

the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

MARCH 1970

VOLUME 6 No. 2

TP-1



120 MILES PER HOUR is the speed of Penn Central's new and highly successful "Metroliner" on its run from New York to Washington. In this issue of the HOTBOX, you are invited to take a ride on the new train in the article, "Come Fly with Me", by Editor Tom Papadeas. The Metroliner, a new and revolutionary concept in passenger service, is also indicative of the TAMR as new officers and a new HOTBOX staff get rolling.

From the Cab...

After gawking in polite disbelief at the huge model railroad being built by TAMR President John Johnson, I got to talking about different things in TAMR. John mentioned that he was looking for a new HOTBOX editor. When I heard this I thought to myself, "If I didn't have so much to do right now, for two cents, I would take a crack at being editor." As it turned out, I didn't even get my two cents. It wasn't until the train ride home that I realized what I had done. I had become editor of the HOTBOX!! After a bit of quiet whimpering, I started things going and much to my amazement, the HOTBOX has come out.

This HOTBOX is a little bit late, but fortunately, it is late only by a matter of a couple weeks. It was held up by problems when the new staff came in, and the printing was delayed because it was agreed that the new Directory should have priority. However, things are humming, and we hope that the May HB will reach you on time (maybe even in May!).

We cannot let another paragraph of the HOTBOX go by without saying a big "Thank you!" to departing editor Doug Rhodes. If this isn't your first HOTBOX, you can see that thanks to Doug's hard work the HB has become a top-quality publication. After five superb HOTBOX issues he steps down from the editor's job, but let's hope we haven't heard the last from Doug Rhodes.

The HOTBOX gains a new editor and new circulation manager as well. Richard Jahn, of Horsham, Pa., steps in to take on the job of compiling and mailing the new HB. Fortunately, we retain Dick Wagie as HB publisher. It has been through his efforts that the HOTBOX comes to you handsomely printed, and complete with many photos and drawings.

As you look over the new HOTBOX, you may possibly notice some changes here and there. The modest cover photo, and quite a number of new regular features debut in this issue. You will see these new features throughout the HB accompanied by a small box labeled "New Hotbox Feature". When you read each box, you will find a detailed description of each new addition to the pages of the HOTBOX. The purpose of many new pages in the HB is to personalize the publication a little more. It will be the HOTBOX policy to bring the TAMR and its members closer together. All members are encouraged to reach out to other members to make ourselves a more closely knit group. In order to accomplish this, the pages of

the HOTBOX will always be open. If we all get to know each other a bit better, we will reap more benefits from membership in the TAMR.

Articles and other items for inclusion in the HOTBOX are always gladly welcomed. If you want to share some knowledge or an experience with your fellow members, why not sit down and write it for use as an article or in one of the new pages. What you write and how is completely up to you, but please make it of interest to all of us. If you send in a drawing, please make it of reasonable size and done in black ink. Photographs are quite welcome with your article. I will ask for certain things here: Please include a print with a description and, if it is at all possible, I would also appreciate having the negative sent along so that your photo can be properly prepared for the HB layout. Negatives and prints will, of course, be returned to you. If you can't send a negative, that's all right. If you ever need help in preparing something for the HOTBOX, feel free to ask me.

Inflation! Is that why ad rates are higher, or is it greed? Actually, both. The money from your railroad and interchange advertising goes to finance the HOTBOX just a bit more. If you support us with ads, we will be able to continue the cover photos and other "extras" which you see. Please support the HOTBOX, and get an advertisement in today!

I'd like to thank everyone who has helped me get this first HOTBOX on the road — especially Doug Rhodes. I hope all of you will help by telling me what you think of the HOTBOX, and give your suggestions for improving it. Also, if you wish to submit something for the next HOTBOX, please do it right away. As you read this issue, I will already be preparing the MAY HOTBOX.

Thanks for your attention. Happy reading.

NEW HOTBOX FEATURE

THE COVER PHOTO hopefully will become a regular thing for the HOTBOX. For this page, there will be a regular photo contest. There aren't many rules and if you win, the prize is, of course, publication of your photo on the front page. Any rail subject, model or prototype is acceptable. Loose judging will be handled by the editor. Special consideration will be given to photos included with an article for the HB. Unless you can provide a non-returnable glossy 8 by 10" picture, you must send the negative in. However, it will be returned. Photos should be clear. For this, a low speed film is suggested.

A Letter from President Johnson

Dear TAMR Members:

I have been TAMR president since last November, but this is my first opportunity to speak to you through the HOTBOX. Therefore, you are probably wondering just what is going on. A lot has happened in that time and there is much to come in the future. I'll do my best to give you a picture of what is going on in TAMR in this letter.

One of the most significant events has been the change in the staff of the HOTBOX. In the last HOTBOX, Doug Rhodes reported that I was planning to replace him. He had sent his resignation to me, but it appears that it never did arrive. I had intended to change editors, so I sent word to Doug about the change. The reasons for the switch were a mixing of time and geography. Because the editor and publisher were so far apart, there seemed a difficulty in maintaining a schedule because of slow mail service. It seemed a step in the right direction when I asked Tom Papadeas to take the job. I cannot say anything against Doug's work as editor since he produced the finest HOTBOXES to date. I would like to thank Doug for a job well done with the HOTBOX, and I am sure that every other member should be just as grateful.

The TAMR has a bright future because there are very many new ideas coming in about it. Hopefully, action will be taken on many new ideas. It seems that TAMR members are participating more than ever before. By now, you should have your new Directory, and I hear that there will be many new things in this HOTBOX.

There has been much talk going around about conventions. Conventions have, for many years, helped organizations such as the NMRA to prosper. They would also be good for the growth of the TAMR. However, a large-scale national convention would be very difficult for us to undertake. The reasons are many and varied: the small size of the TAMR, money, and the difficulties involved for our members to get to a TAMR convention (distance and money). I would recommend that occasional "mini-conventions" be held in different regions. Such a mini-convention could be sponsored by a TAMR region in a place convenient for many members. The Allegheny Region has come up with some ideas for conventions which include ideas such as outdoor camping. I would like to see more get-togethers on the part of TAMR members, and I will be glad to help anyone planning something. Although we are not ruling out a national convention,

it would be difficult to get one going at this time.

At this time, it seems that there will be a get-together of TAMR members sometime during the NMRA convention in St. Louis. It appears that some members, myself included, will be attending the national convention, so it might be a good idea to get a committee together to plan a meeting of TAMR members. If you are interested, write me. This could be our first "mini-convention".

The various TAMR regions have been doing fairly well, and we should look into the possibilities of forming regional divisions. One can start a division among members who live in the same area and can easily get to meet every so often. This would be possible where members live in and around a large city. To start a division all you need is two or more people. You can GROW from there.

A suggestion has come from TAMR members for something like a special TAMR model railroad car, such as those sold by some NMRA regions. This sounds pretty good, and we'll look into it. Other suggestions have come for a TAMR patch, and we're investigating that, too. Please tell me and the other officers what you think of these ideas. Are you interested?

These are some of the ideas for this year in TAMR, and I hope you will send me more thoughts on our organization. Please tell me what's on your mind, I'd like to hear from all our members. Meanwhile, happy railroading!

JOHN JOHNSON
TAMR President

RIO GRANDE SOUTHERN Railroad

"Route of the Galloping Goose"

See spectacular Rocky Mountain scenery—Ride in the famous hybrid rail cars—Thrill to the high trestles of Ophir.

Passes Traded

DAVID JOHNSTON, President
1633 Dolan
Memphis, Tennessee 38116

Getting to Know You!

NEW HOTBOX FEATURE

A suggestion came from a fellow member in the last HB to the effect that more member biographies should be included so that we can all come a bit closer. Therefore, in keeping with the HOTBOX policy of a more "personalized" publication, this will be a regular feature of the HOTBOX. Why don't you sit down and write a short paragraph or two about yourself and tell us who you are? We will print as many as there are coming in, or as much as we can handle in each issue. One small condition is that if your biographical piece appeared in the last pre-election HOTBOX, please give others a chance. For help in writing, refer to page two of the January HB. Do it today, let us get to know you.

