

# **the TAMR HOTBOX**

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

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TP-9



**"WHY ARE THESE PEOPLE SMILING?"**

# From the Cab . . .

by Tom Papadeas, Editor

This is a very unusual issue of the HOTBOX: the "Safety Valve Issue". In it a wide variety of members, new and veteran, active and quiet, from three different countries, have accepted an invitation from the HOTBOX editor to write a piece about the TAMR, what it has meant for them, what is good or bad about it, and how it could be improved, including their gripes, comments and suggestions only to make a better TAMR. Many responses were on the question of attracting new members, others dealt with how to keep current members satisfied. A new theme which developed, partly as an outgrowth of the TAMR convention, was that of a need for more actual meeting between members. I thank those who took the time to examine the TAMR from their point of view for the HOTBOX, whether they sent in a three page article or a short paragraph. This is a time when the TAMR needs the guidance of all interested members in order to prosper.

That famous TAMR convention came to pass in New York in August. Maybe you were there, or maybe you've heard about it already. It's a long, complex story which could fill an entire HOTBOX itself, but you'll find a condensed account of what happened in the words of not one, but several members who came that fateful weekend. Seventeen people were there, and every one of them admitted that they enjoyed the convention and

meeting the other participants.

Responses to my requests for "Safety Valve" items, conversations with members at the convention, and other contacts with TAMR members have generally turned up a favorable reaction to the progress of the HOTBOX in the past year, but there are strong feelings that there should be more emphasis on scale model railroading as opposed to coverage of the prototype. This would have been impossible in the past when members' contributions to the HOTBOX were sparse, but an ever-increasing flow of articles of all types from a more enthused readership allows me now to shift the emphasis to the model end more and more in the feature articles. Generally, the feature articles will tend to emphasize modeling, but there will always be exceptions from time to time. This shift in editorial policy will be reflected in the next issue, which will be a regular HOTBOX edition.

It came late again, didn't it? Well, blame it on whatever you wish. Blame it on me and the summer, on elections, on the convention, or whatever. The next HOTBOX will be ready for the press very shortly after you receive this copy so that we can TRY to get the HOTBOX back on schedule. If you have any material, it must be sent in now.

The HOTBOX puts on two new crew members this time. Tim Vermande has left his position as circulation manager to become a typist, thus shifting some of the heavy work-load from publisher Dick Wagie. We welcome new staffer Tony Stenburg to the HOTBOX as he replaces Tim as circulation manager.

## WHO IS GARY TEMPCO?

Steve Harper looked at a pair of old membership cards for TAMR, both issued by Secretary Gary Tempco, and noticed that they were very much alike except for the (A) dates and (B) signature of "Gary Tempco". That leads the HOTBOX to wonder; Who is Gary Tempco? Is there really such a person or is there a syndicate who uses him as a respectable front? Stay tuned for more on the case of the twin secretary.

## THE TEEN ASSOCIATION OF MODEL RAILROADING

### MEMBERSHIP CARD

THIS CERTIFIES THAT Stephen Harper  
HAS BEEN GRANTED THE PRIVILEGES OF A-AN Regular  
MEMBERSHIP IN THE TAMR FOR ONE YEAR

Date of Expiration

9-30-71

*Gary J. Tempco*  
TAMR Secretary

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TAMR Secretary

# Office Car

by Lloyd Neal

This makes my final run in this car, and if it continues in use it will be up to our next president to do so.

The Service Awards Committee will begin its awards soon. These awards are to recognize service to the TAMR in the past. Once our backlog is awarded the Committee will act once or twice a year at the end of officers' terms. This is being set up for recognition of those that have worked for the TAMR.

Winners of the Membership Drive Contest were Erik Gunn, Bengt Muten, and David Currey. Prizes have been awarded. The contest was not as successful as I had hoped, probably because of the short time for it. The members we got were worth the effort.

## Treasurer

### Declares

### Financial

### Emergency

Acting TAMR Treasurer David Johnston dispatched a letter to HOTBOX editor Tom Papadeas alerting him to a serious crisis in TAMR financial affairs due to increased HOTBOX costs and lack of sufficient revenue. David pointed out that: "We are going to have to prune down the HOTBOX. Reason: no money. It finally happened...we are in severe financial straits." He quoted the printing costs of the extra-large May/June HOTBOX, along with mailing costs, that totaled over \$75.00. The acting treasurer suggests that the HOTBOX be cut back to a 16 page limit and that mailing via third class be instituted. This issue of the TAMR HOTBOX will reflect the needed cutbacks and some promised features will be dropped for this issue; which, due to elections, will still go out first class mail. The future HOTBOXES will also be cut down and mailings will then be via third class. Also, it has been decided that commercial advertising will be actively sought.

In an earlier statement for the HOTBOX, David had said, "From the looks of past statements, it appears that we barely manage to operate on what we take in. In my opinion, this is bad business... If there were some way we could build up a surplus of \$100 or so, we would be in much better shape to cope with any crisis which might occur."

The MSO and Library are both well under way, but can only help if you write them and use them. The CXC has also begun to try to bring members closer together. Fill out their info blank and join in the fun!

Our NMRA-Teen Member Committee desperately needs volunteers. All you do is write letters to teen NMRA members about the TAMR. Write as many or as few as you wish and make friends as a bonus.

I would like to thank my fellow officers for a fine job this year. There are many things we might have done but time and money prevented us. If the TAMR is doing more for you now or if you are satisfied then we have had some success. If not: well, we tried. The HOTBOX staff, Tom, Dick, and Tim, have kept their quality work up as well as committee chairmen, workers and regional officials. But most important, thanks to YOU, the member, for giving us reason and purpose to be here. New services were added this year, but not as many as I would have like because of lack of time on my part.

Elections are always important and your choices mean much to our next year. Experience is always good, as well as a record of past work. Good solid plans for improvements which cost little are to be looked for. Grandiose plans should be avoided. There is a good field to choose from so take time and VOTE!

## ON THE COVER



A snowplow in the Montauk station area of the LIRR became the sudden setting for an official group photo at the recent TAMR National Convention in New York. They are: (1) Don Roe; (2) Tony Stenburg; (3) Kevin Lee; (4) Bruce Dunlevy; (5) Ralph DeBlasi; (6) Bryce Sanders; (7) Tom Papadeas; (8) Eric Lander; (9) Steve Ford; (10) Gary Tempco; (11) Leon Stark; (12) Tom Devenney; (13) Lloyd Neal; (14) Steve Harper; (15) John Held; (16) Mike Bonk; (17) Bob Sprague

# New Constitution is Ratified

## MEMBER CHALLENGES BALLOT

The proposed revision of the TAMR Constitution, as prepared by the Constitution Committee of David Johnston, Tom Papadeas, Doug Rhodes, and Don Roe, was presented to the members as a supplement to the May/June HOTBOX, along with a ballot on which members voted on ratification. A gratifying turnout of 75 members for this vote showed overwhelming approval for the new document, with a final tally including four "No" votes.

Terrence Burke, in a letter to TAMR officers and committeemen, stated that the ratification vote was being improperly conducted, citing as evidence Article XIV of the former constitution, which called for the revision to be subject to a vote in the HOTBOX issue after the one in which it is first presented. Committee Chairman Tom Papadeas, in a reply to Terry, stated that Terry was quite correct in his interpretation of the constitution and admitted that the committee and administration had been clearly in error in this case. He cited the general anxiety that prevailed in favor of supplying all members with a constitution as being responsible for what amounted to an honest error, and no conspiracy on anyone's part. Then in what amounted to, in the editor's opinion, a classic gesture of buck passing, the chairman left the matter of whether or not to let the ballot stand in the hands of the officers and committeemen. It was agreed that an error had been made, but all parties indicated that this time they would let the ballot stand.

The new constitution allows for a substantial change in official policy toward regions, including the elimination of all boundaries previously established by the constitution, and the freeing of any organized and active region from responsibility to TAMR officers. The age for associate members was advanced from the current minimum of twenty to twenty-one, thus better-defining a difference between teen and adult and allowing prolonged participation for regular members. The new official year for elected officers will begin on October 1, and the fiscal year will coincide. A new office of "Auditor" has been created, providing for an elected official to make periodic checks of account books, to see that the constitution is adhered to in TAMR affairs, and to be an advisor to the officers. The Auditor will not be considered a policy-making official and will not participate in Executive Board

actions, except to break a tie. The Executive Board has been strengthened to give an even distribution of powers to all officials, thus shifting some influence away from the Presidency.

Both "Yes" and "No" ballots arrived, in many cases, with comments attached in reference to some provision of the constitution. Stephen Shaffer opposed the minimum age limit on the President, stating, "This is a reason the TAMR was formed, because there are age limits to positions in 'adult' organizations." After the constitution was presented, comments and suggestions from many other members sprang up, along with demands to know why some of these ideas were not included in the new constitution. Committee member Don Roe reminded members that the committee had been asking for ideas as far as January for the constitution. Each of those very few that did had their ideas placed before the committee for discussion. Besides the few that did get in contact with the committee, he points out that most members were not heard from until after the constitution in its final form was prepared. Indications, however, point to the possibility that the committee may be reconvened this fall to discuss the possibility of amendments to the constitution.

