the TAMR HOTBOX

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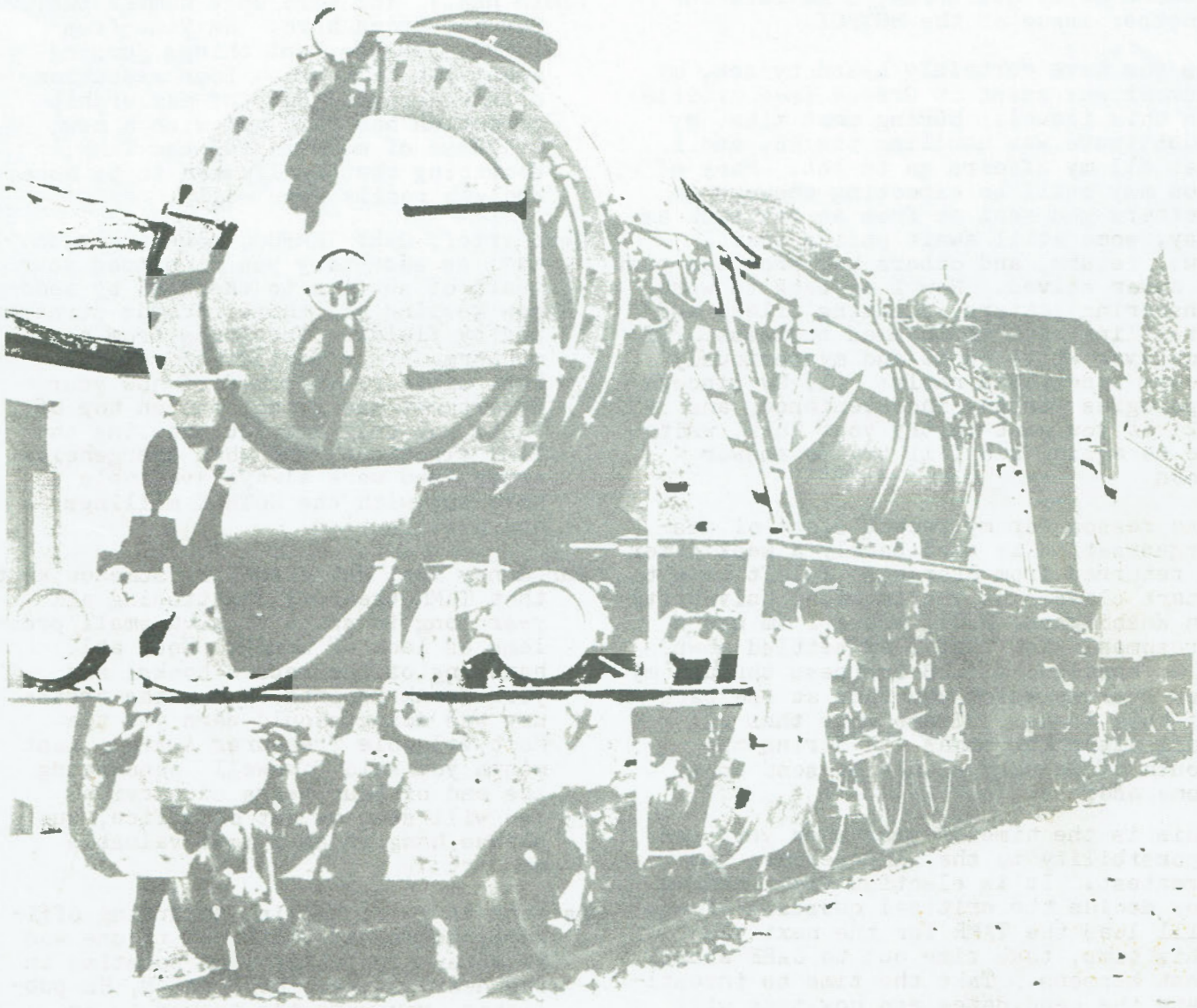
Election '71!



METER-GAUGE 2-6-2 in Southern Greece (Tom Papadeas).

HOTBOX GOES INTERNATIONAL!

Japan *Western Africa* *Greece*

From the Cab...

by Tom Papadeas, *Editor*

You may be happy (or dismayed) to learn that I am back as editor, after a one-issue vacation. My thanks go to Richard Jahn, who, with the assistance of President John Johnson, volunteered to tackle the perilous task of putting out a HOTBOX issue. I had Richard help me finish the convention part of the July HB, and then I agreed to give him full responsibility for the September issue. I don't think I regret that decision-too much. If you have anything to say about that HOTBOX, direct your comments to Richard: he was the boss. Despite rumors of my overthrow, I am back for another issue of the HOTBOX.

As you have certainly heard by now, my summer was spent in Greece (see article in this issue). During that time, my substitute was handling the HB, and I let all my affairs go to pot. Many of you may still be expecting answers to letters you sent me from as far back as May, some still await photos that I must return, and others had problems that I never solved. Now I am back to work, answering letters, cleaning files, and wrestling with unfinished business. If you ever wrote to me and mysteriously never received a reply: (1) My sincere apologies for any inconvenience, and (2) if you want to try your luck, write to me again, and I'll try to answer soon.

One reason for my recent state of disorganization is that barely a week after I returned from overseas, I left home to start classes at The American University in Washington, D.C., where I am now a freshman. Now that I am settled down, I am handling all HB business through my new address which you find at the back of this issue. Please note that all mail after Christmas and during the month of January should be sent to my home address.

This is the time of year when your responsibility to the TAMR becomes the greatest. It is election time, and we now decide the critical question of who will lead the TAMR for the next year. This time, take time out to CARE about what happens. Take the time to investigate the candidates and how they will serve you, and then vote carefully. But, above all, remember to cast that ballot. It's your voice in TAMR leadership.

SOME THANK YOU'S

The end of the year will see a number of hardworking TAMR members leaving their various offices, and although the editor has leveled his guns toward them in his editorial in this issue, he realizes that we can't let these people go without hearty and sincere thanks for their hard efforts throughout the past year.

JOHN JOHNSON: Thank you, Mr. President. The past year under your guidance has been a jumping, and admittedly unusual one for the TAMR. You pressed the idea of a TAMR convention, and for once, action sprang from words with the first successful TAMR convention in August. You originated many new ideas, and received many others from members, and you did your best to put these into effect. One of your first moves had been to appoint the current editor, but no one's perfect.

LLOYD NEAL: You were only number two, but you tried hard. As Vice-President, you too kept things jumping among the officers. Your execution of the assigned duty of membership promotion has paid off with a new increase of members for the TAMR, something that really had to be done, and was really done well.

Good grief, GARY TEMPCO, how do you do it? As secretary you continued your years of service to the TAMR by somehow keeping all those records straight, and by fielding inquiries from new members. Your periodical reports kept officers informed of how your department was going, and on top of that, not only are you handling the TAMR elections, but when emergencies arose, you were always available to help out with the HOTBOX mailings and distribution.

Our money man, JAY FRANKLIN, somehow kept that TAMR treasury functioning all year long in spite of such small problems as lack of money. Your able handling of the record books, and your frank reports on how the treasury was doing should earn you the Most Valuable Treasurer Award. Last month you said farewell, announcing the end of your years of service. You will soon be out of office, but please hang on as a most valuable member.

As long as we're hailing departing officers, let's say thank you to one who is announcing retirement sometime in the near future. DICK WAGIE, HB publisher, you were the answer to an editor's prayers. Under your supervision, the HB has been sent to members in the form of a handsomely done publication, complete with photos. Your knowledge, skills, and out-of-pocket contributions have let the HB come out regularly without placing excessive strain on the treasury. Fortunately, you aren't gone yet, but thanks are still due for your dedicated services.

Editorial:

Organization in the Organization

THE EDITOR STICKS HIS NECK OUT QUITE OFTEN, BUT THIS TIME HE DOES IT OFFICIALLY. THE FOLLOWING EDITORIAL CONTAINS SOME OF THE PERSONAL OBSERVATIONS OF HOTBOX EDITOR TOM PAPADEAS AT THE END OF THE TAMR YEAR. RESPONSE FROM MEMBERS IS INVITED.

This has been an eventful year for the TAMR, there's no doubt about that. We have been through our share of rough times and successes. We almost went broke, and then held the first official TAMR convention. Somehow, the TAMR marches on, but what does make us tick? I'd like to take some time to examine this. I am the editor of the HOTBOX, official publication of the Teen Association of Model Railroading, and it is my duty to maintain communication between TAMR members. The mail I receive from officers and members allows me to have a clear insight into the workings of the TAMR at all levels. The editor is a cross-breed between an officer and a regular member. Consequently, he can see the picture from either side, so this editor has decided to relate his opinions on the organization of the TAMR organization.

