

Celebrating Forty Years!

THE HOTBOX

October 2004
Issue # 376

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• GRAND TRUNK •
6325
• WESTERN •

**THE OFFICIAL PUBLICATION OF THE TEEN
ELECTION OF MODEL RAILROADING**

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THE HOTBOX

OCTOBER 2004, ISSUE #376

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LIBRARIAN- "PROUD TO WEAR HER VOTING STICKER EVERY YEAR"

CONTRIBUTIONS

Send your check to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material, and those who wish to run for office. 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. New officers are too

COLUMNS:

Full of great tips on layout improvement? Got a million reasons EMD is better than Alco? Start a monthly, or bi-monthly column. Or send an essay about how you'd like to be our new treasurer. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo election you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration, along with any bids for office or votes.

SEND ALL SUBMISSIONS, CAMPAIGN NOTICES OR HOTBOX QUESTIONS TO:

Peter Maurath

OR EMAIL AT:

TAMRHotbox@aol.com

Running for office is the cat's pajamas!

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, who love to vote. There's no cost to join this group, do it today!)

If you have a web site relating to trains or model railroading, why not join the TAMR web ring. It costs nothing, and provides a link for all TAMR members to find other TAMR sites. Running for office is fun!!!! To join, send your e-mail address and web site URL to pivotpin@tamr.org.

ON THE COVER: Finally! Nose of the Grand Trunk Western 4-8-4 #6325. Restored, and operating as part of the Ohio Central RR's steam excursion service during Trainfest 2004, in Dennison, OH. Chris Burchett, photo.



OK, last month was not my best. For starters the originally planned cover blew-up in my face, forcing me to scramble for another. If that wasn't enough I had the wrong dates for the upcoming Winter National Convention, and captioned Andy Inserra's picture about 700 miles from where it should have been. That shot was actually taken in Colorado Springs, not the twin-cities. As for the correct convention dates, check the next page for that, along with new details, and lodging info.

The official election deadline is here and I have two, count'em two, bids for elected office. That leaves seven positions wide-open and the other two with only one candidate each. I know we can do better than that. I've tried being polite, and a little angry, but I'm obviously not getting through. What is it going to take? How about a group run by adults? I always liked the fact that this association was always teen-run, but it's fast becoming a group run by adults like myself. Do you really want to give up the control to a bunch of twentysomethings? Do you want to turn this into a mini-NMRA? Cause it's happening right now, and it will only get worse if you continue to ignore the problem. The time is now. Do your part and help out, or frankly, why even be here?

I'll extend the deadline, so please send your bids for office to the addresses shown on the left. This also goes for members currently serving. If you want to get re-elected, you have to let me know, so you can be added to the ballot. All you need is a paragraph or two telling the members why you seeking the position and what you plan to do in office.

Offices available:

For a more detailed description of each office you can request a written copy of our constitution (addy on the left) or look it up on the web at: <http://www.trainweb.org/railmaster/tamr>

President

Oversea groups operations, official ambassador for the group, handle appointments (i.e. Auditor, Archivist), Head of the Board of Directors

Vice-President

Ditto in case the president gets whacked.

Treasurer

Oversea financial accounts, maintain membership roster, and issue renewal notices.

Editor

Publish monthly Hotbox, yearly directory, and constitution (when needed).

Regional Representatives:

Northeastern Region

Central Region

Western Region

Southern Region

International Region

Note: regional offices are open only to members within that region
Publish monthly newsletter, can plan regional events such as conventions, tables at train shows. Reports to the BOD.

It's Coming...

THE 2005 WINTER NATIONAL CONVENTION

Jan. 28, 29, 30 2005

It'll be here before you know it! That's right, we've gone national again, as the TAMR will hold it's annual convention around the unbe-cool-lievable Amherst Railway Society train show. Come join us for three days of layouts, clinics, slide-shows, and enough pizza to bury Boston. Meet TAMR member's Peter Maurath, Chris Burchett, and other's. Be a part of the TAMR table at the show (featuring a working layout)! You could even wind-up in the convention video! Here with more details is convention director Newton Vezina:

Hello Everyone,

With the start of school again (which includes myself), I'm getting most of this convention stuff planned early as we are just over 4 months away from January 28-30th.

Running for office is the bees knees!

