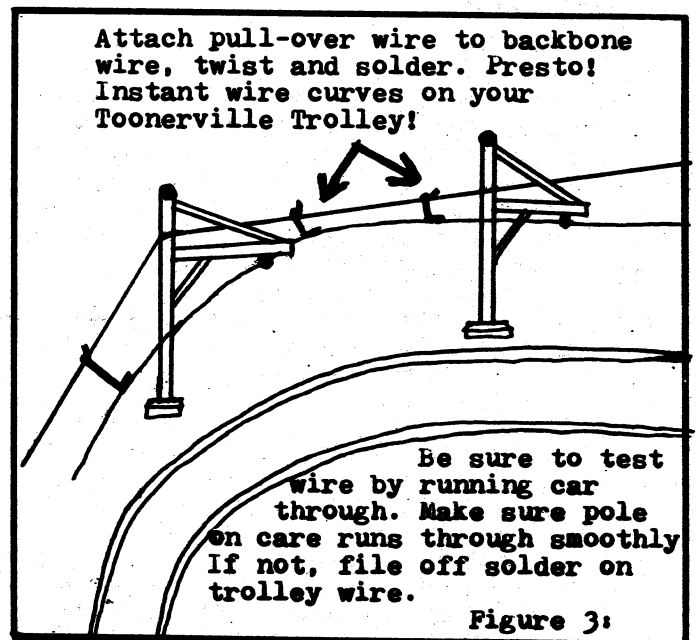
After your backbone wire, thicker in diameter than trolley wire, is soldered in place, make pull-over wires. Figure 2 shows how this is done.



Be sure that no solder gets on the sides or bottom of your trolley wire when you attach the pull-over wires. If this happens, you must gently file off the excess solder. If not, the poles on top of your cars will jump off the wire.

Figure 3 shows how the pull-over wires are attached to the backbone wires. This will put the curve in your trolley wire. Be sure to twist the pull-over wire tightly around the backbone wire and solder it.

Well, that is how easily it is done. Anyone with a little patience can do it. The next article will be on trolley wire over turnouts in streets and on private right-of-way. Until then, think trolley!



As a loyal member of the TAMR, it makes me very sad and disappointed to see that we have lost approximately 300 members in the last five years. I think part of the reason is most of us simply don't have the \$10. Now I'm even more disappointed to hear there is a possibility of a dues increase. I for one would rather receive the HOTBOX every other month than see a dues increase. This would save money and perhaps we could lower dues. The TAMR can not afford to lose more members! Please do not raise dues. It's suicide for the TAMR if you do. --Dan Carroll, Auditor

1984 ELECTIONS

Here is your chance to have a say in how the TAMR is going to be run in the next two years. The offices up for election this year are those of the Auditor, Treasurer, Canadian, Central and North-eastern Region Representatives.

Please note that all members, both Regular and Associate, may vote for the national offices of Auditor and Treasurer, but only those residing within the geographical boundaries of a region holding an election for regional representative may vote for that representative. So please mark your ballots carefully as any mis-marked ballots will not appear in the final election tallies.

Finally, we also have three amendments to the TAMR Constitution which you are to consider. Remember that for an amendment to pass, it must have a 2/3rd majority of those voting. --Dan Carroll, Auditor

Amendments

Under Article X of the TAMR Constitution:

- 1) Amendments to this document may be proposed by any TAMR officer or any five TAMR members by writing to the Constitutional Board.
- 2) A vote on amendments shall be conducted only at the time of election of officers and will require a 2/3rd's majority of those voting in favor to pass.

Amendment I: A proposal to change Article II, Section 1, Paragraph B of the TAMR Constitution to read: "Any person, 21 years of age or older, interested in model railroading and/or railfanning may become an Associate member upon application to the Secretary and payment of dues of twelve dollars (\$12.00) per year, payable in U.S. funds only."

Amendment II: A proposal to add Section 6 to Article IV of the TAMR Constitution to read as follows:

"6) No person may be a member of a regional or divisional organization of this association unless he/she holds a membership in good standing in the national association."

