

# HOTBOX

"the Un-Magazine of Railroading"

no.152

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# TAMR HOTBOX

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

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

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

Annual dues for the TAMR are as follows:

Regular (Under 21): \$5.00 per year.

Associate (21 or over): \$4.50 per year.

Sustaining: \$10.00 per year.

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

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

CANADIAN: No representative (no pub)

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

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

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

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

## AD RATES

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

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

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

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

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



## OUR 15TH ANNIVERSARY

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As we promised in the last HOTBOX, this HOTBOX will be a special treat for those members who have been with us for a little while. Why? Well, this issue commemorates the 15th Anniversary of the TAMR. That's right, the TAMR is in its 15th year and even our founders probably did not expect it to last this long. Yet here we are 15 years later.

On the next few pages you will be reading some special letters that we have received this year and we thought that they should be shared with the whole membership as they provide a valuable insight into our history.

In addition, over the upcoming year we will be providing installments of the "Official History of the TAMR" as was written by Douglas Kocher in 1973. Why are we doing this? The TAMR has a very interesting history and we thought you might enjoy reading it. Also since there are a limited number of copies of this history around, we thought publication in the HOTBOX might lessen the chance of losing this valuable data. Finally, since Doug Kocher has only completed the first segment of the history, this is our way of perhaps providing a gentle nudge for him to start on the other three segments that he's promised us. Here is the first installment of the history of the TAMR; we are sorry for breaking it up in little chunks, but it is quite lengthy and we hope you won't mind the inconvenience.

### OFFICIAL HISTORY OF THE TEEN ASSOCIATION OF MODEL RAILROADING: PART I

The Pre-Election Years  
1963 to September, 1966

By Douglas J. Kocher

#### SOME INTRODUCTORY REMARKS

I first learned of the Teen Association of Model Railroading over seven years ago, in the June 1966 issue of the WAYBILL--the Midwest Region publication of the National Model Railroad Association. At the time I was only 15 years old and  
(continues next column)

new to the hobby, the prospect of a model railroading organization catering to teens was extremely interesting--stuck away in a small northern Indiana town it was next to impossible for me at the time to develop my contacts with persons who might further my interest in the hobby. There was no one my age that I knew of.

Again, that was seven years ago. I must confess that it has often been a matter of amazement to me that the TAMR has stuck together for what is very probably ten years--give or take a year--through all kinds of difficult situations, hostile personalities and frequent incompetence at the official level. The association has always been subject to a very high turnover in membership, a fact that greatly inhibits long-range planning and dedication to the association. For some there is simply a loss of interest in model railroading; for others more pressing time demands are made which do not allow room for indulging in even one's most favorite hobby. As a college student, I became well aware of this aspect which so involves the TAMR. And now, as a graduate student, time is even more at a premium.

A look at the first membership list I had access to (revealed in Part I) shows that only a few oldtimers are left from those earliest days of TAMR history. I marvel that there are that many. As I look at that list and those which succeeded it, I find myself saying time and time again: "I wonder whatever happened to..." I'll probably be the last person to know, but it's a sad thing that so many of the TAMR's early leaders have split to the four corners--destination unknown. Even sadder is that many of the TAMR's most valuable and historic documents have probably been destroyed several years ago. I will even wage that most of the organizations early officials are not even aware that the TAMR is still around. For several years after David Burris left the TAMR in the unfortunate way which I will be documenting later, I made sure that a yearly progress report was sent to him as of possible interest. My letters, containing these reports, were never answered--nor did I expect them to be. (cont'd next pg.)



Yet it was simply the desire on my part to make sure the founder of the TAMR was kept up on what was going on. Indeed, after Burris left, the TAMR went on to many great things (as it is still doing, in its roundabout ways). The HOTBOX became offset printed, the TAMR experienced a huge membership gain and constitutional improvements were undertaken. A far cry from the hit-or-miss type of government which I was part of during the Burris years.

But to make the point, my intended purpose in writing this introduction is to urge as strongly as is possible the creation of a committee to regain early documents of the association while they may still be available. While I have not had correspondence with Dick Wagic on this matter at the time of writing, the two of us probably possess the most complete files on early association history available. I have kept nearly everything relative to my years as an official of the TAMR: over 1000 letters, early photographs, telegrams, official papers, presidential papers and the like. I will under no circumstances destroy these documents as their true worth is only becoming more meaningful at the present stage in the association's history.

Besides being extremely interesting, even entertaining, they simply tell the story of the TAMR as it really was and in far better terms than in what follows. While unwilling to part with these documents for sentimental and historical reasons, I am fully willing to make copies available of specific items to any interested official. Moreover, I want to use this forum to suggest that others in the same position do the same. However, I must reiterate that means must be devised for securing what other papers remain before it's too late.