## TAMR HISTORY TO BE WRITTEN

Doug Kocher has been commissioned by the TAMR HOTBOX to tap his memory of the past five years or more of TAMR history as it happened to him and other members during the dawning days of the association. He has promised a rather lengthy work covering as much of the past as possible and hiding no skeletons in the closet. This fully documented work will take several months to be completed and published. Details of publication are not as yet known, but in all probability the work will be produced separate from the HOTBOX, due its projected length. Doug is attending classes in Cambridge, England, this semester and will return home next January. His address there was not known at presstime, but the HOTBOX editor will have Doug's address by the time you read this.

KIAMICHI & NORTHEASTERN RAILROAD

1890 to 1920 Period

Jay Franklin, President

# Member Services

## Committee Library

by Mike Thomas

I'm sure all of you remember my little article on the Member Services Committee Library in the May/June issue of the HOTBOX. Well, here's another little article on the same thing.

Already a few of you have written requesting some of the things I listed as being available, and by the time this issue of the HOTBOX reaches the general public, I hope a lot more people will be using the library.

Here's a list of things which are available to you now:

- Penn Central loco roster
- Detailed plans of a Santa Fe 2-8-2
- Plans for roadside gas station
- Plans for 100 ton covered hopper
- Plans for F-7 (A and B units)
- Plans and article on New Orleans Union Passenger Terminal
- Article on narrow gauge in general
- Article on rebuilding cars for wood-chip service
- List of standard types of American steam locos by wheel arrangement
- Plans for makeshift work caboose
- Article on weathering rolling stock
- Plans for small layout
- Article on modeling roads and highways
- Plans for SW-1200
- Plans for S-4
- Plans for RSC-13
- Plans for GP-40
- Plans for C-424
- Plans for an Alco loco I can't identify right offhand..it was built in 1970 and has 3600 hp.

Now, there must be something in all that which you can use, and all it costs you is round-trip postage. You are allowed to keep the material for up to two months, after which a fine of 25¢ per week will be assessed. The two months will be figured from the time I mail the material to you until your return package is postmarked. All mailing will be done via first class.

Oh, and if you have anything to contribute, send it, please. Thanks!

### THE AT&SF RAILWAY COMPANY

announces the purchase of the Denver Southern Narrow Gauge Railroad.

Craig Walker, President  
Denver Southern Railway  
3100 West Rome Avenue  
Anaheim, California 92804

## SHOW YOUR TAMR COLORS!

On their recent visit with Tom Papadeas after the TAMR convention in New York, members Bruce Dunlevy and Michael Bonk gave some thought to the idea of a standardized color scheme for TAMR members' rolling stock. The idea seemed pretty good, so they have been assigned to present the members with a HOTBOX article detailing official TAMR color schemes for all types of rolling stock. Any member who has an idea of what color a TAMR boxcar or diesel should be may contact Bruce Dunlevy and tell Bruce his ideas. The color scheme should be an attractive one with readily accessible model railroad paints, and lettering will be through the use of some style of dry transfer lettering. The color or style of any particular railroad should be avoided, since this is to be a universal scheme. The article with suggested colors and painting techniques will be in a future HOTBOX. If you have any ideas, send them in to Bruce Dunlevy.

### NOTICE!

Because his term will soon expire and he must head for Oklahoma to go to college, TAMR Secretary Gary Tempco has announced that he has appointed Terry Burke to handle the business of the Secretary's office. Therefore, until further notice, all business for the Secretary will be handled by:

Terrence Burke  
1636 Hawthorne Ave.  
Westchester, IL 60153

Although he will not handle any more secretarial business, Gary would like members to know his school address:

ORU-Men's HiRise Box #152  
Box 2187  
Tulsa, OK 74102

## Interchange Committee

A Report from Mark Tomlinson

Response to the article in the last HOTBOX has been a little slow. I have received a letter from only one person interested in interchanging cars. If you are waiting for the interchange to start before you join, you are waiting too long. An interchange can't start without people.

I have appointed Ralph DeBlasi to be in charge of HO operations. If you want to interchange cars, write to either Ralph (for HO) or myself.

# Letters to the Editor

## TALE OF TWO TAMR'S REVISITED

"Your article 'Tale of Two TAMR's' was literarily very good, and your past English teachers are to be commended on how well they developed your writing talent. The sentence 'The total energies of the current TAMR administration is roughly equal to that of a five-year-old flashlight battery,' is one of those I-wish-I'd-said-that type of witticisms I enjoy so much. In fact the entire article was one of the best pieces of modern fiction I've read lately.

Perhaps I am even now being a little fictitious myself. Parts of the article are very true; and I don't mean just the good parts. The painful truth is that some of the president's decisions were slow in coming, and the secretary didn't do much more than keep the records, and the entire office of treasurer was boggled by both the treasurer (through no fault of his) and his fellow officers (through a great fault of ours) and I myself haven't helped us make any stupendous advances in membership. But we have been doing a lot of things right. You yourself listed a great many of them in your article. Your only real mistake was in thinking that just because some things were done right and some others were done wrong, they must have been done by two different TAMR's. The TAMR is made up of people, and people don't always do things the same way twice in a row. My letters to prospective new members were sometimes good, and sometimes should have been re-written. And they are form letters, with little room for variation! Lloyd's decisions may have been slow at times, and pretty quick at others. All of us would slip up sometimes. After all, the moods and outside influences affect our performance as officers, and thus progress is not as mind-shattering as we'd all like. We do have creativity and initiative, it just doesn't show all the time. But it does show a lot of the time. Don't sell us short; we didn't do that badly, and more importantly, that "we" refers to only one TAMR."--Mike Thomas

"The 'Tale of Two TAMR's' told it all. I can only recommend that anyone who did not read it be tied to the tracks (most likely to starve to death), and anyone who did read it should reread it at least twice to let it sink in. Each member who is not in office should set to work to help the officers and to prod them into a greater state of activity. The officers cannot do it all alone, though, they need suggestions and ideas. For anyone who has a brilliant idea, and there

probably are a great number who do, I say, "Write the officers...one or all, instead of sitting home looking smug. If the idea is that great, you'll get the credit. If it's not, you be glad you tried."--Mike Bonk

## PHOTO POLICY PROTESTED

"We must protest the recent change of policy in the HOTBOX which bans prototype photos from the photo page. This appears to us as a highly questionable move for several reasons:

"One, model railroading, per definition, requires knowledge of the prototype--and what better place to have information about the prototype than in the magazine which the modeler receives?

"Secondly, it may be hard to carry out the distinction between model and prototype--scale model railroads exist as common-carrier revenue roads in England, for instance. And if we are to be very finicky, and diesel such as a GP7 is a model in 12" scale of the EMD demonstrator.

"Thirdly, many model railroaders are primarily railfans, and many more take an interest in prototype practice, as they should do. These are not lesser model rails than those who confine themselves strictly to modeling work. The main interest of these members, and their main photographic subjects, would then be the prototype.

"Finally, and perhaps most important, considering the membership problem, many prospective members, especially abroad, are interested mainly in the amount of prototype material in the HOTBOX, and are more inclined to join if they can be sure of adequate prototype coverage.

"We are well aware that this change of policy was carried out from a feeling that model and member photos should be allotted more space and prominence: an admirable sentiment. But is encouraging these photos worth discouraging prototype photos? Wouldn't it be better to try for a system of 'peaceful coexistence' between model, member, and prototype photos?"--Tønnes Bekker-Nielsen and Bengt Muten

(The TAMR HOTBOX is meant to serve the members of the organization by keeping them informed of activities in their association, and of the activities of their fellow members. It is the overall editorial policy of the HOTBOX to bring TAMR members together so that they might better know each other. Thusly, the purpose of such features as the "Member's Page", "Getting to Know You" or the photo page is for the purpose of "personalizing" the TAMR. The HOTBOX is

(Continued on next page)

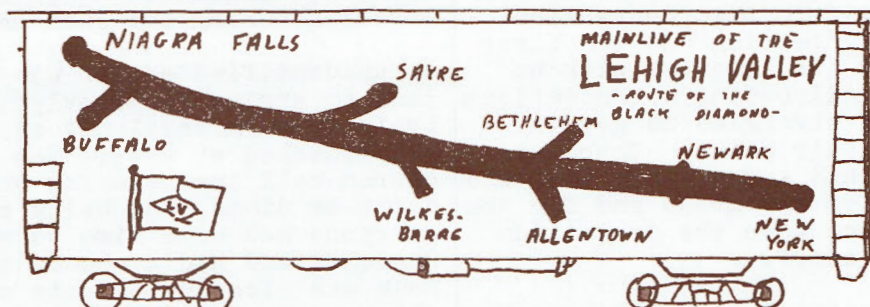
## One Member Goes into Action

Ralph DeBlasi thinks that the TAMR is one of the best things that ever happened to him in model railroading, and he plans to return the favor by going out and recruiting members as best as he can. Ralph informed the HOTBOX editor that he has printed up form letters on a ditto machine (an inexpensive and effective method) on the subject of the TAMR and inviting modelers to join. Ralph has placed the form letters in a stack at Sattler's Hobby Shop in Westmont, N.J., with a small sign calling the customer's attention to it. The letter invites the reader to call up Ralph for more details, and Ralph will then continue the selling job. "Who knows?" he said, "I just might get a few more members in this area. And the TAMR needs members!" Sattler's usually places sales flyers in the magazines they sell, and Ralph is wondering if he shouldn't ask him to put his letter in, too. If you are interested in working on this project in your hometown, contact Ralph DeBlasi for more details and a sample of his letter.

