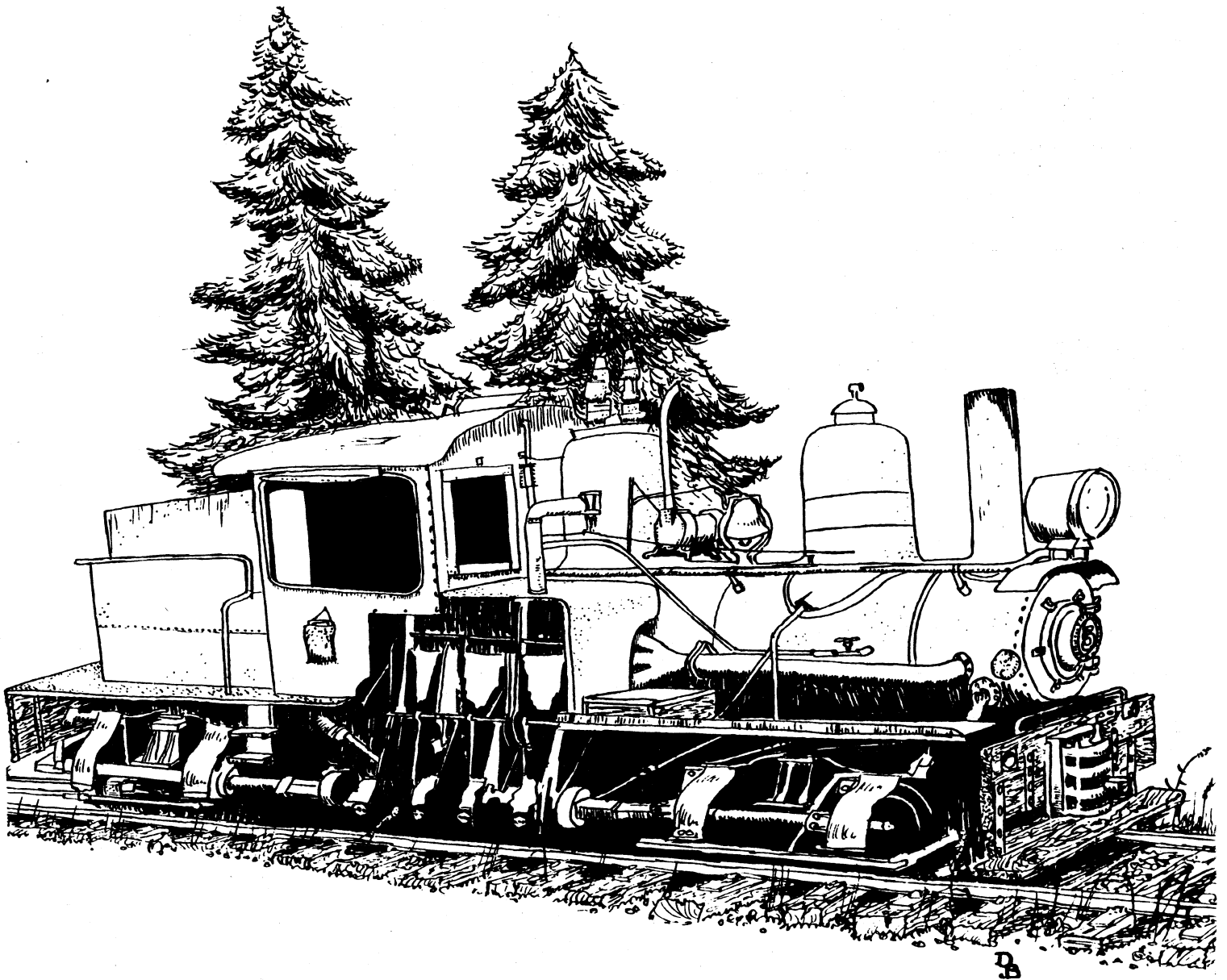
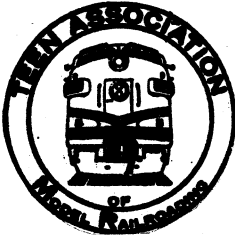




HOTBOX

"the Un-Magazine of Model Railroading"
No. 208 February 1985





HOTBOX

OFFICIAL PUBLICATION • Train Association of Model Railroaders

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

Annual dues are as follows:

REGULAR (under 21) \$10.00
ASSOCIATE (21 and up) \$12.00
OVERSEAS (outside N. Amer.) \$15.00
SUSTAINING (Regular & Associate) \$15.00

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

TAMR SECRETARY: Dee Gilbert
Box 1098
LaGrange Park, IL
60525-9198

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

PUBLICATIONS, Mark Kaszniak
EDITOR 4818 W. George Street
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be received 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

Front cover

Unlike some of our members who complain and then do nothing, Dennis Brandt is a little different. Last month he was harping about the lack of good, quality illustrations in the HOTBOX, this month one of his drawings graces the cover. No information was supplied with the drawing, but my guess is that it is a geared locomotive on a Pacific Northwest shortline, logging line or narrow gauge.

