



# THE TAMR HOTBOX

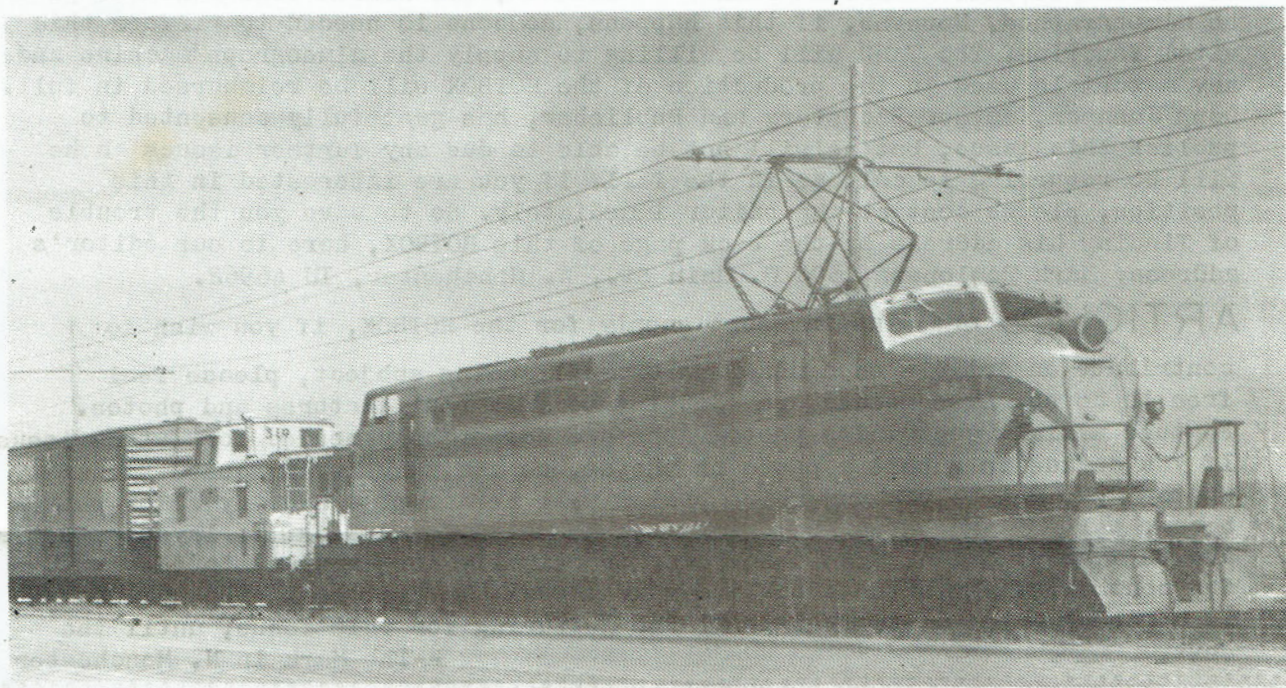
"the un-magazine of railroading"

MT6

No. 149

MAY-JUNE 1978

## Election Results!





# HELP IS NEEDED RIGHT AWAY!

**A PUBLISHER** for the HOTBOX is urgently needed by the next issue, if it and future issues are to appear. We need someone who is able to meet deadlines and work diligently. No experience is necessary, but it is preferred. Any TAMR member who is majoring in or has graphic arts experience and will publish the HOTBOX for the cost of materials alone should contact the editor! If someone of this background cannot be located, the HOTBOX will continue to be mimeographed. However, if this happens, someone is needed to perform this vital function! The TAMR will be willing to supply the mimeograph machine and any materials used in the production of the HOTBOX will be reimbursed in full. Doug Johnson, former Secretary and Publisher, has gratefully consented to publish this issue, but he will not be able to due any further issues as he will be returning to college in the fall. If you are interested in this position, please contact the editor immediately. So to save you the trouble of finding his address on the back page of this HOTBOX, here is our editor's address: Mark Tomlinson, 306 W. Main St., N. Manchester, IN 46962.

**ARTICLES** are also in short supply for the HOTBOX, if you wish to contribute an article on a modeling or railfanning subject, please feel free to do so. Also needed are 'Getting to Know You' features and photos. Feature article containing photographs are desperately needed for future issues. If you decide to submit a photo or photos, we ask they be in square sizes up to 5x7". Only black and white photos will be accepted and any color photos become part of the editor's personal photo collection. Finally, layout stories are in a great demand with them being practically non-existent in the last few months. If you wish to publicize your layout, an article in the HOTBOX is a good way to do it. That's all the lecturing for this issue, until the next.