THE ASHLAND & NEWPORT,  
"AN" ULTIMATE ROAD"-  
NOW IN THE STAGES OF  
- RECONSTRUCTION.-

• PASSES TRADED •

BOB POLASKY  
17595 TRINITY  
DETROIT, MI.  
48219



RALPH DE BLASI, PRESIDENT  
PASSES AND STOCK EXCHANGED

### LETTERS TO THE EDITOR, Continued.

not intended to compete with TRAINS, MR, RMC, or any other rail publication. Therefore the photos to be seen on the HOTBOX photo pages will show model railroads of our members, or of interest to the HOTBOX readers, and photos of the members themselves and any activity in which they might be involved. Prototype photos of unusual subjects or those of particular interest to teen model railroaders will occasionally be published. I disagree with your statement that most members are also railfans. My experience as editor has shown that many are not, and that is also a contributing factor to the decision to change. -Editor)

### Numbers, Please!

During the summer, a number of TAMR members mentioned the fact that they sometimes would like to contact other TAMR members by phone, and they suggested that phone numbers of members be printed in the directory. No decision has been made on listing phones in the 1972 Directory, but until then, the HOTBOX will print the name and number of any member who cares to have his phone number known to other TAMR members. To have yours listed, simply send a postcard with your name, region, and telephone number (with area code). Listings will start in the next issue of the HOTBOX.

# The Trials of the Brooklyn 17

THE STORY OF THE NEW YORK CONVENTION, AS TOLD TO THE TAMR HOTBOX BY  
(IN ORDER OF INITIAL APPEARANCE) DON ROE, LLOYD NEAL, STEVE HARPER,  
BRYCE SANDERS, AND TOM PAPADEAS.

Editor's note: The story of the TAMR convention is one of the most complicated ever to be written in the HOTBOX. There were seventeen members at the convention in New York and there are seventeen stories to tell. Realizing this, I asked all the attendees to write their own story for the HB. There were five stories turned in, most of them telling generally the same story, some with particularly interesting comments. What follows is a general synopsis of the events of those days in August. The story has five authors to tell the seventeen stories of what really happened to the Brooklyn 17.

New York, the big city, the fun city, the city with the damn subway was the site of the TAMR National Convention. Months of planning had gone into this convention, the second TAMR Convention and the first to be held all by its lonesome with no help from model railroading organizations. Bryce Sanders had struggled to get it altogether for a fair price. Thursday, August 12, Bryce and a few early arrivals awaited the rest of the group and for the hour of twelve noon when the Convention would officially start.

Our 2nd Annual National Convention in New York City taught us some lessons. Just getting together with 20 people from California to Boston was great. Met friends made in the mail and made new friends. If nothing else, this was worth it. The itinerary wasn't as much model railroading as it should have been. In fact, this was a glaring lack. Clinics on modeling subjects should have been planned. The time for the sight-seeing tours in New York could have been used for something else.

As the gang traveling from Philadelphia arrived, including Tom Devenney, Ralph DeBlasi, Gary Tempco, Kevin Lee, Bob Sprague and myself (Steve Harper), we stepped off the morning Metroliner in New York and we were not met by brass bands or cheering crowds. After a thrilling ride on the NYC subway system, we finally arrived at the church where we would be spending part of the next

three days. There we met the rest of those brave members who were bold enough to come to this, the inaugural convention. After depositing what must have been tons of luggage and an entire fifteen second rest, our valiant band headed back once more to the subway for Manhattan.

We started off with a trip to the New York Transit Authority, where their public relations personnel gave us a tour of all the signal facilities and a clinic on the construction of brass models, and on the history of the elevated trains. There was a film on the TA's of about 1905, and each member received a package of booklets, maps and other information about the transit authority. This was followed by a cruise (round-trip) on the Staten Island Ferry (a 5¢ ride) from which you could see the New York skyline and some railroad car ferries. The subway trip back to Brooklyn was so popular that the entire population of New York was on board out train to enjoy the ride to Brooklyn during the rush hour.

An unidentified editor was one of the last to arrive in Brooklyn, taking a train from Philadelphia as soon as he was finished at work. The scene in the church hall that evening was generally quiet as dinner was being prepared, but everyone had some time to meet everyone else and had a chance to talk. Mike Bonk was sleeping off his all-night flight on a 747 from California. The dinner gave members their first taste of the gourmet meals to be served (all included in the price). Anxious for a business meeting after dinner in which the members could discuss the TAMR, present and future, the editor told various people that this was a good time for a discussion, since so many members were assembled. Unable to interest anybody, from the President on down to the Convention chairman, he gave up. At dinner the Allegheny Region delegation, led by Steve Harper, proclaimed that the AR was the best-represented region at the convention. The host Yankee Region had only five members, AR had six there. Two gentlemen from the Transit Authority gave the members a slide show that evening, although the technical assistance offered by Leon Stark, a legend in his own time, gave many viewers stiff necks.

Then it was off to Bryce Sanders' Northern

(Continued on next page)

## THE TRIALS OF THE BROOKLYN 17, Continued.

Arizona Railroad for the grand opening of his basement railroad, and some ceremonial glasses of punch. Needless to say, the management of the NARR was totally unable to get a single train to run that night. Hoping for better luck, the conventioners' next stop was at Leon Stark's pike. Unfortunately, there was little luck around that night and Leon's pike operated as well as Bryce's.

Once back at the church, Tom Papadeas had managed to get the crowd together for a bull session on the subject of the HOT-BOX and how it could better serve the members. It wasn't long until this session had become somehow a TAMR business meeting, and Tom turned the meeting over to Lloyd Neal. Afterwards, members headed off to bed for a bit of sleep before the early arousal the next morning for the start of the fan trip. Steve Harper, official convention alarm clock, woke up the members and everyone got ready to go. Breakfast was prepared by one of the most hardworking people at the convention. Our chef was a non-TAMR member, but still, gourmet cook Jeffrey Ceon, with the assistance of Don Roe and Lloyd Neal, took charge of preparing or otherwise serving meals.

The fan trip to Montauk Point, Long Island was 117.5 miles each way and the price was one of the best for a train ride out of New York, so since some people like to ride trains, we headed for Montauk. We took a modern LIRR electric train to the famous "change at Jamaica" where we boarded a diesel-drawn train to Montauk. After a lengthy train ride through flat Long Island terrain, we were treated to a sightseeing tour of the old resort area and headed to Gurney's Inn for a fine luncheon. Oddly enough, the seashore resort struck some members as too formal for holding the TAMR banquet. After lunch, Steve Harper and Bryce Sanders judged the three excellent entries in the model contest. Kevin Lee entered a scratchbuilt HO tool car from a work train, Bob Sprague brought his "Curious Fred General Store" and Mike Bonk entered a detailed diorama of an old engine service facility. The first prize an American Railroads GG-1 very generously donated by AHM, was awarded to Mike and Bob received a Tyco shifter kit for second prize. Tom Papadeas judged the pass contest and awarded absent Bengt Muten's pass first prize. Bryce Sanders won second prize. The trip back to Brooklyn involved a tortuous three hour bus trip and another hour on the train. Most members survived.

Finally, we staggered into the church house at 9p.m. Following dinner, the first TAMR auction was held. Conducted by Tom Papadeas and Bob Sprague, the

considerable profit went to help cover certain convention costs. Each attendee was given an HO reefer, courtesy of AHM. The remainder of the evening was filled with bull sessions and slides.

Bedtime on Friday night came and went. It never came to pass. The insomnia of three members became contagious and general confusion erupted into pandemonium. No one will ever forget Bruce Dunlevy's famous locomotive tapes, Ralph DeBlasi's incomparable peace-keeping methods, and an unidentified member's impression of plat rm announcements for the Broadway Limited ("...diner in location 4. Amtrak welcomes you aboard and..."). Things were noisy but nothing serious until Head Chef Jerry Ceon inquired who was sleeping in the private room, apart from everybody. Tom Papadeas gasped and went to hide when he realized that we were about to tell adventure loving Jeffery that it was the President's suite. The Chef led a raiding party and it was over. When the barricaded room fell, the start of one of the longest business meetings in TAMR history was started. The Great Debate centered around the problems encountered at this convention, and whether it would be feasible to hold another one on our own. Lloyd Neal announced that he would use his power as President to see to it that all future TAMR conventions would be held with the NMRA Conventions. Members who disagreed argued the point and argued how this convention was a success for TAMR in general. The discussion lasted until 5:00 a.m.