In the history that follows, I have been as accurate as humanly possible with regards to dates and names. I consulted hundreds of letters and other papers to bring to light what I consider to be the significant elements of TAMR history. It is inevitable that some error has occurred for which I would like to invite corrections whenever they are found. I have tried to avoid becoming subjectively involved with many of the issues which I

(continues next column)

was actively involved in at the time, and indeed this effort has been facilitated somewhat by the fact that I am now far removed in age from the years in which I participated fully in the association's life. Nonetheless, if the reader sees subjectivity in what I write, I hope to be excused. When it happens, I can assure that it probably could not have been avoided. You had to be there to understand.

Douglas J. Kocher  
July 18, 1973  
Winamac, IN

Thus ends this issue's installment, the next issue of the HOTBOX will carry the next part. --AE

Gerry Dobey, TAMR Secretary

#### FROM THE SECRETARY'S NOTEBOOK

Total TAMR membership (12-1-78): 140

<u>Region</u>	<u>Amount</u>	<u>Percentage</u>
Canadian	10	7%
Central	57	41%
Northeastern	41	29%
Southern	15	11%
Western	17	12%

I would like to take this space to congratulate all past TAMR officers for keeping our association going strong for the past 15 years. We've come this far, so lets all look forward to the next 15 years; and having the TAMR grow even more!

**REMEMBER:** All renewal notices and membership cards will be sent with your HOTBOX.

Merry Christmas everyone and have a great New Year!

#### Joke of the month club:

Then there was the weird hunter who followed some tracks into a cave and shot a train. --GD

If you can do better, our Associate Editor is waiting for those cards and letters.



## SOME BAD NEWS

The last issue of the HOTBOX was completely offset, this issue only the cover page is offset—we believe that some sort of explanation is in order. First off, we did not want this situation to happen, but it did—so we're stuck with it. The TAMR is experiencing a balance of payments problem. In other words, more money is going out than is coming in. A very bad situation to contend with.

We simply didn't have the funds for an offset HOTBOX this issue. Why? Well in retrospect, the timing was simply not right to switch to offset. This occurred because the majority of our membership has not paid the dues increase. Only about 15% of you have paid it and the Secretary informs us that we only have a 30% renewal rate. However fortunately for us, new members are coming in to take the old members places leaving us with a somewhat stable membership at the present.

We should be going back to offset production with the March/April issue of 1979, but we need your support. You saw the improvements in the last HOTBOX and so far all of the comments have been favorable. We can continue to give you an offset HOTBOX like the last issue, but only if you stay with us. Right now there are several feature articles in the works for next year; there are also one or two layout articles that are being held back until we go back to offset so we can reproduce the trackplans fairly well. With mimeo the production of these types of features is at best fair, but with offset it is excellent. We want to provide you with the best magazine possible for that dues money and we can—if those membership renewals are forthcoming.

As you can see by Ray Hakim's Treasury Report, the situation doesn't look too good at the moment

August 16 -- October 15, 1978

Beginning balance	\$142.69
Income	89.50
Expenses	<u>121.70</u>
New Balance	\$110.49

However, if we get your renewal, we will be able to afford offset printing. The smaller our membership, the larger the cost per issue of the HOTBOX. Thus it would be cheaper to mail out to a membership of 250 than our present membership of 140. That is the reason our membership drive was started, we thought those extra memberships would allow us to start with offset sooner. Yet our new members have just been replacing our non-renewals who have for some reason become disenchanted with the TAMR.

Lately, people have been writing in and asking how they can help the TAMR. For the average member, there are four ways that you can help us:

- (1) Renew your membership when the time comes. Better HOTBOXs are coming in the near future, but only if you renew.
- (2) Write an article for the HOTBOX or your region's publication. You don't have to be a seasoned writer to turn out a good article. It's the ideas that count, not your writing style. We have editors here to correct the mistakes and make sure the ideas get to our members.
- (3) Support your Region and any others that interest you. There is no limitation to the number of regions you join, in fact, you may join all of them! Of the six regions in the TAMR, three have publications and one will be starting one soon. Only two—the Canadian & Overseas—have no representative, but the situation is being worked on.
- (4) Help us advertise the TAMR. Take that poster from the last HOTBOX to your hobby shop and have it displayed in a viewable area.

Finally, the last HOTBOX was late due to several factors (printing delays, late material submissions), but it was circulated within two days of it being received. We hope to have future issues on time although this one might be a little late due to the Christmas rush. We are entering our 16th year, let's work to make it the best the TAMR has ever had!