JOHN BOGGS, 17, of Dallas, Texas has been with TAMR since June of 1969. Presently, he is between layouts for space and time reasons, but he has had a layout in O27, N-gauge, and in his present scale, HO. Favorite prototypes include MoPac in East Texas, the Santa Fe main in Raton and Glorietta, and the D&RGW and RGS in Colorado. Apart from these special favorites, all forms of transport on steel rails and flanged wheels fascinate him. He would enjoy corresponding with other TAMR members interested in southwestern railroads. John is a member of the Southwest Railroad Historical Society, a group of railfans meeting once a month. They list among their accomplishments a monthly newsletter and a museum at the Texas State Fairgrounds in Dallas. At Bryan Adams high school, John's interests include the band, orchestra, and student government. His future plans are to attend college to prepare for a career in railroad management to help provide something for us to model in 1990 other than semi-trailers or supersonic transport jets.

STEVE HARPER tells us, "I was born in Upper Darby, Pa., and have lived all my life in the same general area. I am fifteen years old and attend Penncrest high school. Since I was about eight, I have had some kind of model trains. I joined TAMR in October 1969. My present layout was started about one and one half years ago. It is HO scale, 4'x8', and is supposed to represent an industrial pike of the 1950's in the foothills of Pennsylvania. I lean towards steam

power because I have great difficulty distinguishing diesels. Recently, I started photography as a supplement to my railroad interests.

(Ed. note: Since I am the new HOTBOX editor (and immodest), and because there really weren't enough biographies this time, I unashamedly include my own story in this column.)

TOM PAPADEAS, 17, is the new HOTBOX editor, and publisher of his region's ALLEGHENY DISPATCHER. He was born in Altoona, Pa., in the last days of PRR steam, and has been a rabid PRR/PC fan ever since. As a modeler he has this to say about himself: "I believe my model railroad talents are unmatched by any member. I defy someone to say that he is worse than me as a modeler. I am completely untalented." Nevertheless, his "Penn-C Railway" is supposedly under construction. Beside modeling, Tom enjoys anything else about railroads. He particularly enjoys collecting (and trading) timetables and photographs. Also, he has a collection of other railroad artifacts and old toy trains. Tom is a member of NMRA and NRHS. In college, he plans to study transportation. His other interests include transportation, photography, politics, and writing. He lives in the Philadelphia area and wants to hear from other TAMR members.

— FUTURE HOTBOX FEATURES —

A MODEL CLINIC PAGE will be a regular feature starting in the May HOTBOX. In this page, members are invited to submit short descriptions of some modeling technique favorite to them which they'd like to share with other members. A trick in scenery, some wiring method, an interesting effect, or anything else can be described. Also, members who have problems with their railroads, or would like to find out how to build something are asked to submit their questions. If you have trouble with avalanches on your Desert Limited, maybe there is some other member who can help you out. Write today!

TRACK PLANS: Ideas for track plans will also become a regular feature as members send in track plans which are of interest to other members and can be built with reasonable effort. The plan should be about a full page, easy to understand, and preferably to scale. Drawings should be on clean white paper in black ink, and labels should be made in light blue pencil. Include all necessary information on the track plan.

Shortline Fueling Dock

by Lloyd Neal

This little model has no particular prototype but is much like several I have seen in photos. It is a simple raised platform so a man can throw wood or shovel coal into a steam locomotive tender. The height can vary depending on the height of the tallest tender of your layout. But this one is right for most. Width and length can vary depending on the space you have for it. A dock such as this would be found on a shortline or branchline.

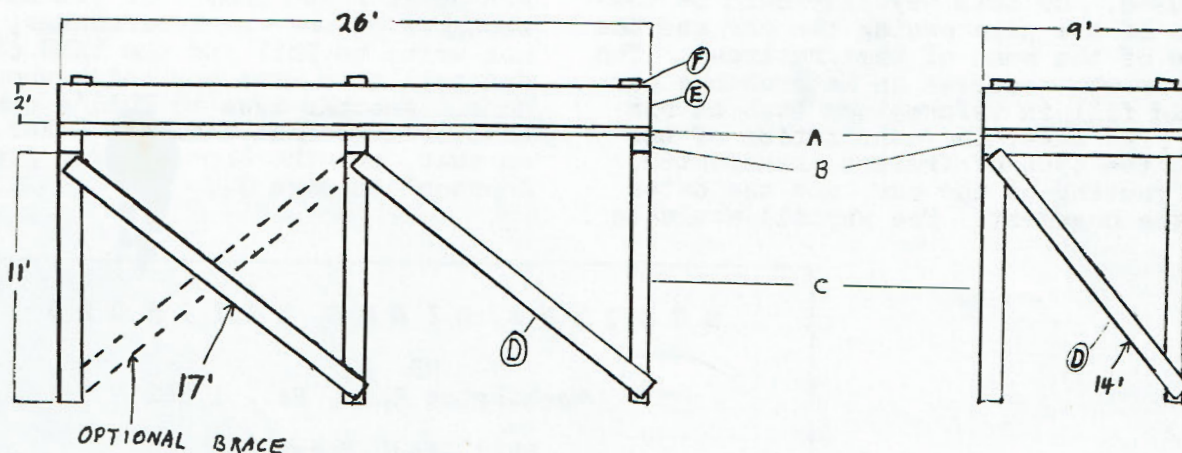
To start construction get your materials together. I use a single edge razor blade for cutting, but an X-acto knife is fine. I also use Elmer's Glue, but any wood glue is fine. For wood, either balsa or scale stripwood is fine.

First, take bottom sheet "A" made of 1/16" thick wood sheet, 9'x26', or 1/16 x 1/8 glued side by side with the

same measurements, and glue three "B" made of 1/8 sq. 9' long to "A", one at both ends and center. Next glue up-rights "C", 1/8 sq. x 11', to outside corners of "B". Now take away braces "D", 1/16 x 1/8 14' or 17' long and glue to uprights "C". When glue begins to set turn over to level. Optional "D" sway braces can be added to inside of the model in opposite directions to give the model a more massive and sturdy look. Now add side boards "E", with 1/8 sq. supports "F".

You are now ready for painting. The color can be any way you choose but most are a weathered wood color. Used paint thinner with various colors mixed in is perfect to brush on for weathered wood.

Now add some coal or logs and a figure or two and your dock is ready to feed your hungry steamers.



AD RATES:

members only

NOTICE! New advertising rates in effect!

RAILROAD ADS:

One-column width. Per line.....15¢
Two-column width. Per line.....25¢

INTERCHANGE ADS:

Per line.....10¢

Name and address free for Interchange ads only!

These rates are for two months (one issue).
Special rates for large ads upon request.

Advertising helps pay for HOTBOX extras.
Why not send in your ad today?

How About an Interchange System?

by Phil Gieg

Here is a new idea for TAMR members: In everyday service, the prototype railroads often interchange their rolling stock so that freight may be transported to its final destination. Because of this, any type of freight will usually have boxcars and other equipment from quite a number of foreign railroads. I therefore propose a scaled-down version of car interchanges among the railroads of TAMR members.

Given the proper planning, a well-organized method of interchanging can bring new satisfaction to the model railroad hobby, in general, and to the TAMR as well. A car can be sent through the mails from one model railroad to another, and with it would be sent a waybill to record the car's movements. Of course, each person would have to stick to his scale, N-gaugers to N-gaugers, etc. This can be a planned TAMR function, or it can be done informally among members.

With each car movement, a waybill would be used. On this waybill would be the name of the pike owning the car and the name of the head of that railroad. The member who receives an interchange car would fill in information such as his own pike name, the destination of the car, the type of freight transported, the routing of the car, and the dates of the movement. The waybill would be

sent back to the originating railroad, or on to another, and the operating railroad would keep a copy of the waybill. The waybills themselves (see sample below) can be homemade or commercially printed. Another possibility is having an official, standard TAMR waybill.

