

Celebrating Forty Years!

THE HOTBOX

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ASSOCIATION OF MODEL RAILROADING**

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THE HOTBOX

MAY 2004, ISSUE #371

EDITOR/PUBLISHER-PETER MAURATH

CONTRIBUTING COLUMNIST-JONATHAN SCHOEN

CONTRIBUTING COLUMNIST-MARK MACDOUGALL

SENIOR EDITOR-DR. PETER MAURATH

ART DIRECTOR-PETER MACRATH

GRAPHIC DESIGNER-PETER VANMAURATH

TECHNICAL ILLUSTRATOR-BO THE TAMR WONDER DOG

PHOTOGRAPHER-O WINSTON CUP

LIBRARIAN- "IS ALWAYS SHUSHING ME, CRIMINY IT'S ANNOYING!"

CONTRIBUTIONS

Send your check or money order to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material. Here are a few examples:

FEATURE ARTICLES:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated.

COLUMNS:

Full of great Tips on layout improvement? Got a million reasons Heisler is better than Baldwin? Start a monthly, or bi-monthly column. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo collection you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration.

SEND ALL SUBMISSIONS, OR HOTBOX QUESTIONS TO:

Peter Maurath

OR EMAIL AT:

TAMRHotbox@aol.com

GET WIRED

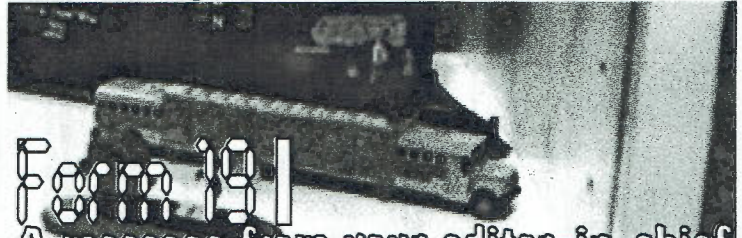
Check out TAMR on the web at:

www.TAMR.org

Or join our online yahoo news group, by contacting: pivotpin@TAMR.org

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

ON THE COVER: Metra #134 caught somewhere in the northern suburbs of Chicago, summer of 1989. Photo: Tim Vermande.



From 191

A message from your editor-in-chief

Ahh spring! When the trees wake from their winter slumber, flowers bloom, and we hibernating railnuts dust off the camera's, and scanners for another summer of trains, conventions and pizza trackside. This summer won't dissappoint. It will start with the TAMR's official summer convention "The Lakeshore Limited", taking place this July in western NY. As is standard practice leading up to convention-time, next month will be the c onvention issue. The June issue will contain all the info on hotels, convention sites, etc., that you need, plus a complete itinerary (most or all of the regular features will be bumped to July).

Following the convention at the end of July will be a steam-train festival unlike any this country has seen in years. Taking place in Dennison, OH (small town east of Columbus) the Ohio Central RR will be assembling, at last count, over half a dozen live steam locos from across the midwest! I normally wouldn't mention such an event so prominently, but this festival has already caught the attention of more than a few TAMR members who may attend. Creating a sort-of, Post-Post-National Convention. If your interested check out the festival's website at www.trainfest2004.com for more info, or contact myself, or Chris Burchett.

Also coming-up at the end of the summer, elections! Officially they'll be held in November, with the new officers announced by the end of the year. I'd like to stay ahead of the game (I'm on a roll with the HB anyway) and start the ball rolling now. Anyone interested in any elected position (Prez, VP, Treas, all region reps), or seeking reelection, must send a letter of intent (an essay telling us why you want to run or stay in office) to me ASAP. They will be published in the November election issue along with the ballot. I know it sounds a way off but it'll be here sooner than you think.

Speaking of official TAMR positions, we still have way too many open posts out there. If you're waiting for someone else to take it. I've got news, they're not coming. We need your help, now. This group has been around too long, and survived too much, to go on with so many vacancies. I've tried being polite about this whole thing, hoping civility, and a calm attitude would win you over--That isn't working, so I'll try a different approach. HEY YOU! TURN OFF THE IDIOT BOX, GET-UP OFF YOUR DUFF, AND HELP OUT!!!!!!