Amendment III: A proposal to change Article II, Section 1, Paragraph F of the TAMR Constitution to read as follows: "All the above classes of membership shall be entitled to a yearly subscription to the TAMR HOTBOX which shall include eleven (11) issues of the HOTBOX plus one (1) Directory of Membership."

Offices

AUDITOR

As outlined in Article IV, Section 2 of the TAMR By-laws, the duties of the office of Auditor are:

- A) To be head of the Constitutional Board
- B) To be in charge of promoting the TAMR on a national level as well as making known noteworthy events by TAMR members.
- C) To assure that those who write for additional information on the TAMR are provided with such and to answer general questions on the functions and benefits of the association.
- D) To perform a yearly audit of the TAMR's finances.
- E) To prepare an annual report reviewing promotional and recruitment efforts of the past year which may be published in the TAMR HOTBOX.

The candidates running for the office of Auditor for a term lasting from 1984 to 1986 are:

STEVE CRAIG, of Merrin, IL, has been a TAMR for six years. He is also a member of our Promotion Dept. and heads up the Southern Illinois division of the Central Region.

"My name is Steve Craig and I am running for the office of Auditor. I am a freshman student at the University of Illinois in Urbana, IL and am majoring in math and computer science. I have been a member of the TAMR for six years and a member of the Central region for almost as long. Currently, I am President of the Illini Model Railroad Club here in Urbana. The club has about 15 members and a 15x30 foot layout. I have seen the TAMR in previous years as a strong and vibrant organization with 300+ members. Yet today I see an organization slowly dying from lack of members and activities. I, like many people, would like to see the TAMR as it once was. I would like to help change this situation by becoming an officer, the Auditor. I feel that because of my background in the TAMR and because of my skills, I have gained as the President of the local club, I can fulfill the duties of the Auditor so that all will get some benefit. I have also been heading up the Southern Illinois division for some time and I am an assistant promotional manager for the TAMR in Illinois. Please give me a chance to serve you and the association for the next two years. Thank you."

(continued next page)

Election 1984 (cont'd)

MICHAEL BARTH, of Victorville, CA, has been a TAMR member for about two years and has contributed several articles to the TAMR HOTBOX in that period.

"Every so often there is a membership report in the HOTBOX and I notice two things. First, there is a welcome to several new members. Second, that our total membership is declining. I believe that the TAMR is important and promoting it is the best way to gain new members. As Auditor, I would oversee such promotion. I also think that finding out why members are dissatisfied or why they aren't renewing is also important. If we could improve these areas, we could keep old members, gain new ones, and make the TAMR better for all. This would in turn make the TAMR stronger. This is what I hope to accomplish as your Auditor."

ROBERT PIOMBINO, of Sterling, VA, has been a TAMR member for three years. He is also active promoting the TAMR and the NR as a member of our promotion department.

"Hi! My name is Robert Piombino and I am running for the office of Auditor. I have been a regular member of the TAMR for 1 year and a sustaining member for the past 2 years. I have also been an active member of the newly formed promotion department. For the past year and a half, I have represented the Northeastern region of the TAMR at various shows. I realize that the job of Auditor is vital to the smooth operation of any organization. I feel that I can and am willing to do whatever it takes to get the job done. I sincerely hope you consider me for this office as I feel that I can take this office and make it work."

TREASURER

As outlined in Article IV, Section 4 of the TAMR By-laws, the duties of the office of Treasurer are:

- A) To keep a record of all funds received and all funds paid out by the TAMR.
- B) To prepare such interim financial reports for any officer of the TAMR for the purpose of conducting the TAMR's business.
- C) To balance his books every six months and prepare a written financial report for publication in the TAMR HOTBOX.
- D) To arrange for his books to be reviewed annually by the Auditor at the close of each fiscal year.
- E) To set up such depository bank accounts as he feels required for the convenience of those person who receive TAMR funds.
- F) To make disbursements by checks drawn on one of these depository bank accounts upon receipt of an invoice for legitimate TAMR expenses.