--The Mark in N. Manchester

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## OF PROTOTYPICAL INTEREST

Undoubtly you SP fans already know about this, but a few of you who do not keep up with the prototype doings as ardently will be interested. According to our President, John McGreevy: The TE 70's of the SP, which are actually rebuilt U25's, are painted in the new red/orange scheme almost like that of the old Daylight and John says they look fantastic! How about a few pics for the HOTBOX, John?

\*\*\*\*\*

It is going to be hard for the Madison Railway Co., which was organized by area businessman in North Vernon, IN to conduct business, because the highway department tore up the tracks at a grade crossing at which motorists were complaining was bumpy. The track was abandoned when Conrail took over and the former PC owned them. However, last June the Madison Railway Co. was organized and permitted by the FRA and Indiana Public Service Commission to operate on the route. Although only one or two freight trains operate over the trackage each week, no rails at a grade crossing could hinder service at least a little bit. The Indiana Highway Dept. plans to restore the track.

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On our Cover--

C, SS & SB Little Joe #803 on Bendix Drive at the Airport Industrial Park lead in South Bend, IN. Taken by Tim Vermande with a Mamiya 6x6, 1/500 shutter speed at f/11 with Tri-X film and no filter.



# ELECTION RESULTS

The ballots have all been counted and the 1978 election results for the offices in the TAMR are as follows:

|           |               |
|-----------|---------------|
| PRESIDENT | John McGreevy |
| AUDITOR   | Mark Kaszniak |
| SECRETARY | Gerry Dobey   |
| TREASURER | Ray Hakim     |

Also all proposed amendments on the ballot passed and a revised TAMR Constitution will be coming your way shortly. I have to say that the election turnout was dissapointing with only 20% of the membership even bothering to vote.

Finally, we'd like to thank outgoing officers Mark Soloman and Doug Johnson for the hard work they have put into this organization. To Mark, we owe the re-organization of our regional structure and Doug has kept us going strong during the several times we were about to falter. Our sincere gratitude is profoundly expressed to these two people for services rendered on behalf of the TAMR.

## TAMR MEMBERSHIP---

Our membership figures have been increasing steadily thanks to the publicity that we have received from the model railroad press. We especially wish to thank Kalmbach Publishing for continuing to place our ad in MODEL RAILROADER on a space available basis. Here are our latest membership figures:

Total TAMR membership (May 1, 1978)--- 154

Regional breakdown as follows:

| REGION      | NUMBER OF MEMBERS | PERCENTAGE |
|-------------|-------------------|------------|
| Allegheny   | 31                | 20.1       |
| Canadian    | 10                | 6.5        |
| Central     | 51                | 33.1       |
| New England | 25                | 16.2       |
| Southern    | 18                | 11.8       |
| Western     | 19                | 12.3       |

## PASS LISTING---

John Huey reports that he seemed to have a problem in getting his mail and that if anyone who sent him a pass and did not receive one in return is to write him. Here is this issues' listing:

Ted J. Bedell, 11 Hilltop Drive, Bayville, NY 11709

Randall R. Nelson, 804 Second Street S.E., Fairfax, MN 55332

Jeff Wilke, 38115 Park Street, Oconomowoc, WI 53066

John also announces that he is sponsering a Pass Contest; all TAMR members who trade passes are invited to participate. To enter send one of your passes to John Huey, PASS CONTEST, 13819 Jersey Ave., Norwalk, CA 90650. If you want your name to appear in the PASS LISTING of the HOTBOX indicate that to John also. Judging will be based on the following criteria: Appearance, Esthetic appeal, balance and readability, color match, attractiveness and orginality. Passes can not be returned unless accompanied by a stamped self-adressed envelope (SSAE). All decisions of the judge are final.



# FILM

Film, of course, is the stuff you put in your camera, and there wouldn't be much sense to taking a picture of a train without it, would there? Beware, there are many types of film besides Tri-X and Kodachrome and film also comes in red, white or green boxes. There are films which will take a good exposure under distant streetlights at exposures you'd use on a bright sunny day; and some will even photograph light waves, like UV, which you can't see... and teamed with a flashgun on that wave, you can take a picture and no one will know the better. These are not your every day films and you may not be able to even get them unless you know someone at the FBI or police lab.