--HOTBOX STAFF



## PHOTO COLUMN

⑥

### Christmas Special--

One thing I've learned at Christmas and similar times is that you have to be careful about gifts. To most people all cameras are the same, so if you're making an "ask" list, you'll have to be specific. You will also have to state where the items may be bought. Below appear several such items which you might want to consider. Modify as appropriate.

Filters--Yellow, Red, Polarizer to fit 50mm Pentax lens, 520 thread, by Tiffon, Hoya, \$7--12.

Film--35mm Kodachrome 64, 36/20 exposures, box code KR1B5--36(20), \$3.

Processing mailer, Kodak, code PK36/PK20, \$3--\$5.

Super 8, Kodachrome 40 silent film cartridge, 50', code KMA464, \$3--\$4.

Processing mailer, Kodak, PK59, \$2--\$3.

Kodak Lens Tissue, 50 cents a package.

Canon lens, 105mm F/2.5, \$150.

Metal Nikon lens hood for 105mm f2.8 lens, \$9.

Rubber lens hood for Minolta 28mm f2.8 lens, \$7.

Cable release, 20", for (Nikon/Leica) or (Standard).

Air release, 20 feet, for whatever.

Electric release, 20", for Contax RTs. Try to stay away from filing pages or boxes, flash cards, cases, adapters, movie reels and similar things of which there are a multitude available. Also, be sure you say "no substitution."

If you think there will be trouble:

- (1) Ask for gift certificates
- (2) Request a subscription to your favorite magazine.
- (3) Advise the camera shop to help your relatives or friends when they go. This technique, for several years, has proven most useful. Just let them know who the salesperson is and of course him/her what's up. Very often parents/whoever will believe the camera store, but not you.

Well, you've done what you can, but...

You got something wrong! Follow your good manners, of course, but:

- (1) Don't open it (especially blister packs or film boxes), or make any changes to it.
- (2) If the stuff is in the same shape it left the store in and the problem is like size or type: say, you got a 58mm filter for your Canon or sound film for your silent movie camera, the store will likely make an exchange on December 26th. Even if you got a Pentax bayonet-lens for your screw-mount Pentax, it'll likely work.
- (3) Look for someone who CAN use it. Some one else might be in the same spot. Try locally, then write: Tim Vermande, TAMR Photo Column, 51528 Pond Street, South Bend, IN 46637. Enclose a list, in detail, of what you have, what you needed. As a TAMR photo service, I'll try to refer you to someone who wants your stuff or has something you want--if you'll all participate.

(Here is this issue's column, the above was a little extra piece provided by Tim for ideas on camera and picture-taking gifts. We hope it gave you a few ideas. --MAK)

## BETTER PICTURES

Better pictures start with sharp pictures. Once you have chosen a film, you have grain and other characteristics which you are "stuck" with. Be sure that you are in focus and using depth-of-field. If your focus is adjustable, set it squarely; if it's fixed, as on most Instamatic types, be sure your subject is more than six feet away. Make sure that your lens is clean. If you have a 35mm or other SLR, more work is involved because you now have to fuss with adjustable f-stops and shutter speeds.

(continued next page)



With an SLR, you'll get best sharpness at f5.6 or f8, but more depth-of-field at f11 or f16; however, you will need a slower shutter speed, which might cause blur. If you want to make your subject stand out use f1.8 to f4—you'll have to focus carefully on the central subject, as even the whole loco might not be in focus. Part of becoming a good photographer is learning when to choose shutter speed or aperture first and how to compromise and it's largely a matter of experience. (See table for minimum shutter speeds)

Hold your camera steady. If your shutter speed is adjustable, keep it above 1/60. In any case, it helps a little to hold your breath for the shooting moment and be sure you have a solid footing. As a camera gets lighter, it gets harder to hold it steady (Next time we'll talk about tripods and other such stuff). Try to get into a comfortable position, it's OK to use a building or rock for support, but AVOID vehicles which are moving or with engines running, most railings, earthquake faults, other people and so on.

**EXPOSURE:** A properly exposed picture will look sharper than one that's off. It may help to make a series of shots, of the same subject at the same time, at various ASA speeds. For example, for K64 try ASA 32--50--64--80--100 right in a row on a sunny day. You may well find that the results are a little better at a faster or slower speed. What with personal preference, film batch differences (which is why you may have to do this from time to time), camera adjustments, etc., you may find a better point for exposure.

Be sure you expose properly. Don't take a reading of the sky, take one of your car or building or some trees at the same angle that the train will be. You can usually have 50% sky and do OK, but on a cloudy day, meter the subject as close as possible to 100% of the finder space as possible. Later on we'll discuss meters, their various types, and how to fiddly-gimmick to get really super exposure control.

