

the **TAMR HOTBOX**

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 7 No. 3

May-June 1971

TP-8



Drawing by Curt Layman.

COME TO THE 1971 TAMR CONVENTION!

New York City - August 12, 13, 14

More Details in This Issue

From the Cab . . .

by Tom Papadeas, Editor

Maybe if I don't say for the umpteenth time that the HOTBOX will be reaching you on time, it will. Actually, it is a little late already, but not as late as it usually does arrive. The deadline for next time, incidentally, is about two weeks after you get this issue. That should give you some time.

A very important issue this time: with it, you will receive the proposed revision of the TAMR constitution which all regular members should vote upon and this proposal, upon ratification, then will become the official TAMR constitution. Also in this HOTBOX are the announced plans for the 1971 TAMR convention which will be held in New York City on August 12, 13, and 14. Excellent planning has gone into this meet, and I recommend that everyone who can make it show up there to meet many fellow members and enjoy a superb program. Also, a look at the past half-year of TAMR history leads me to believe it's editorial time again.

Several newer members have asked that the various regular features of the HOTBOX be once again explained, so here goes:

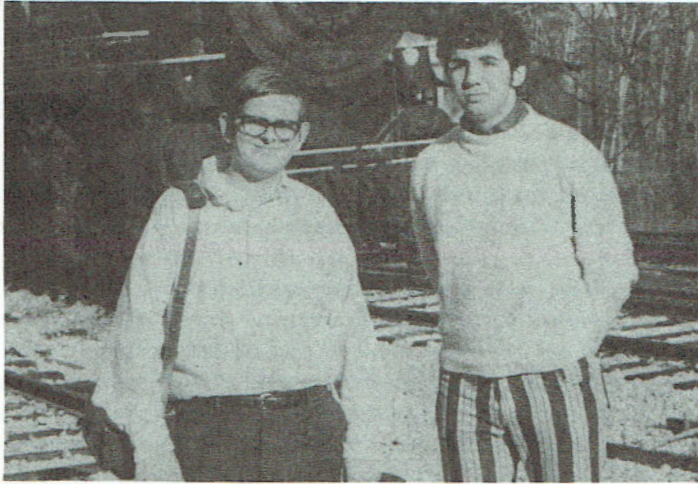
- * **COVER PHOTO** (or drawing, as the case may be): This, as every other part of the HOTBOX, is open for submissions by any TAMR member. I would really prefer model photos from members' railroads for this part, but they have been quite scarce. Any good model shot will have first priority of cover subjects. Photos must be black and white, of excellent clarity, interesting, and size 8x10 (or send a neg).
- * **GETTING TO KNOW YOU:** Any member, new or veteran, who has not already had his life story poured out to the world through the HOTBOX, is invited to send an autobiography of about three paragraphs for publication.
- * **RAILROAD ARCHITECT:** Usually handled by John Johnson, but actually, all readers are invited to send in drawings of buildings and some tips on how to model them. (Drwgs. in black ink on plain white paper, please!)
- * **PHOTO PAGE:** I must make a definite change of rules here. From now on, I will accept only model railroad photos for publication. The only prototype subjects considered will be those of highly unusual interest. Oh yes, also wanted very much are photos of TAMR members

and their activities. A future issue of the HOTBOX will have a page of artwork (any subject) by members.

- * **NEW MEMBERS:** Listings are sent to me by the TAMR secretary as soon as you join us. All changes of address should be sent to me and the sec'y.
- * **REGIONAL WRITE-UP:** News is usually submitted by region heads, but actually, news is welcomed from any region member.
- * **LETTERS TO THE EDITOR** are welcome, and often may be published.
- * **THE MEMBERS' PAGE** is a gossip sheet on which any type of tidbits of news about any TAMR member or his model railroad are published. I must rely on individual members for news, and any sort of trivia from members is especially welcomed.
- * **COMMITTEE CHAIRMEN AND OFFICERS** may report to the members as often as they wish, but they are responsible for getting material in on time.
- * **ADVERTISING** has really been paying off for the HOTBOX. In this issue, ad revenue has come close to \$25, enough to pay for mailing an entire run of the HOTBOX, freeing funds for other TAMR activities. Advertising from members is gleefully accepted.
- * **LAYOUT OF THE MONTH:** Wanted are articles on the subject of your particular model railroad. You may send along photos and diagrams. Candidates for this feature must be completed railroads.
- * **FULL-SIZE ARTICLES,** I'm happy to say, have been flowing in steadily for the first time in HOTBOX history during the past few months. Still, we are experiencing a paucity of modeling articles, and they are eagerly awaited. Photos and drawings may accompany them. I'll admit that I need material for all the other above features more badly than I need full-size articles, but don't let that stop you!
- * **PHOTOS AND DRAWINGS** with articles or for the photo page must follow certain standards. Photos must be black and white, very clear, preferably taken by yourself, and no larger than 4x5" (or you may send a negative).

(Continued on page 5)

ON THE COVER . . . Just for variety, we present this month a cover drawing instead of a photo in order to give our TAMR artists a chance to show their talent. The train of RDC's on the cover was drawn by Curt Layman from a photograph.



HOTBOX Editor Tom Papadeas traveled to Atlanta, Georgia and during his stay enjoyed an all-day visit with TAMR President Lloyd Neal. The two spent many hours discussing the TAMR and the HOTBOX, but took time out to do some railfanning at the steam-operated Stone Mountain Scenic Railroad, and along the tracks of the mixed-train-daily Georgia Railroad. In this photo, Lloyd Neal, at left, pauses with the editor near one of the Stone Mountain steamers.

1971 TAMR Elections

The current slate of elected officers of the TAMR have indicated their willingness to retire from office before their full year has passed in order that the elections might once again be restored to the time of year indicated by the present TAMR Constitution, and as suggested in the newly-proposed Constitution. Therefore, in order that new officers be installed by October 1, I, President Lloyd Neal, have ordered that the nomination process shall begin with this issue of the HOTBOX. Therefore, this shall serve as an announcement that all nominations of candidates for elected office are now being accepted by Secretary Gary Tempco UNTIL JULY 31. The offices up for election are those of President, Vice President, Secretary, and Treasurer. Any Regular member may run for office as long as he is either nominated by himself or by some other Regular TAMR member. It should be noted, however, that the revised TAMR Constitution, now up for approval of the members, calls for a minimum age of 15 for any candidate for the Presidency. Due to a lack of space, a form for making nominations will not be provided in the HOTBOX. Rather, members should make their nomination intentions known in writing to the TAMR Secretary BY JULY 31. The address is:

Gary Tempco
TAMR Secretary
18401 Wildwood Ave.
Lansing, IL 60438

NOTICE: The revised TAMR Constitution which is now being voted upon by the members has in it the newly-created office of "Auditor", which would be an elected office. Nominations for this office are being accepted by the Secretary, and will appear on the ballot in the next HOTBOX only in the event that the proposed Constitution is ratified.

NEW TAMR TREASURER

Philip Gieg has resigned from his office of TAMR Treasurer as of May, 1971. TAMR President Lloyd Neal has announced that David Johnston will serve out the uncompleted term as acting Treasurer effective June, 1971. All future business for the TAMR Treasurer should go through David Johnston. Dave reports a 6/6/71 balance of \$205.99.

Editorial:

Tale of Two TAMR's

by Tom Papadeas

Are there two TAMR's? Sometimes I feel like there are, for little else can explain the paradoxical progression of the TAMR through the last few months. There is new hope for the TAMR, yet there is a continuing danger of extinction. Maybe you read my editorial in the November HOTBOX? A good many of you did since a gratifying number of responses to it showed many of you painfully aware that the TAMR needed more responsive leadership and some greater initiative. But the time has come for the aggressive thinkers to be aggressive doers, and thus starts the tale of two TAMR's.

The general membership of the TAMR came alive this year like an awakening giant, ready to breathe a new fiery spirit into the order of things. And they set off to work. In the few years that I have been a TAMR member I have never seen such energetic activity at the grassroots level the likes of which could compare to what's been going on these past few months. At last, the common member of the TAMR realized that there is a boundless potential for the TAMR and he (or she) wanted to get involved. And involved they were! Following the lead of the thriving Yankee Region, no less than three more regions determined that they too should get busy. It may have been the initial spark of one member, such as the West Coast's Mike Bonk, or the combined thrust of a number of region members such as those of the Allegheny. And even as it got itself going, one region, the Great Lakes, through Tim Vermande, determined that it would do its best to help its neighbors get started. The HOTBOX has been swamped like never before with articles, advertising, and creative suggestions from all corners. The inspiration and sheer determination of one group of members finally won the approval from the officers to hold a national convention, and these few members, under the direction of Bryce Sanders, have been completing plans for a 100% TAMR Convention which rivals the planning for any model railroad convention. Across the country and the world, members determined that it was up to them to build for the better of all TAMR members. Even the parents of members pitched in to help. There are things to point at: finally, we have a workable con-

stitution, we have revived a member service committee. We have life and we have the aggressive spirit.

Well, most of us do. Now the other TAMR is found. This is the lacklustre organization, the unproductiveness of which convinced the common member that it was all up to him, and it has been thanks to that common member that we have come this far as well as we are. However, while some members were overtaken by this new frenzy to grow, grow, grow, we all missed the boat in building for ourselves an efficient leadership that should provide us with the administrative framework to give us unity, and to work not only for the preservation of the membership rolls, but for an urgently-needed increase in them. The TAMR has not equipped itself with the leadership necessary to spread the current spark of enthusiasm to all sectors of the group, nor has there been any attempt on the part of the TAMR leadership to honestly recognize and exploit the vast potential of the TAMR. Instead, we have been content with officers whose "live and let live" policy has left TAMR to continue its snail's pace in the ever-booming realm of the model railroad hobby.

The total energies of the current TAMR administration is roughly equal to that of a five-year old flashlight battery. Things got no worse this time, in fact the 1971 administration is a marked improvement over that of the past year, but still the comparative efforts of the common member and the critical need for expansion for survival have left it way behind in the dust, sort of like what has happened to the passenger train. The current officers each have an assigned duty and each carries it out. The president makes decisions, the vice president recruits new members, the treasurer monitors the finances, and the secretary maintains the records. However, their most important duty is to advance the well-being of the organization by producing ideas and programs, by experimenting with techniques for increased action, by spreading a zealous spirit for the old TAMR to all the members, and generally to be creative enough to maintain a smoothly-functioning organization in the midst of all this. The key words are initiative and creativity. All these are the combined duties of the officers. So far, our administration has made decisions (although sometimes dawdling painfully), recruited members (at least there have been enough to keep us from folding), managed a treasury (this required change of treasurers after the insistence of a non-officer), and kept the records (adequately). That's about it. Creativity and initiative? An unwritten duty,

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Correspondence Exchange Committee

Terrence Burke, chairman of the newly-created Correspondence Exchange Committee (CXC), is now ready to go into operation. The purpose of this new committee is to encourage more communication between members by arranging to put members in contact with fellow members with whom they might share a particular common interest. The committee asks that members supply certain bits of information about themselves to the committee, which will in turn consider your data in relation to that of other members and will be able to direct you to another member with whom you may enjoy corresponding, and the committee may recommend you to other members who wish to contact others. Should you have a question or need help in any particular field, the committee might be able to direct you to someone who could assist you. All this is actually an efficient reconstruction of the old Member Services committee, and if many members supply information about themselves to the committee, it should be very successful in returning more personalized attention to the TAMR member. All you need do is write to Terrence, supplying him with some of the information requested below:

1. Give your name, age, full address, and specific geographic area (i.e., northern Indiana) or metropolitan area.
2. Why do you belong to the TAMR? How did you first hear about it?
3. What is your favorite area in model railroading, and why? In what specific aspects are you most proficient and knowledgeable?
4. What thing(s) about prototype railroads most interest you? Do you like to do a lot of railfanning? Do you collect anything? Do you read much about the railroads?
5. What is your favorite railroad and about which ones do you have a good knowledge? What roads in your area interest you?
6. Do you take photographs? If so, what kind of camera do you use and what types of film?
7. What other non-railroad interests do you have? What else about yourself would you like to mention?
8. Would you like the committee to suggest other members to whom you could write? Would you like to have the committee suggest to others that they contact you?
9. Do you have any suggestions about how this committee could be more helpful to you and to fellow members?