This system would bring us closer to realistic operation and could prove to be very interesting and rewarding. Just as passes or stock certificates are now traded and collected, a person could keep the waybills as records of the movement of his railroad cars over the lines of other railroads. And you will certainly make new friends as your passenger or freight car makes its way over their railroads. If you would like to discuss this idea further, please write to me about it.

(Ed. note: Phil's idea seems like a pretty good one and we should start to act on it right away. If you have any thoughts on the car interchange, why not write to Phil and the TAMR officers and tell them what you think should be done. Another idea to Phil's credit is that of a special TAMR car. For more on that, see the "Letter from President Johnson" on page 3.)

Sample Waybill

SUSQUHA LINE S R A I L R O A D	
RD #1	
Washington Boro, Pa. 17582	
Phil Gieg, President	
<u>CAR INTERCHANGE WAYBILL</u>	
Car Number:	Type:
Receiving Railroad:	Address:
Final Destination:	
Routing Information:	
Comments:	
DATE:	SIGNED: (R.R. President)

Come Fly with Me

by Tom Papadeas

(Editor's note: Last time, Randall Ward asked for someone to write about the Metroliner. Oddly enough, nobody has written about my favorite train, so the temptation to write was too great.)

In this HOTBOX, we move south and fly again along the rails. This time Penn Central's Metroliner is the vehicle. My patronage of the Metroliner is occasional, but always eager. This time, I invite you to make the trip from New York to Philadelphia. Let's go buy our tickets.

"Do you have two seats on tonight's Metroliner?"

"I'll try." The PC agent in his new bright green blazer sets to pushing some buttons. We got here an hour before departure time, and chances are against getting a seat now. But by the time you have read this, our seats are already reserved in PC's computer and the tickets are already on the counter.

Whenever I am at Penn Station, I always use a back door to sneak on the train platform early, so we now have choice seats at the head of the train. The interior is dazzling: wall-to-wall-to-ceiling carpeting, bright orange seats, green headrests, in the center a telephone and a stainless steel snack bar, and there is a general air of freshness. Before you sit down, pick up a copy of the Metro's own magazine, METROLINES. When you do settle in your seat, there is a strange feeling at first. The seats are just a bit too low and you have a sinking feeling, but they are nicely contoured and pleasing. The long skinny window also takes some getting used to, but you soon grow to like it. At train time, all the seats are filled, and a short announcement welcomes you aboard.

The departure from Penn Station is swift and completely soundless. The train does lurch, but the overall ride, you will soon find, is quite smooth, quiet, and easy. The tunnel to New Jersey is endless, but once in daylight, the ride from there to Newark and through to New Brunswick holds many interesting sights for the railfan. For this part stay by your window.

Now, here is the good part of the Metroliner trip: Penn Central, quite out of character, allows, in fact, invites, passengers to stroll up to the cab and watch the operations over the engineer's shoulder. Just walk to the front of the

car, push the little black panel, and after the electric door slides open, step right up behind the engineer. Our engineer, a rather well-dressed man, operates his train from a cab the size of a telephone booth. Almost always, the door behind him is wide open. The main attraction is the electronic speedometer which prints out the train's speed precisely. After setting his speed, our driver has little to do but watch his track and the cab signals. If he stays still, a space-age dead-man's control will buzz every so often and he must push a button to tell the train he's still alive. The speedometer flicks between "91" and "92" as we enter the Jersey countryside.

Now the fun begins, we are cleared to Track Two, that famous 20 mile stretch to Trenton where all the high speed testing is done. Our speed limit is 120 MPH. It's happening: 100...114...118...119...118...119...120...122 MPH! The Metro is taking it smoothly on welded rail, and the high speeds are hard to detect. Way ahead is a conventional Washington train doing about 90. With no effort, we ease right by the hurtling GG-1 and leave it in the dust. A freight flashes by in the opposite direction. When do we take off, anyway?

If you're hungry, mozy back to the snack bar and get a Coke. The attendant there is constantly serving hungry passengers, and there is a thrill to opening a beer can at 120 MPH. If you are a souvenir collector, get a handful of Metroliner matches or napkins, and save your Metroliner paper cup. The bar's a nice place to visit, but let's hurry back to the cab.

If you stay out of the way, the PC men will let you stand there as long as you wish. Watching train operations, listening to the train radio, and peering from the forward window beside the cab will command your full attention, so you don't worry about standing for your whole trip. If you want to talk about Metro service, you can chat with a PC supervisor who may be riding. Then concentrate on the flickering between "120" and "119" on that speedometer. There is a stop at Trenton, but we get roaring again on the way to Philadelphia. Then as we enter the congested Philadelphia tracks, the train slows, but the scenery and activity get more interesting.

(Continued on page 11)

Two-in-One Water Tank

by Rick Perry

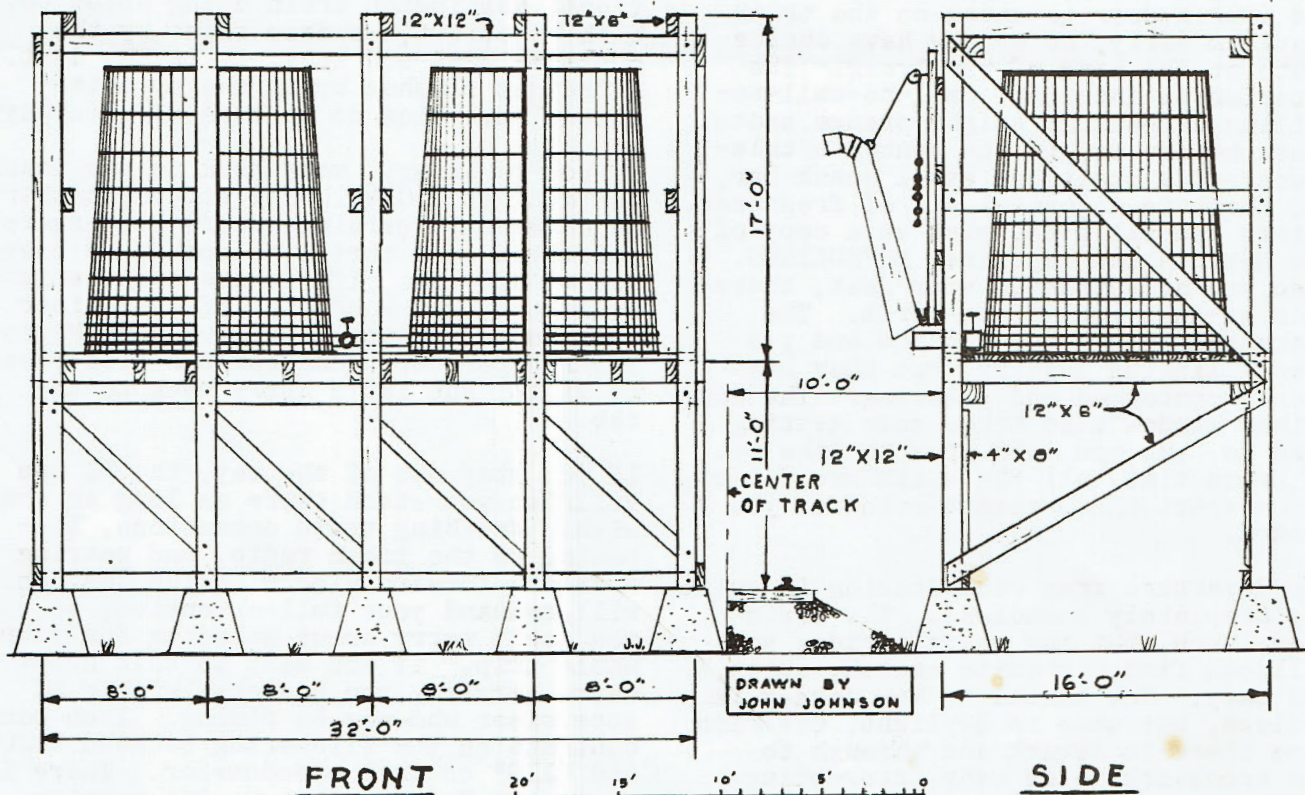
The water tank in the accompanying drawings was drawn from my memory of a picture of the prototype in a volume of a set of books named The Photographic History of the Civil War, published in 1912. In this photo, there seem to be two tanks side by side which are serviced by one spout.