The table in the next column is not the final word of course. At 25 feet, use next higher speed (1/60 becomes 1/125). At 100 feet, the next lower speed (1/500 becomes 1/250). Use a tripod below 1/60 at all times and above 1/60 when possible.

AT 50 FEET

MINIMUM SHUTTER:

MPH	What	SPEEDS FOR SHARP PICS		
		Direction		
		←→	↗↘	↑↓
Still	roster shot	—	1/60	—
10	switching	1/250	1/125	1/60
25	most freight	1/500	1/250	1/125
50	fast freight passenger	1/1000	1/500	1/250

Of Prototypical Interest

CRI&P "ROCKETS" ARE REFUELED

On Friday, November 17th., the Interstate Commerce Commission stayed its own order to allow the 'Rockets' to be discontinued and told the Rock Island to continue operating them for an indefinite period of time. The Quad Cities Rocket and the Peoria Rocket were scheduled to make their final runs Sunday, November 19th.

The ICC stayed its own order at the request of the Brotherhood of Locomotive Engineers which had requested a review of the decision in October. The ICC now has four months to rule on the review so the earliest the Rockets could be discontinued is March of 1979 as the ICC was never known for its ability to make quick decisions.

It is no secret that bad times have hit the Rock Island, especially the Rocket passenger service. Those two trains are presently being subsidized with government funds for a whopping \$64.00 per person. However, even with the fares that are collected, the Rock Island is still losing money on these trains. At the present, the trains average less than 10 passengers per trip. Over the last few years, the trains have been losing cars and the present consist of each Rocket is two coaches and an E-unit. More often than not, RI Independence gets at least one of the runs. The Rockets may be a thorn in the side for the railroad, but for area railfans, they provide some of the most interesting trainwatching that there is around. How long will it be before area railfans are saying good-bye to an old friend?



# A NEVER ENDING CYCLE

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Another summer has come and gone and those winter months are once again upon us; this is the time when most model railroaders will return to their layouts once again; after a summer of outdoor activities. Now is the time to start planning all those projects that need to be done to get your layout back into good operating order. Those who use brass track on their layouts will probably find that most of it needs to be cleaned, because it has accumulated a good helping of oxide, dirt and whatever else it does. Nickel silver users should also run the track cleaning car over their rails to get that accumulation of dirt and dust from the summer months.

With winter coming, you find that you have more time to stay indoors. Why not finish that scenery project on your pike? The last HOTBOX had an article on how to scenic your layout. Why not try a few of the ideas that were mentioned?

Winter is also the time when many model railroaders give or receive new train sets, accessories, locomotives and other items for Christmas. Why not plan on expanding your layout to put some of these new articles in your trackplan. If you receive some new freight cars, perhaps an extension of your freight yard is in order? Or maybe you will get a few passenger cars, if you never had passenger cars before, this is the time to start running them, putting up stations, and think of buying some good new motive power for up front.

A word to the wise: If you are a new model railroader, you will not know about after Christmas sales. This is the time to go out and buy equipment for your layout. To clear merchandise, the store will mark down train equipment to rock bottom prices. Another word to the wise: Check your newspaper before you go. Most stores will advertise their sales. When you see an ad, go to the store as fast as you can to check out the merchandise being offered. If you wait a few hours, most likely they will be sold out; these items go fast. Look for bargains, but don't just buy because it's there. Most stuff is junk, but if you are careful, you can get a few good buys. For instance, two years ago I got Lionel's HO scale American Freedom Train set for \$7. I was

one of the few to get those; they were gone within fifteen minutes. So now you know that you have to react fast, but also judiciously, to these types of sales. Your hobby shop may or may not have an after Christmas sale, but your local department store probably will.

In November, which is national model railroad month, many club and home layouts are open to visitors. If you go to your local hobby shop, you can probably find some type of advertisement for an open house. I recommend that you find one close to your home and attend it. The club layouts offer a vast amount of knowledge and ideas that can be incorporated into your pike. Ask a few questions, most clubs have someone appointed to answer questions and welcome you. The club in my area gives free copies of the club's newspaper away to visitors and has someone standing near the entrance directing you and really putting out the glad hand; this is one good plus for a club. Home layouts can show you what an individual, working by himself or with a few friends, can accomplish and may give you some insight on the problems that face the modeler in his own home.