Remember that most of these questions are only part of the committee's suggested list.

If you would like to add anything else about yourself, feel free to do so. It is your committee. Take a few minutes to supply this information about yourself and send it in. You will be contacted shortly afterward. Please cooperate by sending in facts about yourself so that the CXC can better serve you and your fellow TAMR members. All information sheets should be mailed to:

Terrence Burke
1636 Hawthorne Ave.
Westchester, IL 60153

Do it today!



Restoration Plans Now in Progress

Opening Early 1972

Watch for Further News!

Craig Walker, President
Denver Southern Railroad

FROM THE CAB, from page 2

Captions and credits must be on the back of a photo or clipped to the negative. Drawings should be submitted close to actual size, and must be in black ink on clean, plain, white paper.

As I can't stress enough, each and every TAMR member is encouraged to submit material to the HOTBOX. In the past year, contributions to the HOTBOX from members have streamed in at record-breaking rates. The TAMR has been complimented for the heavy support given its publication by the members. We all owe it to ourselves to keep it up!

Don't pass up a chance to go to the first all-TAMR National Convention. I'll be there, and hope I'll be seeing you there. Remember: New York City.....August 12, 13, 14. Details elsewhere in this issue.

As usual, happy reading!

Member Services

Committee Library

by Mike Thomas

One of the things which I said I wanted to do when I was elected was to start a library of articles, plans, etc., as part of a new member services committee. Well, President Lloyd Neal has appointed Mike Matejka as head of the new MSC, and I have started work compiling the library.

I wish to thank everyone who has sent in material or offered help. I am very grateful for their help. And while I hope people continue to send in material, drawings, and so on, what we need even more now is someone to use the library. You certainly need no special talent to do that!

When requesting something from the library, you can ask for something in particular, or something in a general area, such as plans and ideas for passenger terminals. I will send what I think you would be most interested in, and enclose a list of other articles available. You may keep the material for two months, after which time you will be assessed a fine of 25¢ per week. Since two months is quite a long time, I don't think this will be too large a fine. The two months will be figured from the time I mail the material till your return package is postmarked. You will have to return the price of postage along with the material when returning it after you are finished. That is, if the package containing the plans I mail to you cost 12¢ to mail, enclose 12¢ (in stamps, if you wish) with the plans when you mail them back.

Here is a list of things which are either in the library at the time of this writing, or should be by the time you read this:

- Classification of standard types of steam locos according to wheel arrangement.
- Plans for a makeshift work caboose.
- Detailed plans for a Santa Fe Mikado (2-8-2)
- Plans and articles on New Orleans Passenger Terminal.
- Plans for a cattle pen.
- Plans for a roadside gas station.
- Plans for two different complete layouts.
- Articles on how to model roads and hwy's.
- Article on how to weather rolling stock.
- Penn-Central loco roster.

Interchange Committee

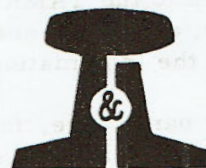
by Mark Tomlinson

As chairman of the interchange committee, I would like to hear from anyone, in any scale, who might be interested in a mail interchange among TAMR members. An N gauge interchange has been underway for about two years, interchanges in other scales would have to be formulated.

Speaking from my own experience in TCN, the N gauge interchange, an interchange of cars becomes an interchange of ideas and personalities. I have found several friends in the TAMR through TCN.

I do most of the parework for TCN, and so somebody else would do it in the other interchanges.

If you are at all interested, please let me know as soon as possible so that the interchanges can move as soon as possible.



When riding the Sunset near
the sunset, the sun sets
serenely, so soothingly slowly.

Texas & Louisiana R.R. - "The Sunset Route"
David Currey, President

INTERCHANGE

WANTED: Back issues of none other than the world famous publication, the TAMR HOTBOX. Issues wanted are:

- August 1968 (if existant)
- All issues before June 1968
- Also information on the number of HOTBOXES ever printed, etc.

If you do not want to part with your back copies, we'll pay for photocopying plus postage.

Donald Roe
P.O. Box 101
Holliston, MA 01746

SAFETY VALVE

by Terrence Burke

I would like to see a section in the HOTBOX much like "Blowing Off Steam" in the NMRA BULLETIN. It would be the only way for a member to convey his thoughts to the rest of the membership. If a person has a gripe, he should have a letter in the HOTBOX explaining his view.

This is one of the major problems with the TAMR today. There is no place for a member to relate his ideas to the entire membership. Without this, there is a breakdown of communication. The only opinion or ideas we get now are from the editor or officers.

We need a broader form of communication since no one now can truly know the mood of the members. The influx of ideas would be tremendous. It will allow committee chairmen, like myself, to cater to the needs of all the members. We should find out what those needs are. It would allow membership to put pressure on the President and the other officers, and then maybe they will produce more action. All you can do now is write them a

letter which they can throw away. Officers cannot turn their backs on published letters and would in turn need to be more responsible. Letters should even help the quality of the HOTBOX by giving praise or criticism of the publication.

My main goal is to form better lines of communication in the TAMR. Everything I have worked on has been dealing with improving communication in the TAMR. Without communication, the TAMR would have no one left. We need a place where our gripes and comments will be heard and appreciated. The communications problem should not lead to the downfall of the TAMR.

EDITOR'S NOTE: What letters of this sort that did come to the HOTBOX have been printed usually, maybe as a "Letter to the Editor". However, a regular section of members' letters should stir more interest and get more members involved. Therefore, effective immediately, we will make "Safety Valve" a regular feature of the TAMR HOTBOX.

LETTER TO THE EDITOR

I am not a member of the TAMR, but I have been reading my daughter's HOTBOX. I like the idea behind TAMR and only regret that the organization did not exist when I was in my teens.

In future years your organization will grow on a much larger scale because I have noticed in visits to the hobby shop that many teens are purchasing railroad models. I think the primary reason more of them are not members of the TAMR is that they do not know of the TAMR. I would like to suggest to your membership committee that some program working through the hobby shops to inform purchasers who are in their teens of the TAMR such as sending cards to hobby dealers to distribute to their teen customers be instituted.

I know that such a program would cost money which the TAMR does not have, but to make a suggestion for raising the funds, I would suggest a lifetime associate membership open to anyone over 19 at a cost of, say, \$25. A dozen or so of these would pay for enough cards to supply fifty or so to some of the major hobby distributors in the major metropolitan areas. The additional membership that would be ob-

tained in future years would more than offset the mailing costs to the "lifetime" members as well as giving the association more money to advertise and inform more potential members where to obtain the obvious benefits of membership.

I personally would be interested in the lifetime deal if it were voted in.

J. W. MOSHER
P.O. Box 29151
Thornton, Colorado

EDITOR'S NOTE: The TAMR members are grateful to Mr. Mosher for his concern for the future of the TAMR and his suggestions, forthwith to be taken up by the officers with the advice of the membership. In the next issue of the HOTBOX, a special section will be run on the subject of the critical need for membership growth in the TAMR and how to tackle it. All readers are invited to write to the HOTBOX and the officers with their thoughts on the subject.

also unheard of. Yes, the officers do their jobs and they do communicate this time, among themselves. But did we elect them to be recordkeepers and figureheads? We need leaders, and we still do. It's nice to want to do your bit for the TAMR, but the TAMR needs more than that bit; it demands tender loving care, not a bunch of managers.

There is no definite division in the tale of two TAMR's between the two groups because many are members of both and respond accordingly. Some of the current leadership were among those who have started projects of their own volition: projects such as the 1971 TAMR Convention, Member Services, and the Constitution. Many of the current doers, chairmen, representatives, editors, others were among these who were content to let the old spirit of the TAMR continue to bog us down while we each worked on our pet plans. The result is a balance of nonprogress which, we have been lucky, has not engulfed us altogether.

How do the two TAMR's become one? No real problem here. Nominations are now being held for new officers for the TAMR. This is the first step in the process by which we select our leaders, and it is the point at which we must go seeking for candidates who have the inspiration and the drive and the willingness to serve us indefatigably, for those who care about the TAMR and don't wish to see it stagnate. There are four positions up for grabs, but they can't merely be "grabbed". If you are running for office, don't do it for the sake of running, or for the thrill of holding office, do it because you have a burning de-

sire to serve. If you nominate another, look for the qualities of leadership and accomplishment in him, don't just throw a name down. The past year was one in which the members proved that they had it in them to put our association on the right track toward prosperity and not merely survival, now it is up to them to select leadership that will aggressively fulfill their hopes for the TAMR.

Who's to blame? Well, on whom did I blame it last time? The members. And once again it must be the entire membership which shoulders the responsibility for maintaining a worthwhile association by demanding excellence from their leaders and not to stop the hounding until they have it. It's a grand thing to see that members have taken it into their hands this year to keep the organization on its feet, but they must look to the leaders of the group and be sure that they are leading and not merely functioning. If we got this far without them, think of what the TAMR could have accomplished if the two TAMR's had worked as one.

* * *

Another serious issue which means life or death to our TAMR is the question of dismal membership growth in the membership rolls, which have taken near-fatal plunges. Membership is the top-priority issue which we must tackle. The next HOTBOX will be a special issue devoted to the examination of our critical need for a growing membership in order to adequately maintain and expand the ideals of the TAMR. All members are invited to write in their comments and suggestions on this topic.

ENDOTHA LINE

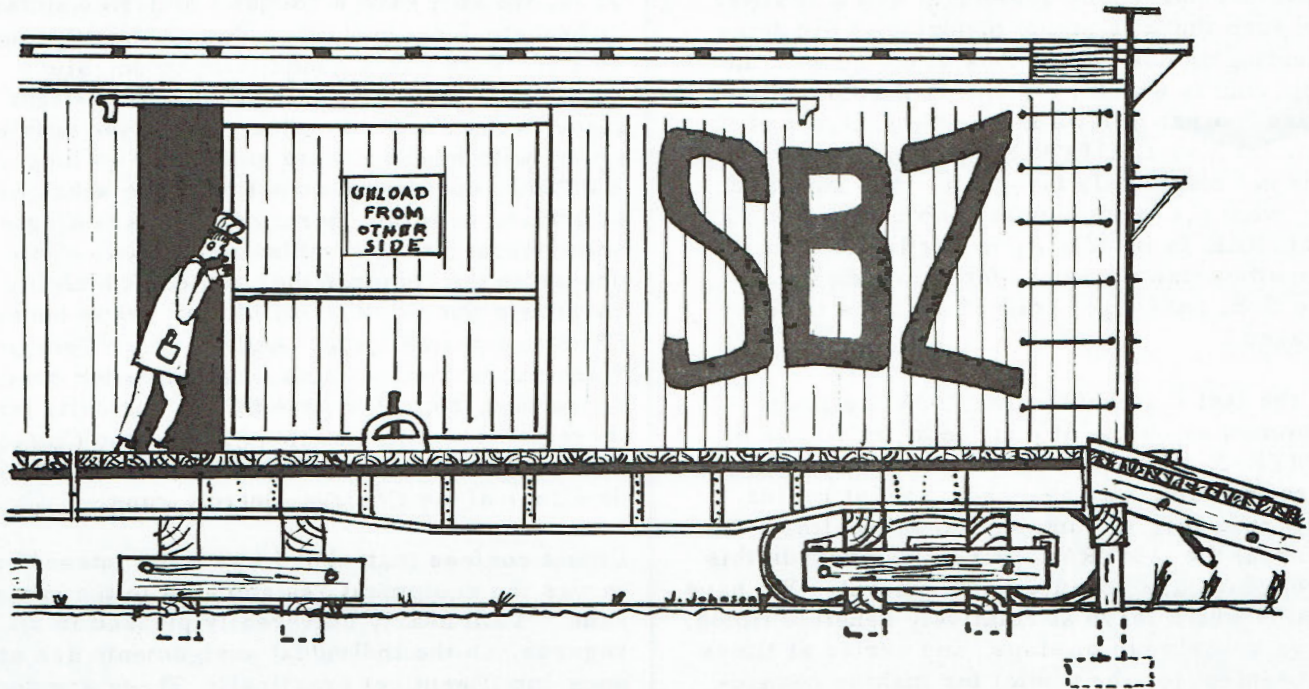
where steam meets diesel--head on



BOB SPRAGUE, Vice President in Charge of Complaints
6014 Namakagan Road
Washington, DC 20016

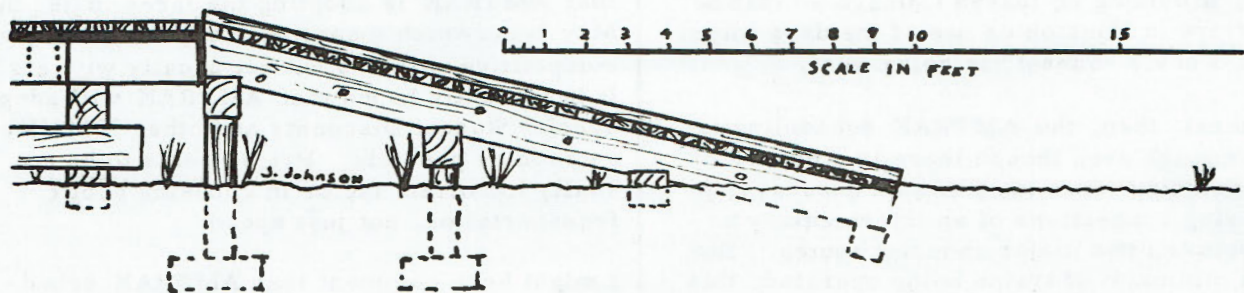
The Railroad Architect

by John Johnson



Do you have one or two beat-up old flatcar bodies that have plunged to the floor one too many times? Here is a way you can use them.