First of all, it might be appropriate to give the reader an historical background, so let's go all the way back to those days in 1970 when the current officers were elected to office. The president selected a new HOTBOX editor, but forgot to tell his fellow officers. The result: something near to open warfare between officers with bruised sensitivities and some righteous indignation. It could have meant the collapse of all cooperation among TAMR members, but somehow we all weathered the storm. A simple lack of communication and/or understanding was the cause, BUT no one ever learned the lesson. The president, whose responsibility it was to keep his officers together, was remiss in his duties. So his officers drifted, each tending to his own business. Some tried to undermine the top man's position, and the vice president was even seen urging the impeachment of the president. Each officer believed he could function well in spite of the president, so the TAMR lost what could have been an efficient, hard-working team at the top, for at least a year. So lack of communication established itself as a shortcoming of the TAMR leadership.

Many worthy projects have come and gone in the TAMR over the years. Remember the Member Service Committee? Let's take a brief look at that. If you do recall the MSC, you have probably been in the TAMR for a few years. This handy committee was designed to help new members who joined the TAMR to orient themselves. They were given the names of fellow members with similar interests, and a list of their interests was supposedly maintained. A number of members were appointed as specialists in a particular field of scale or prototype railroading so they could counsel members in need of advice or information. A great idea! What happened to it? One day it vanished, disappeared. A past vice-president dutifully made an investigation into its disappearance and made the amazing discovery that there was a lack of interest in the committee. The solution: ignore it and hope it goes away. We did and it did. What could still have been an invaluable service to all TAMR members was buried in investigations instead of being revived through renewed effort. If only that investigating officer, who is still serving in a new position, had only had the drive to formulate a revitalizing scheme for this committee and put it into effect, or find someone who would do all this; if only there were a member who cared enough to take up the torch and work with this committee himself; if only someone in the TAMR had had (or still has) enough concern to see that something was done, maybe we could still have a committee that would alone be worth the price of dues. So lack of initiative and drive established itself as a TAMR shortcoming.

Remember the constitution? That's the pieces of paper the secretary sent to you when you joined that told you about how the TAMR was organized, and about rules, and duties, and stuff. What happened? It's still there, and we supposedly run our group by the rules stated therein. But, why are elections running almost two months late this year? Someone forgot to look at the constitution, and we all forgot to tell him to do it. The TAMR Constitution is in need of change. That's what officers and members say every once in a while, but no one acts. No one cares to take the initiative. The officers are content to do their duty as it comes along, and members are content to receive their HOTBOXES. There is little regard for

(Continued next page)

EDITORIAL: Continued

future planning in the TAMR. We just take things in our stride and live for today, because that's the easiest way. We still work loosely under an ailing, ignored constitution. So lack of planning on long range facets of TAMR has established itself as a TAMR shortcoming.

You are a member of a region, right? What happened to it? Who is your regional representative? The regions were a good idea, in practice they worked rather well. By breaking down the membership there was a better opportunity for more communication on the national level among TAMR members. Activities hard to accomplish on the national level were promoted by the local region. All in all, regions gave the member a better sense of belonging. Some regions were once very active, publishing magazines, having get-togethers, and generally promoting good times in the TAMR. However, interest also declined to new lows in the several regions, and there has been little effort on anyone's part to revive the regions. Reasons for this can be traced back to two previously stated problems. One is that there is a lack of clear constitutional definition of the regions and their functions, nor is there any provision for the election or appointment of officers. The other situation in the regions is that there is a lack of initiative on the part of members and officers to get the regional system rolling again. So it has been ignored, like all too many other worthy projects in the TAMR. So lack of constitutional definition has undermined the regions, which means that members are not as together as they should be and <u>that</u> is a shortcoming in the TAMR.

Candidates have not been announced at this writing, but if any TAMR officer were running for re-election I would not support him, not because the present officers have done a bad job, but because they have not been aggressive enough to answer the needs of the TAMR as an expanding, young organization. They have not shown enough imagination to put the organization back on the trail to continuing, rapid growth, nor have they seen fit to act accordingly when the opportunities arise. Instead, they merely did their job, handling each problem as they came to it, if not ignoring it all together, and were reluctant to mold the future of the TAMR beyond its present static position. I blame myself, as editor and as a member, for also not taking the initiative to act on these problems when they came to my attention; instead of concentrating on what is ailing the organization, I busied myself with other duties and activities. We all did our jobs admirably, but left so much unaccomplished.

This next part is reserved for the future officers of the TAMR, whoever you may be: I sincerely hope your campaign was active and that you stated your views to all the members. I call upon you to take this new position seriously. This may be the year when some able TAMR officers and members are able to work long hours and to inspire the rest of the membership to do the same so that the TAMR may have a top to bottom housecleaning which will leave us prepared to see expansion of a strong, purposeful organization. Find new ideas, work on them, push then, and see them through. Put enthusiasm back into the membership wherever it may be missing. Above all, don't be afraid to stop moving, for when you do, so does the TAMR. Good luck to you. I look forward to TAMR 1971.

To the members: Most of this is your fault. If you don't keep a close watch on how your officers serve you, if you haven't kept up to date on TAMR affairs, if you don't come forth with your ideas for a better organization, if you don't take the time to work for it, only you are to blame. What's worse, if you do not bother to vote, you have given up your say in who controls TAMR and how it's done. Last year barely fifty members voted. Seek out the best candidate for each position and make sure he's talented enough to be your president, or whatever. If you can't find a good candidate, cast a write-in vote and make your opinion felt. Remember that experience cannot always compete with the quality of a person, so don't be afraid to vote for that candidate who you feel just might have it in him to DO something for the TAMR!

Tom Papadeas, Editor

CORRECTION

In the September HOTBOX, the acting HB editor stated that our fellow TAMR members across the Atlantic pay less than mailing costs for their HB's when they pay their annual TAMR dues. To mail the HB overseas costs $3.60, but German member Klaus Grunert writes: "Oops! We Europeans pay not, I repeat PAY NOT $2.50, but instead we pay a special fare of $4.50 (in words: four dollars and fifty cents). This fare had been established by Steve Seidel when he was secretary and when I became the first overseas member. It is paid by all overseas members." Klaus' statement is accurate and the HOTBOX apologizes for any inconvenience caused.

CONVENTION 70: Looking Back

by Mike Thomas, *1970 Convention Chairman*

11:30 A.M., August 20, 1970: The first national convention of the TAMR officially began. General concensus: It was great!

However, Thursday, August 20 isn't the proper place to begin for people were arriving as early as Tuesday, when Walt Rogers arrived on the "City of Miami". On Wednesday, a number of other members started arriving and things got pretty much under way. Although it was not to begin for another day, the NMRA convention looked very lively a day before the official opening. We made final arrangements for the Thursday luncheon with NMRA Hotel Liason Mr. Greg Krekler, whose assistance was invaluable. TAMR Secretary Gary Tempco brought 500 recruiting posters and membership blanks. We set up a table near the registration booth and spent the afternoon trying to recruit members. After Wednesday, we worked the booth occasionally and recruited a total of three regular members and one associate member. That night seven of us headed for Mike Matejka's house, where I tried to run a freight on his layout and failed. Later we started the now-famous Great Matejka Bull Session (GMBS) and proceeded to discuss a wide range of topics.

The only formal part of the TAMR Convention was the Thursday luncheon. At 11:30 A.M. I gave a greeting, introduced everyone, and the official TAMR convention was under way. After a pleasing meal, TAMR Vice-President Lloyd Neal, acting as presiding officer, gave a short speech on the history and purpose of the TAMR. Mr. Ken Mortimer, NMRA President, said a few words on youth in model railroading. When the luncheon was over, the members stood and talked for about ten minutes and then broke up. We went to various clinics, worked the recruiting booth, and checked the manufacturers' displays. All in all, it was a good afternoon. At the luncheon we had a number of invited guests, including Mr. Mortimer, Gene Colburn, NMRA VP, Jack Weir, NMRA Treasurer, Huebe Huebenthal, NMRA Treasurer, and Russel Larson, associate editor of MODEL RAILROADER. The twelve TAMR members included Gary Dedeke, John Martin, Mike Thomas, Dave Johnston, Larry Muzamel, Lloyd Neal, Walt Rogers, Mike Matejka, Lone Eagle Payne, Tom Schultz, Gary Tempco, and Paul Shimada. Jim Sebastion, a non-member from St. Louis, was also a guest.

On bus trips (St. Louis no longer has streetcars) between various local layouts on display we carried on that GMBS, and Lloyd Neal started impeachment proceedings against the TAMR President. On Friday afternoon, four of us stormed Missouri Pacific headquarters and walked out with armloads of steam photos.

Saturday was the day for the grand NMRA banquet, and it was a day for prizewinners. David Johnston won second prize for motive power-diesels with his HOn3 Galloping Goose. First prize for color prototype photos went to John Martin for an indescribable shot of a freight heading into the sunset. Then they announced that Dave had also won the Youth in Model Railroading prize for his Galloping Goose, a great honor for Dave and the TAMR!