There, that said, I'll close with a thank-you to Dave Swanson and everyone at Greenberg Shows. They recently made a generous \$500 donation to the TAMR. Being the small organization that we are, that makes a big difference (how else can the HB staff get paid!). Their generosity should not go unnoticed. So next time a Greenberg or GATS (operated by Greenberg) show rolls into your town, be sure to attend. •

Ask the Noodle Guys, and The Top 7, will return next month, stay tuned for this somewhat tardy-not-quite-late-breaking-report from HOTBOX NEWS...

HOTBOX NEWS!

WHEN NEWS BREAKS, WE FIX IT!

New York New Jersey Metro Division Spring Convention

BY ERIK ROMATOWSKI

The year of 2004 started off with a bang in New Jersey. The division held the first convention of the year on March 6th and 7th of 2004. This convention was held in conjunction with the Greenberg Train Show at the NJ Convention and Expo Center in Edison NJ, along with Railfanning and other various activities following. Our setup consisted of our 2 tables, a G (constructed and operated by member John Sommers) and O (constructed and operated by member Chris Barany) layout, a small N scale loop on the table, the GG-2 (which is a legend in the NJ Division), constant TAMR-vision, as well as the usual flyers. The layout was about 20 by 15 feet, with trains constantly running, attracting many people who were interested in the organization.

Many of the attendees first came Friday night in order to have more time to set up, as the show starts bright and early at about 10 AM. Both days, the show ran well with few minor operating glitches on the layouts, which were quickly taken care of by both John and Chris. The show was attended by many members including Chris, John, Myself, Newton Vezina, Anthony Person, Jeremy Rusakowski, occasional visits made by Drew Mattarazzo, as well as many guests. Many flyers were taken, and many people seemed interested in the group. With the first day ending quick, people headed home and went on their way. We were not able to do any Railfanning, so some of the attendees headed over to one of the members houses. Later that evening, I was driven home by Newton, where I then fell asleep anxious for the next day.

The second day started, with more of the same. Many more people had attended, though maybe not as much as the first day, and again, people were interested in the TAMR. The second day was spent mainly strolling through the many vendors, and checking out the many layouts, as they will often give discounts on the second day. I didn't pay much attention to things for the model railroad, though I did find some nice Pennsylvania RR artifacts. Some members though found t-shirts, additional track, some redbird subway cars, etc. at this large show. After the show on the second day, the

members in attendance packed up their things and some headed home. Though myself, Anthony P., and Drew M. were able to go out Railfanning.

We first stopped by the local Krispy Kreme to stock up on food, and then headed to my house to get my scanner. Our first location was South Plainfield, where we didn't see anything, but had a little fun with a crossing signal on a siding, and a very desolate road. We then headed over to Bound Brook, which is just east of the junction of the CSX Trenton, and NS Lehigh Lines,

and there is also action on NJT's Raritan Valley line. We only saw one freight (as well as many NJT trains), but then heard the nearby detector go off at Middlesex NJ. So we decided to head over closer to the detector. Somehow or another, we missed that train, but then soon after saw another train, which had about 600 axles. We then went to go

get some pizza, and make a bathroom stop. We were off to Linden station on the NEC, but it was getting late, and we were all getting tired, so we decided to head home instead. Overall though, a fun time was had by all, and was a great start to the year of 2004.



This Just In... ENTER THE TAMR PHOTO CONTEST

If you're a TAMR member between the ages of 10 and 19 just itching for that cover story in Trains someday, then enter the TAMR Photo Contest where the best five shutterbugs will have their pictures featured in *Model Railroad News*!

HOW TO ENTER:

SEND YOUR PRINT, OR SLIDE, TO PETER MAURATH AT:
TAMR PHOTO CONTEST

OR EMAIL YOUR DIGITAL PICTURE OR SCANNED PRINTS
OR SLIDES (JPEGs PLEASE) TO:

TAMRHOTBOX@AOL.COM

(TYPE "PHOTO CONTEST", ON THE SUBJECT LINE)

All entries will be placed on the TAMR Yahoogroups website.