The first thing we'll do is question the old maxim: "find a film and stick to it." You will in time, come to have a favorite film, but you'd better well know how to use a wide variety. Why? Because they all have their own speeds, colors and what not where you may want to use a film of that particular type or in an emergency (like some rare power is coming through your town and the place you've stopped at doesn't carry your type offilm or is out of stock) you may not be able to get your favorite. You should also be aware that Kodak is not the only box around. Agfa, Ilford and Fuji also offer excellent films and they may cost less than the yellow box.

The second matter at hand is to explain a few commonly used terms: 'ASA' and 'DIN' are measures of a film's speed or relative response to light. ASA is American and DIN is German. The higher the number, the smaller the aperture or higher the shutter speed needed to properly expose a scene. A good way to visualize this (and a useful rule to remember) is that a good sunny day's basic exposure is 1/ASA at f/16. 'Grain' refers to the film's structure of tiny silver particles which form the image. A higher ASA requires larger particles. As these increase, they will become more apparent in print, making the shot look fuzzy. The maximum enlargement with good detail decreases as grain and ASA increase. 'Latitude' is a measure of the film's ability to come up with a good image from the 'wrong' exposures. You will have more latitude as the ASA increases and with black and white compared to color film and with print film compared to slides. For example, Kodachrome 25 requires exposure to be near  $\frac{1}{4}$  f-stop of the proper exposure. Kodacolor, ASA 100, gives you one f/stop. Plus-X, two stops and I've pulled pictures out of ASA 400 that were 4 or 5 stops out. However, one must remember that details are lost as you move farther from the proper exposure. Relying on latitude all the time is sloppy technique, but it's useful at three AM when you're half asleep and Union Station is burning or when you drive up and whoops! there's a train and who's got time to meter?

**BLACK AND WHITE:** All that glitters is not in yellow boxes

Kodak film is probably the best known and while it's good, don't feel bound to the yellow box. The English manufacturer, Ilford, has a line of film too and its got better grain and tonal rendition (that is, the blacks are black, not dark gray and intermediate tones of gray are better also). Yet Ilford is only available, now, in 35mm and 120. For your 110, Instamatic, 220, or view camera, it's Kodak.

Kodak Panatomic-X and Ilford Pan F share ASA's of 32 and extremely fine grain. With that ASA, you use it only in sunlight or for copying. Plus-X and Ilford FP4 come next, ASA 125. This is, unless it's cloudy a lot, a good all around film. The next step, ASA 400, sees the real difference. Kodak Tri-X is an old standby and is used all the time by people who ought to know better. You get a pretty grainy 8x10 print and you don't need that extra speed for shooting trains in daylight. Ilford HP5 is another matter, it is only slightly grainier than ASA 125 films, although you'd still only enlarge it to an 8x10.

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However, grain on a full-frame enlargement won't be objectionable and Tri-X and HP5 have more 'snap' or contrastness under clouds or with a flash. We'll cover the details later, but black and white film can be exposed at ASA's different from that stated for the film, this is commonly called 'pushing'.

#### COLOR FILM:

The most-used color film is probably slide film, which, while it's picky about exposure, is available in nearly all formats and is relatively easy to store and view. Excellent prints can be made from slides for display and slide films are also generally very fine grained. Color prints offer more flexibility if you're using an Instamatic type or are experimenting with multiple exposures.

Some words of warning are in order. Color film is not sensitive to light in the same patterns as your eye. It has to be adjusted for light sources. You will probably use Daylight, adjusted for sunshine. Under house lights, it'll have a yellow cast, but there's a Tungsten film you can use there. These adjustments are for average light, but you can get filters to adjust for wrong sources or to adjust for variations within these sources (a sunny noon sky is bluer than a partly cloudy sky and an overcast sky is worse than either of those two. However, you'll probably never notice too much difference here. Fluorescent lights are really mean, since they don't have red and vary enough that no single correction is possible!) Also, because of this fact, it is advisable not to shoot through windows, which are usually green (if you don't believe me, look at a pane of glass at its edge or thickness) or for about two hours after sunrise or two hours before sunset, when the sky is very red. There are exceptions to everything, of course: the sunrise or sunset itself will work OK, as will night scenes. Most flash units are also balanced for Daylight film; however, colors may still not be exactly what you saw and this difference will vary with your film.