After you have seen some layouts, talked with area modelers and perhaps gathered some new equipment for your pike, you can take it all home and start to work on your layout. In fact you may get so enthusiastic about it, you might want to work 24 hours a day on it. This enthusiasm is good fuel for getting your pike in good operating order to possibly hold your own open house and be proud of your models and the way they run. Why not invite some fellow TAMR members who live near you over for an operating session? Most likely, they will be more than happy to come over. Then after winter has gone, once again you will be going outdoors and your layout will remain still for a few months, but then you can look forward to fall and another season of indoor model railroading fun!! Model railroading is a never ending cycle, unless you wish it to be.



# LAURELS AND GRATUITIES

⑨

## REMEMBERING "WAY BACK WHEN"

"Congradulations to the Teen Association of Model Railroading! Fifteen years strong and evidently bound for many more years of success. The people belonging to this organization have come and gone over the years and I wonder how many of them who were members "way back when" are still in the association? I'm too lazy to consult my TAMR DIRECTORY, but my guess is that there aren't more than 25."

"I am proud to say that I am one of the charter members of the TAMR. The reasons for this pride are several and may be a little hard to state, but it all boils down to this: I am pleased that the TAMR has succeeded in its goals and it has continued to exist. Believe me, those two reasons were by no means foregone conclusions as many as 12 or so years ago! This association has a very colorful history of power coups, financial tempests and dedicated labor by its legacy of officers. There were many times when many of us felt that the organization just wasn't going to make it (some of those financial tempests nearly did us in!), but somehow it did."

"I am proud to have been able to play a part in helping the TAMR grow. I have held the offices of President, Secretary and Publisher of the HOTBOX and found it necessary to withdraw from TAMR work during college when the workload became too much (Whenever one of your officers wants help or wants to resign "due to school", BELIEVE him that he's overburdened, because it's true!). Since I withdrew in 1971(?), I must confess I have been totally inactive in the TAMR. My occupation as a church schoolteacher in Cleveland is more than a full-time position, with the result that I haven't even re-entered the hobby. But there's hope for me, I think! Only last month, I succumbed to the urge to buy an issue of MODEL RAILROADER--"just to see" (I told myself) "if things were different from way back when." Well, they sure are."

"Be proud of your association. Enjoy your hobby. Be helpful to the officers of this group, because they are doing

(cont'd next column)

all this for you, not for themselves. Go ahead and pat yourself on the back on the occasion of this 15th Anniversary. We all deserve it!"

--Richard C. Wagie  
Life Member

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## Some Reflections on TAMR's First Fifteen Years

"Five years ago, Allen Maty and myself had the pleasure of meeting in Chicago for the 10th Anniversary of the founding of the TAMR. Allen and I had been with the organization in various official capacities almost from the beginning of its existance and I remember both of us marveling that the TAMR had managed to survive the first ten years. Over half of those years were rough ones indeed: sometimes it seemed the association was ready to call it quits and die quietly."

"But it didn't and now it has gone on for another five years. In all of those years there has been an amazing variety of circumstances regarding several aspects of the association. For one, the HOTBOX has been printed in just about every form imaginable: mimeograph, ditto, photocopy and offset. Unless you go back with this association 10 years or more--and most of you don't--you would be amazed at what the HOTBOX has looked like in its prime. When Dick Wagie was editor, he brought the publication to a peak of professional appearance that it hasn't equaled since."

"I don't say that as a reflection on any of the TAMR's many hard-working editors, only as recognition of Dick's graphic arts abilities. He unselfishly put those abilities to work for the TAMR many times while he has an active member."

"Dues have changed, too, and also have the numbers and names of regions. But some things have stayed pretty much the same over the 15 years. Associate members still have the same restrictions on their memberships as they always have and the organization's membership seems to hover at 150-175 persons (we hit a high of 300+ once, if my memory serves me).

(cont'd next page)



Letters: (cont'd from last page)

I might add that for much of the time Dick, Allen and I were with the TAMR the organization had an active advertising program in MODEL RAILROADER and elsewhere a program that had (AE: and still has) definite positive (and often dramatic!) results for our membership recruitment."

"But there is one thing that is most important out of all the things that haven't changed about the TAMR: the way its members come and go. An active member one year, full of ideas and programs for the TAMR, often loses interest and disappears from the organization--never to be heard of again. It is that incontrovertible aspect of our membership that has accounted for the hard times the TAMR has been through. How can you run a stable organization when you're never sure how's going to be around the next year?"

"Nonetheless, the TAMR has made it through 15 years, something I know its founders never thought it would do. For those of you who have kept it going, congratulations. The association serves a good purpose; I hope it's around in another 15 years."

--Douglas J. Kocher  
Life Member

"The fact that TAMR has survived this long indicates that it does indeed meet a need and hopefully many teen model railroaders go on to become lifetime modelers."