Once compiled, members will be asked to go to the site and vote for their favorite five. Once voting is closed, three judges (Tim Vermande, Dave Honan, and Peter Maurath) will tally up the votes and make the final decisions on the five winners. The winners will be showcased in the *Hotbox* and an upcoming issue of *Model Railroad News*!

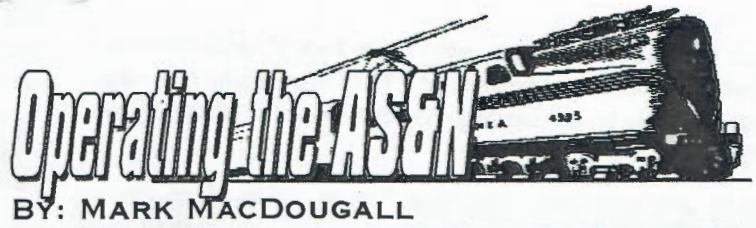
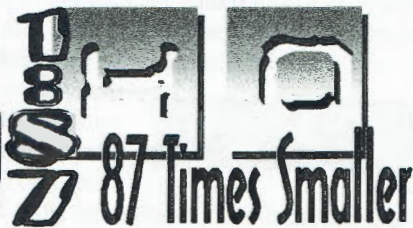
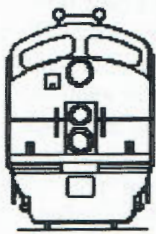
RULES:

- YOU MUST BE A TAMR MEMBER BETWEEN THE AGES OF 10 AND 19 (SORRY NEWTON)
- YOUR ENTRY, MUST BE YOURS, TAKEN BY YOU!
- YOUR ENTRY CAN BE NO MORE THAN TWO YEARS OLD.
- YOU MUST INCLUDE A COMPLETE CAPTION WITH DATE AND LOCATION.
- NO ENTRIES WILL BE ACCEPTED THAT HAVE WON IN A PREVIOUS NATIONAL CONTEST (I.E. W. SPRINGFIELD).
- ANY WINNER MUST BE PREPARED TO RESUBMIT THEIR ENTRY TO MRN AS A JPEG AT 1024x680.
- INCLUDE POSTAGE IF YOU WANT YOUR MATERIAL RETURNED. DO NOT SEND IRREPLACEABLE MATERIAL AS THERE IS A RISK OF LOSS.
- DECISIONS OF JUDGES ARE FINAL.

TIMELINE:

- ENTRIES WILL BE ACCEPTED NOW TILL MAY 28TH.
- VOTING ON YOUR FAVORITE FIVE BEGINS JUNE 1ST AT:
[HTTP://GROUPS.YAHOO.COM/GROUP/TAMR](http://groups.yahoo.com/group/TAMR) (CLICK ON PHOTOS) THIS IS IN THE PHOTO SECTION, NOT FILES, AND YOU MUST BE A MEMBER OF THE ONLINE GROUP.
- VOTING ENDS JUNE 11TH.
- WINNERS WILL BE ANNOUNCED AND SHOWN IN THE JULY HOTBOX, AND THE SEPTEMBER MRN.





BY: MARK MACDOUGALL

CONDUCTED BY: JONATHAN SCHÖEN

If you are in college or younger, by the time you read this you have most likely had your Spring Break. You got a whole week or more to sleep in and do whatever you want. To some of us railfans and modelers, Spring Break is a time to put school aside and work on the layout or spend a little extra time trackside. Those that have cars may even take advantage of the time to drive to distant hotspots, which a demanding school schedule does not usually allow. Still, there are others who take their well-saved and earned money down to the nearest hobby shop and purchase some new equipment for their pike. How about you? Did you invest your cash on models made by Genesis, Proto 2000, or Spectrum? If you did, was it really worth the expense? One that note, I would like to introduce a mini series in *87 Times Smaller* on how to get the cheap models, and have just as much fun and realism as with the "big shot" models.