I made my model of the water tank(s) by using individual pieces of stripwood. This makes the structure seem older, as if it has seen much better days. To make the tanks, I used toilet paper rolls that were strengthened with glue. When the glue had dried I then glued the stripwood onto the rolls. The bands on the tank were made by dying string or white thread a greyish-yellow so that it would have a rusty base to it. The string was then run around the tank at intervals. By gluing carefully, you can keep the bands in place and not get glue all over the

tank.

I made the turnbuckles by tying half a knot and gluing it. When the glue is dry, cut the string close to the knot. For the spout I used a type of reed that grows locally, but you may be able to use a drinking straw, if you can find one narrow enough. There are also spout kits available commercially.

The tanks were stained as if they were once painted and tarred on the outside but had long since stained and faded. The rest was stained as if it had been put up as fresh wood and had since faded. The posts were done as if they were once placed in some type of oil preservative. To avoid making "water" for the tanks, I put covers over the two tanks, but the model can be enhanced by creating simulated water for at least one of the tanks.



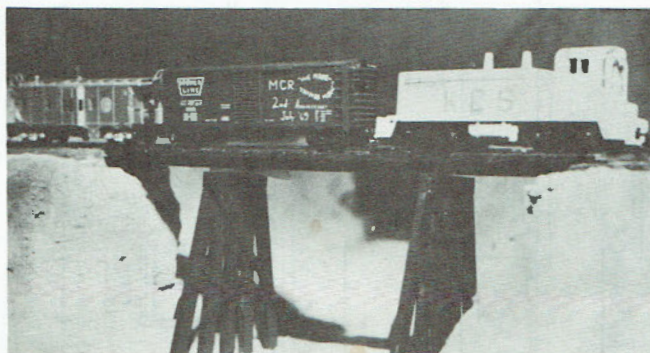
Trip of the MCR 2nd Anniversary Car

by Jay Franklin

When it was time for the Mid Continent Region to have its second anniversary last July, I thought something was needed to add a little interest to the occasion. Therefore, the shops of my St. Louis-Santa Fe & Pacific got busy. The outcome of the shop's activity was a boxcar lettered for the SL-SF&P bearing the MCR motto: "We make things move", and an announcement of our 2nd anniversary.



Next, I let all our regional members know I had a car to mail around by putting an announcement in the MCR's publication the Expediter. The car was to travel from me, the Sec./Treas. of the MCR, to Robert Streger, the president of the MCR. After reservations had been made, the car began its trip in early June when it ventured (by U.S. Mail) from Enid, Oklahoma, and the SL-SF&P to Lloyd Neal's Lee Creek, Dixie & Southern in Little Rock, Arkansas.



MCR Anniversary car on Allen Maty's Terminal Railway—KC.

KIAMICHI & NORTHEASTERN RR.

"The Kiamichi Coal Route"
New Railroad with a New Name—1920 Period

PRESIDENT: Jay Franklin
2001 West Randolph
Enid, Oklahoma 73701

After a brief stop there, the MCR car was on its way to Allen Maty in Grandview, Missouri to run over the rails of the Terminal Railway of Kansas City. From Grandview, the car hurried along to Alan Heuer's Ozark & Arkansas Traction and Light Company, in Gape Girardeau, Missouri. From there the car went to Mike Porter's Oklahoma Pacific RR. in Bethany, Oklahoma, for a run around his trackage.



MCR Anniversary car on Alan Heuer's Ozark & Arkansas Traction & Light Co. All photos: Al Maty.

The last leg of the trip was from Mike to Robert Streger in Harlingen, Texas. The car operated there over Robert's Santa Fe RR.—Western Division. While Robert had the car, he made a trip to El Paso, Texas, where the car ran over the rails of the Hazelwood Railroad in Woodie's Train Shop. The Car's original mission was, of course, to travel from me to Robert, but along the way it was to spread a little fellowship and goodwill throughout the region. I think this was certainly accomplished. The car is now back safely in Enid, Oklahoma, in the SL-SF&P's shops. Who knows? Maybe some day it will make another trip.

HEY FELLAS!!

Have you heard about the newest idea in the TAMR? It's the TAMR/TCN, an N-gauge mail interchange. For more details, write:

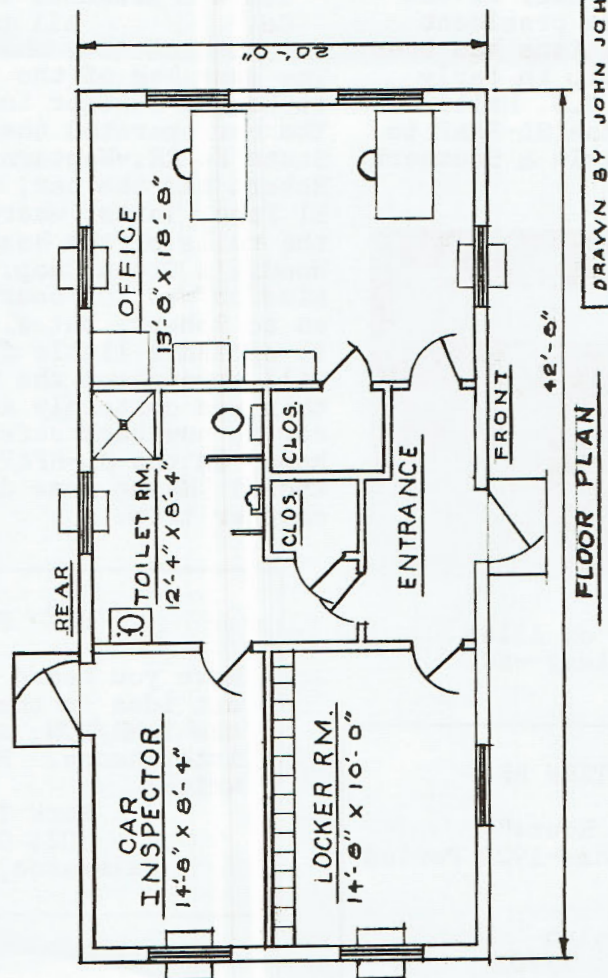
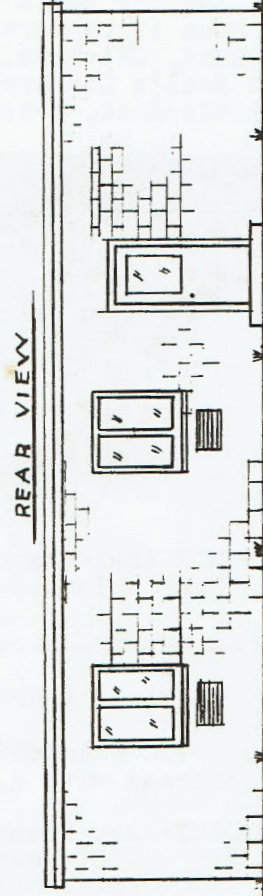
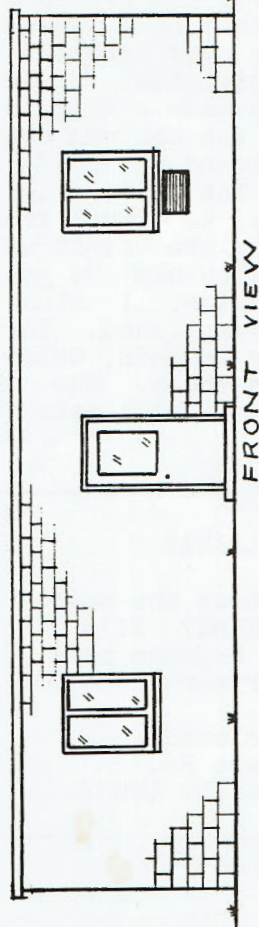
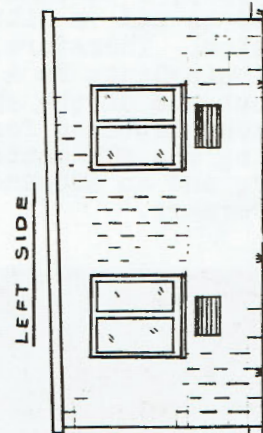
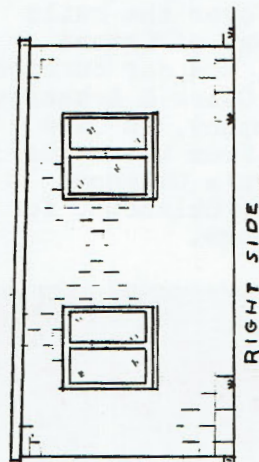
Mark Tomlinson
3024 Grace Rd.
Kalamazoo, Mich. 49007

NEW HOTBOX FEATURE

On any model railroad, scenery is important, and what can be more important than a few buildings for your railroad? This series of plans for easy-to-build railroad buildings will be presented by John Johnson, and occasionally by other members.