Kodak's two Kodachromes, 25 and 64 (most color slide films are designated by their ASA) are the leading slide films, with good reasons: The color is excellent, the grain is so fine as to be practically non-existent and they're available nearly everywhere and in all film sizes except 120 and larger. They must, however, be processed in a Kodak machine and while independent labs can buy it, results seem to be best with Kodak processing.

Ektachrome is another Kodak product. It comes in ASA of 64 and 200 for Daylight and 50 and 160 for Tungsten. Ektachrome is not as sharp as Kodachrome, but it has a number of useful features. First, you can process it at home. It can be 'pushed', or exposed at an ASA higher than usual, and given compensated development to come out looking OK. It's also available in all formats (film sizes) up to 8x10". For the railfan, the ASA 200 is nice at times and the colors on a sunny day with 64 are good. However, all speeds tend to take on a color cast if you aren't careful. Under trees on a cloudy day, things look green; in an open space under clouds, it's blue. The blues in your picture will also register more strongly than other colors.

Agfachrome is a European film with a grain much like that of Ektachrome. It has brilliant reds and good blues; however, it is available only in 35mm and with processing included. Processing is slow, but excellent and the film is more sensitive to heat than most, so store it carefully.

Fujichrome is a Japanese film, ASA 100, available with or without processing. This film tends to stress yellows in the picture and play down gray. It has a decided tendency to take on a gray-blue cast on cloudy days.

Off-brands like Sears, K-Mart and so forth are often available. These are mainly from Italy. Their grain is not as good as the ones previously listed, but still acceptable; however, the details are not as fine and color variations are a decided problem. Colors are often washed out and casts of whatever is the main color are common.



PHOTO COLUMN: Tim Vermande, (cont'd)

A word about processing; photography is one place where you get what you pay for. I have found three things that you can pay for: name, quality and junk. Names, like Nikon and KODAK, cost the most, but are sometimes needed because no one else can do the job--especially with Kodachrome. Yet where competition enters, the big names are usually resting on their laurels. As we've seen, Ilford B&W films have distinct advantages, as do do other major slide films, when compared to Ektachrome which is really their equivalent (Kodachrome is a very different type of film using a different coloring method). Independent professional labs, using Kodak materials, turn out an equally good product at 60% of the price and drugstores charge even less, but the quality is often abominable. Send your Kodachrome to Kodak and your other film's to the manufacturer's labs. To check out the local labs, have prints made from already processed negatives and compare them with the original print. If the lab bombs the prints, don't trust it with your film, which as you know can not be replaced. If you are happy with the lab's printing, then check out their developing.

## PHOTO LISTING

Our PHOTO COLUMN author, Tim Vermande, is trying to compile a list of TAMR members who wish to trade photos. The organization will be somewhat similar to the old Photo Exchange Committee (PEC) that was disbanded a few years ago. If you are interested in having your name placed on the listing and receiving a copy of the complete listing once it is compiled, here is what you are to do. Send your name, address, the kind of cameras you use for photography, the kinds of railroads you shoot and the kinds of railroads that you are interested in seeing plus 25¢ to Tim Vermande, PHOTO LISTING, 51528 Pond Street, South Bend, IN 46637. A complete listing will be sent to all those who write to Tim and include the 25¢ processing fee.

While traveling this year, stop in ugly

## SOUTH BEND, INDIANA

Tours of local and area interurban, rail, fire, air and urban renewal facilities available, complete with photographic opportunities. Shop at Chicago's largest and Valparaiso's smallest photo and hobby shops. Tours conducted in late-model, radio-equipped cars. Slide and movie shows available. Meet Chicago railfans, watch girls and visit the famous and spectacular Roosevelt Road Bridge.

Sponsored by the Lake Shore Railfan Protection District (LSRPD)  
which is comprised of:

|                                                                            |                                                                                                                                            |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Contact: Tim Vermande,<br>51528 Pond St., South<br>Bend, IN 46637 for info | -- Southold Electric Photo Excursions<br>-- Paulina Central Trespassing Expeditions<br>-- Pecatonica & Pontoosuc Cinematographer's society |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|

## 1978 DIRECTORY CORRECTION

The following name was listed incorrectly in the 1978 DIRECTORY, please make appropriate corrections in your copy of the DIRECTORY. If your listing is incorrect, please contact the Secretary to settle the matter.