That night was the NMRA auction, and our members were commuting between that and a hotel room where members were showing slides. By 5:00 A.M. I was finally asleep. Sunday afternoon signaled the end, as everyone headed for home.

Maybe some fifty years from now we'll get together, but why wait. There was some talk of having the second TAMR convention in Lansing, Illinois, where there are already four members. The year after that we can meet in Fort Lauderdale, then Atlanta in 1973.

After collecting the money for the luncheon, and after expenses, we had $7.50, which will go to the treasury, and it will go toward honorary one-year associate memberships for two NMRA members to whom we are grateful: Mr. Willard Thomas, and Mr. Greg Krenkler.

UP WITH N GAUGE!

by Ronald Hicks

In this article, I will attempt to point out the advantages of N over HO and, at the same time, try to bring N up to the level of HO without degrading HO. It seems that many HOers have ridiculed and cut down N men all over the place without looking at the advantages of N. I find that more N gaugers keep up with all the new developments in HO than HOers find out about N. Now, what's going on here? We are all model railroaders, so does the size in which we work or how true-to-life our models are matter?

I will now mention some of the "tactics" the HO gaugers use against N. First, they downgrade rail size: too out of scale. What do you call that code 100 you HO men use? It isn't exactly true-to-scale either. And how about the Rapido couplers? Well, for you HO men who don't follow N, Kadee has a neat little coupler just for us poor suffering souls. They even made an underbody and some steam locomotive pilots for us. I have to admit that the Rapido and X2F coupler are in the same boat: they have ruined many a good-looking model. Next, and one of the most important, are the oversized flanges. These have been attributed to the fine operation of N scale although Con-Cor Models has made a wheel with a much shallower flange. I have some, both freight and passenger, and they hold the track just as well with no noticeable improvement, except in looks.

The biggest question is in the amount of detail on N scale models. With modern casting techniques, the same amount of material and detail available in HO is found on N cars. On scratchbuilt cars, it is theoretically possible to get the same amount of detail on N as HO. Most HOers claim against this because it is a time-consuming process and takes a lot of patience.

I would say the trouble with slow-speed operation of N locos is that they are geared too high. When the gears are taken out, I find that motors run as slow as HO. It is true that a transistor throttle or pulse power would help locos.

Then we have the obvious advantages, being more railroad in a smaller space, wider radius curves and longer, more prototypical trains. Most of us have the space for a fine N layout and maybe HO. To quote Doug Rhodes, past HOTBOX editor, who once wrote me saying that "anyone who has the space for an HO layout and builds N is nuts." Well, Doug, I guess that makes me nuts, then, because I could have built a fine HO layout in my space. And how many HOers can pull a 30-car freight train through two facing turnouts at full speed without a derailment? For that matter, how many run 30 car freights in HO? I'm not saying it can't be done. I have seen and operated many an HO layout and the trains ran superbly, especially the brass imports. The Athearn locomotives also operate exceptionally well and they have a wide choice of models and road names.

Looking back over the reviews taken of hobby shops in MODEL RAILROADER magazine, most stores have been proven wrong. In 1968 a lot of shops said N would be done in two years. Well, it's 1970, and N is booming! I cannot say N will surpass HO, but it will enjoy the same or equal popularity. More parts and models will be produced, up to the level of HO. In the future, there could be a size smaller than N. Also, with AHM producing a line of low-cost O gauge, there is a chance that N and HO might decrease.

I would like to see more N and HO gaugers express their opinion on the controversy. O and S gaugers are welcomed, but they feel HO is too small too, or are tinplaters. Let's try to close the gap between N and HO and spend more time modeling instead of being prejudiced to scales.

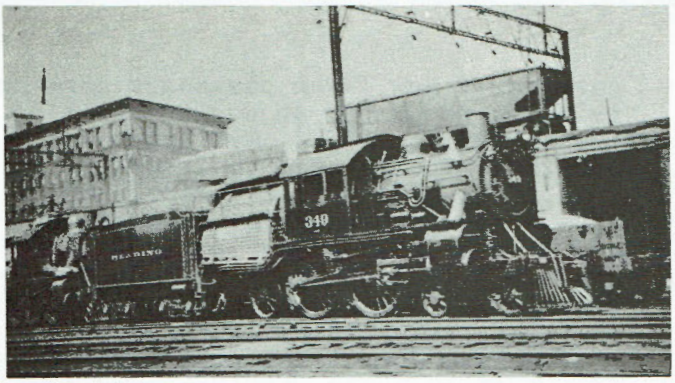
INTERCHANGE

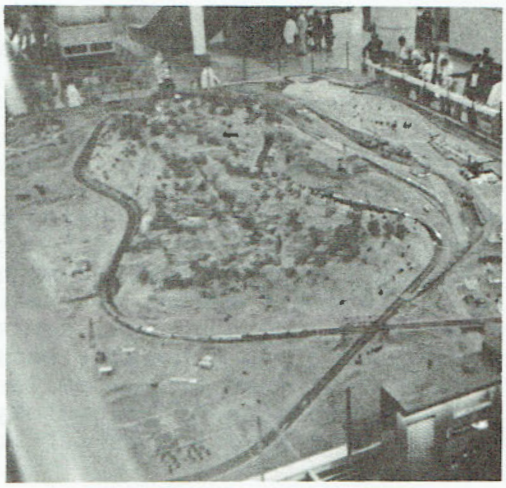
FOR SALE: Still a few modern HO items left. Write for my list. Jay Franklin, 2001 W. Randolph, Enid, Oklahoma 73701.

MISSOURI PACIFIC: 7 different steam photos for $1.00. Lloyd Neal, 982 Abingdon Ct., Stone Mountain, GA 30083.

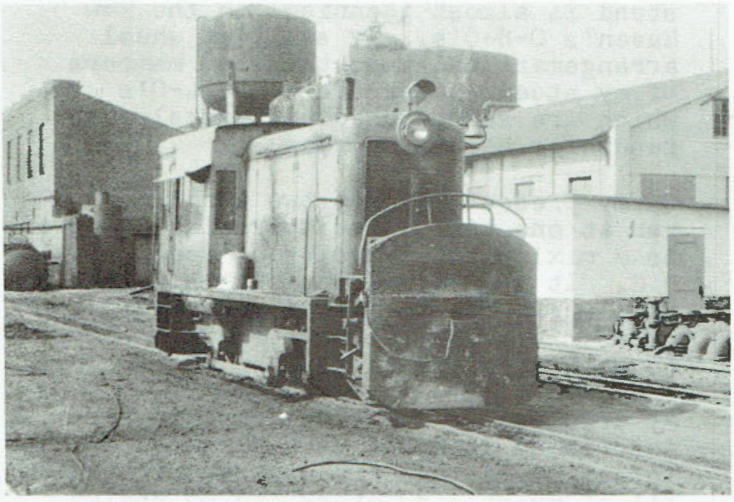
SELLING O GAUGE cars and two diesels, all Lionel. Or will trade for HO. Will also buy HO equipment. I would prefer boxcars: PRR, NH, Santa Fe, PC diesels or cabooses; track. Rick Husband, 1820-26 St. N.W., Rochester, Minnesota 55901.

FROM OUR MEMBERS' CAMERAS





ABOVE: A REAL GIANT of a model railroad is pictured here on display at the Museum of Science and Industry in Chicago. (G. Tempco)



ABOVE LEFT: Steve Harper, who submitted this photo, admits to know very little about it. The photo of the Reading 4-4-2 Camelback was given to Steve by a friend, and bears no identification other than the date May 1939 on the back.

LEFT: A diesel with mechanical drive was photographed by new member John Martin. The narrow gauge diesel still serves on the Koppers industrial line in central Arkansas.

BELOW: Famous Southern Railway loco No. 4501 heads a fan trip out of St. Louis last June 21. Photographer Mike Matejka and Mike Thomas were there for the special.

The New Haven Railroad

Constructed, Operated and Owned by Ronald St. John

The scale is S, the equipment varied, the motive power steam. This is the description of my pike which is not yet completed and may never be. Using the New Haven as my prototype is not reflected on my pike at all. Because my equipment is of tinplate design, my choice of NH equipment is limited. Now, don't put me down because I run tinplate, because when I am operating my 4-8-4, pulling eight matching coaches of NH prototype and design, the appearance is far from tinplatish.

My roster is pretty well filled out in the freight car category for I have 60 pieces of various freight and maintenance-of-way equipment, three of which are cranes of varied tonnage ratings. In my collection of freight cars, a few cabooses are of my own construction—— free-lance you might say. I have a center cupola caboose that is of outside-braced design, another has a bay window with hand-punched rivets, and I also have a standard design Lionel caboose converted to S scale by cutting and rebuilding. The only freight cars I have constructed have been a number of different sizes and shaped boxcars.