I received the show packet from the Amherst Railway Society that contains the reservations for the TAMR table at the convention center. The most noticeable change for the next "BIG" show is how the exhibitor passes will be issued. It was only a matter of time, but the show managers are going to be a lot more strict about who gets a badge. However, they did provide a sheet to list everyone who plans to attend and help out at the table and will issue us whatever is "reasonable and prudent" in advance. As soon as this list is returned to the show managers in mid October, the only way attendees will get into the buildings is by paying at one of the outside booths at the cost of \$8.00 for TWO days.

If you definitely plan to attend the winter convention, please reply as soon as possible and your name will be added to exhibitor list, which means that you get a "back stage" pass and will not have to worry about waiting in line during the middle of winter.

The 2005 Winter Convention is undergoing a complete overhaul. The TAMR event will have a fresh new look next year beginning with the location of the convention hotel. The new hotel will be the Residence Inn, located only a mile from where we stayed for the past 9 years. The "new rooms" are more fit for what we have planned including extra bed space, a good size "living area" (where clinics can be done), and a kitchen complete with dinnerware and plate for those who like food. A complete hot complementary breakfast will be offered every morning which is a value in itself. Not to be outdone, attendees can relax in the indoor heated pool and spa.

Run for office, it's carb-free!

We plan to keep the cost for the TAMR rooms down to \$25.00 per person per night (Friday and Saturday). All money is to be mailed in advance to hold your room space.

Where would our elected officials be if they hadn't ruin for office? I'm not sure but I bet it'd be really stinky there.

For attendees and parents who wish to have their own room at the same hotel as the convention, the Residence Inn is filling up very fast so I'm getting the word out early. For reservations, call: 413-732-9543 There's also many other hotels in the area at various rates.

Other Notes: There's an Amtrak station located within 5 miles from the hotel. The nearest airport is Bradley International, located in Windsor Locks (Hartford) Connecticut, 35 minutes south of West Springfield. If anyone is interested in conduction a SHORT (15-20 min) slideshow or clinic, please reply!

Any questions, feel free to email back!

Happy Railroadng!

---Newton

To book your space at the convention, set-up a clinic or for more information contact convention director Newton Vezina at

TAMRVideo@aol.com, or

Newton Vezina



AN OLD GRAND
TRUNK UNIT TAKES
A BREAK IN SIOUX
CITY, IA
LEWIS
ABLEIDINGER
PHOTO.

The Hurd's Monthly Tips!

By: Andrew Hurd

TIP #6

SCREEN WIRE AND SOME PIECES OF PLYWOOD CUT OUT LIKE A MOUNTAIN, MAKES A GOOD FRAME FOR ONE, MUCH BETTER THAN FOAM. PUT PLASTER CLOTH OVER THE SCREEN, PAINT, AND ADD SCENERY.

TIP #7

IF YOU BELONG TO ANY MAGAZINE LIKE MODEL RAILROADER SAVE ALL OF THE ISSUES. THEY ARE COOL TO LOOK BACK ON. DO THE SAME WITH THE HOTBOX RUN FOR OFFICE MAN, IT'S WAY GROOVY! FAR OUT!

TIP #8

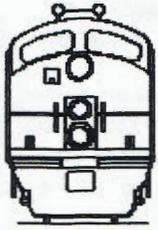
IF YOU HAVE FREE TIME CHECK OUT THESE WEBSITES

[HTTP://WWW.BOWSER-TRAINS.COM](http://www.bowser-trains.com)

[HTTP://WWW.MICROMARK.COM](http://www.micromark.com)

[HTTP://WWW.BUYGLUE.COM](http://www.buyglue.com)

[HTTP://WWW.AZTECTRAINS.COM](http://www.aztectrains.com)



87 Times Smaller

CONDUCTED BY: JONATHAN SCHÖEN

How's everybody enjoying school? Okay, maybe "enjoying" is not the word for it, but never the less, you in school now. All-day railfanning is now regulated to Saturdays (and Sundays for those that don't attend church), and gone is the freedom to go to a hobby store anytime you feel like it to pick up new equipment for your now much slower growing pike. Thankfully, the internet now allows us to most of our shopping from the comfort of our own home. In this issue of *87 Times Smaller*, I have included a review of my favorite online hobby shop *Train Quest*. I highly encourage you to go to the site and see what you can find. Shopping for models isn't the only way the internet is useful to modelers. I also reviewed a website where you can download hundreds of locomotive and railcar drawings.