This plan is for a railroad yard office which may be found in many modern railroad yards. This particular yard office was built in 1966 for the Reading Company's Manville Yard. It is built of concrete cinder block, with metal window frames and doors. The vents are for air conditioners.

The model may be made by using sheet wood and brick paper. You can scratch-build windows and doors, or purchase the materials made by Walthers or SS Ltd. The roof is flat, but on a slant. For the roof, a piece of sandpaper would do nicely.



Tapes as a Means of Correspondence

by John Johnson

I have found tape recordings to be an excellent means of correspondence for the members of the TAMR. There are many reasons for it that make it all seem very practical. The first reason is that when you get a written letter from someone, you open it up and you read it, then after reading it, you may not answer it immediately. You go off and do something else and do not get around to answering it for days, weeks, even months. When you have tapes, after listening to the message, you can record your answer right away.

The tapes seem to travel through the mail faster because it appears that the Post Office is afraid of them. When tapes are mailed, they want to get rid of them right away, so they go through the mail faster. However, tapes do cost more than a letter to mail, from 12-18 cents first class.

If you don't have a tape recorder, you can always use someone else's. The total cost for using tapes, besides postage, is no more than the original investment for the tape, which can be used again and again.

The best reason for corresponding with a tape is that it is much more personal and affords you a better chance to get to know the person at the other end. I have started some tapes between officers, friends, and myself. Why don't you?

(Ed. note: The tape idea is something that could become popular among a majority of the members. If there is enough interest, I would be glad to start a tape traders' column to list any members who invite tape correspondence. If you are interested, send your name in right away, and we can get started in the next HOTBOX. Please make a note of your tape system. Is it reels or cassettes? What speed? What tape size? — John uses cassettes and I use reels.)

Interchange

If you have something to sell, buy or trade, use the Interchange and get results. Your ad is seen by all the TAMR members. Rate: 10¢ per line, name and address free. Send all ads to Tom Papadeas, Editor, 111 Hedgerow Drive, Cherry Hill, NJ 08034.

ARKANSAS VALLEY & OZARK RY.

"Route of the Razorbacks"

LLOYD NEAL

932 Abingdon Ct.
Stone Mountain, GA. 30083

Come Fly with Me

Continued...

You hate to see Philadelphia's mammoth 30th Street Station, and you want to stay in the Metroliner all day, but the conductor wouldn't like that, so be at the exit door to be first off and get a quick last look at such an amazing train. Keep your eyes open when the train pulls out, because you will hardly hear it. Caution: a feeling just like going on a "trip" always follows a Metroliner ride for quite a few days afterward.

That was a typical Metroliner trip, but I can't forget some special ones. My first trip was on the actual first revenue trip of the Metro. That was on January 12, 1969, four days before the official day. PC had decided to test it with passengers, so they used a Metroliner for the 2 PM New York Express. Therefore, that was THE first.

On opening day (officially) I rode the evening train from Wilmington to Newark. Actually, my ticket read "Trenton", but the automatic doors closed there just as I got in the vestibule, and I was trapped! On that day, PC was kind enough to give all the passengers a handsome commemorative coin. Also on that trip, we reached 126 MPH.

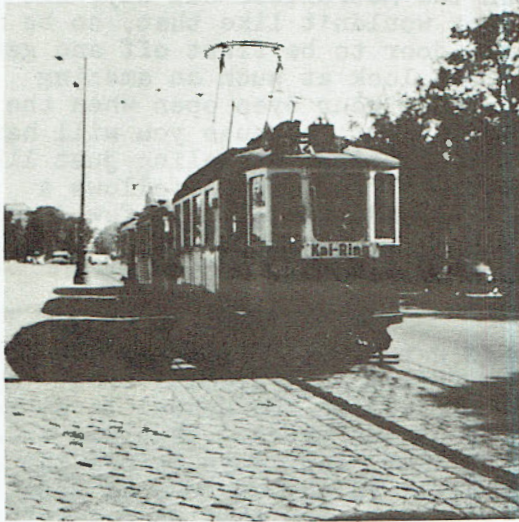
One that I saw, but didn't ride, was the special "Presidential Metroliner". Last January, President Nixon decided to take the train to Philadelphia because it was easier than flying. After being picked up by security for being in a restricted area, I was still able to find a spot where I could see the President and his four-car train. After all, how often can you see a special train?

Europe's Railroads

by Klaus Grunert

RAILROAD HOLIDAYS IN AUSTRIA - PART II

I could write pages about Vienna, but this article appears in a paper devoted to model railroading, so here are just some hints for the traction-fans: Vienna has an extensive trolley system consisting of numerous types of cars, the oldest ones being built in 1912 and still in service. Very often you can see such an old-timer coupled together with a most modern trailer—a rather funny sight. New cars have usually three trucks, but even a four-truck car exists. Besides the trolley, there is a Stadtbahn which is a type of subway, though it runs overground outside the city. Cars are the same as the trolley old-timers already mentioned, but usually ten or more of them are coupled together.



Trolley car at Vienna.

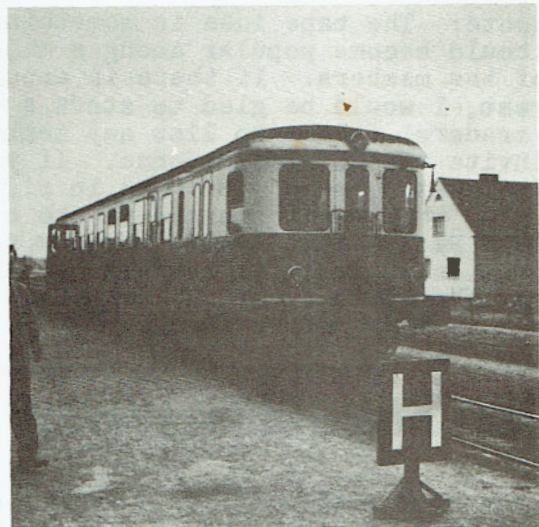
Vienna has a rather great railroad museum where many locos can be seen. Among them is the first loco which ever ran in Austria (named "Ajax"), a steam-rack-railway-engine, and even a car of a funicular railway. A big model collection is also included, HO as well as bigger models, both scratchbuilt and commercially made.

After having spent some pleasant, though "railroad-less" days in Vienna, I entered the train for Wiener Neustadt, a town about 30 miles south of Vienna. I didn't intend to stay in this town because it is terribly interesting, but because in this town was the Youth Hostel nearest to the Schneeberg, the highest mountain of that area of Austria (7300 feet). A steam-operated narrow-gauge rack-railway

leads to the top! You can certainly understand that I just couldn't miss this!

I had my breakfast at 7 AM at the station restaurant in Wiener Neustadt. I then entered a small railbus in a pleasant blue and white livery which took me in a 5-minute ride to Bad Fischau, a small junction where I could catch the train to Puchberg, where the rack-railway starts. When I arrived at Bad Fischau, a steam loco of the class 93 (2-6-2T) was waiting on a siding. A few minutes later, the train to Puchberg, coming from Vienna, arrived. It consisted of five four-wheel passenger cars, headed by a class 93 loco. But now, the second loco waiting on the siding was coupled before the loco already on the train, so, double-headed by two class 93 locos, we left Bad Fischau.