My passenger service is nicely handled by my 14 passenger cars, two of which are my pride-and-joy observation cars.

Now, to keep the railroad rolling whenever I want it to roll I have a small, but rounded off choice of motive power. My largest is a Union Pacific 4-8-4 Northern which could easily handle 30 car freight trains, but my small layout will not permit such a large train. My New York Central 4-6-4 Hudson usually carries my New Haven passenger cars and is quite peppy for an engine built in either 1953 or 1954. My Pennsy K-4 4-6-2 Pacific is used on freights. I know it is a passenger engine, but I have a slow but powerful motor in it which would be useless in passenger service. I also have a Chicago Northwest Pacific 4-6-2 which is usually used on light freight duty: usually 15 cars. I also have four 4-4-2 Atlantics, all of the same design, but lettered for different roads. These are used in light but fast passenger service and sometimes very very small freights of about 10 cars or less. My switching is done by a Nickel Plate road 0-8-0 which I understand is almost identical to the New Haven's 0-8-0's. My smallest wheel arrangement and also the last members of my steam roster are two 4-4-0's which are seldom used but are always ready for helper service.

On my present layout, two trains can run at one time. The operating voltage is a maximum of 37 volts of rectified D.C. It may seem a lot but this high voltage is needed when doubleheading, or when starting a large freight proves to be a problem.

My trackage is far from complete, so describing it would be useless except to say my sidings are capable of holding all of my rolling stock and my engine facilities which, of course, include a turntable, and could hold most of the motive power. I figure I have about 250 feet of track, most of which will someday have an outside third rail. Construction time already involved I guess would be close to 2½ years. Peace!

Getting to Know You!

JIM TILLEY: "New Haven is my favorite road, and I am busy buying and trading items of the NH. I am a member of NMRA, The Railroad Enthusiasts, and the NH Railroad Technical Information Association. I have not ridden on any long distance passenger trains, but this is going to change now that I am working and have applied for my driver's license. I'm a junior at Needham High and am 16. I have no layout of my own, but plan one based on the NH four-tracked "Shore Line" between New York and New Haven."

JOHN TABER: "I am 16 and attend Cranford High School. I have been modeling HO now for four years and before that I had 027. I like to scratchbuild structures, especially E. L. Moore's. I am modeling the New Haven and need help in getting information. I also enjoy photography and playing golf."

TIM VERMANDE: "I'm 16 and model in N scale. My Southold Central Terminal RR is under construction. I'm nearly finished with the passenger terminal, and will have shops, TOFC ramp, ten interchange tracks finished when I get the turnouts. The railroad is in Central Illinois. I hope to run a Turbotrain to St. Louis, theoretically. I'm in the TCN and a member of NARP. I'd like to ride a train someday, but I can't get to PC's station when it's open."

Some Quick Modeling Tips

Do you have a short tip on how to improve modeling abilities? Here are some examples submitted by various TAMR members. If yours is so good, why not let us all in on it? Send your tips to the editor.

MODEL TIP No. 1 by STEVE HARPER

When altering plastic models, use contour putty for filling in holes, lines, etc. This putty can be shaped and sanded to a smooth finish. Usually, you can get it wherever plastic car models, etc., are sold.

MODEL TIP No. 2 by STEVE HARPER

For lightweight coal loads, cut out blocks of styrofoam to fit your cars, then shape with a knife and spray paint flat black. This way, if you put weights in the bottom, your car will have a lower center of gravity making it track better. Also there is no danger of spilling the load if the car tips over.

MODEL TIP No. 3 by JOHN TABER

I am not very artistic, so I ran into a problem when I had to paint mountains on my layout. My method of construction was texture paint over papier-mache. By experimenting I finally found a solution. First I covered everything with a light wash of burnt umber. After this, I dabbed every rock outcropping with a liberal amount of yellow ochre. Then I went over everything with several washes of raw umber, blending the yellow ochre. I applied washes of this until I got the desired shade. For grassy areas, blend a little green and cover with the washes. The process is easy enough. It worked for me; maybe it will work for you.

SHOPTALK

by Doug Rhodes

Few TAMR pikes are set up for the sort of peddler freight operation championed in the model press — industry-to-industry movement of cars copying the prototype. Most of the plans of TAMR members that I have seen have been some variation of the basic oval. My own railway, while perhaps larger than some, is just a figure eight with return cut-off. We TAMR members rarely have the space for the half-dozen-or-more industries required for true peddler operation.

So we are limited to running trains around and around to represent prototype mainline freights and doing the switching to make them up. This can be made more interesting by a system I invented some some time ago.

To keep the trains from always looking the same, and to keep the switch crews from getting lazy, we want each train to have a random assortment of cars. Pick the cars yourself and you will overuse your favorites and subconsciously simplify your switching. If your control panel includes a computer tie-in, you won't need my card selection system for random car selection, but not too many of you are in that category.

It works this way: A card is made up for each car. To make up a train you first decide how many cars it is to be. You then shuffle all the cards and deal off the required number from the top of the deck (this isn't Las Vegas!). The order in which they turn up is the order in which they go into the train. Your switching problem is to get the cars from where they sit in the yard into the right order on the make-up track in the least number of moves.

For the cards I use 3 x 5" file cards cut in half; a paper cutter does this neatly. The card carries the number and type of the car as well as when it was bought or built and any reworking or remodeling that has been done since. A "K" or "H" in the upper right corner tells whether the car has Kadee or horn-hook couplers. Since all my cars are not yet converted to Kadees, this coding scheme is very useful. Thus the cards function as an equipment record as well as an operating system.

I have used this system a lot and have found it an easy method of getting interesting switching and train consists. My present pike has only a short stretch of mainline and the yard is only half finished, so my cards are used only for switching now. But when over-the-road operation is possible, it'll be made more fun by this card system.

Traction and Trolleys

by Mike Matejka

NEW HOTBOX FEATURE

Member Mike Matejka, with this first column, becomes the HB's regular traction reporter. The column, which Mike calls "Traction and Trolleys", will regularly deal with model and prototype topics.

"Modeling Under Wire"

For a combination of almost every fascinating aspect of model railroading, trolley modeling seems to have them all: unusual equipment, passenger and freight operation, scratchbuilding, small space, special structures, and, of course, overhead wire. Let's take a look at each one.

UNUSUAL EQUIPMENT: Every trolley line across the country had cars with its own design. There were open cars, closed cars, city cars, heavy and lightweight interurban cars, freight and maintenance of way equipment. The freight department often boasted of such things as steeple cabs, freight motors, and larger, more powerful locomotives. Each line's M of W crews usually had their own distinctive shop-built equipment such as street sweepers, weed killers, line cars, rail grinders, wire cars and combinations of the above. There were also special cars such as private cars, ambulance cars and others.

OPERATION: Here again there is a plentiful variety. You may choose to model anything from a large system such as the Pacific Electric or the North Shore, or you may decide on something less complicated like the Arkansas Valley Electric or the New York-Chicago Air Line, which started out to link those two cities but only got as far as LaPorte, Indiana, from Chicago with two cars.

SCRATCHBUILDING: There are many good cars available for traction modelers, but these cannot cover the variety that existed. Or maybe you want something special of your own design. For those less-adept modelers, the market has a wide range in prototype and price to suit most anyone.

SMALL SPACE: A trolley layout can be realistically operated on a board wide enough for a single line of track. Using double-ended cars no loops are required nor are complicated terminals.

SPECIAL STRUCTURES: Besides the usual stations there are car barns, power houses, and other structures special for trolley.

OVERHEAD: This scares many prospective trolley modelers, but really it isn't that complicated. There are available overhead systems that practically snap together and there are more complicated ones. Of course if a modeler decides to try something like the complicated catenary of the larger systems such as the Penn Central, he may run into trouble. Overhead wire is also a more realistic version of "third rail". It saves some complicated wiring on such things as return loops.

The most popular scales for trolley modeling are O and HO. This should not discourage those in other scales because trolleys have been built in almost any scale, including N and S. Furthermore, they fit in well with "steam" roads.

NEXT MONTH: A different kind of airline.

The Railroad Architect

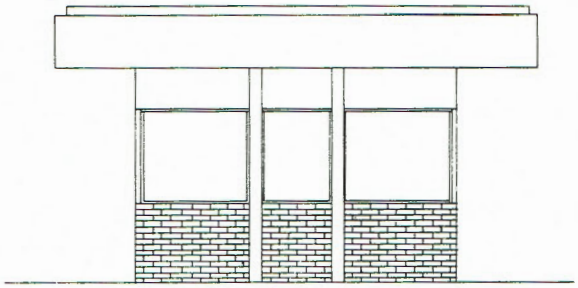
by Doug Rhodes

This modern scalehouse is at the Pacific Great Eastern weigh-in-motion scale at Prince George, British Columbia. This trim little brick, glass and concrete building was part of the fairly recent PGE expansion at Prince George.