--Harold H. Carstens  
Publisher  
Railroad Model  
Craftsman

#### TAMR ANNOUNCEMENT

##### IN SEARCH OF TAMR HISTORICAL INFO

The TAMR Archivist, Tim Vemande, wants it to be known that if any present or past TAMR member has information that will be helpful in compiling the TAMR history, particularly correspondence between former officers on TAMR related subjects, he will gratefully accept such information so that it may be preserved. There are several gaps in our history that need to be filled, anyone who believes he/she can help are asked to write: Tim Vemande, TAMR Archivist, 51528 Pond Street, South Bend, IN 46637.

#### OF MODELING INTEREST

##### TEENAGE MODEL RAILROAD CLUB

The Long Island Model Railroaders (LIMR) is a teen model railroading club that has just been formed and is in search of members. If any TAMR members or prospective members who receive this are interested in joining, please write to: R. Foster McCormack, 110 N. Eleventh Street, New Hyde Park, New York 11040 for further information.

#### OF PROTOTYPICAL INTEREST

##### FASTER THAN A SPEEDING BULLET

For the fastest and most modern rail transportation ride on this earth, ride the Hikari train on the Tokaido line between Tokyo and Osaka in Japan. The 320 mile route is transversed in about three hours at speeds ranging up to 130 mph. and more. Let's see Amtrak do that!

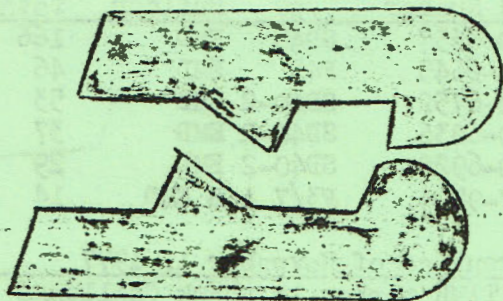
Of the 100 million Japanese people, more than 40 million of them live along this route and to the 30,000 Japanese who ride this route daily, it is merely a commuter run.

The Hikari, which means light, departs Tokyo on the hour. To make this trip possible; 11 miles of bridges and 66 miles of tunnels had to be constructed, 30 million cubic yards of earth had to be used to construct the roadbed above the fields and rice paddies and rubber cushions were placed between the rails and the prestressed concrete ties. The total cost only a billion dollars.

Locomotive tug and jerk is eliminated because there is no locomotive. Electric motors are mounted on each axle of the cars to distribute weight and power evenly. The engineer sits in the bullet nose of the front car with a maze of computerized equipment which links him with the board in Tokyo where progress of the train is watched. A simple touch of a switch can slow or stop any train on the line.

Fares for the 320 mile trip are approx. \$35 for second-class and \$52 for first, of course, values may vary according to the rate of exchange between the yen and the dollar and you all thought C&NW left-handed running was unusual. What is faster than a speeding bullet train?





AT LAST THERE IS A RAILROAD THAT CAN SAY:  
"THE MERGER REALLY WORKED."

In March of 1970, a large railroad network was formed and it was to be called the Burlington Northern. The BN is essentially the merger of the "Northern Lines" that James J. Hill--builder of the Great Northern Railroad--envisioned long before it actually happened. The railroads that merged into the BN are the Great Northern, Northern Pacific, Chicago, Burlington & Quincy and the Spokane, Portland & Seattle railroads. Yet what is more interesting is that the BN was formed and grew to success at a time when most rail mergers had fallen on bad times. For instance, the BN came into being as the Penn Central was on the verge of collapse. What makes a rail merger, such as the BN, work while other falter? The answer to this question must somehow be related to the lines that merge and therefore a brief history of the lines that merged into the BN is in order.

The Chicago, Burlington & Quincy is the largest railroad in the BN and oddly enough the line started as a simple branch from Chicago to Aurora, IL. At that time it was known as the Aurora Branch RR and it had only six miles of track as the service switched over to the Galena & Chicago RR's trackage at Turner Jct. (now West Chicago). However, with the help of a group of Boston investors, the Aurora Branch RR changed its name to the Chicago, Burlington & Quincy RR in 1864 and at that time 400 miles of railroad track--all in IL-- were in the system.

In the CB&Q's growth, a total of 204 railroads were amalgamated into the system. By 1882 a line was completed to Denver and the CB&Q gave the "mile high city" its first direct route to Chicago. CB&Q rails continued to push westward and routes to St. Louis and Rock Island were completed in the Midwest. A line was completed to St. Paul in 1886 and a main line between St. Louis and Kansas City was completed as well.

(continues next column)

## BURLINGTON NORTHERN

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Farm products were essential to the CB&Q and the railroad became known as the "Granger Road." The railroad worked closely with farmers and ranchers and even advised what crops could be grown successfully in various parts of the country.