Need to get rid of that unsightly blemish? Try running for office!

Train Quest www.TrainQuest.net: Train Quest literally exists because of its low prices. The owner had a model train department in a Longs Drugs store, selling trains for incredibly low prices. When the store wanted him to raise his prices, he refused and eventually started his own train store and named it Train Quest. He now sells trains for unbelievable low prices. I went to the store in person, and was blown out of my mind with the prices. I saw a Walther's log car 3 pack who's MSRP is \$36. The "Train Quest Low Price" was \$26. An HO and N scale sale was going on that day, allowing me to purchase the 3 pack for \$20. That's \$16 dollars off, folks! The website has equally low prices, many sales, and incoming models that you can reserve for a discounted price. What about shipping? Shipping is around \$7.00 for most items. What about CA sales tax? That's one more place where Train Quest dominates financially. Although CA residents have to pay sales tax, all items shipped to California have a discounted \$5.00 shipping charge. The only downside is the selection of products. Remember, Train Quest is a hobby shop sized store, so it doesn't have everything. However, I highly recommend checking out Train Quest *first* when shopping online for a model.

Paint Shop paintshop.railfan.net Want to custom paint your locomotives? Do you ever wonder what an F59PHI would look like in Rock Island paint? If so, then this website is for you. Paint Shop has hundred of blank drawings of every locomotive from 4-4-0s, to GP60Ms. The site is perfect for testing paint schemes on locomotives. All you have to do is download a drawing (right click, click "Save Picture As"), and open it with a program like MS Paint. Painting on schemes is simple, but tedious. It may take 3+ hours to completely paint a loco. Even if you don't want to custom paint a loco, the site has many pre-painted locos, such 4-8-4 #4449 in BNSF Heritage I. The site is really a lot of fun and I encourage everyone to go check it out.

Made you look! So run for office!

That's it for this month. Stay tuned until next month when I take a look back at the first 6 issues of *87 Times Smaller*, reviewing the tips and suggestions in each. Until then, send all questions regarding HO scale and/or this column to JonathanHTD@yahoo.com or *87 Times Smaller*;



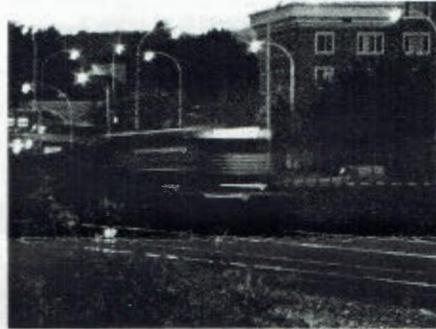
BY: MARK AND AUSTIN MACDOUGALL

On the morning of Thursday, August 5th, 2004, we arrived with our dad in Lancaster, Pa, to board Amtrak's Pennsylvanian for a trip to Altoona, Pa. This would be our eighth trip to Altoona. Although we were at Altoona for only three days (compared to the usual four days), we saw more trains this year.

I'm still here. And dodge-ram it, I'm not going away till you run for office!

While we were waiting for our train, we saw eastbound Keystone 608 with P42DC #45 and three Amfleets. At around 10:15, our train arrived with P42 #74 leading 5 Amfleets. We took our seats for the three and a half hour ride through some of the best scenery in the state. When we were in Harrisburg, we saw some switchers, another eastbound Keystone and a westbound balast train with CR GP40-2 3044 leading a pair of C40-9W's. In Harrisburg Yard we saw several GP60's and Dash 9's along with some older EMD's.

Out of the Pittsburgh Line, we saw six trains, including one train with a Conrail EMD leading a UP SD40-2 and a Rio Grande SD40T-2 and



A BLUR SHOT OF 507'S HELPERS IN ALTOONA. AUSTIN MACDOUGALL, PHOTO.

both eastbound Amtraks that traverse this line. Arriving in Altoona, we saw a Long Island DE30AC (NS has a contract to repair Long Island equipment), an ex-EL SD45-2, a coal train with a CSX SD50 in the consist, and a solid set of and a GP38-2). Once we got to the station and picked up our rental car, we headed for the

Railroaders Memorial Museum. In the museum, we saw 8 trains, including the ballast train we saw in Harrisburg.

Did you see that! It was me telling you to run for office!