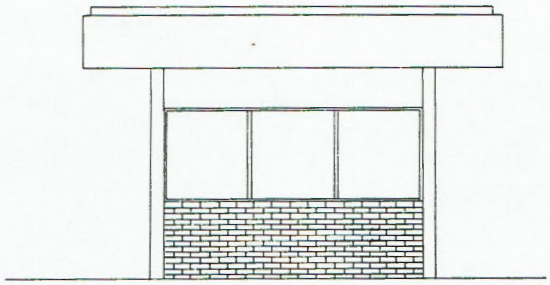
While I estimated the dimensions from a color photo, I'll bet a pair of couplers that the drawings are not too far off the prototype. But there is a slight structural error in them which you more alert readers may pick up. The first letter to get to me with the right error found will get a mention in my Shop Talk column (big deal!).

This attractive little structure should be easy to build using Holgate & Reynolds brick sheet and styrene or basswood strips. You can simplify the window mounting arrangement or you can go all out in copying the prototype. I didn't see the interior, so you're on your own for that detail!

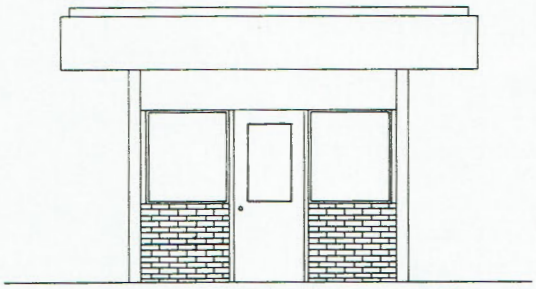
See drawings (insert) ⟶



Side (other side same)



Track End



Street End

SCALE: HO (87:1)

DRAWN BY: Doug Rhodes

1971 TAMR Election

Report from the Election Chairman, Gary Tempco

The 1971 TAMR elections got off to somewhat of a bad start because many members did not receive the last issue of the HOTBOX until after the announced nomination deadline. I'm sorry, but I had no idea that third class would take so long. This issue will be sent first class so that everyone will have a chance to vote, and I hope that all of you DO vote! All it takes is a few minutes to select your candidate, an envelope, and a 6¢ stamp. Read through the biographies presented here, make your choice, and send it in to me. We've got a good variety of candidates, and you should be able to find the one of your choice for each of the four offices. You'll hear about the results in the January HOTBOX.

For President

RONALD HICKS: Ronald is 17, and has been a member for over 1½ years. His articles have appeared several times in the HOTBOX. He says that he has no real gripes about the running of the TAMR, but, as president, Ronald has stated that he would turn his attention toward encouraging more participation in the TAMR by members. As a modeler, Ronald works in N gauge, and he points out that his 8' x 10' railroad might be the largest N gauge road in the TAMR. Aside from model railroading, Ronald is also seriously interested in stereo and hi-fi. A senior in high school, he is a student of physics, math, and electronics.

LLOYD NEAL, age 18, has been a member for over 3½ years. During that time he has been MCR secretary-treasurer, and he is currently serving as TAMR Vice President. Lloyd's articles have commonly popped up in the HOTBOX and in his region publication. If elected, Lloyd states that he will bring various improvements and new services to the TAMR. He is in favor of expanding membership and revenues in the organization. His railroad, the Arkansas Valley & Ozarks, is HO and is based on an 1890 time period. Lloyd is an avid photographer and has displayed his prototype shots in the HOTBOX. Lloyd loves music, especially classical, and plays in the school band. A resident of Georgia, Lloyd is currently a senior at Clarkston High School.

For Vice President

DAN FINCH: Dan has been in TAMR since 1967. He has written for the HOTBOX and is most known for his work in the Narrow Gauge Department. Dan served for a while as the representative for the WCR until he moved to Kansas. One of his main interests in TAMR is overcoming the lack of communication problem which has developed. He mentions that it took two years before he really felt like a member. Dan models the Rio Grande Southern in HOn3. He is 18, and a student at the Kansas State University, where he is in the Pre-Forestry program. Other of Dan's hobbies include a wide variety of outdoor sports.

STEPHEN HARPER: Although a TAMR member for only a year, Steve Harper has been active in a variety of TAMR activities. His articles have appeared often in the HOTBOX, as have some of his photos. He has also helped occasionally with the preparation of the HOTBOX. Currently he is working on starting the TAMR Tape Library. As Vice-President, Steve would work to attract more members to the organization, and he would like to have the duties of VP more clearly defined in the constitution so it won't be merely an office of prestige. Sixteen years old, Steve models in HO and is constructing an 8' x 12' L-shaped layout. Aside from modeling, Steve does some photography, and he's an avid baseball fan.

DAVID JOHNSTON: In his year and a half as a member, David has been active preparing articles for the HOTBOX to enhance the quality of the publication. He is currently known for his work in the HOTBOX Narrow Gauge Department. David's main gripe about the TAMR is the ineffective officers who don't do anything. He proposes starting a membership drive for more members. He models in HOn3, but for space reasons, he has no layout. David is a scratchbuilder, and he is also an active railfan who enjoys riding steam trains. He also enjoys photography, and his favorite road is the Rio Grande Southern. David is 18 years old and a freshman at Memphis State University, where his main studies are in science.

RONALD ST. JOHN is going on into his third year as a member of the TAMR. Ronald has been a frequent contributor to the HOTBOX, and he was responsible for the recent membership posters which appeared in a past HOTBOX. Ronald thinks that the HOTBOX should be mailed first class and that there should also be more membership drives. He models in S scale, and interestingly enough his pike is all tinplate and it would

(Continued next page)

please any collector. Ronald is 18 and a senior in high school. He would like to go into an electrical union afterwards. One of his other hobbies is hotrodding. Next year, he would like to enter his '48 Ford in the Rod & Custom show in New York.

MIKE THOMAS: Mike, a member for two years, distinguished himself this year as chairman of the first TAMR convention, held in St. Louis. Mike considers the TAMR a fraternal organization, but he still feels there is a need for a good member services committee. He would like to work on expanding member services as Vice President. Mike models in N scale, and he is still building his railroad. He is 15, and a sophomore at St. Louis University High School. Reading and science occupy him there.

For Secretary

GARY TEMPCO: Although a member for about only 2½ years, Gary has been extremely active in TAMR, holding several offices and performing many duties. He has been active in the Great Lakes Region, and after holding the office of TAMR Vice President, he served for a time as interim TAMR President. Now Gary is running as the incumbent for the office of Secretary. Gary would like to encourage more member involvement through the HOTBOX, and he would like to see the various regions grow. Gary models in HO, and his railroad connects Chicago, Chattanooga, and Atlanta. Gary is now a high school senior, he plays trombone in the school varsity band and the jazz band. He also collects timetables and railroadiana.

MARK TOMLONSON, 15, was the founder of the N gauge mail interchange known as Transcontinental N (TCN). The TCN was started by Mark almost a year before work was started on the regular TAMR interchange committee. Mark states that he was not really pleased with the TAMR President this year, and he believes that there should have been a recall. Mark models in N gauge, and besides modeling he plays string bass in his school orchestra and band. He also enjoys singing, music, and photography.

For Treasurer

PHILLIP GIEG: Phil has been an active TAMR member for two years. In that time he has come up with writings for the HOTBOX and for the Allegheny Region publication. Now he is chairman of the Interchange Committee, which he is now organizing. As Treasurer, Phil states that he would not only keep track of TAMR funds, but that he would also work on raising more money for the TAMR. Phil is modeling in HO. His Susquha Lines railroad is now in the process of being rebuilt. He is 17 and a junior in high school, where he studies industrial arts. His other interests lie in military history and weaponry, and also in police work.

WALTER ROGERS III: Walter has been a member for four years. More recently he assisted in the TAMR convention in St. Louis. He notes that communication between officers is lacking, and that he would like to improve the situation. Walt models in HO, but his pike is dismantled. Instead, he operates over the trackage of a club. His favorite road is the Penn Central. If he is appointed, Walter aspires to attend the U.S. Naval Academy. He is currently a science and math student.

NOW that you have all the information, make your intentions known! Use the enclosed card to vote...stick it into an envelope...and mail it to Gary Tempco by December 19, 1970!

Snow Scene Photography

by Jay Franklin

Not long ago, I came upon the idea of sending photo Christmas cards to my railroading friends. These cards can be made for a rather small cost (with black and white film) at your local camera shop. I tried to get some sort of Christmas looking scene on my cards using a railroad subject. The first year, I used the prototype for my picture, but I later became interested in taking pictures of my models. This quite naturally lead me to the use of my models in a snowy Christmas type scene.