The whole journey from Bad Fischau to Puchberg took about two hours. Of course there was a reason for the second loco being coupled to the train exactly at Bad Fischau — after this station, the landscape really becomes mountainous; the steepest grade of the line is 4.5%. Speed isn't very high, naturally, and it is an impressive sight when these two locos haul the short train over the grades, accompanied by an overwhelming development of smoke. The smell of steam is a wonderful smell for a railfan, and I really enjoyed that ride.



AUSTRIAN DIESEL RAIL car
at Bad Fischau.

When we reached Puchberg, the rack-railway train was already waiting. It consisted of one locomotive and two four-wheel cars — the usual consist on the Schneebergbahn. The line had been opened in 1897, and the locos and cars are still the same. The line has a length of six miles, all of it equipped with racks. The vertical distance between the Puchberg and the Schneeberg stations is about 4,000 feet, and a ride takes you one hour and 20 minutes. On the line there are five locos and ten cars. The "top-speed" of the locos on the way up is 7.5 MPH, on the way down only 5 MPH.

Departing from Puchberg, the route leads mainly through woods to the station at Baumgartner. Here there is a ten-minute stop, because the loco has to take water, and we have to wait for the downward train. Baumgartner is the only station on the line having a siding. Though the weather had been fine in Puchberg, it seemed as if track was now leading directly into the clouds. After Baumgartner, there is the steepest grade of the line: 19.6%. The loco works hard and spits clouds of smoke and steam. Every rotation of the wheels is accompanied by a loud hissing, and so the loco works the train up the grade rotation after rotation, foot after foot. Shortly after Baumgartner we pass the timberline, pass through two tunnels, and then the train reaches the Schneeberg station.

It was cold there. The Schneeberg hotel was closed and probably will never be opened again. In 1965, the income of the line just covered one-third of the expenses, and there are rumors that the line will be abandoned in the near future. Even in summer the timetable provides just three trains up and three down per day, really not much compared with other lines. Some hikers use the line for

going up to Schneeberg, from where they start their tours, but that day, most of them returned by the next train downwards, due to the bad weather. So did I!



Loco of Schneebergbahn being serviced at Puchberg.

Strangely enough, when we arrived at Puchberg again, the weather was again fine. The train from Puchberg to Wiener Neustadt was again headed by two locos, though this time not for the reason of more power, but for more braking. I reached the Youth Hostel late in the evening, and it certainly was one of the most rewarding days during my vacation!

*** **

In the next HOTBOX, read the continuation of Klaus' railroad holiday in his "European Railroads" column. — Ed.

From Our Members' Cameras NEW HOTBOX FEATURE

FROM OUR MEMBERS' CAMERAS is an expansion of a past HB idea. However, in keeping with the new policy of involving more members, the HB photo page will be open to all members who wish to submit their favorite model or prototype pictures for publication. Do you have a favorite railroad shot? Do you want to show off your model railroad? Then dig into your collection and send the photo along with a very short description of it. We'd also be glad to receive railroad news photos. Make sure that the photograph is clear and of good quality.

If possible, the negative should be sent in. If you don't have one, send in a glossy print. Negatives will be returned right away, prints may or may not be returned. Get that camera out and start working!

In this first photo page, all the photos happen to be from one member, Lloyd Neal, whose shots have appeared before in the HOTBOX. Lloyd sells photos of very high quality and he has quite a variety from various railroad photographers.

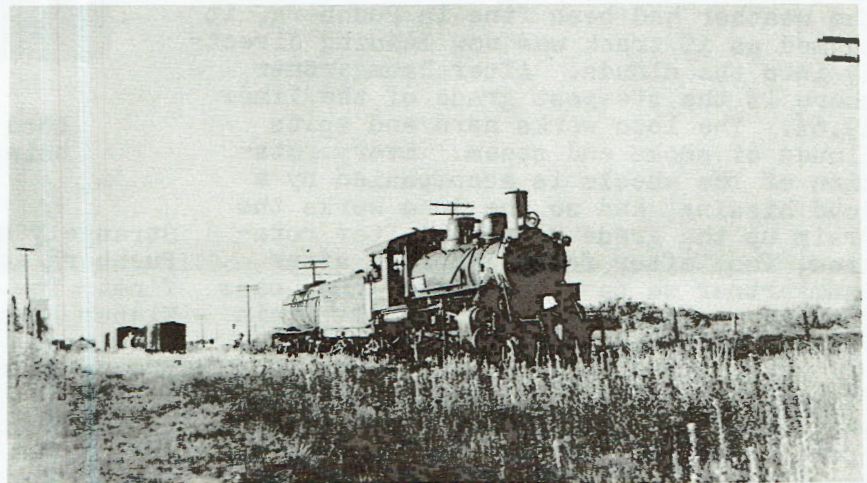
Pictures appear on following page.

From our members' cameras



Penn Central 3251 in a natural at-rest pose at Eltana, Pa., January 5, 1968. Lloyd Neal, photo.

This old 2-8-0 was on the now-abandoned Wichita Falls & Southern RR. The place: Olney, Texas. The date: September, 1946. Robert W. Richardson, photo.



This Burlington GP-20, parked in Denver, Colorado, seems ready to go. The date was February 6, 1969. Ed Fulcomer, photo.

Great Lakes Western Model Railroad Club

by John Houghton



I am writing to tell you about the Great Lakes Western Model Railroad club. I think that this is one of the oldest and largest of all teen clubs in the United States, and therefore of interest to the TAMR. The club is at the Culver Military Academy, of Culver, Indiana, at which I am a cadet.

Colonel Edward Payson, longtime director of the Academy's bands, built the first club layout in the year 1948, in a basement room of the Memorial Library. The present layout was built in 1952, and we are still making additions, like the N gauge sections of Division 8 (more about that later).

The main part of the pike has three levels: The lowest level has mainline tracks 1, 2, 3, and 4; the main passenger yards and engine facilities; Scruggs and McKinley freight yards; and Back Bay loop. The second level, a loop-to-loop operation, connects to Division 2 via Long Hill and to Division 6 via Sherman Hill; it has the Great Northern-Canadian Pacific yards, Middletown Station, and the Midwest Electronics spur. The highest level is a double-track figure-8; the town of Rico, a Virginia & Truckee yard, and Durham Feed and grain are on this level.

Below are the sort of things that go on at a typical session of the Great Lakes Western. Picture yourself on an AT&SF Chief, loading at the main yards. You have permission to ride the cab on this run. The Pacific noses slowly onto the turntable, and turns until it is aligned to back into the center lead. A cab forward is taking on water on the left track, and a Big Boy waits to get to the roundhouse on the right. After coaling and watering, the Pacific backs toward the wye switch which leads toward Back Bay (McKinley) and Scruggs yards. The locomotive halts just before the second switch, reverses, and moves forward across the reset turnout and onto yard lead 5. It crosses onto yard lead 4, halts while the switch is changed, reverses again and takes the left branch of the two switches between it and the train, which is on station track 10. The Pacific is coupled to its train and it proceeds forward toward Eastport, where it will cross to mainline number 1, which goes counterclockwise.

Meanwhile, the RDC on track 3 enters Back Bay loop, preparatory to getting on 4 where a Challenger waits with a long coal drag on a passing siding. Passenger trains have precedence over everything but silk and fruit trains.

That RDC enters the central block of Division 2, cutting ahead of an oil drag in the East block. The two continue around this until the RDC is in East, where it can turn at Eastport, coming to a wye switch which would lead either back to the yards or the way it does go, up Long Hill to 5. The RDC stops in the station siding: an Empire Builder is coming down Sherman Hill; the Chief waits on Long Hill until that high-windowed observation passes the Long Hill exit, and the GN diesels are in the central block of 5.

Back at the ranch, the oil drag on 2 uses yard leads 3, 4, and 5 to get into Scruggs yards. The Challenger moves out on the mainline, then crosses to track 2.