Most of Saturday morning was spent cleaning and packing before the close of the convention. The focus of the convention would shift to Philadelphia where the Allegheny Region would sponsor post-convention activities. There was a trip to two New York hobby stores for some shopping and looking around, and then to Penn Station where those going on to Philadelphia said their farewells to those left behind. As the Metroliner doors closed, the New York Convention came to a close.



CC&A + L&N + MONON =  
a super transportation  
system. Write us.  
Gary Tempco, President

# Allegheny Does It Again!

The Post-Convention Convention in Philadelphia

by Steve Harper

About ten hardy souls headed for Philadelphia, some on the Metroliner, the rest on a regular express train. The highlight of the trip came when the Metro flew by the earlier train somewhere in New Jersey. Those aboard the Metroliner also got a ride up in the cab.

After regrouping in Philly's 30<sup>th</sup> Street Station, we headed out on the Penn Central's Media local for a look at one of the finest model railroads in the TAMR: yes, the Neshobe Valley Railroad! Well, at least it runs most of the time, anyway

Following this exciting moment we hopped on the Media trolley to Drexel Hill where a lavish outdoor barbecue was waiting for us, skillfully prepared by Tom Devenny. After some prodding, Tom agreed to show us his pike. A quick trip to his basement convinced most members that Tom wasn't being modest when describing his layout as a disaster area.

We then proceeded to Cherry Hill, New Jersey, via the trolley, elevated/subway, and the modern Lindenwold High Speed Line. First stop was the house of Tom Papadeas where his renowned Penn\*C Railway was in operation. Tom gave a complete description of how he intended to build his model empire, pointing out where New York, Harrisburg, Johnstown, Pittsburgh, Philadelphia, and the Horse-shoe Curve were to be located. Some

skeptics wondered how he was ever going to fit that on a 5x9 foot board.

The group then piled in for a ride across Cherry Hill to Ralph DeBlasi's house. Ralph's layout was quite a sight to behold with broad sweeping curves, handlaid track, and a yard that didn't derail cars when trying to switch them, quite a rarity in the TAMR. Here we split up again; half stayed at Ralph's for the night, the rest returned to Tom's house.

The next morning, a switching contest was held with the winners being Mike Bonk and Bob Sprague. Actually, they were the only contestants; everyone else was just too tired.

Following some sightseeing in the City of Brotherly Love, we traveled by car to the Strasburg Railroad, stopping along the way to see Paul Manton's nearly-finished pike which ran five trains at once. At Strasburg, the group roamed all over the entire afternoon, taking pictures, riding trains, browsing through the gift shop, and exploring the Pennsylvania Railroad Museum across the street.

Finally, though, it was all over. We split up and went our own separate ways; some home, some to stay another day or so at a member's home. And each of us knew there would never be another convention like it.

## THANKS ARE DUE

Of course, thanks are due to many outside-of-the-TAMR interests who donated time and material to help make the first all-TAMR Convention a success. Among the many to whom the TAMR is grateful, there are: ASSOCIATED HOBBY MANUFACTURERS and TYCO INDUSTRIES for donations of contest prizes and door prizes; the NEW YORK TRANSIT AUTHORITY for their hospitality at their headquarters, and to Messrs. DENNIS WENDLING and RAY BERGER who took time to bring us the slide show; to our faithful official TAMR chef, JEFFERY CEON and the gentlemen kind enough to act as chaperones at the convention site; to MR. BRYCE SANDERS, SR. for sacrificing his health to follow Bryce, Jr. around in the days and months preceding the convention, and to many others who lent a hand to make it all worthwhile. Thanks and thanks again!

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## WHAT'S IN A CONVENTION?

There were many stories to tell when the TAMR Convention was over. Was it a failure or not? Did everyone have fun? Did anyone have fun? Can we do it again? Should we do it again?

The TAMR Convention was an overwhelming success, in principle. It was the first time that the TAMR or any group of TAMR members tried to hold an organized convention of TAMR members doing all the planning and holding all the events completely on their own with no help from any outside group. This time, TAMR did it all on its own and the way the organizers handled it will serve as an example in many ways of how future TAMR conventions are to be planned. The first objective was to keep things interesting and keep costs down. The registration was \$17.00 and that included five meals, sleeping accommodations, a fan trip and a banquet. This was a reasonable price, but the budget could have been in better shape if less costly banquet and trip arrangements were made. Still, for the price, it all went well. The schedule of activities kept members active, albeit the activities should have been better arranged. In principle, the convention was successful because it offered a central location, accommodations all in one place (the better to meet each other in), the activities seems promising, and it was for an extremely reasonable price that was attractive to members, since the price was almost all-inclusive for the weekend. One other thing is that Bryce Sanders' indefatigable efforts to make this whole thing happen lasted for a full six months and it was this kind of determination that made all the plans come together into a convention.

The Convention itself should have been so successful. There is no argument that things did not go as well as expected. One of the most glaring omissions made by the organizers was a painful lack of model railroad --related activities. Outside of two member's layouts, and the demonstration by the Transit Authority, there were no clinics, displays, or other features that could have easily been arranged. The members were asked to help arrange clinics, and the convention chairman got a letter from a high placed member citing his ability to 'shoot the bull' in a clinic and the added advantage that he had twice ridden locomotive cabs, but nothing ever came of it. Nor did Bryce do any more on the subject. One of the reasons for a lack of overall balance in the convention was that it was essentially a one-man show. This was primarily due to the fact that

the one man, Bryce Sanders, has an alarming amount of self-confidence and did not invite much assistance. Also, we can blame other TAMR members for this state of affairs. There was a distressingly small amount of assistance from the national organization, from members in general, and worse yet, from the home region which was quite detached from the activities. Therefore, the convention reflected the tastes and ideas of essentially only one individual. The unexpected entered into things. For one thing, New York itself was in certain ways a hindrance. The Fun City is in very many ways like no other place in the country and the seemingly hostile atmosphere was to plague some members who found they could not easily take on the singular mystique of the city. The New York Subways, originally planned to be a treat, turned into the symbol of members' reactions to the city.

What will happen in the future to TAMR Conventions? As was mentioned, the TAMR has learned many lessons from the New York Convention. The Convention established solid guidelines for conventions-to come: keep the costs to a minimum, including that of meals and lodging; hold it in an accessible locale; have a balance of model and other activities; give the members a chance to meet and talk; be sure that there is an adequate staff of planners to make arrangements and plans, and be sure that everyone has fun.

Did everyone have fun? It seems that way. Whatever may have been said about the convention, every last member who was there has admitted to the fact that he enjoyed the convention and was happy to meet so many other TAMR members. And that's what it was all about: a chance for added friendship with a train ride and a few meals on the side.

Again, what about the future? We have proven that TAMR members can do it on their own and be successful. Feelers have reached the officers, the HOTBOX, and regional leaders from all over the nation asking about their thoughts of having a convention in such and such a place. Over seven different locations have been mentioned as possible future convention sites. Now what it will take is the hard work and unending dedication on the part of convention organizers the likes of which were displayed at the 1971 Convention. If we find a person or persons so willing for our next convention, then we are in luck.

# SPECIAL SAFETY VALVE ISSUE

EDITOR'S NOTE: As previously announced, this HOTBOX is devoted solely to articles and other items related to the TAMR. Members were invited to write their comments on our organization and to discuss its problems. There was a heavy response in which some wrote lengthy articles, some just paragraphs. As many of these members' comments on our TAMR as possible have been printed in this section with the hopes that new action will spring from the ideas set forth in this HOTBOX. The HOTBOX will return to normal with the next issue, but members will always be welcomed to write to the HOTBOX and its readers on any subject.

## MY OUTLOOK ON THE TAMR

Joining the TAMR was the best thing I ever did. Since I joined last September, I have met twenty other members and corresponded with twenty more. Before I joined, model railroading was a loner's hobby. The TAMR opened up the social aspect. Now I frequently see others and their layouts and many have visited me. I attend frequent division meetings, conventions, get-togethers, etc.

Like all institutions, TAMR is not perfect, and I can also criticize it. First is the utter apathy which members display at election time. Barely 70 out of 150 members used their voting privilege last year. I also have a gripe about the way the officers perform only the duties assigned to them. They are like robots when the TAMR desperately needs leaders. One of the duties of the officers which seemingly was neglected was the drive for new members. And we also need new members desperately to keep our fine association running. -Ralph DeBlasi

## JOIN IN!

This is written mainly for newer members, although there is a number of long-time members who should heed it. I think that all should at least read it.