Models today come more realistic than ever before. From pre-molded handrails to detailed cab interiors, some of these are simply awe inspiring. However, most of these improvements didn't just come with time, they came with a price. A high, \$100 plus price. Of course you *can* buy models for less than \$50, but they are no good. They more expensive models are *by far* a better investment for quality, right? On the contrary, it can be just the opposite. Many of the cheaper models have good, solid motors. In fact, the Athearn Genesis and Ready-To-Roll product have just the same motor as in the standard "Blue Box" models made by Athearn!

Of course, that's not why they are priced so high, isn't it? It's because of the detail. Detail, detail and more detail. That is what you see most advertised. Modelers want their trains to be as accurate looking as possible. However, as mentioned above, the more detail, the higher the price. Example, you can buy an Athearn "Blue Box" AC4400 that comes with exceptional detail, and a set of parts that need to be self-applied. You can buy this for roughly \$50. Or, you can buy the new Kato AC4400 with pre-applied details and MU hoses with DCC socket and "Sound Friendly" system. MSRP? \$150. Now compare. Pay \$50 for a locomotive that with some time and patience, can become a prized locomotive in your fleet. Or, pay \$100 more for a locomotive that will look good right out of the box. Now, consider this. Is the \$100 really worth it?

As teens, we don't have a large budget like some adults. Many of us don't have a job, and those that do don't get all that much. But we do have time. We have time to sit down and work on those models, and make them masterpieces that no manufacturer can mass-produce. Details that are not often included with kits, such as windshield wipers or sunshades, can be purchased for a fraction of the cost of models with factory-installed details of the sort. All you need is time, patience, and a little paint. From this you not only save money, you can also have the satisfaction that *you* made it the model it is. I will continue to discuss how to save money by buying cheaper models in the next issue. Until then, contact me at JonathanHTD@yahoo.com or mail to *87 Times Smaller*, 1573 Casarin Ave., Simi Valley, CA 93065. •

Beyond the Basement: Part 1

Hi! Welcome to my new column. Here, I'll show you some ways you can have fun with your layout. This month I'll tell you how TAMR President Chris Burchett and operate run through trains between each others model railroads.

One day I e-mailed Chris asking if he would be interested in running a intermodal train from Allentown, Pa and Chicago, Ill on the AS&N CSX and the Hocking Valley (Chris's model RR). He replied saying that he would look into it. After a few more emails back and forth it was decided that trains would head to Binghamton, New York (I'm working on moving it to Hornell, NY) to Sharon, Pa via Pete M.'s Penn Central. A freight train heading from Marion, Oh to Binghamton, NY also runs between the two railroads.

We then gave each other a rundown of what engines will run on the trains. We are now finishing everything up and should start by this summer. If you want to interchange with the AS&N email me at mac61@rcn.com. Hope to see you trackside! •

All About the Grand Trunk

GT BY: DAVID CENCI GT GT GT GT GT GT

In 1960, the GT ordered 8 GP18's, numbered 4700-7. These were retired in 1999 except 2, one went to the CBNS (#4700) and the 4705 went to the IC(#8390). Also in 1960, the GT ordered 20 SW1200's, numbered 1500-19. Most were returned to lessor CN except the 1509, which went to the ELE (#7).

When the GT purchased the DT&I and DTSL in the early 1980's, most of the early power was already dealt off for a smaller price tag. The oldest power was 7 GP7's of the DTSL, built in 1951 and numbered 6043-9. The GT was quick to rid itself of these locos and scrapped all but 2. One went to the Detroit SEMTA transit system (not sure where it is now), and another which went to the Pigeon River RR (now I&NE).

The GT also got 4 GP35's from the DT&I. These were a part of the DT&I's original order of 14 from EMD in the mid 1960's. The other 10 went to the Ann Arbor RR, which the DT&I owned at the time. These rode on Alco type B trucks from the Annie's 15 Alco FA-2's, which the DT&I traded in to EMD for the 35's. The 4 DT&I 35's rode on EMD trucks. The GT retired all but 1 of the 4 35's, the 6355, which went to the MRL (#402). Only 8 of the 10 AA 35's are in service, now on the Tuscola and Saginaw Bay, though they still run the same line.