CLAUDE MORELLI, of Albuquerque, NM, has been a TAMR member for over four years. For the past two years he has served as

as our Treasurer. He is also heading up the Narrow Gauge, Logging and Shortline Committee as well as publisher of the Western Region's newsletter, the DAYLIGHT.

"In the past few years, a membership decrease and rising costs put the TAMR financial situation into a state of crisis. Although the present monetary situation is still not completely healthy, further financial deterioration has been checked and finances steadied. However, in order to stabilize finances, some cost cutting moves had to be made. The most obvious effect of these cuts was the reduction in size of the average HOTBOX issue. In addition, photographic illustration in the HOTBOX (for which expensive halftones and metal plates must be made) was cut back. Recent Directories are also often issued late because there simply aren't funds to cover the costs of printing and postage.

A future financial crisis, which could result from an expected postal rate increase this coming Fall, can be avoided if steps are taken now. Although a dues increase has been discussed as a solution to the TAMR financial problem, it was felt by a majority of officers (including myself) that this should not be done at the present time. Further investigation must be made into new and better ways to utilize TAMR finances in the most efficient ways possible. In addition, alternate forms of income must be found and a large, intensive and well-organized promotion effort launched in the near future. Although the greater the number of TAMR members, the better off the association will be, an increase in membership as little as 25 new members could not only offset a financial crisis next Fall, but also provide extra funds that could be used to greatly increase TAMR benefits.

If re-elected, I plan to continue the steps already begun to improve the TAMR financial situation and TAMR benefits. These steps have included the setting up of a TAMR savings for use during possible future financial emergencies and the formation of a new committee to assemble a new TAMR officer handbook that will make for better handling of TAMR affairs on both the national and regional levels. This is important because for far too long, new officers had no real idea of their expected duties and responsibilities.

I will also work to launch a massive promotion effort, increase the efficiency in utilization of finances and lower costs (but not quality) of TAMR benefits.

Claude Morelli is running unopposed in his bid for re-election as TAMR Treasurer; however, a space has been provided on the ballot for write-in candidates.

REGIONAL REPS

As outlined in Article IV, Section 6 of the TAMR By-laws, the duties of the office of Regional Representative are:

- A) Maintain a liason between the TAMR and the region.

(continued next page)

TAMR Election Section

1984 Election (cont'd from last page)

Duties of Regional Representatives:

- B) Transmit such recommendations as are made by the regional organization to the TAMR.
- C) Provide information on regional activities to interested and/or prospective TAMR members.
- D) Submit an annual report to the President on regional activities over the past year.
- E) Serve as chief executive officer of the region.

CENTRAL REGION

Only those members geographically residing within the boundaries of the Central Region may vote for the office of Central Region Representative. Improperly marked ballots will not be tabulated. Here are the candidates:

DAVE CHAPMAN, of Grant Park, IL, has been a TAMR member for about a year. He has participated in a number of events put on by the Chicago division.

"Hello, my name is Dave Chapman. I'm 15 years old and want to be Central Region Rep. I will try to get more meetings for Central Region members so that it will be fun to be in the TAMR. I also hope to get more members for the TAMR. I suggest that all region members buy a large poster board and make a sign to show teens what the TAMR is all about. These should then be placed in hobby shops in your area. Put down the address of Lone Eagle Payne as the person to contact for additional information. I also hope to sponsor more railfan trips among region members."

JOHN HUSEBY III, of Round Lake, IL has been a TAMR member for several years. He is involved in promoting the TAMR and the Central Region as a member of our promotion department.

"If elected Regional Representative, I promise to fulfill all the duties outlined in the TAMR by-laws. In addition, I would like to also accomplish the following:

- 1) Develop a recruitment program for the region. Members in various localities throughout the region would be responsible for passing out TAMR and Central Region promotional literature in hobby shops, swap meets, railroad shows, etc.
- 2) Plan more railfanning trips in the region. Let's get groups of people together who live in the same areas to go out for a day, have a good time and enjoy this great sport.
- 3) Hold regular conventions in the region. Instead of getting together every 2 or 3 years, we should get together more frequently. I will also push to hold a TAMR national convention within our region in the next year or so.
- 4) Help others in the region. As your regional representative, I hope to help out members with their problems and lend

advice when I can.