After heading to our hotel room for about an hour, we went to the area across from the Amtrak station for a couple of hours. We saw an eastbound intermodal with three C40-9's (one wide cab, two standard) once we got there (at about 6:30PM), and shortly afterward we saw a helper set with horsehead 3348 leading Conrail both SD40-2's. at 6:40 we caught a westbound with a Conrail SD40-2 with the NS door) and 3367.

Friday, August 6th, 2004, dawned clear with the thermometer hovering near 50 degrees (!). We woke up at around 7:00AM and decided to head to the Cassandra overlook and work our way east to Altoona throughout the entire day. Shortly after our arrival, we caught eastbound intermodal I4Z with SD60I 6756 leading C40-9W 9354. Almost an hour later, at 9:02AM, eastbound freight 10N flew under the overlook with C40-9W 9511 leading CR C40-8W 8441. Behind 10N's 85 cars were Horsehead helpers 3339 and 3343. 18 minutes later, train #42, the eastbound Pennsylvanian, went by with P42 #74 leading 5 Amfleets. This was the exact same consist that took us west to Altoona the previous day.

This story will be continued in the next issue of the Hotbox. See ya next month!•

The GRAFTON AND GREENBRIER RR

One of Ohio's best kept secrets

by: Chris Burchett

INTRODUCTION

Big time railroading in the mountains of eastern West Virginia. G&G Dispatch to the Couch Man," calls layout owner E. Lin Young, who frequently operates as dispatcher. "Couch Man answering," replies the crew. "All right, Dave, you've got two coming south, and just so you're aware, Amtrak is on-time," he informs the local. Lin Young, of Gallipolis, built this large layout starting in the early 1990s with the help of numerous individuals. Originally from West Virginia, he has recreated some familiar scenes of the former Baltimore & Ohio, including the large trestle that crossed the Pleasants Creek Valley near his family's former home. The G&G, set in the early to mid-1980s, operates with a variety of Chessie System motive power, not mention locomotives of its own.

I'm not gonna say it again, run for office! OK I will say it again, but I'll be really peeved while I say it.

THE LAYOUT

This double-deck empire occupies two rooms in Lin's basement, the larger room being 20'-by-20' while the smaller is 28'-by-8'. Designed for point-to-point operation, and typically operated as such, the layout is capable of continuous loop operation thanks to a small connector track between two of the yards—Elkton and Slaty Fork.

Interestingly enough, helpers are required for the coal trains heading south from North Yard to Slaty Fork when ascending the helix grade to Smith Summit. This grade is a whopping 2.5%, the largest grade on the entire system. The operation of helper

locomotives was made even more interesting when the new DCC system was installed, allowing for two separate crews to move the same train over the grade. Previously, a rather well done, intricate block system had been used and was very effective in operating trains realistically. Even so, the DCC system has made operations much more realistic—least as realistic as the G&G can muster. I should also add, borrowing from Chuck Zehner's famous line, the trees are very realistic.

OPERATIONS

When it comes to operating trains, the Grafton & Greenbrier sets itself apart from the rest. TAMR members who attended the 2001 national convention in Ohio will remember full well how enjoyable the layout was to operate. All trains, even the hot manifests, operate on extras, while the regular Amtrak train is governed by timetable authority.

Ha! Did it again! What's with you man? Oh yeah, run for office!

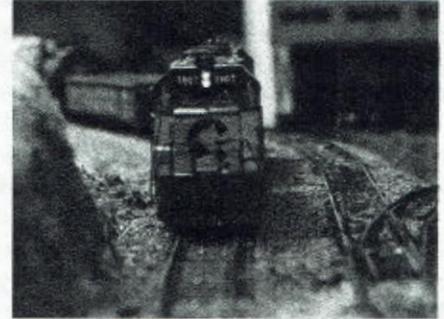
Only one small section of the layout is signaled—with B&O color-position light signals—while the rest is operated by train orders issued via radio communication. Lin Young still remarks today how

TAMR member Lewis Ableidinger, of North Dakota, managed to read back a complex order the night our convention "convoy" stopped by the Grafton for our own special operating session.

Lewis casually mentioned how the Soo Line/Canadian Pacific operates their lines in North Dakota via Form 19's, so "this [train order] was a piece of cake."