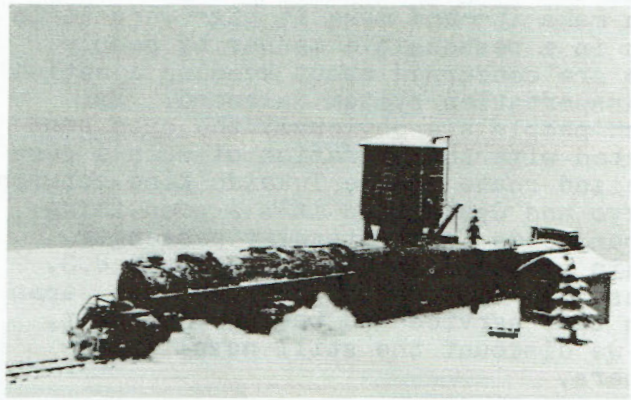
In this part of the article, we'll discuss just the setting up of the scene. Afterwhile we'll be concerned with the photography, so better see about borrowing that expensive 35mm single reflex camera from your dad or friend.

To begin with, you need a good medium to represent the snow. There is no one finer material available than good old white corn starch. In setting the scene, you'll need some sort of table, a white sheet to cover the table, and either a screen or backdrop behind. I used an old projector screen behind my photos!

The scene itself should include buildings, a long length of track (so the ends won't show in the photo), some trees, people, and autos, and of course a train of some sort. A plow train would be especially interesting in such a scene, and this will be the subject of some future photos for my camera.

Once your scene is set, take a flour sifter and begin lightly sifting the corn starch over the scene. It will fall with an amazing natural appearance and can be blown off all the locomotives, cars and details when the photo has been taken. Using the white sheet eliminates the need to use a lot of starch to cover the entire table, and the use of a snow scene eliminates a lot of scenery. I found that cheap plastic pine trees such as the type made by the makers of Plasticville structures look quite realistic when given a light coat of the powdered starch. Of course, other types of trees would be without foliage in a winter scene.

The most basic thing in model photography is a long exposure time with a tiny lens opening. The longer the exposure, the better the detail and the less fuzziness your picture will have. To get this long exposure, your lens opening must be extremely small (this also cuts down on the out-of-focus due to bending of light waves). A good 35mm camera can be adjusted down to a very small lens opening, like the specially-made pinhole cameras. The camera would be adjusted down to the point for a very close field, usually about 16" at best without a close-up lens. Then the exposure time should be long enough to produce a clear image for the size of the lens opening. You may have to try several different settings and see what is best.



The film which has been found best for model photography is Kodak Panatomic-X, 35mm black-and-white film. I used the smallest lens opening on my father's German-made single-reflex 35mm camera with a time setting of either 1/25 or 1/50 of a second. Better detail could be achieved by using an even smaller opening (such as a pinhole) and a longer exposure time with close-up lenses. However, keep in mind that a longer exposure will require a tripod or some other means of supporting the camera so as not to jar it during the exposure. Also keep in mind that I was taking my pictures out-of-doors using direct sunlight and setting my light with a light meter. Taking pictures indoors will require a longer exposure time or lots of artificial lighting. Also, whatever you do, don't use a wide-angle lens, or you'll get more background and sides than you want.

I hope that this article will help many would-be model photographers in some way or another. Even if you don't have a good 35mm camera, you may find another which works as well for your purpose. The use of a single reflex camera allows you to see exactly what you will get in the picture by viewing through the lens. Using a camera with some other type of viewfinder would complicate matters, because you won't be viewing the exact area you will get on such a small scene.

I hope you have enjoyed this article and learned something about the art of taking pictures of model scenes.

HOTBOX GOES WORLDWIDE!

Japan: Doug Kocher

It's incredible. Japan is living proof that the long distance passenger train can make it—and make it big—when it is run in a responsible manner by people who are concerned about keeping a nation's transportation system balanced. But such people are obviously the ones connected with the operation of such a publicized route as the Tokaido Line between Tokyo and Osaka, and it's a good thing: Japan needs fast intercity passenger train service just as much as the U.S. does. The main point here is that Japan has that service and the U.S. doesn't, if we discount the still novel Metroliners.

The Tokaido Line is easily the most famous of all Japanese rail routes, but there are other less spectacular runs which have service so outstanding that to avoid mentioning them would be to insult exceptionally fine examples of really decent passenger train service. For example, the Tobu Railways. The express trains on this route feature stewardesses, girl snackbar attendants, (you don't have to know any English to find out if they like you—they're real friendly), widely-spaced reclining seats, fold-out bar service tables, menus delivered to your seats along with snacks and drinks (try hot Saki or Japanese beer if you've never had either), and announcements in both Japanese and English over the train intercom. At the end of your trip the stewardess stands at the door and personally thanks each passenger for having made the trip—that will sound familiar to members who have done any flying. This type of service receives its own rewards in the form of exceedingly high patronage; all seats are specifically reserved and assigned in advance, so if you want to ride the Tobu Railways out of Tokyo or from another point be sure and have your reservations. Incidentally, the route goes through some beautiful countryside after leaving Tokyo. And I must also point out that the train hits a top speed of only 65 mph, discounting the tired theory that passenger trains have to be fast to attract any significant patronage.

But you are probably most interested in the Tokaido Line Bullet trains which operate at a top speed of 130 mph. I have done quite a bit of reading on these trains and thought myself to be relatively prepared for the Bullet trains, but when that first one swept past me at Odawara station I couldn't believe my eyes. These trains are so vastly superior to the U.S. Metroliners that there is really no comparison, especially once you have made a trip on both trains. The Bullet trains are incredibly smooth-riding, so much so that you can put a glass of whatever it is you're drinking on the window table and not have it spill a drop over the entire route—and at 130 mph! The only time, by the way, that you have any conception of the high speeds is when you're standing on a station platform and one goes by. Then you really know what speed is! Inside the effect of speed is much less pronounced, except for when the train is passing cars on nearby roadways. Seating inside is 3 and 2, and service is either from the window-facing-served-from-behind counter cars or by Japanese girls who wheel service carts up and down the train. Train officials pass through frequently up and down the train, making routine checks. Most of the Bullet trains are from 14 to 18 cars in length, and like the trains (Express) of the Tobu Railways the seats are all reserved. If you can picture an 18 car Bullet train with every seat occupied, then you have a realistic picture of just how popular this service is in Japan. From its inauguration around 5 years ago, the popularity of the Bullet trains has truly increased tremendously. You'd think that this would make the people at Japanese National very happy, and of course it does, but they still have one complaint: the Bullet trains are too slow. JN envisions 190 mph Super Bullets, not a difficult thing to imagine judging from the advanced state of Japan's transportational technology. That new higher speed and still higher speeds after that are certainly just around the corner.

I really could spend a great deal of time expressing my own admiration for Japan's total transportation network, but there is still a need to lay to rest some old myths which dull technocrats in the U.S. have been propagating ever since the inauguration of Tokaido Line service. The AAR (Association of American Railroads) craftily pointed out in a crude

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HB goes worldwide!

Western Africa: Eric Gunn

This summer, while visiting Africa with my parents, I managed to gather interesting data on some of the railroads on that continent which I think might be of interest to HOTBOX readers.

In the three former French countries we visited—Senegal, Mali, and the Ivory Coast—the railroad equipment is basically of European design, having buffer beams, etc. Most of the railroads are dieselized, and I saw no steam power. The diesels do not resemble the prototypes of the Maerklin models, rather they seemed to be Europeanized SW-7's. Freight is hauled mostly in four-wheeled box cars and flat cars. The tracks are generally standard gauge.

Between the capital cities of Dakar (in Senegal), and Bamako (in Mali) there is a single-track mainline on which an occasional passenger train is run from one end to another. However, new governments occasionally bring in new rulings, including a prohibition of trains crossing the border, but that's another story. On this particular run, trains are mostly coaches (usually standing-room only) with perhaps a baggage car. The trip takes thirty hours. We never took the trip, but bridged the distance with a far less interesting 1½ hour jet flight.

In the Ivory Coast, equipment is similar. Although logging plays an important part in that country, trucks rather than trains haul lumber, while the trains haul peanuts from the north and from the Upper Volta Republic.

A fuel leak in our plane required us to spend the night in Liberia, where I learned that there are no passenger trains there, but that a railroad does connect the iron mines in the northeast with Robertsport, where ore is loaded on boats for America. I think that the line is steam-powered.

Gambia has no railroads, but to see the countryside, we went by taxi from Gambia back to Dakar, a distance of 200 miles and 5 hours. The trip was well worth it, for across the border in Senegal we paralleled some narrow gauge tracks, purpose unknown.

The whole purpose of our five-week trip was for my father, who teaches anthropology at Lincoln University, to gather materials for his classes. Naturally, he wants to go again, and he suggests that we travel around by train. I'm not so sure. How would you like to spend thirty hours standing up in a crowded coach without even a bathroom?