This concludes part 2 in my series, next will be Cabooses! (Oh joy!). I will also put a list of the GT GP9's rebuilt in 1987 in a later Hotbox. If you have ANY questions on the GT, it's power, lines etc, or any RR's in Michigan, email me at GP38DASH2@Hotmail.com, or email Charles W and he can forward them, thanks!



A BOOK REVIEW

Railroading in Conneaut, OH

By: David Borsvold

REVIEW BY: TIM VERMANDE

Much like its companions in the series "Images of Rail," this book takes a thorough look at the topic of its title. In this case, it's the small town of Conneaut in northeastern Ohio—but, as with many small towns, the railfan's interest level is high. In the days of steam, locomotives as well as crews ran 100 miles and were done for the day. Thus, Conneaut became an important point on the maps of the Nickel Plate Road (New York, Chicago & St. Louis Railway; now Norfolk Southern). It was less important to the New York Central (now CSX), which used nearby Ashtabula for freight operations, but even so, had a grand depot which hosted many passenger trains on Central's 4-track main line.

But railfans have long been drawn to the city by the Bessemer & Lake Erie, which used the harbor to trans-ship iron ore from Great Lakes ore boats and haul it to the steel mills of Pittsburgh. Here, one will find photos and information this heavy-duty rail line, as well as ore boats and the Hulett unloaders. There is also coverage of the short-lived carferry to Port Dover, Ontario.

As with the other books in this series, the story is told with a page of two of text in each chapter, and then switches to old photographs with informative captions. Most of the photos cover the years of 1890 to 1970. There are plenty of locomotives, ranging from a little 4-4-0 to the Berkshires, along with Alco RS-11's and Geeps for diesel fans. The photos also include railroad structures (and a spectacular air view of the NKP yard and shop), paper items, and people.

The definition of rail is, thankfully, inclusive enough that there is a chapter on traction, starting with a local line built one year after the city was incorporated. Conneaut was also in important link in the interurban network which linked midwestern towns. One of my few quibbles with the book is a characterization of interurban equipment as "streetcar-type" (91). Although both used overhead wire and trolley poles, interurbans were much larger (they generally ran on a straight route through the towns, as they couldn't go around the curves that streetcars could), far more comfortable, and structured their fares quite differently.

Although the book is about railroads, the concluding chapter provides a glimpse of life in the city that many of the employees called home: streets, industries along the rails, and local buildings. We can never forget that the railroad is more than just a right of way.

The book closes with a bibliography. I have often lamented the lack of such information, which makes it impossible for one to check the material or pursue further matters of interest. This inclusion is one of the signs of a really well-done book. In a world where decisions are often made on a short-term cost-only basis, it's an indication that Arcadia really cares about what they publish. If that's a trend, I look forward to reading more of their future titles. ●

5

The TAMR wants you!

TO BE THE NEXT TREASURER, OR REGION REPRESENTATIVE. THIS AND OTHER POSITIONS ARE STILL OPEN. DO YOUR PART FOR THE TAMR AND HELP OUT. IT'S A GREAT WAY TO MAKE NEW FRIENDS, AND GET MORE OUT OF THIS GROUP THAN JUST SENDING IN THE FIFTEEN OR TWENTY BUCKS EVERY YEAR. CONTACT THE

ASSOCIATION PRESIDENT TODAY AT :

TAMRPREZ33@CHESWEB.COM

POSITIONS AVAILABLE:

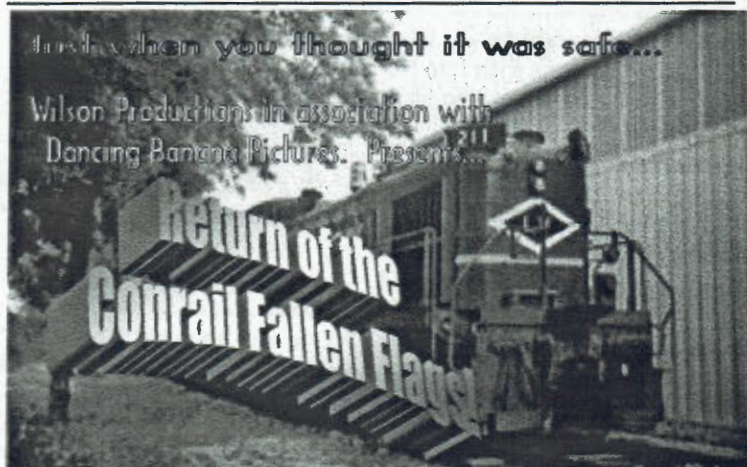
TREASURER

HOTBOX EDITOR

PROMOTIONS

SOUTHERN REGION REPRESENTATIVE

INTERNATIONAL REGION REPRESENTATIVE



THE 2004 LAKESHORE LIMITED

THE TAMR'S FORTIETH ANNIVERSARY SUMMER CONVENTION IS TAKING PLACE THIS YEAR IN LOVELY HAMLIN, NEW YORK, JULY 5TH TO JULY 10TH. STOPS INCLUDE BUFFALO, NY, ROCHESTER, NY, AND ALTOONA, PA, JUST TO NAME A FEW. SHOP TOURS, AND LAYOUT OPERATING SESSIONS ARE PLANNED, ALONG WITH PLENTY OF SHORTLINE AND CLASS ONE RAILFANNING ACTION. CLINICS AND SLIDESHOWS SPACES ARE STILL AVAILABLE, BUT GOING FAST.

ANYONE INTERESTED IN HOSTING A CLINIC OR SLIDESHOW, OR YOU JUST WANT MORE INFORMATION, PLEASE CONTACT CONVENTION DIRECTOR NICK

WILSON AT THE ADDRESS BELOW:

NICK@TAMR.ORG

OR

NICK WILSON



CHECK OUT THE OFFICIAL WEBSITE @
LAKESHORE04@TAMR.ORG



MILWAUKEE ROAD UNITS PULL A HIGH PRIORITY TRAILER-TRAIN ACROSS THE MAIN TRESTLE ON THE WILLETT HOME LAYOUT, THE SHENENDDAH VALLEY & GULF. PHOTO: CRAIG WILLETT (SON SCOTT IS A TAMR MEMBER AND NOW IN CONDUCTOR TRAINING ON THE WISCONSIN AND SOUTHERN).

TRACKSIDE FANS

BY JONATHAN SCHOEN

Welcome back to *Trackside Fans*, the column where you can read about other teen railfans and their experiences. This month, I am using a story written by new member Jacob Klatt of Bakersfield, CA. His story was originally sent to *The Hotbox* as an article, but was sent to me by Peter Maurath for use in this column. Because of the large size, his story has been split into two parts to fit into this column. In his story, Jacob tells of his ride on the Amtrak's, *Coast Starlight*.

On December 21st 2003, I was with my dad. He is the conductor of the *Coast Starlight* between Sacramento, CA and Klamath Falls, OR. We left the hotel around 9:30 to the station. Once at the station, [the crew of the *Starlight*] got their orders and waited for the train. That night we would have [locomotives] #114 and #508 on the lead. Behind them was the *Sea View* ex-GN full dome (not sure) and two *Horizon* cars. They were coming back from the tour up north. Behind them was the *Summer Consist* with 1 baggage, 1 transition, 3 sleepers, 1 *Pacific Parlor*, 1 *Diner*, 1 lounge, 1 coach, 1 kiddie car, and 3 coaches.

We were sitting in the crew lounge and heard the rumble of the train coming in. I raced down to the transition car to put my bag up. The conductor knew who I was so he didn't question me getting into that car. Once I laid my bag down, I went up the stairs, down the hall, and back down the other stairs to the baggage. The door was stuck open so the bags were covered in snow. I started helping the stationmaster with the bags. I grabbed some snow and when my dad came in I hurled it at him. He threw one back. Then it was war, as my dad, the stationmaster, and I had a small snowball fight. After unloading and loading the baggage, the stationmaster and I closed the door as best as we could.