Just put each one on a pile of old ties, next to a siding, and build a ramp up to the end. The photo shows one of these loading (or unloading) docks that the Reading built in Lansdale, Pa. using two of their own old beat-up flatcar bodies.



AMTRAK - The Good and the Bad

by Doug Kocher

Operation by the National Railroad Passenger Corporation (AMTRAK) of virtually all U.S. intercity passenger service is now a reality. As such there is ample opportunity for commenting on how things look at the outset, an opportunity which I for one do not intend to miss. What follows is a basic analysis of the official May 1 AMTRAK system; my comments are not completely favorable, it is admitted, but what the reader must keep in mind is that AMTRAK in its totality is vastly favorable to the otherwise abysmal fate towards which the U.S. passenger train was at one time headed.

In the last issue of the HOTBOX I already commented on the official endpoint routes of AMTRAK (formerly known as RAILPAX before the name was changed). First in line, now however, is comment on scheduling. In general the AMTRAK principles towards this procedure are sound.....in general. We have trains which leave at relatively sensible times, have a minimum of stops, and arrive at times convenient (on the whole) for making connections with other AMTRAK trains. Exceptions to this rule can be found readily enough, however. For example, a person wishing to travel from Chicago to points east of Cincinnati on the Portsmouth line must have a layover of 13 hours.....and conditions are just as bad going the other direction. The assumption, of course, is that not many people are going to want to take a trip of this sort. Likewise, a person wanting to travel from Atlanta to St. Louis will encounter a layover of 11 hours. These are exceptions, however, to the overall practicality of AMTRAK scheduling...for on the whole the directors have done an admirable job of juggling train times so that one can at least meet connections without the abomination of a train leaving from St. Louis 15 minutes before the train from New York gets in. And it is nice to note that one who wishes to travel from Chicago to San Antonio can do so conveniently, providing he leaves Chicago so that he can arrive in Houston on one of the days when the tri-weekly "Sunset" is going west.

In general, then, the AMTRAK scheduling is sound enough even though there is a degree of teeth-grinding when one plans an unusual trip employing connections of an intermediary nature between two major endpoint routes. But with a minimum of trains being operated, this is to be expected. It is by no means an insurmountable hardship.

As far as names go, AMTRAK has preserved the names of virtually all trains which had them. Thus, we still have a "Super Chief/El Capitan", "Abraham Lincoln", "Broadway Limited", and so on. This was a sound thing to do, since sentimentality seems to occupy an important place in the world of trains. I can see nothing wrong with keeping these names for as long as AMTRAK operations do not copy the behavior of private railroad operations. Interestingly, some trains are a combination of two. This occurs in the "South Wind" routes, which incorporate the old "City of Miami" route between Chicago and Kankakee. And the new "George Washington" routes incorporate a motor coach connection from Portsmouth. A curiosity (and there are several) in names is that the Chicago-Carbondale nos. 9 & 10 have no names; neither do either of the Chicago-Detroit runs.

I must confess that what I was most interested in was the equipment assignments to the various runs. I am nearly universally pleased in all regards, as the individual assignments are at once intelligent yet practical. There are some surprises: the new "Southern Crescent" gets dome cars, the "James Whitcomb Riley" keeps its snackbar coach, the extended-to-Kansas City "Spirit of St. Louis" has a diner Lounge, (so does the "South Wind"), the "Denver Zephyr/California Zephyr" gets a coffee-shop dome (from UP?) in addition to the sleeper/observation and a really exemplary food and sleeping complement, while the Seattle-Portland-only trains receive a "lounge-snack" car (whatever that is) and LA-San Diego-only trains get just a lounge in addition to coaches. There are many other interesting equipment assignments, but what is really wonderful is that these AMTRAK trains are going to be comfortable, a word not generally assigned to passenger trains in days of private operations. I for one can hardly wait to start riding them.

A word on fares. At this early stage, it appears that AMTRAK is adopting the fares in use before May 1...which means that in general they are competitive with bus but not usually with air. It is fervently hoped that AMTRAK will adopt special Student Discounts and other incentives as soon as possible. Price seems to be a really important factor in choosing public transportation, not just speed.

I might here comment that AMTRAK scheduled stops are almost unbelievably sparse.

(Continued on next page)

Freight Houses

by Steve Harper

Many modelers have or plan to include a model freight house or station on their layouts. Many, though, don't realize the potential for additional freight traffic it can provide.

The prototype freight house is the place where less-than-carload shipments are loaded and unloaded. Some of the larger ones also handle carload freight. In smaller towns, the freight house and passenger station are usually combined into one building.

In addition to handling shipments, a freight house is many times also the "business office", where

AMTRAK, from page 10

For example, on the Chicago-Cincinnati line the only stops are Homewood, Kankakee, Lafayette, and Indianapolis. Similarly, the "Broadway Limited" speeds right through Indiana, making stops only at Gary and Fort Wayne, while the rest of the route is similarly pruned down in terms of stops. This is a quality observable on all AMTRAK routes; gone completely are the small flagstop stations and intermediate-size towns. In their place are only the really significant cities along the routes. Here many will complain, but I choose to come to AMTRAK's defense. The thing that has killed so many trains is that they must stop at every little dump along the way. The AMTRAK trains can be placed on fast schedules because they serve what is most important in an area sense, not just a selfishly local one. Thus, Marfa, Texas may complain that the "Sunset" passes it by, but in economic terms would it really be worthwhile to have the trains stop there? I think not, nor do I believe that the extra passenger or two that gets on would make the stops advantageous in the long run. What they would do is slow the train down, require station facilities and agents so that people like myself would not complain, and in general bog down the already strained AMTRAK budget.

There is truly enough AMTRAK material to fill this entire issue, but I would rather that the reader get the super-timetable (all route trains in one convenient booklet) and find out for himself all the intricacies of the operations. What is important is that the U.S. now has a really unified passenger system which has numerous advantages that have been outlined plentifully in other articles. This system, in my opinion, merits full support. I can only wish it the best of success.

Doug Kocher is a past president of the TAMR, and is North Indiana membership chairman for the Nat'l. Assn. of Railroad Passengers.

shippers and receivers transact business with the freight agent. They order cars, make arrangements for shipments, and pay their bills.

A freight house is usually a long, low building with a spur track running alongside. A platform for loading and unloading cars runs along the tracks-side of the building. Another platform is commonly used for trucks on the other side. Some freight houses have tracks running inside the building; a few are built on two levels. They can also be several stories high with the upper floors used as warehouses.

Freight houses handle two types of freight: "inbound" and "outbound". Inbound freight is simply the cargo that the cars bring in and outbound freight is that which they take away. The largest freight houses will handle only inbound or outbound freight, while most handle both.

A modeler can simulate this activity by simply providing a side track along the freight house, and provisions for truck transport. Scatter a few assorted crates, barrels, etc. on the platform and have some workmen loading and unloading the cars. If you operate your pike using some type of traffic pattern you can somehow work in less-than-carload shipments arriving and departing from the freight house. This will also provide variety in your shipments, something which is missing in a layout which has only a few industries.

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Scenic Effects for a Larger Layout

by Lloyd Neal

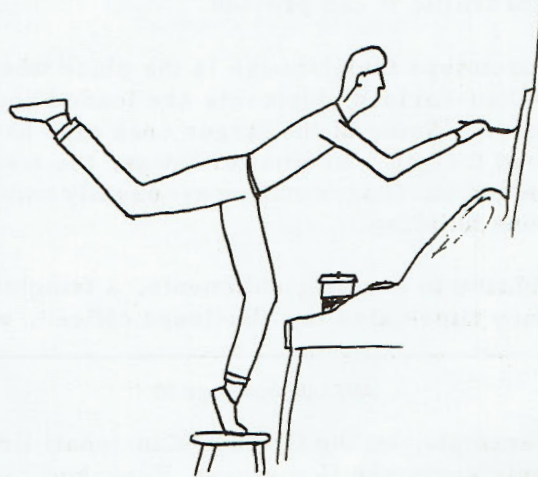
No layout is ever large enough as far as space goes, but with scenery in the right places, your layout can seem twice as large.

Any scenery over your framework helps. When you look at a layout which has bare framework, your eye takes in everything at once, making the entire layout seem very small. Scenery breaks up the sweep of your eye, making it concentrate on individual areas separately. This gives an illusion of a larger layout because you see less of it at one time.

When planning and building scenery, think of it as a series of individual scenes, all connected by one common bond: the railroad and its track. On a larger scale, you may want general scenes such as a yard, rural area, industry, town, etc. Each of these scenes can be divided into smaller scenes taking only a few square inches. A trackside shanty with two men playing checkers, a farmer plowing, workmen repairing a highway are all interesting details to add. Each smaller scene catches the eye and finishes the larger, general scene. The result is that you have created a piece of the world for your trains to serve. Building the scenes is easy, inexpensive, and always draws comments from visitors.

To make your train run seem longer, remember this rule: Anything that hides the train, even briefly, makes the run seem longer. If the run is longer, your layout will seem that way also. This is done by hiding the tracks with tunnels, cuts, buildings, and anything else you can put there. Tunnels are widely used for this and are perfect for the job. A tunnel only a car length or two will do. Cuts have the advantage of hiding the train from some viewpoints, but not from others. A few trees or a line of telephone poles do much to create the illusion of distance. Not only does placing obstructions between you and your train make a run seem longer, but they help give an illusion of business.

Use of structures smaller than the scale of the railroad can create an effect of distance. A carefully-placed N scale structure, for example, can create a long-distance effect for HO. Use small to medium-size structures, rather than large, single structures that may dwarf your trains. Large buildings should only be used if they are a central feature on your layout, and even then they ought to be compressed.



Roads and streams should cut across the layout at odd angles to the edges of your railroad. Structures should also be set at varying angles and not always parallel to the tracks.

These are a few scenic effects to make your layout seem larger. Experiment with different ways and pick the ones that work best for you!



KIAMICHI & NORTHEASTERN RAILROAD

"Route of the Kiamichi Flyer"

Jay Franklin, President

THE PENN-C RAILWAY COMPANY

We are pleased to announce that passes for the PCR are now being issued.

These new passes are the first computerized passes ever traded by an HO railroad. Also, PCR stock is now traded on the HB Stock Exchange.