Frequent trains on the line include B&O 350/351, CV96, SO96, R97, Couch Shifter, Beverly Shifter, and Amtrak. Mine shifters make up the rest of the tonnage over the mainline, which is mostly single track with three sidings—Pipe Falls, Burdette Creek, and Smith Summit. Some of the regular operating session crewmembers who have layouts have power from their railroads operating

over the G&G. Common lines include the Crescent Valley, West Virginia & Pittsburgh, and Monongalia Southern.



CHESSIE UNIT ROLLING DOWNGRADE THROUGH WEAVER CREEK.

Operating sessions typically begin at 7:30 P.M. each Wednesday, lasting late into the night—some continuing on well after 1:00 A.M. Numerous trains operate over the route throughout the night, including the locals and mine shifters. These locals have to contend with the mainline trains, so it's a constant move of making and breaking the train in order to keep the single main clear whenever a train approaches.

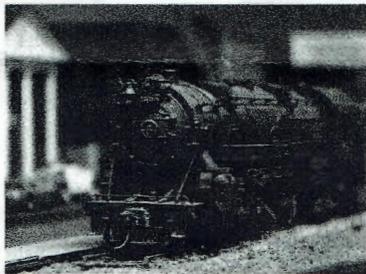
Checking on the crews from time to time is Trainmaster Nev R. Again (Lin's alias) in his red HO-scale Chevy Blazer, complete with radio antennae. By the way, Lin, in his lighthearted manner, will be quick to inform you that the name is pronounced "ai-ghen."

Ha! Made you look again! Run for office. Boy you're gullible.

SUMMARY

Before closing, I'll mention the various names on the layout, each with a history behind it. Heading south out of North Yard we have Beverly. This is of extreme importance, as that is named after the Chairman of the Board—the wife of "Mr. Again." Next up is Smith Summit, the crest of the helix grade, followed by Couch. At one time, a sofa was once located in the area surrounding Couch before the layout was constructed. Appropriately enough, a furniture company is located here. The next location is Burdette Creek, just before Pipe Falls, the site of a water pipe "incident." I'll leave it at that. Continuing on down the grade we come to Weaver Creek and finally Slaty Fork. Though it is an actual town in West Virginia, the layout version is based on famed B&O town Grafton, West Virginia. From Slaty Fork, a short CTC-controlled track connects to Elkton and the north lead of North Yard, with the town of Sunshine between these two points. Since there was once a window—now covered over by the backdrop—above Sunshine, it's said that the "sun never shines in Sunshine anymore."

An exciting and fun layout to operate, the Grafton & Greenbrier will be mentioned in future issues of the Hotbox, covering the operation of the layout as though it were a real railroad. This introduction of the G&G is intended to help serve as guide for subsequent articles on Lin Young's fabulous HO layout. In the meantime, be sure to visit the official G&G website at: www.graftonandgreenbrier.com.



STEAMER AT COUCH. ALL PHOTO'S BY THE AUTHOR

TRACKSIDE FANS

BY JONATHAN SCHOEN

This issue of *Trackside Fans* finishes Andrew Hurd's story of his trip behind the Union Pacific 4-6-6-4 #3985 pulling the "Cheyenne Frontier Days" train. If you remember, Andrew has just gotten off the train at Cheyenne, Wyoming.

When we got off the train we watched the parade, the worlds largest wagon parade. It was pretty neat. After that we go on the school bus what took 30 minutes to come, an hour to go 4 miles, because the bus driver go lost, but somehow lives here and just dropped off people at The rodeo. When we got there, we have a very tasty lunch, barbeque pork sandwiches. We then went to the museum and looked at carriages from the 1880s. Once we got through the museum we walked to the rodeo. It was the first rodeo I had ever been to any my Dad hadn't been to one in years. It was cool! Except for the fact that we saw a bay calf die because we think it broke it's neck. The rope got its horns and picked it up off its feet and into the air. It looked like it went from 30 mph to 0 in one second. It was carried off on a stretcher. My dad and I left half way though the rodeo so we could get pictures of the trains. Outside the rodeo across the street was an old decapod 2-10-0 steam engine. I don't remember the number of it.

Running for office is da bomb, yo!

My dad and I got on the bus and made it back in like 10 minutes. We got off and walked over the bridge near the station and took pictures of the switching yard and roundhouse. A diesel engineer honked his horn and my dad and I and we waved back! We got back on the train and took more pictures of the engine. After looking at the engine we went back to our car and looked at the roundhouse though the window. Before we knew it the train was off! We had our dinner after leaving the yard.