NEW HOTBOX FEATURE

In every HOTBOX, there will appear a railroad of the month, which will be a full description of the model railroad of one of our TAMR members. If you would like to show off your railroad to the rest of us, here's your chance. Write a full description of your pike and include a track plan. If you wish, you may send along a photo to accompany your article. This feature can last only as long as someone sends in an article for every HB, so please get to work on it today.

The Empire Builder having passed, the Chief starts up the Sherman Hill. Before it can enter Division 6, it must wait for the wayfreight making a delivery to Durham Feed & Grain. The freight must cross to Division 7 at Durham Crossing, which requires almost a full circuit of the figure 8, so the Chief, stretching the regulations, noses on to 6 as soon as the freight crosses the junction, pulling all the way out as soon as the peddler is on 7. When it is clear, the hilltop is set for 7, and

(Continued)

The Flying Scotsman Visits America

by Lloyd Neal

During the fall of 1969, the eastern United States was treated to a view of one of the most famous locomotives in the world. That engine was London and Northeastern's 4472, better known as the "Flying Scotsman". The "Scotsman" was not the first British loco to visit America...others came in 1927, 1933, and 1939. British millionaire Alan Pegler bought the Flying Scotsman from British Rail in 1963 for \$8,000 and he spent well over \$120,000 to restore it to its original condition.

The trip through America was a dream of Pegler's and had been planned for several years. One of those helping to bring the Flying Scotsman over was Southern Railway President W. Graham Claytor. In order to run on US rails with AAR approval, an American headlight, whistle, bell and pilot were added.

The Flying Scotsman began a 2200 mile trip from Boston to Houston on October 12, 1969, with a train of nine exhibition cars. The 4472 ended her journey in Texas on November 15, and is being

restored there for a possible trip out west this summer.

On November 2, 1969, the highlight of the trip occurred when there was a three steam engine meet in Anniston, Alabama. The engines were Savannah & Atlanta #750, the Flying Scotsman, and Southern #4501. S&A #750 is a Pacific owned by the Atlanta NRHS chapter. Southern's #4501 is owned by Paul Merriman.

Things began happening early November 2 at Atlanta Terminal Station. The Scotsman departed at 8:45 AM and #750 followed minutes later. At the same time, #4501 had left Birmingham, Alabama, to meet the others in Anniston. First to arrive was #4501, followed by the arrival of the Scotsman, and then #750. Alan Pegler, Graham Claytor, and others made speeches there. Hours later, #4501 led the Scotsman on to Birmingham, and #750 returned with its train to Atlanta.

Two TAMR members were there: Rick Perry and myself. Railfans in this country will long remember what happened in Anniston November 2, 1969.

RAILROAD OF THE MONTH, Continued...

the wayfreight goes straight on downhill. The Empire Builder has had ample time to go down Long Hill, across part of 1, and into Division 8 (which at this writing is in the process of being turned into a double-track loop, connected to 1 and 2 with a wye), where it stops at Independence Station.

With the RDC safely in the west loop of 5, the wayfreight can wait for a clear track in the east loop, while the RDC starts up now-empty Sherman Hill for 6. As soon as the RDC is clear, the freight can go on to Midwest Electronic's spur in the west loop.

Since the RDC is waiting on Sherman, the Chief must cross from 6 to 7; the RDC enters 6, and as soon as the hilltop junction is reset, the Chief starts down.

The Empire Builder could have left 8 anytime for 2, and there follow the Challenger around 2, like the oil drag and the RDC, except that on turning out to the Eastport switches, it takes the yard lead away.

With Division 5 empty, the Challenger can go up Long Hill to the entrance of 5, where it must wait for the Chief to get off Sherman Hill. The RDC crosses from

6 to 7 as soon as the Chief starts downhill, leaving a clear track for the Challenger. With Long Hill empty, the Chief goes down to 8, then to 2, then to the yards.

The RDC goes down both hills, and while the Chief is in 8, it uses 1 to get to the main yards. The Challenger drops its train at the yards on Division 5, having crossed to 7 and used Long Hill, picks up a new load and goes down to 1, where it starts the whole thing over.

(John Houghton grew up in Culver, Ind., a town of about 1500 almost 50 miles from South Bend, Ind., and is now a day student at the Culver Military Academy as a second classman (Junior). He models in HO and N scales.)

WANTED—100 MEN WITH TEAMS

For Construction of the Susqueha Lines RR.

Men must be:

- A. No older than 19 years of age.
- B. Willing to work two nights a week in my cellar.
- C. NOT stoned when reporting to work.

The Management is not responsible for spiked fingers, broken thumbs, or shattered nerves. Apply to:

PHIL GIEG, PRESIDENT
RD#1, Washington Boro, Pa., 17582

Creating a Forest

by Stephen Harper

I'm sure most of you know how to make a tree, even if you have been in the hobby only a short time. All you do is stick a bunch of lichen on a twig or bundle of wire. Easy enough. But I'm talking about creating a whole forest effect on your layout and it isn't as simple as a single tree. Most people think of a forest as being just a group of trees standing together. Right? Wrong!

There are distinct types of growth in a forest: First, there is the undergrowth or bushes which are essential to a realistic forest scene. This is easily simulated by appropriate and liberal use of lichen or other weedy material. Don't forget that bushes usually don't grow alone: they grow in great tangles, often with one type of bush covering an area. Stumps are another part of this undergrowth. Undoubtedly you have seen methods of making stumps using plaster. I have found this rather messy and unnecessary. Instead I use one of those plastic sheet molding machines which were popular a few years ago. For a mold I cut off the bottoms of a few old Plasticville poplar trees. If you don't have any of these you can construct a few out of plaster or clay. After molding, carefully cut them out and paint a flat brown with a lighter color on top to represent the exposed inner wood. These stumps look especially realistic when used around a lumbering camp.

The next stage of forest growth is the small trees and saplings. As all trees aren't eighty-foot giants, you need these for your forest to look realistic. To make these small trees, round toothpicks and clumps of lichen about two inches long and one inch wide are all that is required. Simply paint the toothpicks brown and glue the lichen on. Install on your layout by pushing the toothpicks through the scenic material. Make sure you have the trunk vertical and the best side showing. These saplings look best when used around the edges of a forest because they make the ground blend more smoothly into the bigger trees.

The third stage is the full-grown trees. There are many ways to make these trees, such as those explained in Kalmbach's Scenery for Model Railroads, or if you're lazy (and rich) you can buy ready-made trees. One thing to watch, though, is that you have different varieties and heights of trees. But don't make the mistake of putting orange trees in with larches or something else equally illogical. An old idea for creating mass forest effects is that of supporting wire mesh on posts above the scenery and fastening lichen on top. Individual trees are then used to camouflage this.

I hope that after reading this article you will be better able to construct a realistic forest scene on your layout.

Treasurer's Report

After my election as Treasurer, I received a check in the amount of \$176.15 from the past TAMR Treasurer, Allen Maty, and an account has been opened in an Enid, Oklahoma, bank. I think Allen deserves a lot of credit for a very capable handling of the TAMR finances during the past year, and I only hope I can try to do as well.

Since I have taken over in late November, the Treasury has taken in \$141.50 in membership dues. This has been our only source of revenue thus far in my term. During this same time (through January 20, 1970) the Treasury has paid out \$64.66 mainly in Secretarial and HOTBOX expenses. At present, the Treasury stands at \$252.99.

As evidenced by the Treasury, we are receiving many new members. I am hopeful that this trend will continue.

JAY FRANKLIN
TAMR Treasurer
January 20th, 1970

DID YOU REMEMBER TO PAY YOUR DUES?

If your membership has expired during the past quarter, please get your \$2.50 dues in for another year of TAMR membership as soon as possible. Send it to:

Gary Tempco, Secretary
18401 Wildwood Avenue
Lansing, Illinois 60438

Don't miss the next HOTBOX! Pay Today!

POTPOURRI

TAKE A LOOK AT YOUR 1970 TAMR DIRECTORY!