THOMAS N. PAPADEAS,
Chairman of the Board

TAMR CONVENTION '71

CONVENTION SECTION

New York City — August 12, 13, 14

Bryce Sanders, Chairman

For the first time ever! The national convention of the Teen Association of Model Railroad-ing will be the first national TAMR meet which consists of 100% TAMR activities. Since a number of you expressed a reluctance to run over to London for the NMRA convention, we will have this one on our own. Bryce Sanders is chairman of the convention and he along with others from the Flatbush Division/Yankee Region TAMR are putting together an unforgettable program of modeling, railfan, and social activities for one of the most exciting conventions you'll ever attend.

The Details: The convention will be held in Brooklyn in New York City on Thursday, August 12, through Saturday, August 14. All meals and lodging are included in a low, low registration price of \$15, some of which may be refunded when you reach New York. Bryce and the gang will provide you with accommodations and meals in a very large hall of a local church, and a banquet will be held at a resort restaurant during the Friday fan trip. There will be tours of New York, train and subway riding, modeling contests, guest speakers, hobby shop visits, and a chance to meet and know quite a number of other TAMR members from around the nation.

The Accomodations: If you have ever attended a model railroad convention before, you probably know that a sizeable amount of money is usually the rule when it comes to attending the convention. In order to bring your total costs to a minimum, sleeping arrangements and the preparation of meals for all conventioners will be handled in the spacious hall of the Dutch Reform Church in Brooklyn, New York. This building is three stories and is equipped with gymnasium, auditorium, showers, a lounge, TV, stereo, pool table, pianos, and, believe it or not, a model railroad club on the premises! One hitch to the whole thing, however: you will have to supply your own bedding, since you will be put up on the floor of the hall. This will require a sleeping bag or air mattress or equivalent. If this would cause too great a difficulty for you, contact Bryce to arrange for the necessary material, but please try to supply your own. All meals (except for the banquet) will be prepared and served there at the church. Naturally, there will be chaperones on hand at all times during the convention. Your \$15 regis-

tration fee will cover everything from food and lodging to transportation on fan trips and the banquet. Some of it may be returned to you and you can blow it all at the hobby shops. It is advisable to have a reasonable sum of additional money to cover incidental expenses and for shopping.

From Thursday through Saturday, you will have an on-the-go schedule that will take you from the Grand Central Station to the grand opening of the Northern Arizona Railroad.

Registration time is Thursday afternoon, beginning at 12:00 noon. Sightseeing in Manhattan will be the main event of the afternoon as you visit, among other attractions, the New York Stock Exchange. That evening a dinner will be held at the church with speeches by TAMR officials, and an after-dinner speaker will be heard. Afterwards, the grand opening of Bryce Sanders' Northern Arizona Railroad will kick off an evening of layout and club visits.

Breakfast on Friday will be followed by departure for a fan trip on the Long Island Railroad to Montauk Point, L.I., a 117-mile trip behind an Alco diesel. On the train, clinics and other activities will take place. When you arrive at Montauk, points of interest will be seen before you proceed to a gourmet luncheon at Gurney's, a popular Long Island resort, which will be the site of our official banquet. At the resort, we will hold a model contest and switching contest. Later in the afternoon, we head back to New York via bus and rail, arriving in time for dinner, once again at the church. Plans are being made for a model railroad auction that evening. Business meetings, bull sessions, etc. take place then.

(Continued on next page)

LANSING CONVENTION

The Great Lakes Region will sponsor a convention of TAMR members in Lansing, Illinois this summer. Details were still unavailable at HOTBOX press time, but anyone interested in the TAMR get-together in Lansing should write to Gary Tempco, 18401 Wildwood Ave., Lansing, IL 60438. Gary would like to hold a Thursday thru Saturday meet which will include layout visits and fantrips in and around the Chicago area. Contact him today!

CONVENTION HIGHLIGHTS, from page 13

Saturday morning will be the time for visits to Grand Central and Pennsylvania stations in New York, as well as hobby shop visits. We return for lunch, and departure will follow afternoon meetings and clinics.

The convention planners have been working on their program for six months to assure TAMR members of a successful convention program that will make TAMR history. However, the above activities are subject to changes about which you will be notified as they are made. Possible additions to the schedule include a fantrip on the ultramodern Turbotrain or the famous Metroliner. If you have any suggestions, write them in. If you are interested in attending the TAMR convention (who wouldn't be?), you should advise Bryce Sanders right away so that he can get your name down and also advise you of details of the latest convention developments.

Parents of TAMR members are welcome to participate in convention activities. However, it will be most impractical to provide accommodations for them. For more information on this, you should contact Bryce Sanders. Once again, please note that chaperones will be provided for the entire convention.

If you are arriving on public transportation, make advance arrangements through Bryce and you will be picked up at the rail or bus stations, or at the airports and transported to the convention site. If you have any personal problems or questions regarding convention plans, don't hesitate to contact Bryce.

Don't be left out! Be sure that you are one of the many TAMR members that will be enjoying the incredible events at this most carefully planned national convention. Already, while the HOTBOX is being planned and later typeset, an estimated 20 or more people who have heard about the convention have already indicated their intention to attend. So, you better be there!

For information and latest news, contact:

Bryce Sanders
2118 Albemarle Terrace
Brooklyn, NY 11226
(212) 284-1627

The Allegheny Region

Invites You

The members of the Allegheny Region in the Philadelphia Division invite you to be their guests in the Philadelphia area on your way to or from the TAMR Convention. Plans are being made for TAMR members traveling between their home and New York to visit any of the local participating members during the days before and after the convention. You will be invited to stay at members' houses then and this will give you an added opportunity to do some railfanning or model railroading in this area before you move on to New York. Aside from one of the last remaining interurbans, the world's most modern transit line, or the heavy electric action on the Penn Central mainlines, you might also have the opportunity to visit Philadelphia historical shrines, such as Independence Hall or the Liberty Bell. It is possible also to visit one or two steam railroads which are at hand. Since the convention ends Saturday afternoon, all conventioners will be urged to come down to Philadelphia and stretch their enjoyment by making local fantrips: a possible Sunday's activities might include an excursion to the New Hope & Ivyland steam railroad, or the Strasburg Rail Road and a picnic. Plans are still in the works, but more information should be ready when you read this. If you would like to stay in Philadelphia on any of the days before or after the convention, contact Tom Papadeas for more information.

Philadelphia is a very short 90 miles from New York: 2 hours by car or 1.25 hours by train. If you are driving from the west or the south, Philadelphia is right on your way, just off the Pennsylvania turnpike and Interstate #95. If you come by train, all trains from the west and south go right through Philadelphia. The major airlines all serve Philadelphia, and many bus routes come here. There is a possibility that you could get a ride from here to New York or vice versa. Also, you can take the superfast Metroliner to New York or an economical bus connection. Write for details on how to get here. If you are planning to be in the area for a night, a couple of nights, or just the afternoon, please drop in on the members of the Allegheny Region so they can show you around. Make a vacation you'll never forget: Come to the TAMR convention in New York, and drop in for all the festivities in Philadelphia. So, if you're interested, write to Tom Papadeas for more information and details on this convention bonus!

CONVENTION '71 SCHEDULE OF EVENTS

THURSDAY, AUGUST 12

- Noon - Registration at the Convention Site.
- 1:00 - Sightseeing trip to Manhattan, New York Stock Exchange, other attractions.
- 5:00 - Clinic on the operation of the HOTBOX Stock Exchange.
- 6:00 - Formal dinner at the church, addresses by TAMR Officials.
- 7:30 - Special guest speaker.
- 8:00 - Grand Opening of the Northern Arizona Railroad and tours of other layouts and model railroad clubs.

FRIDAY, AUGUST 13

- 7:00 - Breakfast at the church.
- 8:30 - Fantrip via Long Island Railroad to Montauk Point. Clinics held on train en route.
- 11:30 - Tour of Montauk area and underground LIRR station.
- 12:30 - Gourmet Luncheon at Gurney's. Model and switching contests follow.
- 2:00 - Begin return to New York via bus-rail connection.
- 6:00 - Dinner at the church.
- 8:00 - Model railroad auction (tentative).
- 10:00 - Operation of model railroad club layout. Business meetings.

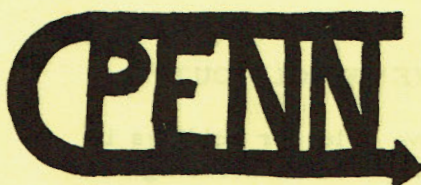
SATURDAY, AUGUST 14

- 9:00 - Breakfast.
- 10:00 - Visit to Grand Central Station, Penn Station, etc.
- Noon - Lunch, clinics, departure.

PHILADELPHIA, PENNSYLVANIA:

The members of the Allegheny Region invite you to enjoy a convention bonus by visiting with the members of the Philadelphia Division on the days preceding and following the TAMR Convention in New York.

THE ABOVE SCHEDULE IS SUBJECT TO CHANGES OF WHICH YOU WILL BE INFORMED.



THE PENN-C RAILWAY INVITES YOU

The unbelievable Penn-C Railway Co. invites you to visit its facilities on your way to or from the 1971 TAMR Convention. For further details, write to us soon!

THOMAS N. PAPADEAS, Chairman of the Board
The Penn-C Railway Co.

Transportation to the Convention

by Tom Papadeas

I have been designated Transportation Coordinator for the 1971 TAMR Convention and will be in charge of assisting TAMR members in traveling to and from the convention in New York. If you plan on attending the TAMR Convention (and many members are!), I will be happy to help you out by supplying you with information on public and highway transportation to the TAMR Convention. If possible, we might be able to get you a ride to the convention and back with a member who might be going by car and will be driving through your area. Also, we will also try to put members on the same train, bus, etc. if they are coming this way, and try to time arrivals in New York so that you may be picked up upon arrival at the terminal.

Let's check on public transportation. New York, of course, is a major transportation hub of the country, and few members should have difficulty reaching the Fun City. New York is the terminal of no less than 9 AMTRAK routes, and dozens of commuter routes. The fare from Boston is \$12.75 one way; from Chicago you can ride the Broadway Limited for \$51.25 one way . . . and throw in \$7 if you want a slumbercoach bed. In most cases, the buses provide more economical service and I'd recommend the routes of the Trailways system.

Perish the thought, but in many cases air travel is quite a bargain itself since you can get all kinds of student discounts. One way from Boston would be \$17; or \$37 from Chicago one way. By the way, if you'd like to continue on to the London NMRA Convention, student fares are now \$190 roundtrip. If you'd fly in to New York, you'd use either Kennedy or LaGuardia airports.

Driving to New York is no problem at all. From the south, use Route 95 all the way; from the midwest, use the Indiana, Ohio, Penna., and New Jersey turnpikes; from the north, Route 95. Try to avoid rush hours like the plague. There will be places to park in the convention area. If another TAMR member is along the way, see if you can pick him up. A really smart move is for an entire carful of members to make the trip. You thus save the staggering proportions of the costs of travel.

You may also wish to route your trip through Philadelphia. See the article, "Allegheny Region Invites You" in this issue for details.

For any travel questions or problems that might arise, please write to me, Tom Papadeas. See you at the 1971 TAMR Convention!

THE NORTHERN ARIZONA RAILROAD

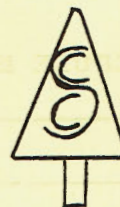
The official host railroad
of the 1971 TAMR Convention.

BRYCE M. SANDERS, President
2118 Albemarle Terrace
Brooklyn, New York

LIMESTONE VALLEY RAILROAD

Passes Traded

P.O. Box 29151, Thornton, Colorado



WE'VE SOLD OUT!

We have sold our holdings in
Louisiana and have bought
the Carson City Southern in Nevada.
Come to our Grand Opening!!

Glenn Butcher, President to Janitor

The Invasion

by Joe Brett

One night a modern HO scale Santa Fe was heading for Clover City from Climax City on a big layout of railroads and terrain in my house. Suddenly the engine stopped running at full speed, and everything fell off the tracks into the small HO scale forest. It knocked down telephone poles, trees, and bushes. The fire department was called in, track crews, and the hospital was busy all night (nothing serious). The 5th accident of the week, and it was only Wednesday!