Again, there were still people taking pictures of the train and following it. We were about half a mile away from Union Station when we saw the same pickup of two men that followed the train the whole Day. We reversed into the station and there they were. It was like they Do this every year! When the engine stopped I didn't want it to be over, but we walked of the train and though Union Station where my mom and dog where waiting for us. We talked all the way home about how cool it was! There was an hour or more traffic jam and we still walked! I highly recommend coming out to Denver and riding the Frontier Days train. You will have so much fun!

Thank you, Andrew. Next month, Andrew Hurd tells us about the Georgetown Loop Railroad. Until then, send your story 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. 15 (From Last Month)



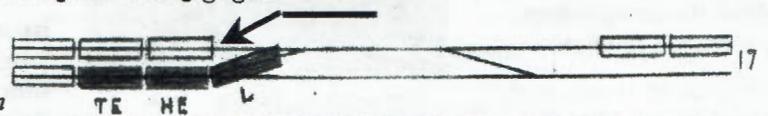
The loco backs up with the empty box car (BE) & spots it on the left hand industrial stub siding, clear of the left hand crossover turnout. (Move # 15).

move no. 16



The loco moves forward to clear the left hand crossover turnout. (Move # 16).

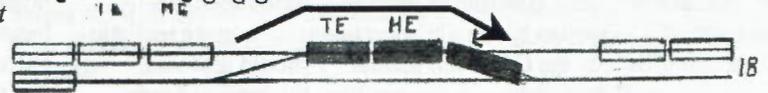
move no. 17



The loco backs up through the left hand crossover & couples onto the empty hopper car (HE) & the empty tank car (TE). (Move # 17).

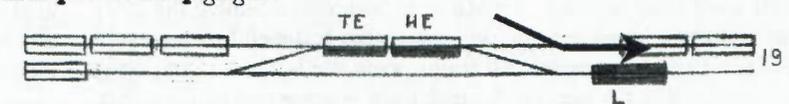
Why not try a Canadian vacation this year, and running for office!

move no. 18



The loco moves forward with the two cars & drops them off in the center of the runaround. (Move # 18).

move no. 19



The loco moves forward through the right hand crossover to the right end of the mainline, clear of the crossover turnout. (Move # 19).

Can you figure out what the next move is? Find out in November!•

THIS HOTBOX SPONSORED BY:
THE ERIE-LACKAMONEY RAILWAY
"Lackawanna RRI What were we thinking"

If you run for office it will make all your wildest dreams come true.