In closing, I will try my best at this office. If I'm elected, I will not let any member down as I carry out my duties.

PAT LIMBACH, of Columbus, IN, has been a TAMR member for a couple of years. He is also the head of the Southern Indiana division of the Central region.

"I accept the nomination for Central Region Representative. I will work to help the continuing growth of the Central Region. I will also work to improve communication and the exchange of ideas between division heads and all the members of the region. I will continue the good job the present representative has been performing and will strive for any and all improvements."

STAN UKJA, of Addison, IL, has been a TAMR member for about a year. He has participated in a number of events put on by the Chicago division.

"I am 16 and have been a TAMR member for a little over a year. My favorite railroad is the C&N and its line from Eau Claire to Superior, WI is my favorite. I am modeling in N scale and my railroad's name is the Spooner Central. The Spooner Central runs on part of the C&N's Superior line and on part of the C&N's abandoned Spooner/Twin Cities line. My layout is a 3x12 foot rectangle with an upper level and a lower mainline running around a made up town called Hawkhead. I've been working on the layout for about 4 years and have been modeling for around 11 years.

I am a junior at Addison Trail high school and when I'm not railfanning or working on my layout, I'm playing soccer, running track, working on my school paper or out with the Horticulture Club.

I would like to be more involved with the TAMR and I think being Central region Rep would be fun. I realize the position requires some work, but I'll do it to the best of my ability."

NORTHEASTERN REGION

Only those members geographically residing within the boundaries of the Northeastern Region may vote for the office of Northeastern Region Representative. Improperly marked ballots will not be tabulated. Here are the candidates:

CHRIS BRINDAMOUR, of North Kingstown, RI, has been a TAMR member for several years. He has written articles for the HOTBOX and is currently heading up our Promotion department.

"As Northeastern Region Representative, I will increase communication between the Northeastern Region and the TAMR. The NR has gone through some major improvements over the past few years and I will try to make the coming years even better with increased NR activities that will involve other TAMR regions. I will also try to increase current membership through increased promotion. At the present time,

1984 Election (cont'd from last page)

NR Regional Representative Candidates:

there are only a few people doing anything about this and we need more help. If we want to become a better region, we need more members. Finally, I am planning the NR '84 summer convention, I hope you all plan to attend."

JOHN DUNN, of St. James, NY, has been a TAMR member for over a year. He is also a member of the Narrow Gauge, Logging and Shortline Committee and has been an NR member for more than 3 years. He has written articles for the HOTBOX and the DEPOT.

"The major problem facing the TAMR today is not as much the low membership as the high turnover rate. If we could concentrate on keeping new members in the TAMR as much as we do on getting new members, our low membership problems would be solved. Last year, we had approximately 65 members joining as well as 15 members being welcomed back (Ed note: These figures are based on HOTBOX totals and do not represent final year totals). That's an increase of 80 members yet our membership dropped by 15 members. Why?

One reason has to be the HOTBOX. After the officers and editor have made their reports, there are only four pages of articles. Some people don't want to spend \$10 a year for so little. This is a catch-22 situation as we can't have bigger HOTBOXes without more members and we can't cut down on the turnover rate without a bigger HOTBOX.

Another major problem facing the TAMR today is apathy. Some members couldn't care less about what the TAMR is doing. Others complain that the HOTBOX never has any articles that interest them. If you don't see anything that interests you in the HOTBOX, write something. It's not that difficult! Even if it's only a letter to Train Orders or the Helpers column. At least it's something.

Any sort of dues increase should be avoided. A dues increase will not help the TAMR get new members. If anything, dues should be lowered, but that's not possible at the moment.