Accidents were happening all over the place! A Shay hauling coal up a mountain on the other side of the layout was derailed and fell off a 50-foot-high HO bridge. A lot of bushes cushioned the fall, and the loco was alright.

Then one night while working late on wiring a new switch, I saw the invaders: ants! The very next day the battle began!

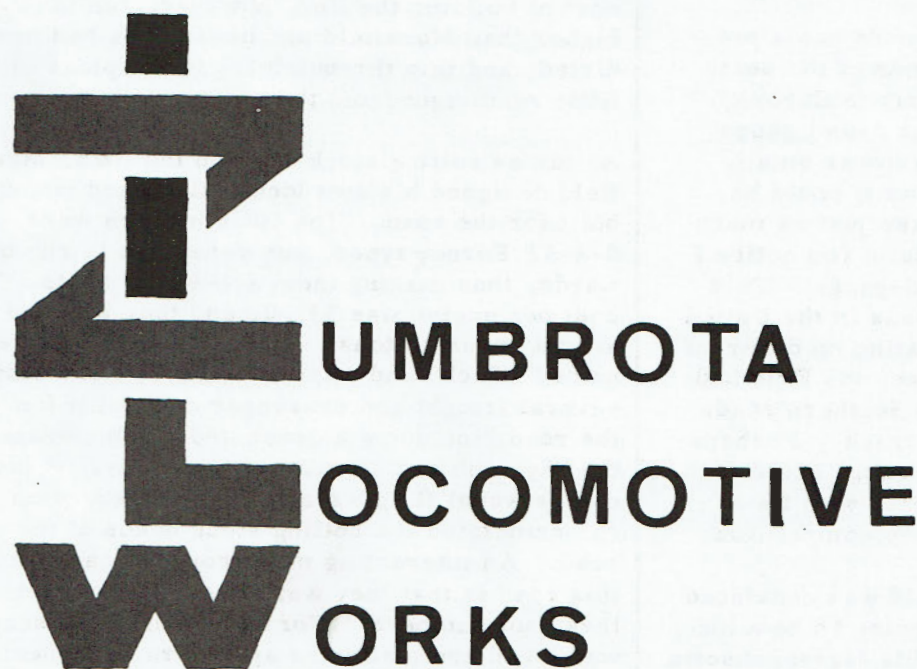
Ants had invaded the cities of the pike. In the mountain regions, to the plains, to the woods, they were everywhere! War was declared, and the first battle started.

Outside Signal Bay Junction was an army base which moved out all armored divisions. It was gas warfare while the ants used guerilla warfare. Gas warfare was used in the form of insecticide. Boxcars were carrying loads of dried forms of ant poison to places around the pike. Track cleaning cars sprayed the poison in order to free the right-of-way of the insects.

Finally I found what the ants were after. Half a candy bar in a bunch of bushes on the side of the mountain was attracting the ants. They came from outside, went under the garage door, up the leg of the layout, and through a hole in the table under a hotel in Clover City.

After the food source was destroyed, they came back and swarmed around the hotel whence they emerged. I couldn't move the hotel out of the way so I broke through with a spraygun right through the roof, and let them have it!

The battle ended right there, and now a monument stands outside the hotel to tell about the invasion that took place there long ago.



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Juniata College
Huntingdon, PA 16652

404 Walnut Ave.
Horsham, PA 19044

Narrow Gauge Department

TWO-FOOT GAUGE . . .

by Jay Franklin

After receiving the go-ahead from Dan Finch for a series of articles in the "Narrow Gauge Department", I decided that it was finally time that I exercised my new rights and let the readers in on a hidden fact. "A hidden fact, did you say?" That's right! Did you know that, as narrow gauge goes, there was more than just the 3-foot variety? There was also the diminutive 2-foot gauge, and it had some pretty important stretches of track, too! So, before you get brainwashed by Finch and Johnson on all this 3-foot stuff, let's look at the Lilliputs.

I plan for this to be a good, long series of articles, perhaps as many as seven, complete with maps, plans, photos. To begin things off, though, we've got to start at the beginning, the place where all 2-foot gauge began: The Festiniog Railway in Wales. The gauge wasn't actually two feet (23.5"), but the fellow who brought the idea to the States in the 1870's promoted it as an even two feet.

I guess every system of railroads has a promoter, and 2-foot gauge had one of the best: George Mansfield. After a trip to Europe, George must have decided that 2-foot gauge could make it big even though it was small. He seemed to have the idea that it could be built and run cheaper, but make just as much profit as the wide-gauge roads. You notice I said wide-gauge, not standard-gauge. This is because many of the railroads in the United States at this time were operating on different gauges of track. For instance, the Erie had 6-foot gauge track, and many Southern roads of this time had 5-foot gauge track. Perhaps Mr. Mansfield thought 2-foot gauge could bring order from this chaos, for with its cheaper costs, it might destroy competition.

In any event, George Mansfield was convinced that 2-foot gauge was really going to be a hit. He started experimenting on his Massachusetts farm with a little railroad he built called the Summer Heights & Hazelwood Valley Railroad. It ran on wooden rails, but it served its pur-

The Billerica & Bedford and Beyond

pose in proving just how wide a car could be carried on the narrow 2-foot gauge rails.

Now all that Mansfield needed were some people to listen to his ideas. As it happened, he found quite a good audience in the Massachusetts towns of Billerica and Bedford. It seemed to him and to the populace of the two towns to be the perfect setting for a railroad, because each of the two towns was currently being served by a different railroad, making a horse-drawn coach the best method of travel between them. Well, it was 1875 when Mansfield and a certain civil engineer ventured toward Billerica and Bedford and got the populations of the places all stirred up over the idea of building a 2-foot gauge road between the towns.

The civil engineer quickly had the towns convinced that the "rugged" terrain was best-suited to narrow gauge, especially cost wise. With a little pushing from Mansfield, the Billerica & Bedford Railroad was chartered in May 1876, the first of the 2-foot-gaugers in America. The cost of building the line, however, ran far higher than Mansfield and his friends had predicted, and this threw a hitch in the plans of the little road right from the start.

As far as rolling stock went on the B&B, Mansfield designed his own locomotive, and two were built for the road. The little engines were 0-4-4T Forney types, but were built to run backwards, thus making them a 4-4-0 of sorts. The cost per engine was \$3500, and they weighed in at just under 12 tons. The locomotives were named "Puck" and "Ariel". There were also several freight and passenger cars built for the road, including a coach and combine named the "Sylvan" and "Fawn" respectively. A boxcar, several flatcars, and an open excursion car completed the rolling stock needs of the road. An interesting note about the cars on this road is that they were designated by letters, not numbers. For instance, the boxcar, which had end platforms and doors, was designated "A". The open excursion car was "C", while the flatcars made up for a few other letters of the alphabet.

(Continued on next page)

The railroad began operation in November 1877 after six months of construction on the 8-mile line between Billerica and Bedford. The little trains made four roundtrips a day with George Mansfield as General Manager and Promoter.

Total costs for operating the road were low, just as Mansfield had predicted, only 13¢/mi. The only problem seemed to be traffic; that is, a lack of it. There really wasn't that much traffic between the two towns to begin with, but Mansfield's fast talk had convinced the good people to invest their money and lose their shirts.

By June 1, 1878, when service was suspended on the B&B, the road had proven that even with small cars on a narrow gauge, a full deficit could still be run up! A week later the property was sold at auction, and an unknown Mr. Brown from New Hampshire purchased the rolling stock and locomotives for \$9000.

However, even before the B&B went on the auction block, George Mansfield was up in Franklin County, Maine, where a railroad



was badly needed. The people of the little towns of Strong, Phillips, Madrid, and Rangely were willing to pledge town credit to help the railroad get started. Well, to make a long story short Mansfield again sold his idea to the people and in March 1879 the Sandy River Railroad was chartered. Mansfield was appointed manager of the new 2-footer, and his first act was to buy the equipment of the B&B from the mysterious Mr. Brown for \$20,000 worth of Sandy River Stock.

Whether Mansfield had just played his cards right or had it planned all along is still anyone's guess, but it was thought by many that he was playing the cost-plus racket. In any event, the failure of the B&B had shown the need for improvements and helped the newly-created Sandy River Railroad get on its feet fast.

Now we are ready to talk about the building of the system of 2-foot gauge roads which will eventually become the famous Sandy River & Rangeley Lakes Railroad. The Sandy River is one of these roads which eventually merge operations to become a 120 mile system of 2-foot gauge. Next issue's article will tell

the story of the building of the 2-foot roads, and the issue after that will carry the story of the SR&RL's life after the merger. So stick around there's more to come!

JAY FRANKLIN, who has written often for the TAMR HOTBOX, also served as TAMR Treasurer in 1970. Other narrow gauge articles by Jay will appear in future issues.

Where to go this summer

Cass Scenic Railroad by Stephen Drago

The Cass Scenic Railroad is located in Cass, Pocahontas County, W. Virginia. The railroad was once a logging railroad, bringing logs down from the top of Bald Knob, the top area of Cheat Mountain, to the sawmill in the Greenbrier Valley.

As the locomotive builds up steam outside, the tourists are free to roam inside the Cass Country Store, the dining car, or the old train station which has several small models inside.

The trip I took was on a wet, foggy day, but I'm sure the trip would have been much better if it were a clear, bright day. The actual trip to the top of Bald Knob takes about two hours. As the train starts off, one of the first sights is the W. Virginia Pulp and Paper Mill. A few minutes later the train passes Cheat River and you're on a switchback, and the journey up the steep grade of Cheat Mountain begins. About half-way up there is a picnic area, but since it was raining, no one stopped to have a picnic. Usually on clear days they let you ride in open cars, but we rode in slightly leaky covered coaches. When you reach the top there are more picnic tables and restrooms and a splendid view on clear days. The fog was thick and we couldn't see more than a few hundred feet.

After a few minutes, the train starts its descent. About five minutes later we stop again to take on water. Each of the road's Shay locos holds over 5,000 gallons of water and uses almost the entire tankful in just one trip. The water is taken in by siphon from the Cheat River. This unique method of operation has been used in lumber railroading since 1902. All of the switches used are hand-operated and someone must jump off the slow-moving train and set them in the desired direction each time the train passes over them.

For me, the trip wasn't really that bad, but I do plan to go again when the weather is better. I'm sure you would enjoy the trip if you were to take it.

Where to go this summer . . .

The Orange Empire Trolley Museum

by Mike Bonk

I'll take you for a ride on our line. The museum is located in Perris, California, near Riverside. As you approach, you see that it is located in a very flat valley with small, rocky hills scattered around, and high mountains to the east. You buy your tickets at the window of our gabled depot, or on the car itself. You will take one car around the loop, probably San Francisco Muni. #171, and then transfer to another, either Los Angeles Railway #525, or Pacific Electric #717 my favorite. The loop car leaves every half hour.

The conductor narrates your trip: "Welcome to the Orange Empire Trolley Museum. You are riding on Muni. car #171, known as the 'Iron Monster'. To give a brief history of the museum: Originally this was the site of the small town of Pinecate. The Spanish name, which means 'stinkbug', reflects the strong Mexican influence at the time. In more recent years the area was covered with potato fields, one of which was bought in 1858 by the Orange Empire Traction Co., founded two years before by 14 Los Angeles businessmen. Incidentally, there are now nearly 800 regular members, and about the same number of associates.