Randall R. Nelson (17)  
804 Second Street Southeast  
Fairfax, MN 55332  
H.R & R.R Dassel and Fairfax Railroad  
O-y-c-abcd-w-c-dspe-ab



## THE RESULTS ARE IN

With the help of my trusty calculator, here are the results of the TAMR Survey in percentages. All decimals have been rounded off to the nearest percent or .5 of a percent, so without further ado, the results:

Only 20% of the total TAMR membership bothered to return the survey and the age distribution of those who did are as follows:

| Age               | Percentage |
|-------------------|------------|
| 13 or under       | 2%         |
| 14 to 16          | 58%        |
| 17 to 19          | 20%        |
| 20 thru Associate | 20%        |

When asked about your favorite prototype, your number one choice was the Milw. Rd., second choice was a two way tie between BN & CN and the third choice was a five way tie between the B&O, Chessie System, Conrail, ICG and Santa Fe. Other roads that were mentioned were: SP, MKT, CRI&P, CSS&SB, EL, NYC, GN, B&M, UP, CP, C&NW, Reading, Southern, Erie, Deutsches Bundesbahn, El Paso & Southwestern and one member deciding to exhibit his prejudice stated: "Any thing on flanged wheels, except trollies."

Interests in this organization are very broad with only 26% interested in model alone, 19% interested in the prototype only and 55% stated that they were interested in both equally.

For the Regions, two percentages were taken: the first is a percentage of surveys returned by each region in relation to the whole number returned and the second, the percentage of surveys returned in relation to the population of that particular region only.

|           |     |     |             |     |     |
|-----------|-----|-----|-------------|-----|-----|
| Allogheny | 16% | 16% | New England | 10% | 12% |
| Central   | 48% | 29% | Western     | 10% | 15% |
| Southern  | 6%  | 33% | Canadian    | 10% | 30% |

Concerning the status of your model railroads, those surveyed 81% said their pikes were in stages of construction and 19% said they had no pikes at this time or they were armchair modelers.

Only 29% of those responding said that they have submitted a article to the HOTBOX while 71% indicated they haven't.

Sixty-eight percent feel that they are getting their dues worth in the TAMR, while 13% are saying they aren't and 19% are undecided. 55% like the way the TAMR is being handled, while 26% disagree and 9% are undecided. 77% of those surveyed said that they plan to renew their memberships while 23% were undecided on this issue. Only 23% are satisfied with their region's operations while 45% are not satisfied and 32% are undecided. Of those who were surveyed, 58% like the way the HOTBOX is being handled while 20% want some improvements and 22% are undecided. Elections are being conducted satisfactorially in the opinion of 58% of those responding, while 7% are not satisfied and 35% are undecided. Opinion is evenly divided on the programs the TAMR sponsors with 22.5% saying they're satisfied and 22.5% saying they're not. However, 55% are undecided on this issue. A whopping 84% are satisfied with the way our DIRECTORY is prepared with 3% being unsatisfied and 13% are undecided on this issue.

Sixty-five percent of those surveyed favored giving Associate members full rights while 35% opposed this action. When asked about expanding the HOTBOX schedule, 42% want to get their HOTBOX every month, 29% would like a photo page and 26% favor eight issues a year with only 3% wanting to leave it as it is.

The following two questions were calculated independently of the choices within them and therefore, percentages will not necessarily total 100%. As for additional programs that should be introduced in the TAMR, the response went like this: 65% would like to see a Photo-Exchange committee, 45% would like to see a railroading committee, 68% would like to see a Member Aid committee,

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42% would like a pike registry committee and 23% would like a Training on Stamps committee. 13% wanted further committees some of which are: Slide Exchange, Problem column, Advertisements and no more committees.

Here is what those surveyed would like more of in the HOTBOX: 74% want to see more layouts, 65% want to see more techniques, 61% want to see more photos, 61% want to see more clinics, 58% want to see more prototype news and 19% want to see more officer reports. Other suggestions that were made, include: product reviews, ideas for trips and get-togethers, advertisements and more humor.

As for a TAMR history post, 87% favor it, while 13% oppose it and for the establishment of a promotion post, 94% would like to see one established while 6% would not.