Extra Board

All the news that fits, we print:

MEMBERSHIP By Dee Gilbert

Total TAMR Membership (2-1-85): 130

Breakdown as follows:

Region	Number	Percentage
Canadian	5	3.8%
Central	45	34.6%
International	3	2.4%
Northeastern	38	29.2%
Southern	19	14.6%
Western	20	15.4%

TAMR Welcomes These New Members:

Jason Garcia, Sierra Vista, AZ
John O'Brien, Orleans, MA
Dave Holden, St. Louis, MO
Steve Scott, Bradford, IL
Casey Whitt, Batavia, OH

Also, Welcome Back:

Ed Moran, Chicago, IL
Stan Ukja, Addison, IL
Ron Lawrence, Elverta, CA
Robert Pye, Sterling, VA
Mark Miter, Arlington, TX
Steve Schwenk, Albuquerque, NM
Dave Valentine, Pottstown, PA
Harry Loew, Youngstown, OH
Stephen Levet, Lafayette, LA
Aric Peery, Dryden, NY
Alan Fisher, Denton, TX
Steve Craig, Herrin, IL

Things We Hear Dept.

Mike Raposa, our Western Region Rep, informs us that the Layout Design SIG of the NMRA is offering a discount to TAMR members who wish to join. If you are interested contact: Layout Design SIG c/o Steve Holzheimer, 519 East 2nd Street, Perrysburg, OH 43551. Be sure to tell them that you are a TAMR member and that you heard about it from Mike. The reduced rate is \$4.00 per year for four issues.

Rumor has it that the NMRA is considering a reduced rate for teen modelers. Figures of 2/3rd's the normal NMRA membership price are being discussed. NMRA officials would probably be interested in TAMR members' opinions on this subject. If you want to voice an opinion, suggest you do so to NMRA President, Paul Shimada, 1911 Bannon Creek Drive, Sacramento, CA 95833. Mr. Shimada is interested in youth in model railroading, in fact, several years back he helped to spearhead the movement to get the TAMR recognized by the NMRA.



Since my last editorial, many changes have taken place regarding the TAMR's 21st. anniversary convention plans. I have decided to write this update to keep you all in the know on what is going on. Here are the particulars:

Dates: August 2-3-4, 1985 (Fri-Sat-Sun)

Location: MECCA convention center, Milwaukee, WI.

Lodging: On your own, motel/hotel information will be distributed to those registered for the convention. Convention officials will act as a clearing house for those who wish to make arrangements to share rooms. The TAMR will not under any circumstances book room space or make reservations, the association simply can not accept the financial responsibility for no-shows.

Fees: Discussions with NMRA convention officials have revealed that a daily admission fee of \$10 will be offered. Since TAMR meeting rooms are inside the convention center, TAMR members will be expected to register for the convention. A special discount offer where TAMR members would be permitted to attend the convention for two days for a single \$10 fee is in the works. Additional details will be forthcoming as they are known. Be advised that the daily admission will have to be purchased at the door and will not be sold in advance. Be also advised that a layout tour can be purchased for an extra \$5. The TAMR will be assessing a slight charge for any activities that it will be holding on Sunday outside of the NMRA convention facility.

Activities: Registering for one day admission gets you admission to NMRA activities such as clinics, manufacturer's exhibits and the super hobby shop. In addition, there is also the TAMR program of activities. We have been given an 80 seat meeting room for both Friday and

Saturday for us to hold our activities. This room will be open to all TAMR members attending the convention plus anyone else who cares to drop by.

On Friday we are hoping that many of our members will be taking in some of the fine clinics that the NMRA has to offer. Thus the room will be used as a "home base" of sorts where members can meet and get to know one another. Perhaps we can show some slides and play a game or two of RAIL BARON. So make it a point to drop on by and say hello. We will also be distributing a detailed program of our activities for Saturday and Sunday.