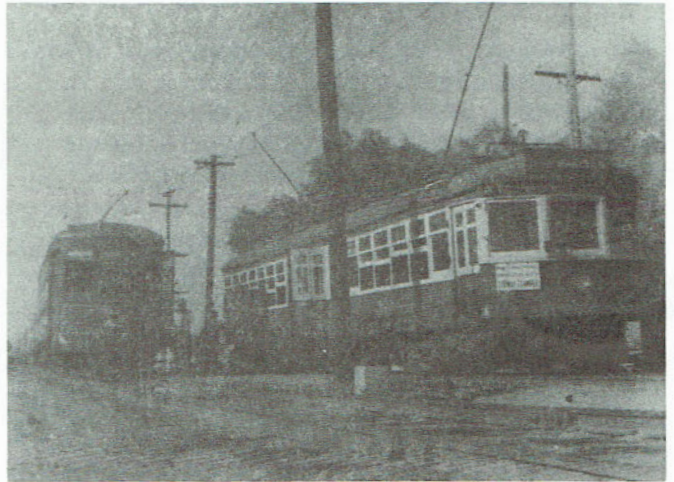
"Track and overhead were bought, often for scrap prices, and construction began on the right-of-way. At present we have about a mile of running trackage, as well as the small storage yards. The trackage you are riding on is dual gauge, being able to accept both standard gauge (4' 8.5") and narrow gauge (42") cars. Most of our equipment is standard gauge, except for our Los Angeles Rwy. cars. These are stored in the car barn which we are now passing. This is narrow gauge only, just as the five car barns which we hope to build soon will be standard gauge only. These structures are necessary to protect our cars from the destructive Southern California sun, which deteriorates the cars as quickly as we can restore them. These buildings are to be connected by the transfer table that you see just beyond the car barn, which will shuttle cars between barns while riding on its own tracks, avoiding the necessity of complicated trackwork inside the barns. We are now passing some PCC cars, which were the streetcar industry's answer to the bus. Around the curve ahead you will see two very sad looking cars. These

Huntington Standards were used in many comedy films of the 1920's with such characters as Laurel and Hardy or the Keystone Kops. They sat on the back lot of a movie studio for many years without shelter, to which they owe their poor condition. Their trucks, motors, and controls are in good condition, though, and will again see use, even if we cannot restore these fine cars. The boxcars, flatcars, and caboose you see were all used on interurban systems, as were the maintenance-of-way cars. A couple of our foreign cars are coming into sight. The wood and steel motor with the silver roof is from the British Columbia Electric Rwy. in Vancouver, B.C. The little blue and white car just ahead is a double deck tram from the Hill of Howth line in Dublin, Ireland. It is the only car of its type in the United States. On the other side is #314, one of the Pacific Electric's 'Big Red Cars'. It is nicknamed the blimp, as it was the largest interurban to see service in Southern California. It was also the last car to see service on the Long Beach line, the last part of the PE system to operate. The last car in line, and perhaps one of the most famous, is our streetcar named Desire from New Orleans. This unusual green car very likely saw service on the NOPSI Desire Line. It is also one of our most ornery cars, apparently disliking our second-hand track, as it often steps off the track, much to the surprise of motormen and passengers alike. Its last excursion saw all 8 wheels off the track, and put it out of commission for nearly two months with a broken leaf spring. It is now limited to the mainline, with which it seems compatible. The dirt area we are passing is going to be our 'trolley-era street', complete with buildings, lights, and signals of the 1930's. Track is being laid there now. To the left is the museum's fire department, a collection of ancient fire engines. These and the other automotive wonders, including old trucks, halftracks, and 'trackless trolleys' will be on display in their own hall in the future. The very large, articulated car next to the depot is from the Key System of San Francisco, and ran on the Bay Bridge. We do not run it, however, because it used a pantograph rather than trolley-poles, and also because of its 110 foot length will barely make the curves; we also do not run anywhere near its 124-person capacity. It is time to transfer to the other car now for

(Continued on next page)

the trip up and down our mainline. Exit to the front, please. Have your transfers ready."

I hope you enjoyed your trip, even if you could not see very much. I would like to mention that all labor is strictly volunteer, and that we operate on dues, donations, and fares. The museum itself has no admission fee, although there is a 50¢ charge for the 15-minute ride, or \$1 for an all-day pass. Being a member is much more fun than being a visitor. Even if you are a hard-core steam fan or (shudder) like those diesel things (each to his own ...?) a couple of visits to the museum may well convert you. Although too many members live much too distant to come out, working is the most fun. I have spent time working in the bookstore, selling tickets, being switchman for switching maneuvers, and many other things. Even being a gandy dancer has its good side. I have spent many weekends removing old PE track the museum has bought. Knocking joints, pulling spikes, loading ties it's all fun when you are with friends, and museum members are almost as friendly as TAMR members! If you have time, and the opportunity, come on out some time! We run every weekend, all year 'round. The accompanying leaflets will tell you about the museum, and help illustrate this article.



Post Script: For those of you who are NMRA members, or who have access to a member, the NMRA Bulletin for April also had an article on the Orange Empire Trolley Museum. The pictures included with the article were taken after the writing. The afternoon was April 4, 1971, and PE #717 was on the loop because NOPSI #913, having been granted the OK for passenger service, was then running on the mainline.

MIKE BONK is current President of the TAMR West Coast Region.

K C C C

THE KENTUCKY COAL AND COKE COMPANY

wish to announce their acquisition of

THE MORGANFIELD AND ATLANTA RAILROAD

to form

**KENTUCKY
WESTERN**

Regional Convention at Wilmington

Bengt Muten, still relishing memories of his first NMRA regional convention last fall in Binghamton, New York, decided that a fine way to bring the Allegheny Region together would be to have its members meet for a regional convention coinciding with the convention of NMRA's Mid-Eastern Region in Wilmington, Delaware on April 22-24. He wrote a letter to Mr. Kenneth Donahoe, MER's chairman for the Wilmington Convention, asking him for a go-ahead on the simultaneous TAMR/MER Convention. What happened that weekend in April will go down in history as one of the most successful and productive TAMR meets ever.

When the big day came, six AR members and two from the Yankee Region were expected to meet for the big weekend in the Delaware metropolis. From the Washington Division, Bengt Muten and Bob Sprague arrived, accompanied by Bob's father, Mr. Wm. Sprague, who, as White House press correspondent for the Voice of America, managed to get the weekend off by promising to do a story on the convention. So he was equipped with a tape recorder and his Minox camera. Bryce Sanders and Harris Chasen, the YR delegation attending the convention at the mild suggestion of the HOTBOX editor, and Steve Harper, AR region rep., were early arrivals from the north. Tom Papadeas, delayed in Washington while entertaining member Doug Kocher, made his arrival on the evening Metroliner. When he entered the luxurious Hotel duPont, Tom was thronged by what he swears was a bunch of convention drunks who promptly escorted him to the contest room, as Tom continued to protest that he'd rather go to his hotel room. John Johnson arrived a bit later on the Metroliner from Philadelphia. Bryce, Harris, and Bengt were in the lobby as John walked in. This touched off a puzzled stare contest between them until Tom stepped from the elevator and announced the arrival of the former TAMR president. A bunch of convention drunks took John to the hotel room which he would share with Tom and Bengt. So the night was off with a bang. The contest and manufacturers' rooms were quite thoroughly examined by each TAMR member. And none of the TAMR delegation will ever forget how Bengt, with his Swedish grace and finesse, would corner some poor soul on every elevator ride and mercilessly ask him why he wasn't a member of the TAMR. That night we also met an associate member of the TAMR, Mr. Richard Bradley. The fan trip was bright and early the next morning, so a brief bull session was held and Steve took Bryce and Harris back home with

him while the other conventioners remained at the duPont.

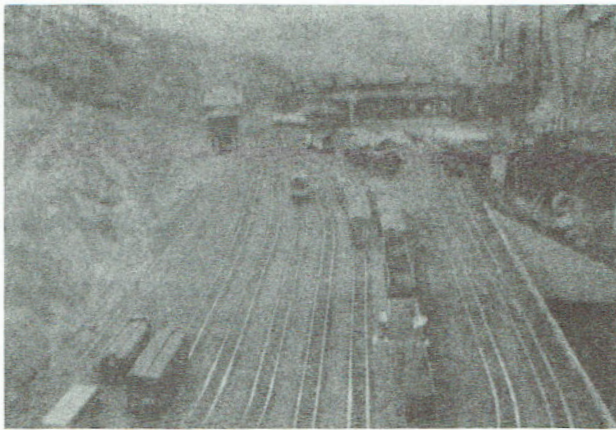
Saturday is always the big day at a regional convention, and this was the morning of the Wilmington and Western Steam fan trip. Erik "Spelled-With-A-K" Gunn introduced himself that morning and wasn't going on the fan trip until an MER member who wasn't using his ticket was generous enough to give it to Erik. Steve and Bryce carried in the corpse of Harris Chasen who had passed away that morning from having been awakened at 5 a.m. The rattling bus ride to the W&W, however, revived Harris enough so that he could personally grieve his recent demise from the ranks of late sleepers. The W&W steam train was all ready for us at Greenbank, Delaware when, with a couple hundred other camera-clicking railfans, our heroes boarded the open gondola of the train. The lumbering train ride through



TAMR MEMBERS ride convention fantrip in open gondola of Wilmington & Western RR.
Photo: Mr. Wm. Sprague.

the pastoral setting of suburban Wilmington gave Bengt enough time to actually bag us a new member. Chip Leipold, a resident of Wilmington, was welcomed as the newest member of the TAMR. The train's destination was the Marshall Museum in Yorklyn, Delaware, a fascination collection of steam cars, tractors, and a live steam model railroad which actually carried passengers. The Auburn Valley Railroad, not without derailments, was just as much fun as any HO pike and the conventioners got their share of photos and rides there. The

(Continued on next page)



CHIP LEIPOLD'S Western Shore Line HO layout. View of the yards and engine terminal. Photo: Mr. Wm. Sprague.

return train trip took time out for a photo run, smokeless due to dry timber conditions in the area.

One of the highlights of the convention for everyone was the model railroad home layout tours which gave the members a chance to visit local model railroaders and their layouts and talk about the hobby. One of the more outstanding railroads was at the home of new member Chip Leipold. Chip and his father, who was editor of the MER Local, the regional publication, were there operating their Western Shore Lines which featured some of the greatest and remarkable backdrop scenery ever to be seen on a model railroad. Chip displayed the yards and engine terminal where 150 mph was the speed limit. After visiting a number of other layouts, all the conventioners were silently envisioning their own future railroads.

Our table was reserved for TAMR members that night at the banquet and we enjoyed our meal between time-outs for picture taking of each other. The awards were received by the various model builders that night, and Erik Gunn won a door prize: a Walther's O-scale Book. We were presently surprised when the Mid-Eastern Region President, Mr. David Renard, took time in his address to the diners to publicly welcome the visiting members of the TAMR. He had us stand and receive some applause from the throng. This put everyone in a high spirit and the TAMR members were ready for the long night ahead.

Tom, John and Bengt attended the after-dinner business meeting of the region and met a few NMRA members and officers there, among whom was incoming NMRA president, Mr. Gene Colburn, who expressed his support for

the TAMR delegation at the NMRA convention last year in St. Louis, extending the support to us.

The auction that night had enough items for sale to keep things humming until the end. Bryce came out with a gold-painted AHM SP Cab Fwd. for which he paid \$7. Tom staggered out with an 8-foot station sign from the Pennsylvania-Reading Seashore Lines' Brooklawn station and an AHM Berkshire.

Sunday morning were the clinics, attended by the more awake of the members. The convention was over and the official TAMR banquet was held at Gino's where Tom got a free kite. After a trip to Steve Harper's Neshobe Valley Railroad, itself displaying fine scenery, came the parting of the ways. It was a convention that no one would forget, and all the TAMR members present were grateful to the Mid-Eastern Region and the convention committee for the fine convention program and their warm hospitality for the TAMR members.

Now the Allegheny Region is looking forward to the fall convention, October 1, 2, 3 in Richmond, Virginia. Why don't you come?

EDITOR'S POSTSCRIPT: That was a pretty long story, so what was the point of it all? Well, the point to be made is that with some energetic planning and high hopes, the members of the Allegheny Region came forth with an activity that not only brought the members of the TAMR in this area together, sponsored a good time had by all, but the members of AR put their best foot forward for the model

(Continued on next page)



AR CONVENTION BANQUET. Standing, left to right: Bryce Sanders, Harris Chasen, Erik Gunn. Seated, left to right: Steve Harper, Bob Sprague, Tom Papadeas, Bengt Muten, John Johnson. Photo: Mr. Wm. Sprague.

Adventures with the NSFP

by Phillip Simonds

Did you ever wonder what life is like when living within walking distance of two other TAMR members? Well, I can tell you it can be an interesting experience.