Only 13% want to see our election procedures changed and 84% like them as they are. As for the changes, here are the ones would like to see: Display more prominently in the HOTBOX, limit the number of terms a member can have, have a special HOTBOX for elections, conduct them on time and provide provisions for write-in candidates on the ballot.

As for the Regions, 65% would like to see changes in their region, while 30% don't and 5% have no opinion. Below appears the changes members of the regions they are from would like to see in their regions:

Allegheny--Increased membership, more contact, more conventions, better publicity.

Central--Publication, organization, regional convention, more members, activity.

New England--Publication, better organization, better contact.

Southern--Better organization, some activity.

Western--No changes offered.

Canadian--~~Organized~~, more members, a publication.

A large percentage, 97%, want to see contests introduced to our national conventions while 3% would not. Only 6% would like to change the DIRECTORY, while 94% want it left alone. Comments on this question ranged from: it should be printed twice a year, I would like my name in it and one person wants to "commend the fine unsung, hard-working individual who has done such a fine, outstanding job on the last two DIRECTORIES."

81% don't want to see any changes in our Constitution, while 19% want to see changes and here is what they'd like to see: An increase in dues, make it stronger, write-in candidates, lessen associate member rights, raise associate member rights and adopt amendments 1, 3 & 4.

58% had other suggestions for improving the TAMR, while 42% did not. Here are some additional things those surveyed would like to see in the TAMR: A better HB printer, larger HOTBOX's, to satisfy our new members, raise the dues, promote interchange at the regional level, a reliable HB Circulator, Don't merge with the NMRA, more illustrations in the HOTBOX, more members for regions, more conventions, increase readability of HOTBOX, raise associate dues to that of regular members because they can afford it and give associates full voting rights, but don't allow them to hold office.

As for a dues increase 94% of those surveyed, favor one while 6% oppose one. 45% of those surveyed are willing to run for office, while 48% aren't or are unable and 7% are undecided. 87% are willing to submit an article for the HOTBOX, while 13% are unsure. 65% are willing to serve on a newly formed committee while 26% are unable and 9% will not. As for getting involved in their respective regions, 97% are willing to and only 3% are unwilling and finally 87% of those responding, signed the survey while 13% didn't. However, only a few people caught the mistake at the end of the survey, instead of the word sign on the last question, it was misspelled to sing. Now if you are all ready, we will sing the survey. All together and in the key of G please.

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OF PROTOTYPICAL INTEREST: The Milw. Rd and Chicago & North Western have agreed to consolidate track where the two roads currently duplicate service. About 300 miles of track would be abandoned in the states of SD, IA, MN & WI. If the ICC accepts this proposal, about \$44 million dollars would be saved. The reason for this, paralleling lines take business away from each other. However, don't they also keep prices competitive and prevent a railroad from holding a monopoly?



# HAVING TROUBLE

Now we know your modeling is flawless and that you never do make mistakes, but occasionally on even the best pikes something GOES WRONG. Since this is a hobby not a profession, we don't want you to get all worked up over some minor mishap that occurs. So we have begged, borrowed and perhaps even stole some suggestions that will help you over your misery. Everybody knows that our lives are governed by laws, either natural or man made. For instance, if it weren't for the law of gravity, we'd probably all be up in the air right now and just think of how many auto accidents alone would be eliminated, if we could get rid of Newton's law of action and reaction. Here are some 'laws' that you can apply whenever anything goes haywire:

Perhaps the most important laws pertaining to this subject are Murphy's Laws and just in case you aren't familiar with them, here are a few of the more popular one's.

Nothing is as easy as it looks

Everything takes longer than you think

Whatever can go wrong, will, at the worst possible moment

If everything seems to be going well, you have obviously overlooked something

Nature always sides with the hidden flaw

and if that weren't enough, even Mrs. Murphy has gotten into the act with this law: An object will fall so as to do the most damage.

Here is a most apt law to remember while you are repairing your pike: Any tool dropped while being used to repair a model railroad will roll on the floor to the exact geographic center of the railroad's benchwork. Another important law to remember while you are handlaying track: Under the most rigorous controlled conditions of pressure, temperature, volume, humidity and other variables, the track will do as it damn well pleases.

Then one must remember if someone is coming to inspect your pike that: Progress is made only on alternate Friday's and when buying model railroad equipment that is covered by a guarantee that: Warranties cover only things that don't break down.