My dad and I went back to the transition car. Earlier that day, when we first came into Klamath Falls, the engineer promised me a ride up in the locomotive. [Later,] I told my dad I was walking up to the head end. He said for me to be careful, but I was already out the door. I walked along the train. Since three extra cars were on, I had to walk between a UP freight and the *Starlight*. The UP had an SD90MAC on the lead and as I walked by it gave me a loud hiss. Once up to [engine] #114, I grabbed the handrail and climbed up to the cab. The light was dim inside the locomotive. The 2nd engineer was asleep in the middle seat already because he was sick, but needed the money. The first engineer was entering his ID and all that junk into the computer. He sat down in the seat to the left. He asked me if I had ever driven a train before. I told him the last time was between MTZ-RIC when I was 7.

After the train was loaded and checked, I heard my dad over the radio say "Highball 14" and after that the engineer replied "Copy that Frank". He blew the horn twice, released the break and applied the throttle. The train's bell was ringing as we left. The train was taking a while to load because of the extra cars. We were on a 5MPH slow order from the station at Beiber Jct.

Early that day, the rails snapped in front of our train and they were afraid it wasn't fully fixed. We had to scan the tracks for a split rail. Finally beyond the slow order, we opened to 65, I believe. At about Dorris, CA, the engineer told me to get up and into the engineer's seat.

Tune in next issue when Jacob tells of his ride in the engineer's seat of the *Coast Starlight*. Until then, send stories to JonathanHTD@yahoo.com or:

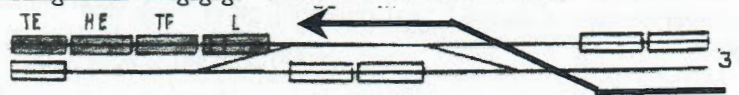
Trackside Fans

THE PUZZLE LAYOUT

Conducted By: George Baustert

Hi, my name is George & I've been modeling railroads for over 60 years. I'd like to share with you, a small layout (4" x 64"), that is called *The Puzzle*, because it takes 54 moves to complete the operation, due to the restrictive size of the layout, using 40' cars and an SW switcher. The operation consists of swapping the cars of a four-car train, on the main, with four cars spotted on the two stub sidings, at the rear of the layout & ending up with those cars and the loco reassembled into a train that is headed in the opposite direction from the start position. Let's start with last month's final move.

move no. 3 (From Last Month)



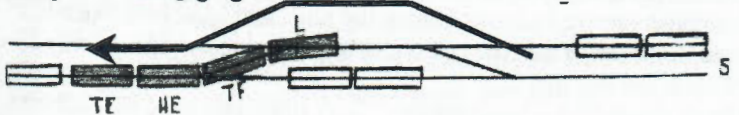
Now the loco moves the full tank car back through the crossover & couples onto the empty hopper & tank car. (Move # 3).

move no. 4



Pulling all three cars, the loco moves forward to clear the left hand crossover turnout. (Move # 4).

move no. 5



The loco pushes the three cars backwards, into the crossover, stopping just short of coupling with the empty reefer at the left end of the main line tail track. (Move # 5)

6 Can you figure out what the next move is? Find out next month! •

THE PHOTO SPECIAL

Created by Jonathan Schoen

WANT TO SEE YOUR WORK ON THIS PAGE?

Contribution is urgently needed. Send all photos and game screenshots as prints or on a disc to:

The Photo Special

Please include as self-addressed and stamped envelope if you wish the photos be returned.