Passenger service was not neglected on the CB&Q and for several years the railroad ran the famous "Zephyr" trains as well as its commuter service to Chicago from the suburbs. The CB&Q became the first railroad to operate all diesel and air-conditioned cars on its suburban commuter line and was one of the first to introduce bi-level cars as well.

In 1878, James J. Hill persuaded three men to join him in acquiring the St. Paul & Pacific RR. By 1893 the St. Paul & Pacific RR had grown into a vast continental railroad known as the Great Northern. However, there was one weak link in the line and that was across the Cascade Mountains, so in 1925 a tunnel was to be built. The 8-mile tunnel, known as the Cascade Tunnel, is the longest in the Western Hemisphere and with its completion, the weak link in the GN disappeared and ushered in full dieselization to the Great Northern.

The Great Northern also operated the famous Empire Builder passenger trains which ran between Chicago & the Pacific Northwest and the railroad heavily promoted Western tourism as it was identified with Glacier National Park. During the war, the GN was a vital military supply line as it set all time records for freight service. After the war complete dieselization came to the GN with a host of other improvements as well. The GN earned recognition through the years as one of the more progressive railroads.



# BURLINGTON NORTHERN DIESEL ROSTER

Road Number	Type	Builder	Total
1-14	NW12	EMD	4
80-97, 102	SW1	EMD	16
98,99,101	SW8	EMD	3
100	SW900	EMD	1
106	SW12	EMD	1
108-145	SW7	EMD	38
146-161	SW9	EMD	16
162-166	SW12	EMD	5
167-169	SW9	EMD	3
170-250	SW12	EMD	81
300-324	SW1500	EMD	25
375-394	SW1000	EMD	20
427-449	SW1000	EMD	23
451-573	NW2	EMD	120
574-585	SW1000	EMD	12
586-595	NW2	EMD	10
602-761	F3/7A-B	EMD	28
766-853	F9	EMD	73
986-995	NW5	EMD	10
1350-1365	GP5	EMD	16
1400-1436	GP10	EMD	26
1524-1643	GP7	EMD	110
1700-1986	GP9	EMD	276
1990-1998	GP18	EMD	9
2001-2071	GP20	EMD	68
2072-2077	GP38	EMD	6
2078-2109	GP38-2	EMD	32
2200-2254	GP30	EMD	54
2500-2545	GP35	EMD	45
3000-3039	GP40	EMD	40
4010-4011	C415	ALCO	2
4054-4085	RS3	ALCO	9
4186-4197	RS11	ALCO	18
4240-4246	C424	ALCO	5
4250-4264	C425	ALCO	12
4360-4369	C636	ALCO	10
5200-5208	U23C	GE	9
5300-5395	U30C	GE	93
5400-5429	U25B	GE	30
5450-5465	U28B	GE	16
5470-5484	U30B	GE	15
5500-5527	C30-7	GE	30
5600-5641	U25C	GE	42
5650-5677	U28C	GE	27
5700-5765	U33C	GE	65
5800-5839	U30C	GE	40
5900-5944	U30C	GE	45
6000-6059	SD7	EMD	60
6100-6206	SD7	EMD	106
6240-6255	SD24	EMD	15
6300-6324	SD40	EMD	25
6325-6385	SD40-2	EMD	61
6394-6399	SD40	EMD	6

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12

Road Number	Type	Builder	Total
6400-6557	SD45	EMD	166
6600-6645	F45	EMD	46
6700-6752	SD40-2	EMD	53
6800-6836	SD40-2	EMD	37
6900-6928	SD40-2	EMD	29
9707-9794	F3/7 A-B	EMD	14

Current as of November 1, 1977

The TAMR wishes to thank Challenge Publications for allowing us to reprint this diesel roster from the Spring 1978 issue of RAILWAY QUARTERLY

The Lewis & Clark Expedition had a profound effect on the Northern Pacific railroad it is followed the explorers route along much of its mainline. In 1864, President Abraham Lincoln signed an act of Congress that created the Northern Pacific RR. The railroad would have its eastern terminus at Lake Superior and its western terminus at Puget Sound while running on a right-of-way through public lands. However, the lands were practically worthless without the railroad and by the time the NP was completed several new states had been added to the U.S. It is said that although Lewis & Clark opened the wilderness to settlement and reinforced the U.S. claim to the Oregon territory, the Northern Pacific Ry. became the instrument used to settle the region.

Rivers play an important part in railroad construction as their banks often provide the easiest grades for railroad construction and nowhere is that more apparent than on the Spokane, Portland & Seattle Ry. The SP&S hugs the banks of the scenic Columbia & Snake Rivers for 290 of the 380 mile route between Portland & Spokane. From Portland to the coast, the railway again follows the Columbia river and takes the easy way through the Coast Mountain Range.