Strong regions will help cut down on the turnover rate. If new members could actually meet other members, the turnover rate would be lowered. While it is OK to be corresponding with someone, it's better to be able to go railfanning or work on a layout with someone. The trouble at the present time is that most members live too far away from another member. Even in active regions, like the NR, we have trouble. There aren't many members below the Mason-Dixon line. If the NR was promoted in the southern part of the region as it is in the northern part, we'd have 150 members in the NR alone!

If elected, I will keep both the TAMR and NR informed on what is happening with each other. I will also do my best to

alleviate the problems I have stated. So elect John Dunn as NR Representative!

STEPHEN SANT, of Baldwinsville, NY, has been a TAMR member for a couple of years and has written articles for the HOTBOX.

"Being a TAMR member for two years, I have seen many things happen to this association. A promotion department has been formed, a department which every member should belong to! A group is only as strong as its membership. Along with this, more members bring more diversity to an association. Some very dedicated people have finally got the NR DEPOT rolling again. With this all boils down to is that it takes hard work to run a unique association such as this. I have been involved in running many types of groups. I now hope to approach the office of Northeastern Region Rep. with as much vigor and enthusiasm as I have put forth in other areas. I will work closely with all the people of the NR and TAMR as a national group. It is time for everyone to buckle down and make this association greater than ever before!

DAVE VALENTINE, of Pottstown, PA, has been a TAMR member for a couple of years. He has written articles for the HOTBOX and the DEPOT.

"Many TAMR members may be wondering what's happening in the NR. If elected, I will try to keep members abreast on what's going on in the NR. Model railroading is the greatest hobby in the world. You learn and develop many different skills, you can also share with others what you are doing. Many of us fail to communicate with others. Get involved! Our region (as others) can use as many members as we can get. Many NR members know that we have lost quite a few members and as Representative, I hope to increase a renewed interest in the NR. Together let's make the Northeastern Region great again. Please vote!!"

CANADIAN REGION

As Don Leitch declined to run for a second term as Canadian Region Representative, no accepted nominations were received by the election deadline. Thus the election for Canadian Region Representative shall proceed in the following manner: If you wish to become regional rep. of the Canadian Region, please write in your name in the space provided on the election ballot. If more than one person desires the position, a special run off election will be held at the conclusion of this year's elections. If only one name is submitted, that person will become the regional representative. If no one desires the position, the region will be declared unorganized by the TAMR Executive Board and someone will be appointed to head up the region until the next election. Please remember only those regular members residing in Canada may run for the position of regional representative.

Election Ballot

Amendments and National Officers: All members may vote.

Amendments	
(Vote yes or no)	
Amendment I	<input type="radio"/> <input type="radio"/>
Amendment II	<input type="radio"/> <input type="radio"/>
Amendment III	<input type="radio"/> <input type="radio"/>
	Y N

Auditor	
Term: 1984-1986	
<input type="radio"/>	Steve Craig
<input type="radio"/>	Michael Barth
<input type="radio"/>	Bob Piombino
<input type="radio"/>	_____
(Select one)	

Treasurer	
Term: 1984-1986	
<input type="radio"/>	Claude Morelli
<input type="radio"/>	_____
(Select one)	

Regional Representatives: Only those members geographically residing within the boundaries of a region holding an election for regional representative may vote for that region's representative only. Please indicate your region in the space provided: _____

Canadian Region
Term: 1984-1986
<input type="radio"/> _____
(Select one)

Central Region	
Term: 1984-1986	
<input type="radio"/>	Dave Chapman
<input type="radio"/>	John Huseby III
<input type="radio"/>	Pat Limbach
<input type="radio"/>	Stan Ukja
<input type="radio"/>	_____
(Select one)	

Northeastern Region	
Term: 1984-1986	
<input type="radio"/>	Chris Brindamour
<input type="radio"/>	John Dunn
<input type="radio"/>	Stephen Sant
<input type="radio"/>	Dave Valentine
<input type="radio"/>	_____
(Select one)	

Election deadline: May 5, 1984

Mailing Instructions: Select your choices, place ballot in an envelope, address to: Mark Kaszniak, Elections, 4818 W. George Street, Chicago, IL 60641, affix a stamp and mail before election deadline. Improperly marked ballots or copies of the official ballot will not be tabulated. Results will be forwarded to each candidate and all TAMR officials as soon as they are known. Results will also appear in the May issue of the TAMR HOTBOX.