Photo by Jonathan Schoen

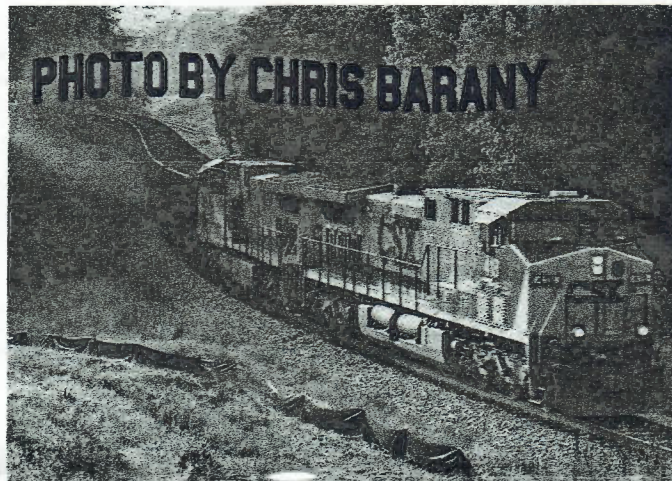


PHOTO BY CHRIS BARANY

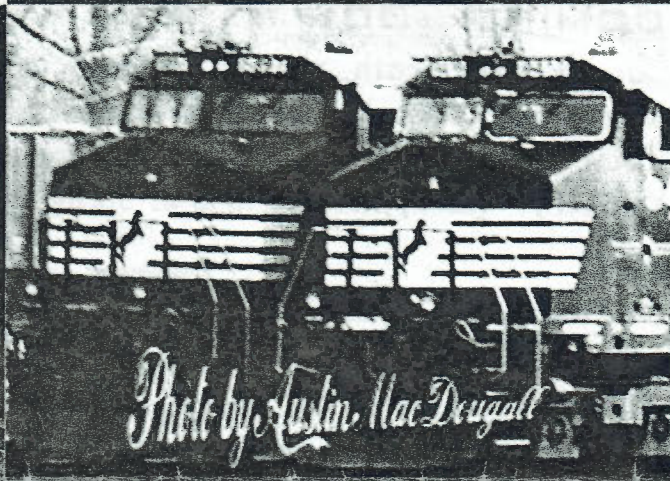


Photo by Justin MacDougall



01/18/2004



PHOTO BY AUSTIN MACDOUGALL



PHOTO BY PETER MURPHY



PHOTO BY AUSTIN MACDOUGALL

THE TAMR IS A NON-PROFIT ORGANIZATION CREATED TO PROMOTE, FOSTER, AND ENCOURAGE YOUNG PERSONS IN THE HOBBY OF MODEL RAILROADING, THE ACTIVITY OF RAILFANNING, AND THE PRESERVATION OF THE HISTORY, SCIENCE AND TECHNOLOGY THEREOF.

MEMBERSHIP TO THE TAMR INCLUDES AN ELEVEN MONTH SUBSCRIPTION TO THE HOTBOX, THE ANNUAL DIRECTORY OF MEMBERS, QUARTERLY REGIONAL NEWSLETTERS AND AN INVITATION TO PARTICIPATE IN ALL TAMR EVENTS. THE AVAILABLE MEMBERSHIP CATEGORIES ARE AS FOLLOWS: REGULAR (UNDER 21)-\$15, ASSOCIATE (21 AND OVER)-\$20, INTERNATIONAL (OUTSIDE US)-\$18

TO BECOME A PART OF THE TAMR, OR TO RENEW, SEND YOUR INFORMATION TO:
NICK WILSON, TAMR TREASURER,

OFFER GOOD WHY SUPPLIES LAST, NEGATIVE EQUITY APPLIED TO NEW LOAN BALANCE, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTAURANTS IN HIGHLAND PARK, NJ SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THE HOTBOX, PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!

COMING SOON TO THE HOTBOX :

- Coming next month, the convention issue. Everything you ever wanted to know about the 2004 Lakeshore Limited (and possible some things you don't).
- Dave Honan takes us along for his spring break railfan trip to Chicago, and Kentucky. (sorry, not the kind of spring break that would make MTV)

COMING SOON TO THE TAMR :

- The Lakeshore Limited, TAMR's Summer national convention will be taking place this July 5th through the 14th in western New York.
- Photo contest voting begins June 1st. Don't forget your entries! (see page 3)