Finally, here are some additional laws which can be applied when conditions are just right and original thinking is encouraged for the time and place where they are to be applied: Nothing is impossible for the man who doesn't have to do it; If the facts don't conform to the theory, they must be disposed of; Experience gained is proportionate to the amount of equipment ruined; Work expands to fill the time available for its completion; The odds are five to six that the light at the end of the tunnel is the headlight of an oncoming train (this law does not apply under the conditions of the Railfan's Corollary: "except when one is out railfanning on a bright sunny day."); No matter what happens, there is someone who knew it would and of course one of my favorites: "If all else fails, read the directions." After seeing this article, our Associate Editor has come up with his own law to be known here on as the Associate Editor's Law: "Every unexplainable circumstance or happening has a law to cover it and if per chance it doesn't, it is the duty of every American to come up with an acceptable one."  
--HB Staff

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LISTEN to W.C. Fields: "If at first you don't succeed, try, try again. Then quit there's no use being a darned fool about it."

Life is what passes you by while you are working on your model railroad.

OUR MOTTO: You never know what you can do, until you have to try and undo what you did.

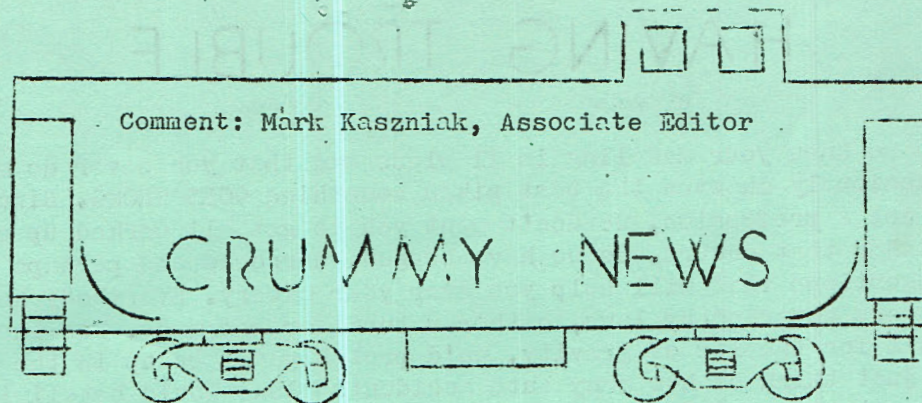
HAVE PATIENCE: All things are difficult before they become easy.

MODEL RAILROADING IS EASIER THAN YOU THINK!

All you have to do is:

(1) Accept the impossible, (2) Do without the indispensable, (3) Bear the intolerable and (4) Be able to smile when anything goes HAYWIRE.





#### ESTABLISHING YOUR OWN PERSONAL PROTOTYPE:

In the Jan/Feb HOTBOX, John McGreevy wrote an article entitled "True Confessions" which stated to the effect that most of the layouts expounded upon in these pages are nothing more than pipe dreams. In my opinion, he is probably right; however, I think the establishment of a concept before you start your pike is a good idea and let me tell you why. While looking thru the 1978 DIRECTORY, I noticed that most of our members are building pikes that are not based on the prototype, but rather on their own privately designed roads. This type of modeling is called freelancing and it allows the modeler to model whatever he/she pleases without having someone say: "That is not how such and such a railroad would have done it." However, sometimes even these freelanced pikes fail because the modeler failed to develop the concept sufficiently. By not developing the concept to a workable condition, the modeler is confronted with a task somewhat similar to modeling the whole Chessie System in a four by eight foot space. In order to establish your own personal prototype, it must be developed in a systematic way with certain limitations placed on it so it won't get out of hand. To explain how the systematic approach works, I will show you how I developed my railroad--the Pecatonica and Pontoosuc--with it:

First, you must determine your interests in the hobby and what you personally like in terms of location, scenery, climate and prototype railroads. Then if possible, develop your pike around these items. For instance, The P&P is a midwest shortline located in the northwestern part of Illinois and it interchanges with several prototype railroads in the area. I chose this location because I favor the rolling hills and farm land of the Midwest to the Rocky Mountains of the West or the Appalachians of the East. The southern terminus of the railroad, Pontoosuc is located on the Mississippi River because I am interested in rail to water interchange and car ferries. The numerous interchanges with prototype railroads allow me to run my pike as a bridge route by just running trains around or those interchange points can be used as destinations for cars switched on the pike thus allowing me to run it in a realistic prototypical manner.