Many people, particularly those who have had little experience with our organization, are afraid to offer their help. They'd rather just sit and watch others do things because they themselves aren't sure of what to do or how to do it. A newcomer in any group feels helpless and useless. So many organizations and institutions in our everyday lives are controlled and run by faceless higher-ups, that when a guy joins us, he assumes and expects the TAMR to be run the same way. That he should become even a friend of one of those higher-ups, is in his mind is next to impossible; and that

he should actually become a member of this elite echelon is inconceivable. Our new members tend to feel incapable, inexperienced, and worst of all unneeded and unwanted.

Those of us who have been around for awhile and have done a lot of things a newcomer might consider beyond him know that this is all untrue. If you don't know what to do, just ask. Ask me, ask a committee chairman, ask anybody. There is much to do, so much that every member could pitch in and help or join a committee or do whatever needs to be done, and we'd still not have enough people to do everything. And even if this weren't true, even if you aren't needed, you'll always be wanted. The only cure for inexperience is experience; you don't know if you're incapable until you try; there's so much to do you'll probably always be needed; and I offer a 100% life-time guarantee that you'll always, always be wanted.

One of the aspects of the TAMR which is very seldom mentioned, yet is quite real, is the spreading of information and ideas on non-railroad subjects. I mean, after all, none of us is interested only in trains, though some come pretty close. And of course these interests are bound to become a topic of conversation in our letters to one another. I'm sure that school is the most popular topic outside of modeling and prototype roads. Sports runs a close second, and summer jobs, politics, girls, photography, cars, the weather, books, and even airplanes have all found their way into letters I have read or written.

The point of all this is, the next time you're writing a letter, and think to yourself "I won't mention that, since it really hasn't anything to do with trains," go ahead and mention it. Write a whole page on it if you want. What the heck? You've got nothing to lose, and you might just discover somebody who's just as interested in that non-rail subject as you! -Mike Thomas

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## SAFETY VALVE, Continued.

### TAMR: An Error in Interpretation?

In order to survive, an organization must have a definite purpose. Not a "We the members" thing at the beginning of a constitution, but a function that is vital and wanted, and to which the whole organization is dedicated. The NMRA, for example, was formed thirty to forty years ago to set standards and promote the growth of the hobby, and look at it now. Unfortunately, the TAMR seems to be starbng for a purpose. It exists, but some people are beginning to wonder just why.

The "purpose" of the TAMR is basically to serve as an organization and representative body for teen-aged modelers. But do we have any gripes as a minority group for which we need such a body? Most adults are happy to help us; the NMRA is open for members at any age, even under 13; and if anybody does have any gripes, I never see TAMR act on them. About all we ever do is to serve as an agent to get members together, and even that is usually by members' own volition.

I think that the purpose of the TAMR has been misinterpreted. Most adult modelers admit that they began, or at least were interested in the hobby, when they were teenagers. But how many of our members joined with only a passing interest and became much more enthusiastic because of their joining? Very few, I believe.

Most TAMR members seem to be fairly deep-rooted and experienced modelers who joined only after being in the hobby for several years and glancing at an ad in a journal. Not that this type of member is ~~not~~ what we want, but that we should have had more of a hand in forming him. The "self-made-modeler" is sort of rare at this age, as a count through our directory will testify.

What I'm getting at is that the TAMR should be an association serving the more numerous modeler of our age; the young enterpriser thrilled by the hobby but left somewhat baffled by its complexities. This is the person that most needs others of his age as companions.

Now here are some suggestions for things we should work on to implement these ideas:

1. Greatly increased promotion of organization and hobby.
2. Increased member services, including possibly a program of getting experienced modelers to visit and help inexperienced ones.
3. Abandonment of a minimum age, despite our "Teen" designation.
4. No apathy!

Here at last is something the TAMR could really do as an organization. But don't stop reading now, for this is intended to be a blockbuster. Radical notions need radical work, so on with it, men; the time is now! -Rob Sprague

### WE DON'T SEEM TO BE UNITED

We don't seem to be united. Everyone seems to have a pet goal, but it region, interchange, etc., and few are really involved in more than one project. The result is a bunch of special-interest committees, almost cliques, which disillusion new members. We must find our why we have a turnover of such great proportions every year. We must hold onto old members as well as recruit new ones. This disunity gives newcomers no opportunity to get involved very much, resulting in low activity. The CXG should start, and in co-ordination with Member Services, find a place for every new member to work at once. The new constitution's rule of two years in any one TAMR office is good, for it will let more members find a place. But at the same time we must watch out for change just for the sake of change, and make sure a member can stay where he is if he is doing a service to TAMR. One of these is editor spots. We used to change editors all around every year, and at the same time as officer changes, too. This caused delays and breakdowns in TAMR. I am glad to see that Tom has stayed on this long, giving us good quality in the HOTBOX, making it something every member can be proud of. Perhaps the next editor can manage to get it out on time and keep it on time. If a regional worker is given this appointment, it will give us someone experienced to carry on, and leave a spot in the region for someone to become involved. I think we are underestimating regions. Here a member can submit an article if he is unsure of himself as a writer, and thereby get a start. Here he can prepare for serving the TAMR nationally. Note that most of the TAMR officers are regionally active. Likewise, the interchange and HBSE should be promoted, for they get members to know each other. Members who know each other and who are active in committees are not likely to quit, but those who see the maze of committees and no one to become friends with are not likely to renew. -Tim Vermande

### LET'S GET TO KNOW ONE ANOTHER!

It became very evident to me after the New York Convention and while being a beneficiary of the constant activity in the Allegheny Region and Philadelphia

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## SAFETY VALVE, Continued.

Division that one of the most important things TAMR has done for me is that it has let me meet and get to know upwards of thirty other model railroaders from all over. These are the members I have met in person. Of course, I know many of you through the mail, but it is all very different when you can meet someone face to face and share experiences. Other members I've met confirm this wish in many of our members to be able to meet model railroaders of their own age and sharing many other common interests. This is the social or should I say "fraternal" role of TAMR that has dramatically increased in the past year or so. I have visited the homes of eight members outside the local area, and have been visited by a dozen (although I admit my layout is nothing to look at). It's good to know you're not alone, not the only crazy person in town, and the TAMR can play and has played an important part in bringing model railroaders our age together.

For this reason, I heartily encourage the growth of regions and the formation of divisions on the local level, and I am strongly in favor of conventions and other such gatherings. I encourage members to look up fellow members in their areas and make efforts to meet them. You might end up with a life-long friendship. The HOTBOX has tried during my term as editor to bring all the TAMR members closer together by making its pages open to everyone, and by sponsoring features that would encourage more personal contact between members. At this moment a worthy project is working toward this end in the form of the Correspondence Exchange Committee. I'd urge members who wish to meet others, at least through the mail, to contact Terry Burke or Tim Vermande for more on this committee.

The TAMR has become part-model railroad organization and part-fraternal organization. One of the strongest qualities of the TAMR is its function of bringing us all together. So, let's all get together and get to know one another.  
-Tom Papadeas.

### THE TIME FOR CHANGE IS NOW!

Take a look at the TAMR - not a quick look but a long look. What do you see? An efficient, well-operating group-or a mixture of everybody doing their own thing? The national officers seem to be operating OK among themselves. Committees seem to be popping up all over the place with good ideas. Regions and divisions are prospering with everybody trying their own ideas. There doesn't

seem to be much other than a HOTBOX holding everybody together-in fact, there really are two TAMR's, maybe three. We just don't seem to be paying attention to each other.

Change is upon us and a turnover in officers will occur. Really the TAMR starts all over again in the next month, with a new constitution (really it's the first constitution for many of you) and an election. From this the TAMR should be able to come together and fit everybody. It should, but it will only if everyone wants it to. We have to communicate-be democratic about things-not have a few people deciding everything. Take the drafting of the new constitution: it was a four-member committee and it was well-chosen. As a member of that committee, I know that everyone on it had his pet ideas and we wanted to do and did our best to reform the old constitution and come out with one that would provide well for the TAMR. The new constitution came out in time for the election and even included a new office. When it did appear in print, everybody was quick to complain, but back in the spring when we asked for ideas there were only a few. Many people are upset over the national convention. I am too, but then again few were involved in planning it. In fact-it really was the work (and I mean work) of one, Bryce Sanders. What I'm saying is that we have to suggest the change in order to have it made and that the suggestion has to be before the fact and forceful to have it fulfilled. Now is the time to start thinking about suggestions for the new officers. They're only going to be in there for a year, so if you have an idea get it to them!-Don Roe

### THE VICE PRESIDENT AND THE MEMBERSHIP DRIVE

As vice-president, I am the one principally in charge of recruiting. I guess I should be organizing this whole thing, and write up a big long article, and everything, but I'm not going to. While I am the one who makes the replies to the inquiries of prospective new members, I do it only because centralizing the duty to do this is a way of simplifying paperwork. The job of recruiting really belongs to all of us: to you as well as to me. One person only has so much free time, and without the help of the membership at large, one person can't do anything. I'm sure there are others willing to tell you about hanging recruiting posters in the hobby shop windows, and making personal contact with teens in your area, so I'll get off my soapbox, and let you read on. -Mike Thomas

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## SAFETY VALVE, Continued.