By Richard Hoker

WEATHERING

To begin with, if you asked 10 people to weather something for you, all 10 pieces are going to look different. Everyone has his/her own idea on what weathering should look like. The idea is to make it look like what you are thinking of.

The same is true on the subject of how to do it. If you asked 10 people how to weather something, you are going to get 10 different answers. What I am going to tell you is how I would do it. I suggest you ask someone else. Get a lot of different ideas.

The way that I weather is with an airbrush. There are a lot of other ways to do it, but this is the way that I prefer.

I use Floquil because there is a great choice and it's rather cheap. First, determine where your railroad runs. Is it in the mountains or the desert? For example, if your railroad is set in New Mexico, then you would like a lot of dust from the ground, and maybe some grime, on your locomotives and rolling stock. Since it is rather dry in New Mexico, you won't want a lot of rust on your equipment. On the other hand, if your railroad is set in Florida, more rust is desired.

Second, when using your airbrush, you want the paint to fly well (i.e. come out easy). So take only weathering colors and thin them down. What you want is a good amount of liquid coming out of the airbrush, but not a lot of color ending up on the model.

Third, when you're going to spray a weathering color on a model, consider where it is coming from. If dust is coming off the ground on to your equipment, then you have to make it look like it came from the ground. Point the airbrush up at the car when you spray it. The same goes for dirt in the air.

If I want to emphasize one thing, it is don't OVER do it. Nothing looks worse than a model with too much weathering. If you take it easy and always take your time, it shouldn't look too bad.



Do you have any helpful hints for making your model railroad look more realistic that don't take a lot of time or money? If you do, consider submitting them to the HELPERS column. All items are to be sent to the NRMBA Editor.

DYNAMIC REMOVAL

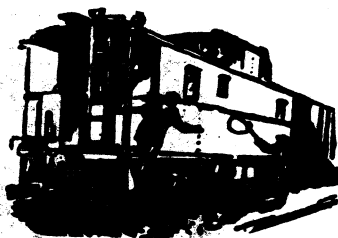
Do you model a railroad that is situated in the Great Plains or South Central portion of the U.S.? Well, have you tried to make this even more obvious to everybody by removing the dynamic brakes from any of your diesels? Look at the C&NW, Milw. Road, MKT, KCS, NYC and even selected models of the diesels on the GN, NP, UP, CB&Q, L&N along with most of the MoPac. Most modelers get scared away by this task, but it is too simple for anyone to worry about.

First, pick a suitable engine. A GP9, SD9, GP35, will do. Then go and find the proper tools. All you need is a small file, some rough and fine grit sandpaper, some styrene and filler or putty. Also lots of patience and an attitude to get things done right.

The portion to be removed is the fans in the center of the locomotive and the bulges on the sides below the fans. I start out with a file and then work with coarse grit sandpaper. The thing to watch out for are the other detail areas around the brakes. A piece of tape over the rivets usually protects them from the sandpaper. Once the top and sides are filed smooth, you have to fill the whole in the roof and possibly the sides. I glue a piece of styrene under the shell and fill in the hole with putty. This much putty will take a couple of days to dry before being ready to sand, so take a breather at this point and wait. Then when it is dry, file or sand with wet-dry sandpaper working up to the smoothest variety, which is wet. This should remove any scratches from the previous filing/sanding. I hope you try this on your own, but if you are not willing to experiment, write me a note telling me what you want and I will see what I can do.

-- Tom Gasior
Hopkins, MN

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

NEWZ

News from the Precision Wide-Vision Division of the Central Region:

- 1) Stay tuned for the TAMR's new hit record: "99 Green & Black Dash-Two's."
- 2) Shouldn't we put in a bid on the Milwaukee Road like everyone else?