These natural corridors attracted the founders and builders of the SP&S as less motive power was required to operate heavy freight trains. Many industries found suitable locations on the mainline of the SP&S which allowed it to conduct a thriving business.

The key to the success of the BN is in the way the individual railroads developed before the merger. Each found a method of survival and now all of these methods put together should allow the BN to survive for a long time to come.



Comment: Mark Kasznick, Associate Editor

# CRUMMY NEWS

## SANTA CLAUS IS COMING TO TOWN

"You better watch out. You'd better not cry. Better not pout, I'm telling you why. Santa Claus is comin' to town."

"He's making a list. Chocking it twice. Gonna find out whose naughty and nice. Santa Claus is comin' to town".\*

By the introduction above, I hope you have by now guessed that you will be receiving this HOTBOX well into the Christmas season. This issue's Crummy News will not deal with the joys of the Christmas season nor will I use this space to reminisce about the good old days when the timetable train ran around the Christmas tree. I will not do this because in the TAMR we have our own Christmas Tradition. Although our tradition isn't very old (four years), I'd hate to be accused of brocking it. So once again in the grand tradition started four years ago by Tim Vermando, we present the EDITOR'S CHRISTMAS GIFTS. It is at this time of the year when the HOTBOX editors quite complaining about the lack of articles for the HOTBOX as well as personnel and present gifts to various TAMR members that are not too badly needed:

To John McGroovy, TAMR President, a model of a 747 airplane for that airport on your pike--in 1:1 scale!

To Gerry Doboy, TAMR Secretary, An HO scale MoW train so you can clear all the derailments and fix all the damage that Tim and I managed to do to your pike when we dropped in unexpectedly that one evening in November.

\*"Santa Claus is Comin' to Town" by Haven Gillespie - J. Fred Coats

To Ray Hakim, TAMR Treasurer, in the last batch of presents that were given out, you received the Atlantic Ocean. This year, we decided to give you something else--the Pacific Ocean!

To John Huey, CB member, You're a new one on this list, so we are going to give you something to remember--a model of SP Tehachapi Loop made out of pizza.

Don Lesko, former CR Rep. and honorary member of the Lake Shore Railfan Protection Society, a life preserver to assist you in your duties as lifeguard in charge of pool power.

To Ted Bodell, NR President, Since we gave Ray Hakim the Pacific Ocean this year, that leaves you with the Atlantic Ocean. Use it wisely!

To Ted Tait, NR Publisher, a copy of the book--"A Complete Guide to Greasy Spoons for the Selective Diner".

To Doug Johnson, former Secretary and HOTBOX Publisher, On a railroad a man with your record for service would receive a gold watch upon retiring; however, the TAMR ran out of gold watches the day before yesterday. Would you settle for an extra HOTBOX?

To Tim Vermando, former editor and photo column author, a blacklight filter for your camera so you can take all those mood shots that seem to win all the awards.

To the rest of the membership: Best wishes for a HAPPY HOLIDAY season.



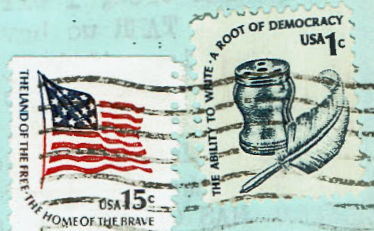
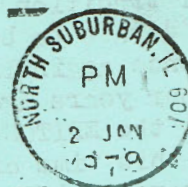
For this issue's cover, we wanted something special. As this issue commemorates the 15th Anniversary of the TAMR, we felt that a special picture was called for. However, as this is also our November/December issue, we needed something in the spirit of the holiday season as well. Therefore, we were extremely pleased when Tim Vermande's picture of the Chessie Steam Special crossed over our desks. The picture was taken in June of this year at St. Joseph, MI; in our opinion it satisfies all the requirements listed above, we think you'll agree!

## END MARKER LIGHTS

We have been informed that the Southern Region of the TAMR is going to have a publication in January of 1979. It is to be called the EXPRESS, interested parties are asked to contact Glenn Vallantyne, SR Representative, 817 Robison, Pasadena, TX 77506 for further details.

The TAMR wishes to congratulate MODEL RAILROADER magazine on its 45th Anniversary this coming January. MODEL RAILROADER has been very helpful to the TAMR in the past and it has been a privilege for the TAMR to help promote the hobby of model railroading with them for 15 of those 45 years. Congratulations on a job well done, you people in Milwaukee truly deserve it.

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



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