### SHOW AND TELL

We can't sell TAMR with posters alone, nor will simply telling people about it work. The HOTBOX is one of our biggest tools for bringing in new members. When I was asked to join, I wasn't interested until I got ahold of this magazine. Then I knew I'd like TAMR immediately. Still, we can't "show and tell" our organization until we dig up model railroaders. Man, they are scarce (at least in my locality)! I suggest that wherever two or more TAMR members can get together, they operate a display layout at a booth at any of the local types of "home shows", state fairs, scout-o-ramas, and anything else they can find. Of course, your display should have some copies of the HOTBOX, ad posters, photos, etc. Ideas or comments, anyone? -Robb Lindsey

### THE SECRET OF THE TAMR

Since I joined TAMR we members have constantly been told that TAMR desperately needs new members. We've had membership drives, membership contests, and so on. We still need more members to make TAMR better.

I don't think we need to attract more new members because we have many new people join every year. The reason TAMR doesn't grow is that the old members drop out as fast as the new ones join. I feel this is the real problem we should address ourselves to: how do we keep members once we have convinced them to join?

Barely ten of our 1968 members remain with us today. A glance through the successive directories shows that lots of people join each year, but most remain only a year or two before they go. Clearly, we are failing to live up to the expectations of the people who join, or people get everything they want as soon as they join.

I think most of us joined TAMR for fellowship and to get in touch with other modelers of our age group. For this you don't need a continuing membership: you only need a directory. If all you want to do is write to other members there's no need to keep paying dues if you already have the address book.

Well then, you say, the HOTBOX is worth the membership dues. But is it? It is largely made up of TAMR business with a sprinkling of modeling articles. But even if it was solid modeling articles it couldn't hope to compete with the big model magazines on that basis.

I think our long-standing members remain

more out of an act of faith than anything else. I liked editing the HOTBOX, and I like writing articles and letters to the editor. It's fun to solve the problems faced by TAMR. I think this is the secret of why people who are involved remain members. The TAMR provides them with something interesting and fun. It's worth \$2.50 to be able to run a newspaper or a committee or to be assured column space for articles you write. And the friendships you develop while involved in these activities are worth it too.

In this light I'm glad to see that more and more people are becoming involved in TAMR affairs. For only if you're out there doing something yourself is it worth being in TAMR. But everyone cannot be editor or president. To the rank and file member we offer precious little. I think this is why we cannot hand on to most of the members we attract. We need to solve this problem if the TAMR is to survive and grow. -Doug Rhodes

### REGIONAL MEETINGS

I feel that each region should be required to have at least one meeting a year in addition to the national convention. This would make it easier for members to get together. Sometimes the distance is too far for most of us to go. Not all regions are as active as mine, the Yankee. All regions should get on the move. I think this idea would help the regions and the whole TAMR. This idea would make for more communication in the organization. Anyone desiring to make this an amendment, write me: I'm in the directory. -Lon Povich

### FIVE YEARS DOWN THE TRACK

During my five years as a member I have seen several changes in the TAMR. Our HOTBOX has come from a dittoed monthly with no photos to an offset printed bimonthly. New services have been added and hopefully those we have will be permanent. Membership has grown from 50 when I joined to 175. Ideas have come and gone, some good, others not. National conventions were not dreamed of five years ago yet two are now history. Our purpose to bring teen modelers together and help them has not changed and will not. All our organization is directed at this purpose.

We have problems. Our greatest is loss of members. Members drop out probably for various reasons. The cure is not easy or one medicine. Interesting and helpful services from the HOTBOX to Interchange Committee keep you interested in the hobby. Conventions and U.S. Mail can bring you friends. We fail and how

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## SAFETY VALVE, Continued.

to stop failing is hard. Take time to write some members. I used to hate letter writing but can stand it now. Before you drop out, give us a chance.

Money is always a problem. A larger membership would cure this. Getting new members is another problem. Our ads in MR's Classified Ads are tiny and easily missed, but are about all we can afford. Ideas for getting members are welcome and many have come in but most require money: a vicious circle.

As I said to some last year we are at another crossroad. With good leadership offering good services we can expand, but poor leaders with no plans or grandiose plans can hurt us. The members must choose.

We offer more today in the TAMR for the same money as five years ago. More can be done and must be done but it is not an overnight task. As long as we have members that are interested and believe in the TAMR we will make it. -Lloyd Neal

### SOME THOUGHTS ON THE TAMR

What's wrong with the TAMR? Well, first let me say that I feel the basic principle of the organization is very sound. That is, a national organization which provides teenage model railroaders with a chance to further their interest and knowledge of model railroading along with the opportunity to meet and correspond with other model rails their own age.

So then why should the TAMR have only 150 members and at times appear to be struggling just to survive? Like most problems, there are many reasons behind this, some obvious and some not so obvious.

First of all, the TAMR cannot hope to compete with the NMRA as far as material benefits are concerned. We simply do not have the resources. I do not feel that TAMR should concentrate on such things as libraries, data sheets, etc., at least not at this stage of growth. There are far more important things which the TAMR as a whole desperately needs to develop, as I will discuss in the rest of this article. Contrary to what some members may say, the TAMR should be basically a fraternal organization.

So, once again, another question: What exactly does a teenager expect and get when he joins? The first part is very hard to answer and probably varies greatly from person to person. Is it friendship? Information? Perhaps it just seem

ed like the thing to do for no other reason besides "it was there". He, of course, receives six copies of the HOTBOX at irregular intervals, a Directory, and a membership card. If he happens to live in an organized region, he can shell out another \$1.00 for membership in his region. If he is lucky, he may live near another member with whom he may get in contact. If he can, that is.

And here lies one of the TAMR's biggest problems: just how do we get the average member really involved in the TAMR? And why should we?

Personally, and I'm sure I share the opinion of many others, I feel the TAMR is the greatest thing that ever happened to me as far as model railroading is concerned. I have met several members and correspond with several more. Each time, I learn countless things about both model and prototype railroads and become just that much more intrigued by railroading. I also had the opportunity to become actively involved in writing for the national publication, running for national office, and exercising my voice in how I feel the TAMR should be run. This opportunity is, of course, open to any member. As a contrast, I'm also a member of NMRA and have gotten absolutely nothing out of it. I doubt whether I will remain a member much longer at \$5.00 a year.

Somehow, though, a sizable number of TAMR members pay their \$2.50, are never heard from, and don't bother to renew the next year. If I had not taken the initiative to write to John Johnson two years ago about a convention in Philadelphia and subsequently become deeply involved in the TAMR, I probably would have followed much the same course.

But, once again, many members, for some reason, never take that first step. This is where the TAMR should concentrate its attention.

So what exactly do we do? The HOTBOX plays a major role in reaching the members and in its present form is doing an excellent job. Those who complain about the HOTBOX should read those of two or more years ago before the current editor took over. Such things as fiction writers' contests and members' pages help to make the TAMR much more personal to the average member. Rather than being a faceless "organization", as I feel the NMRA is, the TAMR emerges as a group of individuals with diverse and similar interests and knowledge. There are also programs such as the Stock Exchange, and the Correspondence Exchange Committee which encourage that all-important contact between members. We desperately

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## SAFETY VALVE, Continued.

need more such new and imaginative ideas along with the enthusiastic support of all members. It seems that it's always the same people who do everything in the TAMR. I went through my Directory and checked off all the members I had at least heard about. The total was around 30.

Conventions, both regional and national, are also very important. That is, if the conventions are carefully planned and centered around model railroading. After all, this is the major interest of almost everybody in the TAMR and the main reason why they joined. This does not mean we necessarily have to hang on to the NMRA conventions for support. The New York Convention, for all its faults, showed that it is possible and even desirable to have our own separate convention. I think we all learned a lot at the New York Convention and I hope this experience is put to good use at the next one. Conventions do not have to be lavish affairs; just the chance to meet and talk with other teen-age model railroaders makes a convention worthwhile.

Then we come to the problem of finding responsible and energetic national officers who are willing to promote and carry out the many programs the TAMR needs. Unfortunately, such persons have not always been elected in the past and the TAMR has suffered because of it. It seems something happens to most officers upon election. Before, they may have been very active in the TAMR, but once they are in office they often feel they really don't have to do anything besides what they are required to do. The officers and other top people in the TAMR also seem to have a difficult time just communicating regularly; this is obviously not beneficial to the TAMR as a whole to have officers acting without the knowledge of the others. There are also the problems of lack of time and other interests which the officers face, but if a member isn't willing to devote a lot of time and energy to running the TAMR, he shouldn't consider running in the first place. The TAMR should also seriously ponder the benefits of having two-year terms of office with 2 positions being open each year on sort of a staggered basis. This way, there is always someone who knows what is going on plus an influx of fresh ideas each year.