THE PHOTO SPECIAL

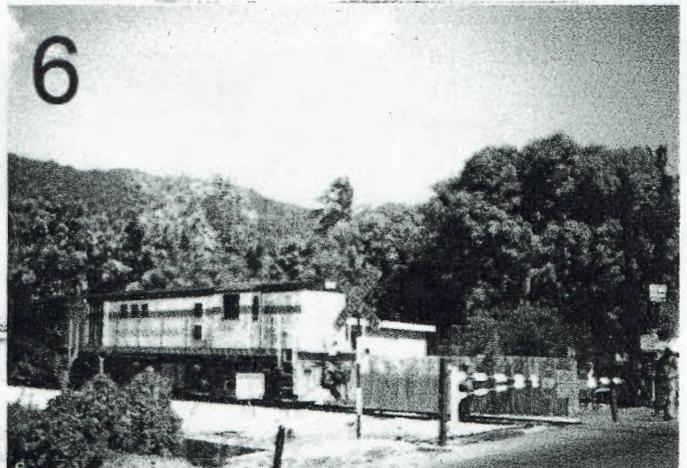
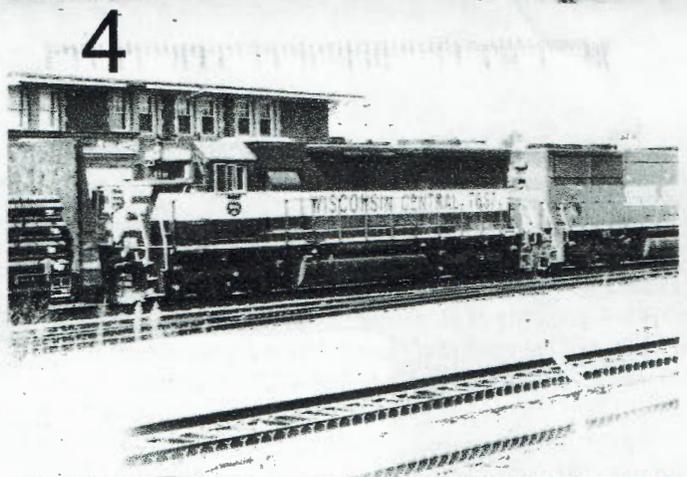
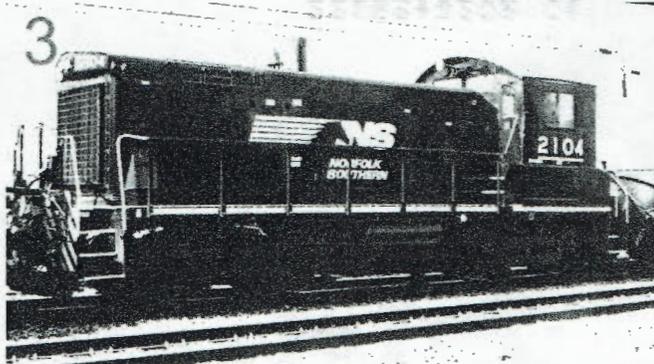
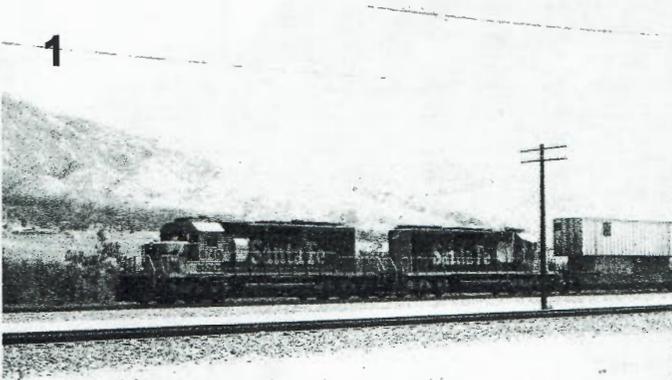
Theme: Old Veterans

This month's theme is old veterans. The locos in these photos have been in continual operation in revenue service since they were first delivered to their original owner. From Alco, to GE, to EMD, this issue has it. Next month's theme is "Lost Engines II, Passenger Trains". Send me all photos of less-than-usual equipment on passenger trains. Got a photo of a Pacific Surfliner engine on the Capitol Corridor? What about a Sound Transit engine on a Metrolink train? Send all your photos to JonathanHTD@yahoo.com or

The Photo Special

Photo Captions and Credits

- 1) Jonathan Schoen: BNSF still uses ex-Santa Fe SD40-2s, primarily as helpers, such as these on the rear of this intermodel in Devore, CA.
- 2) Jonathan Schoen: An ex-SP SD40T-2 is seen on the UP Leesdale Turn, picking up lumber cars in Simi Valley, CA.
- 3) Austin MacDougall: Wearing fresh Horsehead paint, NS SW1001 2104 is sighted at Macungie, PA on July 13th, 2004
- 4) Chales Warcinsky: A Wisconsin Central SD45 is seen heading east from Elkhart Yard in this Norfolk Southern consist.
- 5) David Cenci: An old U23B is seen operating on the Huron & Eastern.
- 6) A vintage Alco 58 has found a new life in Jamaica, far from where it was manufactured in New York.



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. HOLDING YEARLY ELECTIONS FOR OUR FINE, FINE OFFICERS, AND OUTSTANDING MEMBERS

MEMBERSHIP TO THE TAMR INCLUDES AN ELEVEN MONTH SUBSCRIPTION TO THE HOTBOX, THE ANNUAL DIRECTORY OF MEMBERS, QUARTERLY REGIONAL NEWSLETTERS AND AN ELECTION TO PARTICIPATE IN ALL TAMR EVENTS. THE AVAILABLE MEMBERSHIP CATERGORIES 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, MUST TAKE DELIVERY OF DEALER STOCK, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTUARANTS IN STANHOPE, NJ SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THIS HOTBOX, PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!

COMING SOON TO **THE HOTBOX** :

- The Grafton and Greenbrier, a TAMR exclusive, continues.
- More POASSB.

COMING SOON TO **THE TAMR** :

- February will be here before you know it, join the party in West Springfield, MA for the Winter National Convention, Jan 28-30.
- Elections this November, are you running?