I happen to live near two very dedicated model railroaders and TAMR members, Ron Hicks and Dale Madison. The three of us form the NSFP (the National Society of Freight Passengers) which follows the grand old tradition of riding the rods. Unfortunately, we have yet to find a freight car with rods, but if we ever find one we'll hold a convention beneath it.

The NSFP is in constant telephone contact using a triangle talk system which operates on a weekly (or sometimes daily) basis. This system is more or less first come, first served with conversations at a 2.5 hour minimum. These conversations range from arguments about the battle of the scales to our periodical railroad exams.

WILMINGTON, from page 23

railroading community by bringing the light to the active program of the TAMR and by showing model railroaders that teens have a definite place in the hobby. We spread more good will and met more people to tell them our story at this regional convention than we could if we put billboards up and down the routes of the Metroliner. Our second new member to join from that convention is Mr. David Renard, President of the MER who expressed his enthusiasm for the efforts of the TAMR members. Mr. Renard, it should be noted, is also the NMRA's latest Master Model Railroader. His moment of glory also came at the Wilmington convention when the title was bestowed upon him. We welcome Mr. Renard to the TAMR and thank him for his warm interest in our activities.

What can you get from all this? Well, I hope that the idea of TAMR conventions coinciding with NMRA regional, national, and other conventions will spread and that similar delegations of TAMR members meet at these conventions in the future to have a fun get-together and to be able to promote the TAMR and its ideals before others in the hobby. If you'd like to plan a meet at a convention in your area and would like some assistance, write to me, or to the proper NMRA official. They'd be glad to help just as much as I would be!

Even though our interests differ we all have something in common. Ron is in N and has a great knowledge of prototype traction and is fond of diesel and passenger operation. Dale is extremely interested in passenger service, so he has a substantial number of timetables. He also has HO equipment. As for myself, I happen to be the only one of us interested in both steam and freight service, and I model in HO. These varieties of interests cause the ranks of the NSFP to head for different places. On the average weekend you'll find Ron visiting the neighboring pikes, Dale exploring the nearest passenger station, and me exploring a deserted pike in Pennsylvania or walking the Penn-Central mainline.

The NSFP has some of the characteristics of pack rats because every time we go somewhere we take a little of the place along with us. This includes whistle posts, date nails and turnout padlocks, as well as little things that can be picked up at a station. We once tried to take an F-9, but we couldn't lift it.

Finally, the NSFP travels all around the area visiting conventions, exhibitions and any other thing dealing with railroading or model railroading.

Therefore, if you are close to fellow members of the TAMR, form your own society and encourage outsiders to join. You might drum up a little business for the TAMR.

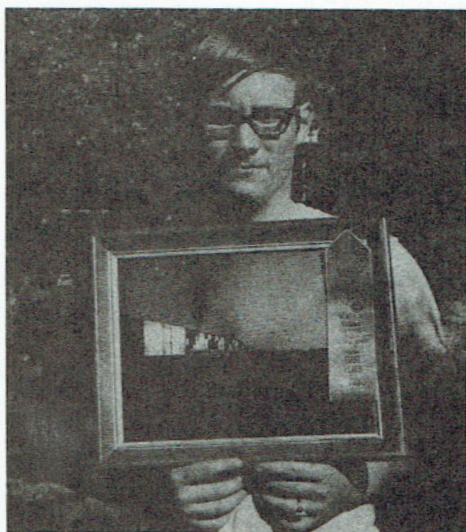
HELP!

WANTED: NEW HOTBOX STAFFERS

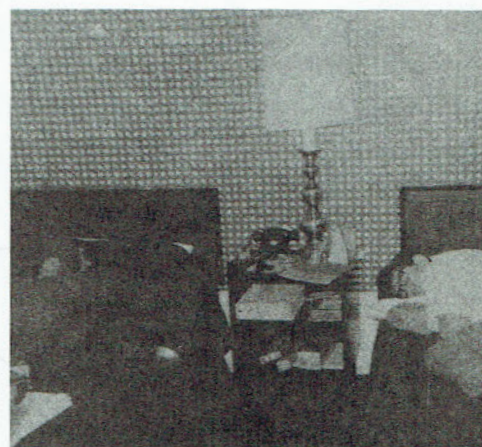
The TAMR HOTBOX needs members to help with the production of this publication. We must locate a successor for Tim Vermande, who will leave as Circulation Manager to become a typist for the HOTBOX. Dick Wagie has announced that he needs typists to help produce the HOTBOX. A circulation manager, preferably in the Midwest Area, is needed for the assembly and mailing of each issue. Contact HOTBOX Publisher Dick Wagie for more information about either position.

FROM OUR MEMBERS' CAMERAS

LLOYD NEAL'S Arkansas Valley and Ozarks Railway is the location of this station scene which features the Carstens special car parked on a siding as an AHM 4-4-0 heads a train into the station. Photo by Tom Papadeas.



LEFTOVERS from the 1970 TAMR convention commemorate the approach of the New York convention. John Martin, left, displays the photo which brought him a 1st place at the NMRA St. Louis convention. At right, Mike Thomas and Gary Tempco engage in a heated discussion in the hotel room during the convention.



BENGT MUTEN, engrossed in his favorite magazine, takes time out from working on the N gauge layout of the Potomac and Western Model Railroad Club in Washington, D.C. Photo by Tom Papadeas.

Railroad Modeler

A new model railroad magazine made its appearance very recently in newsstands and hobby shops. Volume 1, No. 1 of RAILROAD MODELER made its debut with a full-color cover and 84-page insides with plenty of photos, articles, and ads. A product of Challenge Publications, Inc., RAILROAD MODELER bills itself as a magazine which will not be "dedicated to scratchbuilding models from two old tin cans, a tongue-depressor, and half a can of shoe polish. Rather we want to show you how model railroading can be a fascinating hobby using the latest products and materials designed for model railroading." This is the first model railroad magazine in over ten years to cater to the inter-

ests of the modeler who may not be the most exacting or talented builder in the hobby, but who is nonetheless out for a fuller enjoyment of the model railroad hobby. Articles in No. 1 ranged from a review of the revival of popular O-gauge to an examination of a static plastic model of a Japanese steam engine. Well selected color photos give the modeler some better clues for painting and detailing their models. The editor/publisher is listed as Edwin Schnepf, and the managing editor, Denis Dunning. RM is \$1 at the hobby stores. The address of the publisher is 7950 Deering Ave., Canoga Park, California. A newcomer to the model railroad field, and hopefully a winner! Take a look at one.

PASSES X-CHANGED

NEW YORK

CHARLESTON

DETROIT

CHICAGO

LOUISVILLE

ATLANTA

MEMPHIS

NEW ORLEANS

KANSAS CITY

DENVER

SEATTLE

SAN FRANCISCO

STRAWBERRY FIELDS COUNTY RAILROAD

NOTE HOW THIS COMPANY DOES NOT MAKE ITS LINE APPEAR SHORTER BY FRAUDULENTLY MAKING THE MAP FALSE! NOTE ALSO THAT OUR COMPETITORS, THOSE BUMS, ARE MARKED HERE TRUTHFULLY! PLEASE NOTE THAT THIS MAP HAS NOTHING TO DO WITH THE STRAWBERRY FIELDS COUNTY RAILROAD.

MAIN OFFICE:
6409 LAKEVIEW DR.
FALLS CHURCH, VA.
22041

Bengt Muten,
President

REGIONAL WRITE-UP

ALLEGHENY REGION: The Allegheny was not far into the year when it held its highly successful regional convention in Wilmington, Delaware last April. More details appear in an article in this HOTBOX. Steve Harper, regional representative of the AR, has become general editor of the Allegheny Dispatcher, and Bob Sprague becomes its model railroad editor. Next on the Allegheny's calendar is the Philadelphia Division's plan to play host to TAMR members attending the New York convention by inviting them to a convention bonus to be held directly before and after the days of the New York convention. More details available in the convention section of this HOTBOX. Right now, at least seven region members have already made plans to attend the New York convention. Steve Harper reminds all members to get their regional dues in so that they can continue to receive the Dispatcher.

GREAT LAKES REGION: One of the finest editions of the Wayfreight yet has come out featuring a special on AMTRAK. Dues for the region are still \$1, but GLR officials are worrying over the effect of the postal increase. A convention is being planned for members in Lansing, Illinois, this summer, but details are as yet unavailable. For more information, contact Gary Tempco. The newest GLR member is Douglas Johnson, who is building his Pauline Central atop a two-story garage.

MID CONTINENT REGION: After 6 or 8 months of almost no activity, the MCR is trying for a comeback. A new constitution for the region is being worked up, and the entire membership of the geographic area of the MCR will soon get notice of the revival. It is hoped that renewed interest will be large enough to get the MCR back on its feet after a prolonged illness due to apathy.

WEST COAST REGION: The first issue of the WCR Crummy came out the first week of May, and the second will be out at the end of June. WCR membership, including six issues of the Crummy is \$1 per year. Michael Bonk is WCR President, but there should soon be a new Secretary/Treasurer.

YANKEE REGION: The YR plays host to the 1971 TAMR National Convention to be held in Brooklyn. Bryce Sanders and the Flatbush Division have been at work for months now planning the entire affair. The YR celebrated its first anniversary in May and an anniversary issue of the Yankee Flyer will herald the rebirth of the YR. A new committee is planned to serve as an aid to the new member in the region by welcoming him, and serving as a link between the new member and the national organization. President Don Roe reports that general response to regional reports and for the Flyer have been encouraging. The members of the YR all hope to meet you at the New York convention.

PASS TRADERS

Pass listings are free for any HOTBOX reader.
Please consult the latest TAMR Directory or
HOTBOX for addresses of pass traders.

LEHIGH VALLEY RAILROAD
Ralph DeBlasi

SAN DIEGO AMERICAN FLYER RAILROAD
Jim Harkins

NESHOBE VALLEY RAILROAD
Steve Harper

BLACK HILLS AND WESTERN RAILROAD
James Mosher

LIMESTONE VALLEY RAILROAD
Mrs. Margaret Mosher

SAGEBRUSH RAILROAD
Agnes Mosher

STRAWBERRY FIELDS COUNTY RAILROAD
Bengt Muten

PENN-C RAILWAY COMPANY
Tom Papadeas

DENVER & WESTERN ROCKIES RAILROAD
Don Roe

SHURAM & SOUTH PERRIN RAILWAY
Michael Bonk

Our Thanks

Several members have placed the posters found in the last HOTBOX at various locations in an effort to help the recruitment drive for new TAMR members. If you still have that poster in your HOTBOX, remove it and post it in your local hobby shop or elsewhere and report the name of the establishment to the HOTBOX.

The TAMR sincerely thanks the following establishments for their assistance to the TAMR membership drive by consenting to have recruitment posters placed on their premises. We also thank our fellow members for placing the posters:

KENDALL'S HOBBIES & CRAFTS
North Valley Shopping Center
Thornton, Colorado 80229
placed by: Agnes Mosher

THE LITTLE DEPOT
1233a South Beach Boulevard
Anaheim, California 92804
placed by: Craig Walker

SATTTLER'S HOBBY SHOP
14 Haddon Avenue
Westmont, New Jersey 08108
placed by: Ralph DeBlasi

THE TECH MODEL RAILROAD CLUB OF MIT
Room 20-E-214
MIT Building 20
18 Vassar Street
Cambridge, Massachusetts 01239
placed by: Don Roe

BOLLMEIER HOBBY AND CRAFT SHOP
715 East Main Street
Belleville, Illinois 62221
placed by: Mike Matejka

HARTER'S HOBBY HOUSE
1001 West Main Street
Belleville, Illinois 62221
placed by: Mike Matejka

WEST SIDE HOBBIES
2629 West Main Street
Belleville, Illinois 62221
placed by: Mike Matejka

BLACK HILLS AND WESTERN RAILROAD

Passes Traded

James W. Mosher
P.O. Box 29151, Thornton, Colorado



THE SAND SPRINGS RAILWAY

Upcoming Branch on the MK&T

Robb Lindsey, S.S. Hdqtrs.
5847 S. Lakewood Avenue
Tulsa, OK 74135

HOTBOX Stock Exchange

This is the first in a series of regular listings of stocks on the HOTBOX Stock Exchange. For details on the new system of trading model railroad stock certificates, consult the March-April HOTBOX or contact Bryce Sanders, HBSE Chairman, for more information. The following listings are the initial set for currently participating railroads. After this they will be rated according to the detailed schedule established by the HBSE. These starting prices will be the trading prices for the next two months, until the next listing of prices is published in the next HOTBOX. For addresses, check your latest Driectory and HOTBOXES.