On Saturday, our clinic program gears up. A tentative schedule includes clinics on the following subjects: locomotive cleaning and repair, scenery construction techniques, tomorrow's railroads, model and photo contests, a slide show-bring a tray of your best-and a panel discussion on teens in model railroading.

Plans for Sunday still need to be worked out, but we are hoping to sponsor some sort of group railfanning trip in the Milwaukee area. Or maybe we can arrange for some sort of group layout tour?

Personally, I think this is shaping up to be a real interesting convention. I am hoping that many of you will decide to make plans to come to Milwaukee this summer. In addition, the TAMR will also have a booth in the exhibition hall in the convention center. There we hope to have back issues of the HOTBOX for your perusal as well as our various TAMR supplies plus a photo display on teens in model railroading.

Finally, volunteer help is still needed for various parts of the program. I would also like to schedule a couple of extra clinics and am looking for presentors. If you would like to help out with any of the above, please let me know soon.

In an unrelated item, you have probably noticed that the header that accompanies this editorial is somewhat different. I quote in part from a letter sent to me by Scott Sackett: "I have read the latest issue of the HOTBOX (#207), and by the readers' responses, I have certainly become some type of rail cult hero. I'm glad that everybody, especially Mr. Dennis Brandt is totally satisfied with what he sees. I have broken down and designed a new cartoon for the Crummy News segment. In keeping with the fair competition act of 1985, if you receive a header that is better, feel free to use it. Perhaps it would be appropriate to retire old art with some pretentious farewells. Meanwhile, I will see what can be done about new cover drawings."



PROTOTYPING

By Eric Miller

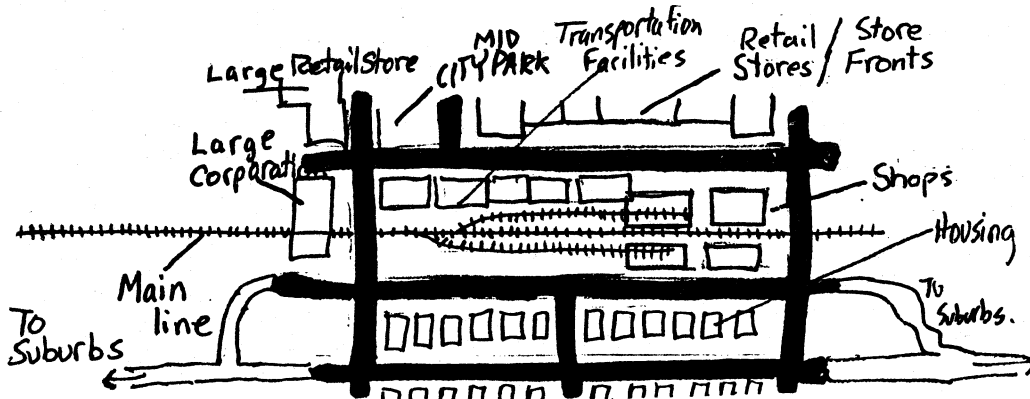
A CITY

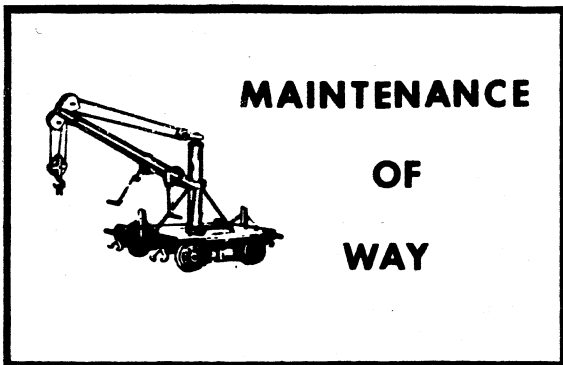
Prototyping a city is almost impossible with limited space. For instance, the Northeastern city that I live in is about seven miles long and three miles wide. Even scaled down, with your city, there is no room for anything else! So we have to narrow down alot, this technique is called selective omission.

In Altoona, PA, there are ten sections to town: Logantown, East End, Greenwood, Whenwood, Juniata, Juniata Gap, Newburg, Eldorado, Downtown, South Altoona and the suburbs. Every city has a main road, in Altoona, this is sixth avenue. Most downtown districts are built around the main road, but in a railroad town, such as Altoona, the downtown section is built around the railroad. If the town on your layout is a railroad town, then you will want to build your town around the railroad facilities. Below is a sketch to make your town look like an important place, but in a minimum of space.