--Greg "Opus" Dahl
St. Paul, MN

CONTAINERS

Is there anyone in the TAMR who would be willing to make those SP articulated container train cars as shown on pages 83-89 of the October 1983 issue of MR? If so, write me.

--Kenneth Hall
Box 16
Garner, KY 41047

SF PROBLEM

Awhile back, I bought a Santa Fe engine and a kitchen car. Now I can't find a store that carries any Santa Fe cars. If you can help, write me.

--Lloyd Brooks, Jr.
2224 9th St. SW
Puyallup, WA 98271



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RRS

President
Dave Chapman
P.O. Box 265
Grant Park, IL
60940

Passes nearly Traded

The Railroad System has been very busy lately with all the problems going on. The SW1500 rear pilot was badly damaged during the winter months, half the railroad cars are in bad need of new paint and new parts. With this sudden snowstorm we had, the line is moving slowly. We haven't thought of a paint scheme for the locomotives and freight cars yet, right now all the cars have original owner paint. The green and red paint scheme on the SW1500 does not really look that great. We are thinking of buying a new one due to the damage. The SD40-2's haven't arrived yet! Those of you who want to trade passes will have to wait a few months until I order some. Our trailer van got some heavy damage done to the dolly at the TOFC yard in the Southern Pacific yards. It is in the shops now. Also, somehow the airhorns on one of the SD40-2's was knocked off. However, don't forget. If you need it shipped, call us first!



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Passes Traded HO Scale

The New York Midland is proud to announce the delivery of four coaches, a diner and a baggage car. Excursion trains will now be run every weekend beginning April 21 through November 1. The train can also be rented for special weekday excursions. Contact the general offices for information.

COMING SOON

- * The winners of our second annual photography contest.
- * Our special Amtrak issue containing gobs of useful modeling information.
- * A tour of Dennis Brandt's Pullman & Ghost Ridge RR, one of the featured pikes of Desert Rails '84.
- * Detailed reviews of MRC's Tech II 2400 and Tech II 2500 throttles.
- * A prototype feature on the Long Island RR, "Route of the Dashing Commuter."

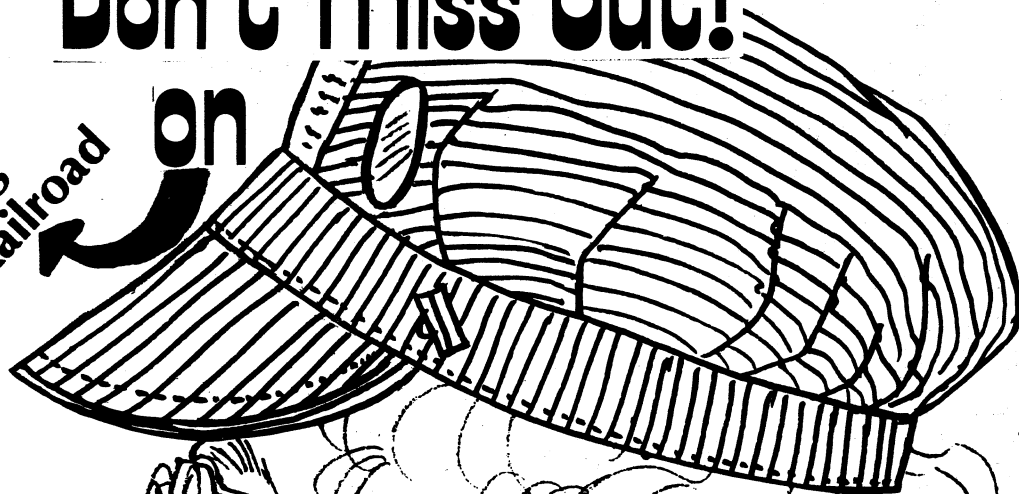
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by Marie Donaldson

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November 1982 - Eastern RRing in 8x12, Teen Trak-7, Lichen, columns.

December 1982 - Working with Brass, columns.

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