ERIE-LACKAWANNA/NJ DIVISION 20 pts.
Leon Stark, President

ICTS RAILROAD 30 pts.
Eric Lander, President

IMAGINARY, NONEXISTANT, DEBATABLE
Harris Chasen, President 30 pts.

DENVER & WESTERN ROCKIES 50 pts.
Don Roe, President

KENTUCKY WESTERN RAILROAD 30 pts.
Mike Thomas, President

NESHOBE VALLEY RAILROAD 30 pts.
Steve Harper, President

NORTHERN ARIZONA RAILROAD 30 pts.
Bryce Sanders, President

THE PENN-C RAILWAY COMPANY... 30 pts.
Tom Papadeas, Chairman

STRAWBERRY FIELDS COUNTY RR... 20 pts.
Bengt Muten, President

TAMR Welcomes New Members

AVERY COOK
RD #1, Box 126
Hockessin, DE 19707
CB&Q
HO-h-a-b-df-i-0

CLEM DICKEY (14)
1017 Islay
San Luis Obispo, CA 93401
Suenos Grandes R.R.
HO-b-a-b-dp-a-a

MARK W. HEINZ
1300 N. 13th Street
Beatrice, NB 68310
Great Plains and Northern
HO-a-a-b-df-a-a

MICHEL GOULET (13)
6539 Lescarbot
Montreal 431, Quebec, Canada
The Grooks Over-The-Hill Ry.
HO-b-b-b-sdf-i-0

DOUGLAS JOHNSON
4855 N. Paulina
Chicago, IL 60640
Paulina Central
HO-p-c-b-sp-w-0

CHIP LEIPOLD (16)
128 West Gate Drive
Wilmington, DE 19808
Western Shore Lines
HO-h-b-b-df-a-0

ROBBIE LINDSEY
5847 S. Lakewood Avenue
Tulsa, OK 74100
Sand Springs Railway
027-a-a-b-df-a-0

DALE MADISON
342 Shepard Avenue
Kenmore, NY 14217
Toronto Hamilton & Buffalo
HO-b-a-b-dpt-a-0

DANNY MESNICK (14)
19 Oak Terrace
Malden, MA 02148
Chicago & Northwestern Railroad
HO-b-a-b-dp-w-ac

DAN MILLER
P.O. Box 247
Hubbard, OR 97032
Blue Creek & Pine Mountain
N-b-b-b-sdf-a-0

KARL H. NELSON (54) A
Village Model Shop (owner)
116 West "B" Street
Ontario, CA 91762
Verneda Junction & Western
HO-b-d-b-sf-i-0

DAVID E. RENARD (A)
1824 Hanson Road
Edgewood, MD 21040
Sylvania Central Railroad
HO-f-a-b-df-a-ad

DAN ROBERTS (15)
P.O. Box 245
Aumsville, OR 97325
Mini-Pike
HO-a-a-b-df-i-0

DENNY SCRADER
2631 19th Avenue North
Fort Dodge, IA 50501
Santa Fe & Aroostock
N-a-a-b-df-w-0

LARRY STULZ (14)
64 Morris Place
Lookout Heights, KY 41011
Covington Louisville & Nashville
Chattanooga
HO-b-a-b-dfp-a-0

EDWARD F. SULLIVAN, JR. (16)
820 Shaker Road
Longmeadow, MA 01106
Utah & Desert Valley Railway
HO-b-b-b-sf-a-0

ADDRESS CHANGES ONLY

MICHAEL A. BEENE,
STEVE SHAFFER
1310 Main Avenue
Durango, CO 81301

TØNNES BEKKER-NIELSEN
Møllevæg 24
DK-5260 Skt. Klemens Pr. Hjallesø
Denmark

DAVID ELSE
241 Huron Crescent
Thunder Bay "P", Ontario, Canada

STEVE FORD
7 Birch Lane
New Hyde Park, NY 11040

ERIC LANDER
5522 Avenue H
Brooklyn, NY 11234

DAVID R. MARLOWE (A) (28)
P.O. Box 300
Delphi Falls, NY 13051

SAN DIEGO AMERICAN FLYER RR.

would like to exchange passes
with anyone and would like to
hear from anyone who would
like to write to me.

Jim Harkins

SAGEBRUSH RAILROAD

Passes Traded

Miss Agnes Mosher
P.O. Box 29151, Thornton, Colorado



GRAND OPENING!

(Sooner or later!)

BIG HORN MOUNTAINS R.R.

General Manager - Erik Gunn
Division Offices - P.O. Box 22
Lincoln Univ., PA 19352

Getting to Know You!

My name is ERIK GUNN, and I was born 15 years ago. I first got a taste of model railroading from my uncle's tinplate set and he gave me one of my own soon after. This kept me happy up until about the age of 11 when a friend of mine introduced me to HO. I soon decided to build an O-scale, scenicked, tinplate layout. This never came about, but when I spent a summer in France where I rode many trains, I was re-introduced to HO. By my 12th birthday I was addicted to model railroading. I still haven't built my first layout, but it is nearing its final stages of construction. It will be 8' by 3.5', representing an independent, mountainous bridge route called the Big Horn Mountain railroad, and it will feature steam power. Scratchbuilding, kit modification, and scenery are my favorite parts of the hobby. I am currently attending Friends School in Wilmington, Delaware and will enter 10th grade this fall. I like to play guitar, French horn, and harmonica. My favorite musicians run the gamut from Kenny Rodgers to King Crimson. At school, my favorite subject is art.

I'm ROBB LINDSEY, and I'm a 19-year-old sophomore engineering major at the University

of Oklahoma. I have been a railfan all my life: when I was 5, my brothers and I got a Lionel 027 set which I ran for several years before growing tired of trains. In 1969 we moved to Tulsa and I discovered that there was room to build a layout! Immediately I dug out the Lionel and began work for only a while. My interest was again completely renewed last April when David Currey got me to join the TAMR. Now the Sand Springs Railway is making substantial progress despite Lionel's built-in bugs. I will soon be trading passes. My other hobbies are music (organ, trombone, and arranging), handball, photography, and computer programming. I promise my best efforts to keep this organization going!

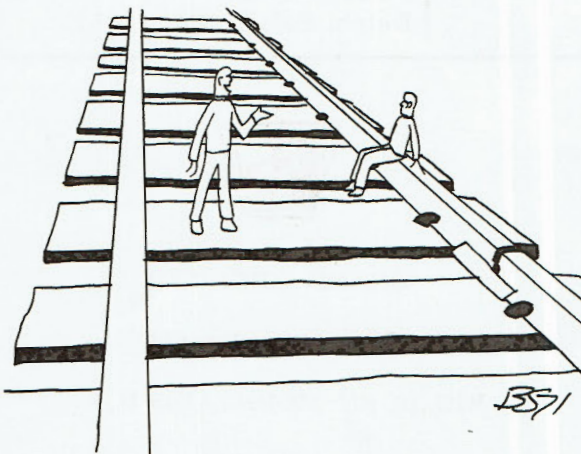
STEVE FORD: I'm almost 16 years old. I've been modeling in HO for just about 4 years. My father really got me started, since his layout consisted of nearly 400 feet of track. We recent bought a hobby shop and I really enjoy working there. I have 6 engines both diesel and steam, with about 60 pieces of rolling stock. My other hobbies are stamp collecting and golf.

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The MEMBERS' Page

SPECIAL WELCOMES: Sixteen new members are welcomed to the TAMR in this issue of the HOTBOX. Among them, we are happy to greet Mr. David Renard, President of the NMRA Mid-Eastern Region, who joins as an associate member. Mr. Renard, incidentally, has distinguished himself recently by earning the title of "Master Model Railroader" in the NMRA. In case you hadn't noticed in the last HOTBOX, we once again welcome a member of the fairer sex to TAMR. Agnes Mosher is currently the only girl-member of the TAMR. If you look her up in the NMRA Directory, you will find that Agnes comes from a model railroading family, with her mother, her father, and herself listed. In the list this month is associate member Mr. Karl H. Nelson, who is the owner of the Village Model Shop in Ontario, California. Mr. Nelson noted on his application that "I am a hobby shop proprietor, and I am very pleased to support this association."

MORE HOBBY SHOPS: Continuing the topic of hobby shops, news has come of the parents of two TAMR members who have just opened hobby shops. Michael Beene and his father, along with Steve Shaffer, have moved to Durango, Colorado, where Mike's father has just opened up The Narrow Gauge Hobby Shoppe there. Steve Ford's father bought a hobby shop in New York. The TAMR members wish the best of luck to both new enterprises.

MR. KNOW-THEM-ALL: Who can claim that title? The editor has personally met 18 TAMR members, past and present. Who can say that he has corresponded with the most members on an unofficial basis?

RAILROAD WRAP-UP: Any of you who have ever received a letter from David Currey might have noticed that this diehard Southern Pacific fan closes his letters, "ESPEEcially yours".

THE BIG PAYOFF: A year ago, advertising for the HOTBOX occasionally would pull in almost \$5 per issue. This time the ad revenue will amount to over \$25, enough to pay for first class mailing for one entire run of the HOTBOX. This means added funds that can be marked for other projects. Keep those ads coming in! If you would like an ad larger than a quarter page, write for special rates.

WE NEED MEMBERS! This will be the theme of the July-August HOTBOX, now in production, when we examine the desperate need for new members so that the TAMR can continue to grow. If you have any thoughts or suggestions on how to increase membership, please send it today to the HOTBOX editor. Thank you!

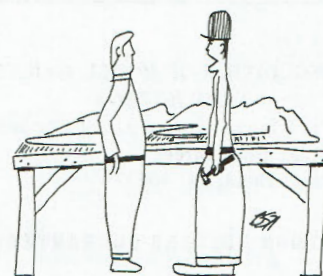
WHERE IS HE NOW? Any member trying to track down on-the-go member Doug Kocher will find him in North Manchester, Indiana, temporarily. He is attending summer classes at Manchester College there and his address until August 24th is: 605 1/2 East 9th Street, N. Manchester, IN 46962. After that, Doug ships off for England, where he will attend classes next semester at Cambridge.

SMOKE GETS IN YOUR EYES: Rick Perry, our "Steamin' through Dixie" member, lays claim to the TAMR record for the number of steam engines, static or operating, to be sighted by a single member. He submits a list of 33 steamers ranging from the steamers of the Davy Crockett Railway to the Flying Scotsman.

ITEM: What well-known passenger train fan in what part of the country has earned himself the college nickname of "dieselhead"?

NOTES TO YOU: Sources say that a great many of our TAMR members are musically inclined and many play one sort of instrument or another. Bob Sprague would like to hear from any other members who share his enthusiasm for music. Who knows...we may form the first teenage symphony orchestra ever composed entirely of model railroaders!

OVER THERE: Bengt Muten is spending the coming summer in Europe. He sailed for the continent on the Queen Elizabeth II and, after a visit to homeland Sweden, he hopes to use his Eurailpass to cover many miles of European trackage. He will wrap up the trip by attending the 1971 NMRA Convention in London. Anyone else going to London?



"WHADDYA MEAN, MY ACCESS HOLES ARE TOO SMALL?!"



Route of the Black Diamond

Ralph DeBlasi
105 Charlann Circle
Cherry Hill, NJ 08034

The Waybill

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The Crew

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 DICK WAGIE.....Publisher
 TIM VERMANDE.....Circulation

All HOTBOX Business Handled by
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 111 Hedgerow Drive
 Cherry Hill, NJ 08034

TEEN ASSOCIATION OF MODEL RAILROADING
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