JAPAN: Doug Kocher (Continued)

little propaganda booklet against passenger trains that the Tokaido Lines were "losing money". This was a beautiful piece of slanted truth if I ever saw one, for in actuality the Bullet trains lost money only in the initial years while Japanese National was paying off the immense cost of initial construction. I can tell you with complete certainty that JNR is making money on the Bullet trains, and a hell of a lot of it at that. So profitable is the line that in fact the government wishes to expand service to other cities as well.

There is also a rumor that the Bullet trains are successful because of certain mysterious sociological differences that Japan has in relation to the U.S. A more ridiculous falsification I may never again hear, for it is patently absurd. What is true is that Japan's interurban mobility problems are strikingly similar to those of the U.S. and in fact parallel to a great degree. For example, the popular Metroliner service—though it needs much more technical upgrading—operates in a corridor quite similar to the dense counterpart between Tokyo and Osaka. Yet it took only the offer of a fast ground transportation system to make the Metroliner the success that it now is.

Here I could take off on one of my famous ground transportation lectures, but that would violate an agreement I have going with my colleague Doug Rhodes—so I'll be silent for the moment until my Canadian friend and I can coordinate some opposing views for publication here in the HOTBOX. The only point which I presently wish to make in regards to Japan's train service is that the overall railway system there is making that country breathe much easier as its population increases, both in humans and automobiles. The trains are performing

(Continued page 18)

HB goes worldwide!

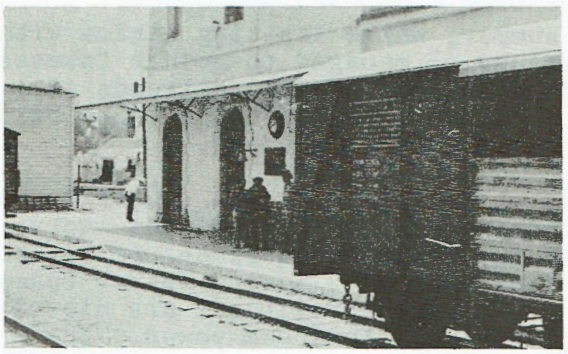
Greece: Tom Papadeas

When it was all over, I had spent over 40 hours traveling on the Greek railroads, and I am still wondering how I did it. But I did, and it's worth a story for the HOTBOX. Although Greece has two main divisions of the rail system, the Greek State Railways (SEK) and the Athens-Peloponnese Railways (SPAP), I only had the opportunity to ride the latter during my travels through Greece, and this narrow gauge line was by far the most interesting.

SPAP, which for you Greek scholars stands for "Siderodromoi Peloponnesou Athenai Piraius", is actually the southern division of SEK, Greek State Railways. From Athens, this meter-gauge line crosses the famous Corinth Canal and encircles the Peloponnesus peninsula in the south. At Corinth, the line splits, one branch heading east and south, and the other west and south until they meet once again at the common terminal in Kalamata on the southern part of the peninsula. The entire system is single-tracked over which diesel-powered passenger trains and freights run frequently. Although Greece has little dependence on its rail system, being primarily a maritime nation, and having expanded its highway systems.

Rolling stock generally follows the European prototypes with variations made to accomodate the meter-gauge situation. A notable exception to the European practice and suggesting memories of home are the Alco diesel road switchers which are the mainstay of the locomotive roster. Supplementing these are Japanese-made switchers, and a very small portion of steam, which remains only until dieselization is complete. The steamers include American-made Vulcan 2-6-2's and European 0-4-0T's which are used almost exclusively for minor switching duties, with occasional steam-powered freights taking to the road. Passenger trains are evenly divided between Alco diesel-drawn coaches, and two and three car articulated diesel railcars, which do the express train honors. Freight trains were usually comprised of tiny four-wheel boxcars, although I occasionally found such things as tank cars, flat cars, and even container cars!

I didn't know what to expect the day I took my first Greek train trip, so I purchased a reserved first class seat



on the morning local to Pyrgos. Although it was first class passage for a seven-hour, 250 mile trip, I did get a half-off student discount, so for a roundtrip ticket I paid all of 144 drachmas (or $4.80!). My fears of what the Greek trains might be like were first laid aside when I boarded the first class section of the diesel-drawn coach at the Athens SPAP station. The compartment, which took up half of the 60' coach, had about a dozen red plush reclining seats resembling those in an American parlor car. The large windows beside the three-abreast seats were easily opened, since the cars were not air-conditioned, but so much the better because I like nothing more than leaning out an open train window. As we pulled out, the ride was as smooth and quiet as anything to be found on an American long-distance coach.

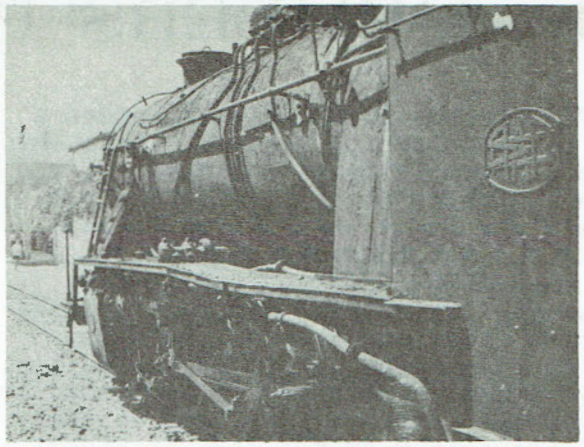
Soon after we left the capital city, Athens, the track had become single track and we were soon put in the hole at an outlying siding (whistle stop) to wait for an opposing train. This was to be the first of many stops for this purpose and, surprisingly, they seldom caused delay more than a very few minutes. As we halted, I hopped out to watch the passing railcars clear the

(Continued next page)

mainline for our train. A short blast of horns, and we were off, clinging to the cliffsides on the Saronic Gulf as we prodded up the steep grades toward the Isthmus of Corinth, where the canal was to be crossed. One thing I learned was that this railroad was never one known for speed. Due to the rugged outline of the Greek countryside, frequent curves, difficult grades, and some treacherous passes, the Greek train journey is a tedious one, with speeds rarely exceeding 45 mph.

During my extra time, I found my sizable chair a good one in which to sit back, read, sleep, or watch the unforgettable countryside. I ventured a look at the second class sections, which would have cost me about $1.50 less for my trip. The seating density was equal to that of a rapid transit car, with bench-like four-abreast seats, and a noisy mass of Greek humanity occupying them, not as bad as I had been told, but I was already spoiled by first class. In one coach there was a small snack bar where for 13¢ one could buy some souvlakia, bits of fresh roasted lamb on a stick and a piece of bread, a favorite Greek treat comparable to American hamburgers, and for only 10¢ the thirsty passenger could purchase, of all things, a bottle of Coca-Cola. At station stops, very frequent for my local train, occasional hawkers would rush up to the windows selling grapes, souvlakia, ice cream, and pastries, or almost anything else. The conductor, sloppily attired in a wornout uniform, officiously lifts the tickets and gives each a close scrutiny before stuffing them in his pocket.

After a quick stop at the Isthmos station, where the red-capped stationmaster came from his shanty to hustle folks on and off the train before blowing his whistle to signal us to go, we cautiously rumbled across the steel framework of the bridge across the Corinth Canal. This engineering marvel is a four-mile, hundred-foot-wide by 400-foot-deep cut through the narrow isthmus which makes the Peloponnese indeed a peninsula. The canal gives ships an easy link between Athens and Italy. Every eye in the train is on the awesome manmade gorge beneath. Soon we were briskly going downgrade again until we once again followed the shore of the Gulf of Corinth close to sea level. A friendly English-speaking trainman explained that depending on what side of the train I sit on during during the stretch from Corinth to Patras I have my choice of rugged mountain scenery or seaside scenery. I liked both, and there was a lion's share of scenery on this road. Meanwhile, the trainmen thumbed through my copy of TRAINS.



I made a detour on the way, getting off at Diakofto to ride a narrow-narrow gauge rack railway into the towering mountains nearby. I climbed aboard a three-car train which consisted of a coach on each end and a diesel power unit in the middle. The train was obviously designed to exploit the incredible scenery which lay ahead. The line was a rack line in the parts where grades were almost impossibly conquered, and I almost forgot to mention that the width of this track was super-narrow gauge—only 0.75 meter. I could hardly do justice to the countryside this line traversed, except to say that it was definitely a candidate for the Grand Canyon of Greece.

I once again grabbed a mainline train and this one was a three-unit articulated diesel railcar which was scheduled as an express. I was quite relieved that this train passed many of the all-too-frequent whistle stops along the way. From the train window I caught my first of some very rare glimpses of live steam. This example was a 2-6-2 Vulcan-made road engine which stands by in case of a loco failure along the line. Soon afterwards, as we stopped in Patras, a major western city, I found one of those 0-4-0T's doing some switching work at the station. It was refreshing to see live steam in regular service once more, however rare it may be even in Greece.