Secondly, plot out the route that your railroad would run if it were actually built, on a map. Determine the exact points where prototype or other model railroads interchange with your pike. Also don't blind yourself to opportunities of sharing trackage with prototype railroads if it will decrease the length of your route. The P&P is a north/south railroad which runs from Pecatonica IL, near Rockford to Pontoosuc, IL on the Mississippi near Fort Madison, IA. The whole line is only 165 miles long and in two places it shares trackage with two different prototype roads. From E. Moline to Fenton, IL the P&P has running rights over the BN and from Polo to Baillyville, IL it shares trackage with the ICG. This allows me to run power from two of my favorite prototype roads without having to justify their presence on my private road name pike.

Thirdly, determine the purpose of your railroad. As my railroad runs in a north/south direction while all the others in the area run east/west, the

(Cont'd on page 11)





P&P serves as a bridge route for the quad cities area. The big prototypes use the model P&P to transfer goods between each other, among them being the Santa Fe, BN, ICG, C&NW, Milw. Rd and the TP&W. Furthermore, because of the great connections the P&P holds, numerous on line industries of its own have been attracted so the P&P now has a very respectable wayfreight operation of its own.

Finally, use your railroad's setting and connections to determine the types of traffic it will haul. For this, a resource and product map is useful, these can usually be located at your library or if your lucky, like I was, a good atlas will also contain them. When you determine where your railroad runs on the map, then you copy down all the resources and products located in the immediate area of your road. For example, the P&P handles goods in the following areas: Tractors and farm machinery, general machinery, guns, wire, hardware, limestone ore, livestock, corn, soybeans, asparagus and even watermelons. However, just about any good can be justified on my railroad as you can say that you got it from one railroad and are passing it on to another.

So why don't you try the systematic approach in developing your railroad, it can actually solve many of the problems you face. It has provided me with a general theme to base my pike on and I even know what types of industries to include along the mainline. If everyone developed their own roads in this fashion, a system could be established for interchange between model railroads and probably some sort of private car interchange as well. In fact you even have the prototype for this sort of system, the Family Lines (SCL, L&N and Clinchfield); Tim Vermande has even come up with a name for the system using the word MESS. What do those call letters stand for?--The Mid-Eastern Short-line System, naturally. I for one am ready to join, how about you?

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According to the TAMR survey results, many of you who responded want to get involved in the TAMR, but don't seem to know where to turn. It is for this reason we are providing you with the following list so you can offer your services to the appropriate person:

Annual Convention--Any member of the Executive Board. A site must be chosen for next year's convention now and plans must be made. If you are interested in sponsoring it or have a good place to hold our convention, write now!

Regions--The following people are to be contacted if you wish to get involved in a particular region or if you wish to help organize a faltered one:

Allegheny: Betsy Summers, DISPATCHER editor, 209 Tadmor Ave., Pittsburgh, PA 15237

Central: Donald Lesko, Assist. Organizer, 307 E. Sixth Street, Pana, IL 62557

New England: Ted Tait, Sixteen Evergreen Drive, Syosset, NY 11791

Southern: Mark Soloman, 6 Bayberry Branch, Casselberry, FL 32707

Western: John McGreevy, 738 Camino Durango, Thousand Oaks, CA 91360

Canadian: No information available at this time

Articles: Mark Tomlinson, Editor, 306 W. Main Street, N. Manchester, IN 46962

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

Question & Answer Column: John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360

Pass Listing: John Huey, 13819 Jersey Ave., Norwalk, CA 90650

Photo Listing: Tim Vermande, 51528 Pond Street, South Bend, IN 46637

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

TAMR Constitution: Mark Kaszniak, Auditor, 4818 W. George St., Chicago, IL 60641

Tim Vermande, CB member, 51528 Pond St., South Bend, IN 46637

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TAMR Finances: Ray Hakim, 21 Clauss Ave., Paramus, NJ 07652

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Bottom Cover Photo---Will railfans miss PC/CR black? It's going fast, as is this eastbound perishable train from the BN in Aug. 1976, in Valparaiso, Indiana. (Doug Johnson)



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MEMBERSHIP RATES: Regular \$4.00 per year. Associate (over 21) \$3.50 per year.

For further information on membership rates contact the Secretary.

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