There is also the perpetual puzzle of how to get new members into the TAMR and keep them in. It is fairly obvious that the TAMR cannot hope to expand its services without first greatly increasing the number of members. Somehow, a few posters placed in hobby shops and small ads in Model Railroader just will not do. We need greater publicity through national

magazines which, fortunately, seems to be growing in recent months. There is still room for improvement, though. If you ask members how they joined the TAMR, many will say through an article in MR one of two years ago. The idea of writing to teenagers listed in the NMRA Directory is not a new one, but I have seen no one take action on it yet. Rick Perry supposedly was working on this, but I have not yet received a reply to a letter I send him more than two months ago. I may end up going ahead on my own. Such things as better membership material, increased dues to pay for larger and better ads, talking to teenagers at conventions and hobby stores, and finding out exactly why members don't renew are relatively minor projects but are suggestions of things the TAMR could do to attract more members.

This article has been something of a jumble of thoughts, ideas, and suggestions but I hope it has started at least a few members thinking about what needs to be done in the TAMR. -Steve Harper

### TAMR SERVICES: The Paid and the Unpaid

Per your solicitation for pertinent remarks concerning a future "discussion of the TAMR in all its aspects" in the TAMR HOTBOX, I thought it fitting that I should respond. The following consists of off-the-cuff remarks, wholly disorganized and yet connected by one common thread: my almost 6 years of TAMR membership.

It seems to me that the thing members complain about most often is that they don't receive enough for their money. Since before 1967 we have been collecting \$2.50 a head, and we continue to offer more annually than ever before: all without the benefit of a fare hike.

But the financial consideration is really secondary to the realization of how the work is accomplished to begin with. Without the hundreds of hours of annual donated labor (and things never mentioned, like mileage to pick up supplies, etc.), the TAMR would never get off the ground. If the donated labor were paid a fair wage, the TAMR might be requesting annual dues of \$10 per person and more.

To sit back then, and continually rag away about the "lack" of service put out by the TAMR is to me exceedingly irritating, and is genuinely my pet peeve. This is not to be taken as an admonition to "get off your straightbacked chair" and serve the TAMR like there were no tomorrow; rather, it is a request for a bit of patient understanding on the part of the restless "unserved" members. Please let them realize that their "servants"

(Continued on next page)

## SAFETY VALVE, Continued.

are not on contract with the TAMR for 40 hours a week. They have other obligations too. And when unreconcilable conflicts emerge, even dedicated members have no choice but to let the TAMR ride as they pursue other tasks. For this type of "occupational abandonment" the membership at large not only owes the "servant" forgiveness, but gratitude for his reluctance to depart from TAMR service, and for his eagerness to return to it. When a lack of service is matched with a lack of patient understanding and appreciation for what goes on, member irritation, when voiced, tempts weary "servants" to utter unkind words of admonition. All that results are hurt feelings, and often, unrenewed memberships. The organization name becomes tarnished, and it hurts growth as well as integrity.

Now a word about a matter which may draw rebuke. Another complaint members have voiced from time to time centers about the controversy concerning the nature of the TAMR "Club": should it be largely fraternal, or should it provide members with valuable information, such as modeling articles and tips, as are found in the professional model railroading publications? I support the former ideal, since I have always considered it conceptually naive to think that the TAMR could ever offer its members more than they can obtain in the latest issue of MODEL RAILROADER or RAILROAD MODEL CRAFTSMAN. While a column or two of modeling tips generated from practical application by our own members are certainly advantageous, I think it rather presumptuous of us to try and "compete" with MR or RMC. Many will jump on the word "compete", and while it's true that competition is altogether out of the question (strictly speaking), yet I feel that our HOTBOX drawings and "Let's Model This" articles begin to say "These are better than Kalmbach's" at times. I wish it weren't so, but careful consideration has led me to this conclusion.

I feel that it's good for modelers to stop talking "shop" for awhile, and talk about themselves, developing common interests on other levels (music, cars, stereo, electronics, etc.), for in this way the TAMR serves a much more valuable function, and one which the professional magazines cannot attempt to completely attain: the formation of long-lasting friendships stemming from fellowship, and the refinement and enrichment of personality traits cultivated by exposure to a vast "melting pot" of interests, as they are found in modelers. To me, this is the most valuable role the TAMR can play. If it supplements a modeler's life in this fashion, it risks neither boredom

nor dangerous duplication. Such an organization is priceless.

I believe that you, Tom, have endeavored to develop the TAMR HOTBOX on this end of the service spectrum by your inauguration of the Member's Page, the Getting to Know You section, and other articles of interest which you author from time to time (most recently, the Regional Convention at Wilmington article). It's good to hear about our members, who they are, what they do, and how they get along.

That's my Gettysburg Address for now. Perhaps in fourscore years I'll have another, but thanks for asking for this one! -Dick Wagie

## MORE THOUGHTS ON THE TAMR

In the course of this particular issue of the HOTBOX you will find many opinions on our little organization, some worthwhile and others less so. I am another member of the TAMR, do not hold office, and have no special claim to wisdom concerning organization proceedings. But having served in the past in 3 separate offices I do have a fair amount of ready material from which opinions can be drawn, opinions which will take their place in the order of considerations. Here they go:

What's wrong with TAMR? Well, the most frustrating problem which I faced in office and which all those before and after me have faced is that the executive staff of the TAMR is made up of young people going through transition. There is no assurance, after all, that President X will actually be able to serve his entire term--or, worse still--that he will even want to. Unlike the NMRA, which is composed (we all hope) of relatively stable, middle-age businessmen, the TAMR must struggle along under the hit-or-miss leadership of people confronted with college, first jobs, fluctuating interests of all kinds, the draft, and similarly unending processions of roadblocks. The cumulative effect is often that of hysteria or else the kind of confusion which I would hope that nobody in the organization wants--but ends up with anyway. So what do you do about it? Nothing, unless you want to end the draft, reserve the period from 14-19 for nothing but model railroading and TAMR, and stop general education for the same time interval. Now of course most of that is not about to be done, so that the only thing that TAMR can do is work around this problem. This it has not done. It has continued an election procedure which is hardly in line with the makeup of the organization. It continues with

## SAFETY VALVE, Continued.

elections every year, forces endless turmoil in election procedures every year, expects efficiency while promoting the opposite, and then wonders why things go wrong. Two-year terms are not the only answer, but they can afford the means for half as much confusion. More importantly, people can really learn their jobs. But this still doesn't solve the essential problem: how does TAMR cope with fly-by-night members who are

model railroading one day and out with binoculars and the Audubon Society the next? You think that sounds crazy? I was President of this organization due to a person with a similarly vacillating personality. And I can name at least 4 instances in which mass confusion resulted from a Secretary or Vice-President or Treasurer deciding that, after all, he really didn't like model railroading that much. The organization was expendable.

It's the kind of thing that makes you throw up your hands and wonder why humans have to be so contrary. The NMRA probably doesn't even consider the matter that I have just been discussing. When they get a slate of officers it is a pretty safe bet that the entire crew will serve in some sort of capacity, however vague, for their entire term. But it is just not that way in TAMR.

I guess that what I am really driving at is a wholesale reconsideration of the means by which this organization is propelled. We need a person to collect dues and manage funds; we need another to take care of memberships and paper functions, another to back-up the chief, and the chief himself to manage the whole thing. But the way we are doing it now is not efficient, is hardly done in a fashion to compel trust, and is in the end about the most haphazard setup imaginable. There is no assurance of a continuity of leadership functions from one day to the next. If you think there is--see me, for if my preceding words haven't convinced you then I will be happy to state other instances.

Fine, you say. But--after all--hasn't the organization managed for the past 5 years and hasn't there always been a steady supply of those willing to help (however temporarily)? Of course, but that is not the point. Look at the chaos, the stupid blunders, the costly mistakes (where IS the TAMR mimeograph, for which the organization paid over \$40.00 only to have it lost when a past Vice-President decided he was tired of his job?). There must be a better way of doing things.

We can start by implementing 2-year terms now (did you know we once had them, only to have them discarded in favor of giving more members a "chance" at office? They had their chances--quite a few, as a matter of fact. Pretty costly too.) We can at least attempt a more rigid screening process whereby there is some assurance that a given candidate will honestly keep his job and do some kind of work in it. Here is the key to the entire thing: get continuity in the national, variety in the regional. Two year terms will admittedly restrict the amount of candidates who can serve for nationals. But it will help get those of highest quality and keep them serving for two years rather than playing musical chairs each fall or getting thrown out altogether--however competent they might have been. The regions need to be kept vital--here there is room and safety for frequent switches of office. The transitory nature of TAMR and the good qualities it brings by offering a continuous flow of members can be preserved in the regions--but it is too foolish and costly for the national offices which must preserve the totality of the entire organization and keep the TAMR running. That is the hardest job of all and needs the greatest support.