Another hour of slow, winding passes, of open-windowed riding along a richly scenicked region, of occasional passings at small stations, and I reached the station on the mainline where I hopped a local railcar for a five-minute run to my final destination, Bartholomio. I had many other opportunities to travel this route by train, and I took them, passing up even the 50-minute plane ride. I never did get beyond the narrow gauge SPAP system, but I can't complain. It was as if I had turned back the clock to recapture some of that old-time excitement of railroading which we in the States are rapidly losing.

The MEMBERS' Page

CONTEST!! The HOTBOX has announced a new contest for its readers. This one is a fiction writer's contest. If you have a little bit of novelist in you, take a chance by thinking up a good railroad fiction story and writing it for the HOTBOX. If you really feel creative, try writing a model railroad fiction story and see what happens. All entries to be judged by the editor. First prize: your story is published in the HOTBOX, and the next time he sees you, the editor or the TAMR President will shake your hand. Write! First entries should be in sometime in December.

GREETINGS: More than twenty new TAMR members have joined us recently and you will find their names and addresses in this issue. One distinguished name that appears on the list is that of associate member Mr. Russell G. Larson. Mr. Larson is the Associate Editor of the well-known hobby magazine MODEL RAILROADER, produced by Kalmbach Publishing Co. We welcome him to membership in the TAMR.

COMMITTEES: Steve Harper, chairman of the new TAMR Tape Library Committee, has reported that he is about to get things started. Members are encouraged to produce tapes on a model or prototype subject for the tape library. The tape will then be made available to TAMR members who need such a source of reference. For more details, write to Steve Harper, 330 Middletown Road, Media, Pennsylvania 19032.

CLAIMS DEPARTMENT: George Karcher says this: "I claim to be building the largest model railroad in the TAMR. It is an HO pike that measures 15' x 32'. It features such niceties as HO and HOn3, two standard gauge yards, and an HO, HOn3 interchange yard. To top it all off I am getting started on a 1½" scale live steamer."

LOST AND FOUND: Anyone who wrote to the editor anywhere within the past five months and oddly did not receive a reply can do so now if he writes again. Hurry, while the editor still has his senses about him.

MEMBERSHIP BOOKLETS: If you would like to help in the drive to attract new members to the TAMR, you can obtain some out-of-date illustrated booklets for membership promotion which Vice President Lloyd Neal has on hand. Write to him at: 982 Abingdon Court, Stone Mountain, Georgia 30083.

JAPAN: Doug Kocher (Continued)

vital services and are assuming their own logical role in the total, balanced transportation picture of Japan.

And that, after all, is quite a job for any particular mode of transportation to assume, whether it be in Japan or elsewhere. Yet it is a job which is being done well in that country, and for that I am just as happy as the Japanese. Here I will conclude an article which has already taken up more space than I originally intended (say thanks, Tom). But if there are any TAMR members who want some specifics on Japanese rail service, I'll be glad to give you all the help I can. In the meantime, for the rest of you who may be waiting for some really big Pro/Con articles on passenger train service in the U.S., just keep your eyes out. I know two people who are getting something ready.

TAMR Welcomes New Members

MARK ACUNA
509 Fortuna Ave.
San Leandro, CA 94577
SIERRA PACIFIC RAILROAD
HO-d-a-b-dfp-a-O

GARRY BENNETT
201 Senter Valley
Irving, TX 75060
HO-a-ab-dfp-w-a

MICHAEL BONK
1442 Ashland Ave.
Claremont, CA 91711
SHURAM & SOUTH PERRIN RY.
HO-b-d-a-sf-i-a

RUSSELL CRUMP
4207 Prickly Pear Dr.
Austin, TX 78731
INTERNATIONAL RAILROAD & AIRSHIP TRANSPORT CO.
HO/HOn3-b-b-a-s-n-ac

THOMAS W. CUMMINGS
32931 Southgate Dr.
Livonia, MI 48152
BLACKWATER VALLEY RY.
HO-h-d-b-s-a-a

RALPH DE BLASI
105 Charlann Circle
Cherry Hill, NJ 08034
LEHIGH VALLEY RAILROAD
HO-c-a-b-dfp-a-O

JOSEPH DUFF
3017 Georgetown Rd.
Baltimore, MD 21230
O-b-b-b-dfp-i-O

DAVID ELSE
443 Shuniah St.
Thunder Bay, Ontario
CANADA
RAINY RIVER ROUTE
HO-a-a-b-sdf-n-O

DANNY KONOLD
1004 Tony Dr.
Jonesboro, AR 72401
HO-a-a-b-df-w-O

RUSS LARSON (A)
1027 N. 7th St.
Milwaukee, WI 53233

WALT MARALDO
57 Raymond Ave.
Staten Island, NY 10314
RETLAW & OOLARAM RY.
HO-b-b-b-sdfp-i-O

DAVID MINTER
421-B Dodge Ave.
Evanston, IL 60202
CHICAGO AURORA LA CROSSE & MILWAUKEE
HO-c-a-b-sd-a-c

BENGT MUTEN
6409 Lakeview Dr.
Falls Church, VA 22041
STRAWBERRY FIELDS COUNTY RAILROAD
N-b-b-a-s-w-ac

J. W. PETERSON (A)
7300 Kingswood Dr.
Birmingham, MI 48010
FRANKLIN VALLEY RR.
HO-h-b-a-O-a-a

DAVE RUDDEROW
725 Carol St.
Dover, DE 19901
NEW YORK & LONG BRANCH
N-f-b-b-sp-w-O

BRYCE SANDERS
2118 Albermarle Terrace
Brooklyn, NY 11226
NORTHERN ARIZONA RR.
HO-c-b-a-d-a-ac

E. EDWARD SEUFERT
5613 Fair Oaks Ave.
Baltimore, MD 21214
ALLEGHENY EASTERN
HO-b-d-b-sfp-a-c

BOB SPRAGUE
6014 Namakagan Rd.
Washington, DC 20016
THE ENDOTHA LINE
HO-p-a-b-sdf-a-a

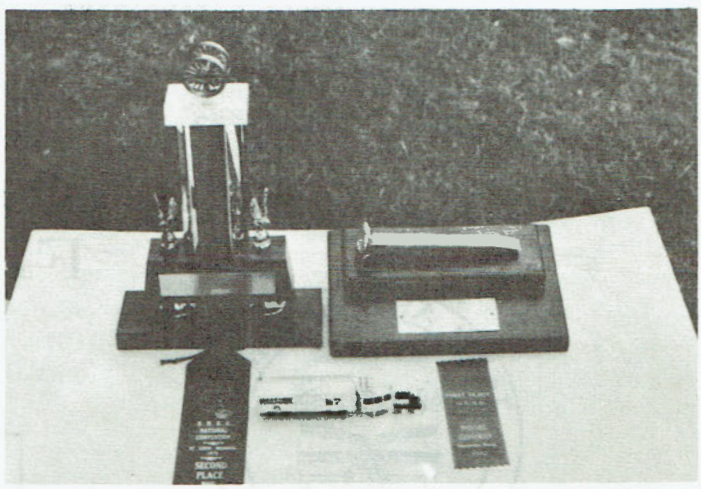
JIM TILLEY
137 Hawthorne Ave.
Needham, MA 02192
NEW YORK NEW HAVEN & HARTFORD RAILROAD CO.
N-s-ab-b-O-i-O

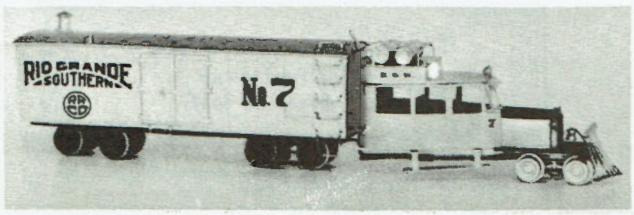
DONALD F. WINSLOW
301 Brentwood Rd.
Hillsborough, CA 94010
DFW TRANSPORTATION SYSTEM
HO-b-a-b-sdp-a-O

JIM WRIGHTSON
3445 N.E. 34
Portland, OR 97212
CUMBERLAND & ESSEX RR.
HO-b-b-a-sdfp-i-O

Award Winner

If you recall, David Johnston wrote in the Members' Page in the July HB about his Galloping Goose model which was a blue ribbon winner at a regional NMRA convention. Since then, David's model has gone on to win national honors at the St. Louis NMRA Convention. Pictured here are the model and the awards David has earned, including the "Youth in Model Railroading" trophy and Second Place in the Diesels and Others category, both given at the national convention. Quite an inspirational accomplishment, David. The HOTBOX and its readers congratulate you!





Clockwise from upper left, the "Youth in Model Railroading Trophy"; "Narrow Gauge Gold Spike Award" SER-NMRA; 1st place, "Diesel Locomotives and Others" SER-NMRA; 2nd place, "Diesel Locomotives and Others" NMRA St. Louis, 1970.

The Waybill

* Indicates New Hotbox Feature appearing in this issue.

The Crew

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