If you have fifteen houses spaced properly, it can look like five hundred. Be sure to include your station

in the downtown section, not the residential section. Use several story buildings downtown. Vertical height gives the impression that the city is larger than it actually is. Crowd the streets with people, automobiles, street signs and all the other clutter of urban life. The details will make people look longer at your city and help them forget how small it actually is. A downtown trolley line (even a simple loop) can add additional interest to your downtown. Place it on some sort of automatic operation or run it like the prototype for added enjoyment. The result will be a bustling, important city.





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

Duneland Electric: South Shore Line in Transition by Donald R. Kaplan, 112 pp, PTJ Publishing, P.O. Box 860, Homewood, IL 60430. \$27.95 hardcover, \$19.95 softcover + \$2.50 shipping. IL residents add 7% sales tax.

One of the biggest problems with rail books today is a lack of overall balance. The books usually either have a lot of text and few photos or vis versa. The former, while containing a wealth of detail about rail history and operations, leave you longing for more pictorial information. The later, on the other hand, often provide striking images, but then leave you wanting to know more about the railroad or railroads portrayed. Both of these problems can usually be traced back to the scope of the book in the first place. Most rail books try to be too ambitious; try to cover too much material. Fortunately, this is not the case with PTJ Publishing's latest book: Duneland Electric. In the introduction, author Donald R. Kaplan clearly points out that this book is only intended to cover the last decade (1974-1984) of the struggles of America's last interurban. As such, this book makes an excellent companion volume to William D. Middleton's South Shore: the last interurban which was published in 1970 by Golden West books and covers the line's early history.

Let me point out at the outset that this book contains both striking pictorial images and an informative, well-researched text. Unfortunately, I have some problems with the balance between the photos and the text. Let me try to explain what I mean. In his introduction, Mr. Kaplan states that "we also want to assess, in some detail, how the South Shore has changed in this past decade using two specific markers of that change, passenger rolling stock and freight services and motive power." However, while the text vividly paints a picture of the decline and subsequent rebirth of the South Shore, the pictures selected for the

book do not fully convey this impression. Let me cite a few examples and maybe this will become more clear as I go on.

The first six chapters of the book follow the line from its western terminus under the Prudential Building in Chicago, IL to its eastern terminus at the joint Amtrak/South Shore station in South Bend, IN. The first chapter contains a number of good photographs taken at Randolph Street Station, probably the most photo neglected of Chicago's rail terminals. However, there is surprisingly little photo coverage between Randolph Street and Kensington station (115th street south). This is understandable considering the nature of some of the neighborhoods through which the South Shore passes, but a few well chosen photos taken in this area would have shown the South Shore's relationship with the ICG commuter service and also help to identify the commuter characteristics of the western portion of the line. After all, Mr. Kaplan points out that one of the significant changes that has occurred on the South Shore in the past ten years is that the passenger service has become more commuter oriented especially with the onslaught of the new cars.

Moving eastward into Indiana, I found a lot of emphasis placed on the stations between the Illinois border and Gary, IN. While each of these stations is unique (the Hegwisch station literally reeks of railroadness with its combination waiting room/grill/ticket office) and helps to convey the commuter aspect of the railroad, some of the scenic areas between these stations are totally ignored. Pictures of these areas would have graphically pointed out the South Shore's dual personality and giving the reader a better understanding of what the word "interurban" truly means. Also, a good deal of text refers to the problems of running in the streets of East Chicago, IN with its heavy traffic and the subsequent construction of the by-pass along the Indiana Toll Road. The completion of the by-pass removed a major bottleneck in the South Shore's operations, but no photos are included showing the reason why the by-pass was needed, nor of what part it now plays in the system.

The middle four chapters, covering the Shore Shore in the dunes, the streets of Michigan City, the shops at Michigan City and the rest of the line to South Bend, are probably the best in the book. It is here where you learn how this book gained its title. In addition, there are some particularly stunning photos taken on the eastern portion of the

(cont'd next page)

M of W (cont'd from last page)

railroad. This is an area where few railfans spend much time. Although it is one of the most scenic portions of the railroad, train density is simply not up to most railfans' needs or expectations.