- *Do you have a correction?
- *Are there any members in your area?
- *Write to a long-long correspondent.
- *Find out who else is in your region.
- *Write to your officers.
- *Use it! Get to know your fellow members.
- *Draw moustaches on the officers' pictures.

NOTICE TO CONTRIBUTORS!

When you receive this HOTBOX, a new one will already be in preparation. Please don't wait too long before you submit something for the next HOTBOX. Late entries are still much welcomed, but they give the editor grey hairs.

NEED PUBLICITY? ADVERTISE IN THE HOTBOX!

WHY NOT SUBMIT AN ARTICLE FOR THE HOTBOX TO THE EDITOR TODAY, FOR

FUTURE PUBLICATION?

Support an ever-growing newspaper that's meant precisely for YOU! No one is looking for profound ideas (but if you have them, that's okay, too!), just send your thoughts!

IF YOU LIKE THE HOTBOX....

....and want to see it continue to grow, sit down and send in an article for publication, or send in an advertisement and help us pay for photos, etc. SUPPORT THE HOTBOX—YOUR PUBLICATION!

GET ACTIVE IN YOUR REGION!

IF YOU DON'T LIKE THE HOTBOX....

....write to the editor and let him know how he can make it better. After all, it is your publication.

HAVE YOU SEEN ALL THE NEW HOTBOX FEATURES?

Why not contribute to them for publication in the next issue of the HOTBOX? Support the HOTBOX!

HELP!

HELP! HELP!! I'm swamped! Is there anyone out there who:

- . . . is ambitious, hard-working, and dedicated to the TAMR,
- . . . and who is a fairly good typist (40 words per minute with accuracy is great!),
- . . . and who is interested in helping out the HOTBOX production staff with the bimonthly publication work,
- . . . and who even might know something about art and layout, even the graphic arts???

If there be such an individual or individuals, please let him/them contact me immediately. The work that I perform on the HOTBOX is too great for me alone to carry. I need a hand. Better yet: I'd like to train a successor! Contact me and indicate your interests.

Dick Wagie
CTC - Box 218
7400 Augusta
River Forest, IL 60305

The MEMBERS' Page

EMPIRE BUILDERS! TAMR President John Johnson makes the claim that he is building the largest model railroad in the TAMR. It covers an area of about 27' x 14' and features such niceties as a twelve-track terminal. Is there anyone out there madder than John who can claim an even larger railroad?

GRAND OPENING DEPARTMENT: Speaking of model railroads, here are reports from a couple members' pikes: Treasurer Jay Franklin has closed operations on his "St. Louis-Santa Fe & Pacific" and has started construction of a 1920 period railroad to be called the "Kiamichi & Northeastern". Lloyd Neal, who also happens to be an officer, not only changed his address to Stone Mountain, Georgia, but changed the name of his railroad. The "Lee Creek, Dixie, and Southern" is now known as the "Arkansas and Ozarks Railway". For more on both members, see the article on the MCR 2nd Anniversary car in this HB.

THE ALLEGHENY REGION now has its own newspaper, the ALLEGHENY DISPATCHER. Karl S. Michael, region representative, is also the DISPATCHER's editor. The region's publication comes out on what we call "the HOTBOX schedule"—supposedly every two months.

GREAT FEATS OF MAN DEPARTMENT: Member Gene Curran has sent in an astonishing report. When he took his new Athearn DD-40 out of the box, he gave it the ol' slow test on his tracks. In his own words he reports it "does 1 inch in 1 1/2 minutes. I'll swear on a stack of Bibles....16 minutes to go 24 inches!" That's amazing, Gene. Now you're all set for some passenger service. (8 min. to move 15"?)

THINGS AREN'T THAT BAD: In the last HB, Randall Ward expressed his negative impressions about rail service on the CB&Q and other American roads in general. Doug Rhodes says that conditions are to the contrary. The CB&Q trains, he says, are pretty high-class outfits and in fine condition. The car interiors are outstanding and there is little reason to say that they are full of dust. There was a slight chance that Randall might have been on some emergency equipment, according to Doug, but that is unlikely on these passenger trains. Both trains, although running well in the red, are highly popular and usually packed.

MEETINGS OF MEMBERS have been quite frequent recently. Here are some members' reports of meetings: On December 27, four TAMR members, David Johnston, George Karcher, Larry Muzamel, and Lloyd Neal, all of the Southeast Region,

got together on the Reader Railroad in Arkansas. At that big Flying Scotsman meet (see article this issue), two members were present, Lloyd Neal and Rick Perry. A big meet took place in Ambler, Pa., in February when John Johnson, Richard Jahn, Tom Devenny, Steve Harper, and Tom Papadeas all met at John's house. Who out there can lay claim to meeting the greatest number of other members in person?

CAPT. KLUTZ DEPARTMENT: Editor Tom Papadeas is now forming the ANSTM/TAMR—the Association of Not So Talented Modelers/TAMR. All mediocre railroaders are invited to join. Send an SAE to Tom for your free membership. Speak up, unskilled train lovers! Scratchbuilders need not apply.

JUNIOR INVENTORS! Do you have a really unusual or downright weird idea for your model railroad? If it is practical and you intend to do it, please send it in to the editor. Sometime soon, a collection of these will be published. Here are some examples from the editor's railroad: an underground station, automated train control, Penn Central steam engines. Other members have four track mainlines and twelve-track passenger terminals!

NEW HOTBOX FEATURE

This, as the title suggests, is the members' page. In an effort to bring the HOTBOX closer to its readers, this page will be devoted to the activities and thoughts of our members. It will be a combination of news--gossip--criticism--rumor--letter-to-the-editor--idea--reaction--show-and-tell page. Do you have some news about yourself, or another TAMR member? Does your model railroad have something to report? Is there something nasty that you want to say to the HOTBOX editor? Did you like something in the last HOTBOX? Do you have a great idea for TAMR members? Do you have something to say? Then say it! The member page is for you, the member. The only requirement is that it should preferably be about a TAMR member, or his railroad, or at least should be of interest to the rest of us. Take your choice. If it is something trivial that you want to say, fine. Why not say it? Tell us you're out there. Tell us what you've done. Tell us that great idea you have. Tell us anything, but tell us!!

The Waybill

<u>PAGE</u>	<u>FEATURE</u>	<u>AUTHOR</u>
2	From the Cab	Tom Papadeas
3	A Letter from President Johnson	John Johnson
4	* GETTING TO KNOW YOU!	Biographies
5	Shortline Fueling Dock	Lloyd Neal
5	Ad Rates for TAMR Members Only	Tom Papadeas
6	How About an Interchange System?	Phil Gieg
7	Come Fly with Me	Tom Papadeas
8	Two-in-One Water Tank	Rick Perry
9	Trip of the MCR 2nd Anniversary Car	Jay Franklin
10	* THE RAILROAD ARCHITECT	John Johnson
11	Tapes as a Means of Correspondence	John Johnson
11	Interchange	Tom Papadeas
12	Europe's Railroads	Klaus Grunert
13, 14*	FROM OUR MEMBERS' CAMERAS	Lloyd Neal
15	* RAILROAD OF THE MONTH: Great Lakes Western Model Railroad Club	John Houghton
16	The Flying Scotsman Visits America	Lloyd Neal
17	Creating a Forest	Stephen Harper
17	Treasurer's Report	Jay Franklin
18	Potpourri	Miscellaneous
19	* THE MEMBERS' PAGE	Tom Papadeas

* An asterisk (above) given with a title in capital letters indicates a NEW HOTBOX FEATURE which debuts in this issue. With each article, look for the box marked NEW HOTBOX FEATURE for a complete description of the new regular feature.

THE CREW

TOM PAPADEAS.....Editor
DICK WAGIE.....Publisher
RICHARD JAHN.....Circulation

All HOTBOX business handled by
Tom Papadeas
111 Hedgerow Drive
Cherry Hill, New Jersey 08034

TEEN ASSOCIATION OF MODEL RAILROADING
Richard Jahn, Circulation Manager
404 Walnut Ave.
Horsham, PA 19044

Return Postage Guaranteed

THIRD CLASS MAIL