However, the biggest disappointment of this book has to be the lack of photos in the chapter which covers the actual transition from the old Pullman cars to the new Sumitomo electrics. While the text elaborates in great detail about the trails and tribulations the South Shore went through before it actually got the new cars on line, the photos are limited to in the most part the differences of the interiors of the old and new cars. No photographic evidence is given on how bad things were actually getting. Pictures of the old cars in their final months of operation should have been included to show their signs of age. In fact, towards the very end, many of the old cars were running sans their defiant "Little Train that Could" emblems. This was due either to neglect or the diligence of souvenir hunting railfans. Pictures of the RTA F40PH's with bi-levels loaned to the South Shore in their hour of need should also have been included. Also, the final trip of the old cars on 9-25-83 should have been given at least token representation. After all, it was the end of an era. Good, quality photos of the items above should not have been hard to obtain seeing as a large number of fans expended countless rolls of film recording the last months of operation of the old cars.

Finally, one other chapter I have a few problems with is on the South Shore's freight service. The chapter should have been expanded to include information on the operations provided by the road. Most people know of the South Shore as an interurban passenger road that had Little Joe's for freight service. Yet many are in the dark as to the type of freight service the railroad provides. For instance, few know that coal traffic on the line outnumbers general merchandise freight by a ratio of 9 to 1. Of the 17 photos included in this chapter, only one is of a unit coal train. A good deal of the photo coverage is given to the Little Joes' that switched the Gary job. While this is an important source of revenue for the South Shore, it is by no means the major income source for the railroad. That involves the unit coal trains to the steel mills and the Nipsco power plant. Again, all this information can be found in the text, but the photos fail to come through.

Although the photo coverage is uneven in certain respects, Duneland Electric is an excellent book on what has been happening to the South Shore over the past decade. The book fills the void from where Middleton's book left off and the present. The story is an important one and I am glad that it has finally been told. However, to find out the true story of what went on, be sure to carefully read the text in addition to looking at the pictures. For a look at the pictures alone will give you a distorted view of this transition era. It is almost as if all the photos in this book were selected because they were taken through a rose colored filter. I wonder where I can buy one of those for my camera, especially with all the urban scenery I have to contend with in this area? --MAK



Allegheny Northern
"Rudey the pig"

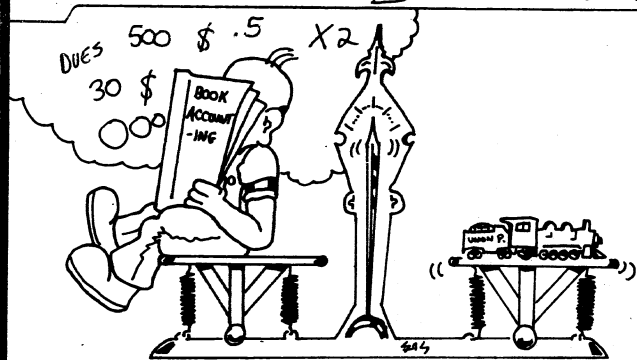
1028 Manatawny Rd.
Pottstown, Pa. 19464

Lightning Bolt Service

Allegheny Northern management has decided to acquire GE E60CP electric locos for helper and braking service. The AN is also setting our sights on delivery of some tunnel motors and regular SD40-2's in the near future. Our shops in Pittsburgh have been building some bay window cabooses that have a close resemblance to the Union Pacific CA 11 class. Another on-going project is track maintenance and upgrading in our yards in Pittsburgh. Two U23B's are now in the shop getting paint, details and couplers. We would also like to acquire some 6 packs for our "Lightning Bolt" piggyback service. These 6 packs are like the Santa Fe's 10 packs, except that they operate in packs of 6. For fast, friendly, efficient service ship Allegheny Northern. Allegheny Northern: We've been working on our railroad, how about you?



CHECKS & BALANCES



By Claude Morelli, Treasurer

Financial Statement: 1/1/84 - 12/1/84

1/1/84 Operating Balance	+\$ 120.51
1/1/84 Savings Balance	+ 50.00
1/1/84 Total Funds	+\$ 170.51
1/1/84 Operating Balance	+ 120.51
Income	+ 946.55
Expenses	- 699.23
6/30/84 Balance	+ 367.83
6/30/84 Balance	+\$ 367.83
Income	+ 692.08
Expenses	- 668.88
12/31/84 Balance	+\$ 391.03
Funds transferred to savings	- 125.51
Funds transferred to 2-yr fund	- 54.40
12/31/84 Operating Balance	+\$ 211.02
12/31/84 Savings Balance	+ 175.51
12/31/84 Total Funds*	+\$ 386.53

*Not including 2-yr. funds

Analysis of Income

Regular Membership Dues	1064.87	67.01%
Associate Dues	234.00	14.73%
Sustaining Dues	135.00	8.50%
Donations	59.14	3.72%
Supplies Income	24.75	1.56%
HOTBOX Ad Income	57.30	3.60%
Interest	12.56	0.79%
Other	1.51	0.09%
Total	\$1589.13	100%
2-yr member funds*	49.50	
Total Income	\$1638.63	

* Two-year membership funds received for 1984 are not equal to funds transferred to two-year membership fund during same period on account of advance payment of dues during 1983.

Analysis of Expenses

HOTBOX Printing(195-206)	525.00	38.37%
HOTBOX Photo printing	98.00	7.16%
Misc. HOTBOX Expenses	17.74	1.30%
HOTBOX Postage	446.70	32.65%
Promo Mat. Printing	85.00	6.21%
1000 Applications	32.50	2.38%
Ballot Sheets	11.50	0.84%

LEP Promo Postage	113.60	8.30%
Misc. Postage	31.11	2.28%
Other	6.96	0.51%
Total Expenses	\$1368.11	100%

The year 1984 was a financially disappointing one for the TAMK. Income from regular membership dues (the mainstay of TAMK solvency) dropped from \$1090.00 in 1983 to \$1064.87 in 1984. This is a decrease of 2.31%. Associate membership dues increased from \$142.50 in 1983 to \$234.00 in 1984. Although this is a healthy 64.21% increase, it only means more of a dependence on non-teenaged modelers. The greatest income disappointment came from the 18.18% drop in sustaining membership dues. A total of \$135.00 was received from this source in 1984 compared to a total of \$165.00 in 1983. In addition, income from supplies interest and other miscellaneous sources all posted losses compared to the 1983 year.

On the positive side, two sources of income produced extraordinary gains in 1984, HOTBOX ad income jumped 809.52% from \$6.30 in 1983 to \$57.30 in 1984. This was due primarily to the introduction of pike ads in the HOTBOX. Helping to soften the blow from the decrease in sustaining membership dues was the 595.76% increase in donations. Most of the \$59.14 received from this source helped pay the cost of the photos that appeared on the covers of five HOTBOX issues in 1984.

In developing our 1985 budget, I have allowed for a roughly equal income/expense situation that was displayed by finances in 1984. If the budget works as planned, roughly \$100 should be transferred into savings during the year. My goal is to have a \$300 TAMK savings minimum and the \$100 planned addition in 1985 would put it very near that level.

However, the TAMK will be facing some extra expenses this year. First there is our 21st anniversary HOTBOX. We have been putting away all our extra pennies from the previous year in order to give you something special. Then there is increased promotional costs that will be incurred for materials at the 1985 NMRA/TAMK national conventions. Hopefully, all this will be offset by a good gain in membership during the latter part of the year as a result of publicity of our efforts on behalf of teen modelers.

BACK ISSUES

Don't miss your chance to get these valuable back issues of the TAMR HOTBOX. All back issues are available for the outrageously low price of 40¢ each! Order from the Publications Editor and please make checks or money order payable to the TAMR. Cash can not be accepted, but first class postage stamps can be substituted. Quantities on some issues are very limited.

October 1983 - Youngstown Duncan & Bedford mRR, Local Cab Priority, Toonerville Trolley, columns, more.

November 1983 - Seaview Transportation Co., Layout design, columns, more.

December 1983 - Ultimate Passenger train - I, columns, more.

January 1984 - Ultimate passenger train - II, columns, more.

February 1984 - Ultimate passenger train - III, MSC report, columns, more.

March 1984 - Toonerville Trolley, 1984 Elections, weathering, columns, more.

April 1984 - Maintenance of Way Special issue, columns, more.

May 1984 - Membership Directory

June 1984 - Pullman & Ghost Ridge mRR, From the Scrapbox, columns, more.

July 1984 - Dawn of the Diesel Age, Prototyping a Pike, Acrylics & Pastels, columns, more.

August 1984 - Long Island RR, Long Island Photo album, columns, more.

September 1984 - Modeling Amtrak, Amtrak history, Amtrak locomotive roster, columns, more.

While they last!! Issues are also available from 1981, 1982 and early 1983. Will send you six issues for the low price of \$3.00. Please specify which year you desire and either the first half or second half of the year. Quantities are very limited so we reserve the right to substitute copies. Once these are gone, this offer will not be repeated.

TAMR HOTBOX, the "Un-Magazine of Model Railroading
Box 1098
La Grange Park, IL 60525

PLACE
POSTAGE
HERE

Issued 3/23/85

FIRST CLASS MAIL