There must be no disagreement with those last lines. I am no longer eligible to hold office and offer the two-year term proposal as only one possible way of dealing with the passing nature of TAMR's elective offices and members. If there is a better way I will support it. But please, there have been too many chances taken already with this organization, way too many very near-misses. Sometime TAMR may fall victim to its inherent Flashflood Syndrome. That energetic officer is going to bring a lot of water with him only to have it leave a wreck after he is gone--not to return. --Doug Kocher

### EXAMINING THE TAMR

I first heard the TAMR mentioned in an article in an old MR, and wrote to Richard Wagie, as told. I received a reply from Lloyd Neal, telling me that Dick was no longer in office, and telling me all about the workings of the TAMR, and offering to answer any questions. What else he could have said, I do not know, as one line summed it all up. That line, which I have used greatly in recruiting ever since, was, "Most important is writing and meeting a bunch of great guys your own age with your own problems and interests." Soon after I got my membership card, and a copy of the old, and pretty worthless, constitution. That was my last personal contact with the TAMR for 5 months. I admit I

(Continued on next page)

## SAFETY VALVE, Continued.

wrote no one, but no one wrote me either. I would consider the old members more at fault than I was, because they know what it's all about. After I became settled, I promised to write as many new members as possible myself, and have at least covered my own region. Anyway, after the postal silence was broken by Bengt Muten, a new member himself, I began to branch out and get to know others...make new friends, as I had originally hoped. Before leaving the subject of writing, I would just like to add that if more people would write and get to know others (and if others would answer) the membership level would go up, rather than down. At the rate it's going, it won't be long before everyone knows everyone else in the TAMR...all four or five of them. In the time since I joined, I have made enough friends to convince me that, should a life membership ever become available, I would be more than glad to become the first life member...or second...or third.

**Membership:** This is the duty of all members, not just a chosen few who do it because they have that task as officers. Writing is the least you can do. At least the members will stop quitting. Second, get to your hobby shops and put up those posters. Post them at museums, and if you can, at railway depots. If you can, add a description of the TAMR, telling what you think a prospective member should know. And don't forget to add that Associates are accepted. Within the region, membership contests should be held. For prizes, at least do as the WCR is beginning to do--give free pike ads, a certain size for each new member brought in, as an incentive to get new members. The more new members, the more free publicity for your pike. Then write articles for magazines, newsletters etc. Within the TAMR, a fantastic number of railfan groups must be represented. I wrote one for the NMRA, and I know Lone Eagle Payne wrote one for at least one region, but what about all the others?

**Raising money:** What would be wonderful, would be some large donations, so if everyone writes us into their wills, in seventy years or so we will be doing great. However, we must get along until then. As costs are more, dues are not, I think we could do with a slight raise.. at least to \$3. HOTBOX ads will help that pay for itself. Right now, that is the only income we have. I would suggest such ideas as selling decals. Either for windows, books, etc., or for rolling stock. With advance orders, this could be accomplished easily, would be welcomed by many, and would give a shot in the arm to the ailing treasury. We should have a balance running four figures be-

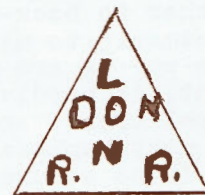
fore we can rest secure.

**Member Services:** These are fine, if they are run well, and if the membership is kept informed. Don't just say they exist, tell what they can do, and how they work. This is a seldom-tried area, really, and has much potential for helping the organization.

**Regions:** this is my favorite subject, but being a representative probably has me prejudiced. Regions help members in specific ways and get to know each other better. They promote closer relations and more communication. It gives members a greater chance to hold office, and to know how an officer might perform before he is placed in a national office. Membership drives, and many other activities, are best conducted on a regional basis.

**Committees:** There are many useful committees now working toward their expressed goals. I would suggest that certain others be formed, however. Within regions, including every region, should be membership committees, to decide how best to promote membership within their regions, and reporting directly to the Vice-President, and also convention (and other get togethers) committees to coordinate all large gatherings, both within and without their regions. The committee heads would form a national committee to coordinate these meetings, to get them OK'd, and to inform the membership.

This pretty well covers my feelings and gripes about the TAMR, and I hope it helps--Mike Bonk



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Doug Johnson, President

# TAMR Welcomes New Members

ALBRECHT, EDDIE S. (17)  
208 Grant Street  
Percival, IA 51648  
BURLINGTON-ON-NORTHERN RR  
HO-a-a-b-sdf-i-a

BRETT, JOE (15)  
Route 2, Box 242  
Zionsville, IN 46077  
J. B. lines  
HO-a/-a-d-w-0

BRISSON, JEAN (16)  
3101 Lapointe Blvd.  
Montreal 429, Quebec  
CANADA  
Chapleau & Belleville  
HO, HON3-P-abcd-b-sdfp-a-c

BURGES, ART (41)  
2428 E. Palm Dr.  
Orange, CA 92667  
Tomahawk & Tehachapi  
HO-d-d-b-s-w-a

CARTER, ROBERT (15)  
Rt. 7, Box 263H  
Tyler, TX 75701  
Santa Fe-Southern Pacific  
Terminal RR of Texas  
HO-a-a-b-dfp-w-

CHURCH, TOM (16)  
1223 Mariano Tr., SW  
Albuquerque, NM 87105  
Texas Montana Central RR.  
HO-a-a-b-df-a-0

DENT, RICHARD (A)  
4303 74<sup>th</sup> Ave.  
Landover Hills, MD 20784  
HO-h-a-a-sfdp-a-a

ENGLERT, BOB (15)  
3114 Landfall Lane  
Annapolis, MD 21403  
HO-a-a-b-dfp-w-a

FARNSWORTH, LEE (15)  
1500 Penna. Ave. E.  
Warren, PA 16365  
Wilanburg, Warren & West.  
HO/-a-a-dfp-a-a

GOLDEN, PATRICK G. (16)  
1116 Michigan Blvd.  
Hammond, IN 46320  
Revelltown, Somerset &  
Southeastern  
H-p-b-b-sfd-i-0

HALL, BILL (13)  
5620 Panama Avenue  
Richmond, CA 94804  
Richmond & Eastshore RR  
HO-a-ab-a-sdfp-a-0

HAMILTON, STEVE (15)  
Clearmont, MO 64431  
Santa Fe  
N-a-a-b-df-n-0

HEFLER, GREGORY (15)  
202 Hilltop Road  
Rochester, NY 14616  
O-c-a-b-df-a-0

HELD, JOHN W. (16)  
72 Bell Street  
Belleville, NJ 07109  
N-a-a-b-df-a-0

KETTERMAN, KENT (14)  
2107 W. 4<sup>th</sup>  
Coffeyville, KS 67337  
HO-b-d-b-sf-a-0

KURTZWELL, RICHARD E. (13)  
36795 Lakeland Drive  
Avon, OH 44011  
Little Soo Line  
HO-f-a-b-df-a-0

LEE, KEVIN (15)  
704 Matsonia Drive  
Foster City, CA 94404  
Majestic Pines RR  
HO-c-cd-b-sf-a-a

MANTON, PAUL J. (16)  
29 Grove Ave.  
Flourtown, PA 19031  
Reading Railroad  
HO-c-a-b-dfp-a-0

MATTEUCI, ROBERT A. (16)  
1308 New York Avenue  
North Wildwood, NJ 08260  
N, HO-a-ab-b-dp-i-ac

POLASKY, BOB (17)  
17595 Trinity  
Detroit, MI 48219  
ASHLAND & NEWPORT RR  
N-a-a-a-df-w-ac

SNYDER, JEFF (13)  
1836 Janney Terrace  
Langborne, PA 19047  
HO-a-bc-b-s-a-0

TRIMPER, MARK (15)  
36 Barnfield Drive  
Pittsford, NY 14534  
Tucahoe, Flatbush & N.  
HO, N-a-b-b-sfp-a-0

TURNER, W.A. (BILL) (16)  
PO Box 81  
Coble Hill, BC  
CANADA  
Esquimaux & Nanamio RR  
HO, n3-b-c-a-s-a-0

FONG, RONNIE  
106 Garrison Ave.  
San Francisco, CA 94134  
N-a-a-b-s-a-0

HEPPER, DAVE  
1809 Hiawatha Court  
Rochester, MN 55901  
H-e-a-b-sdfpt-w-a

## CHANGES OF ADDRESS:

Jim Tilley  
5 Woodlawn Ave.  
Needham, MA 02192

David R. Marlowe  
167 Sayville Blvd.  
Sayville, NY 11782



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Thomas N. Papadeas, Chairman of the Board

# Getting to Know You!

My name is JEAN BRISSON. Age: 16.  
Astrological sign: pisces. Nickname:  
Doctor Jekyll.

I am living in Montreal, the most important city regarding population, in Canada. Montreal is unique: 80% of the population is speaking French, as I currently do. My name, JEAN, is the French equivalent of JOHN.

I became interested in model railroading via some trips by train and by way of a model railroading pavillion at Man and His World Exhibition, the annual prolongation of EXPO '67. Three years ago, I started planning a layout; strange as it may seem, the initial trackplan made 3 years ago is the one I adopted, after much shifting and changing my schemes of a model layout. Very limited budget prompted me to do much armchair modeling, but still, I am grateful to this because it helps me building things right at the first attempt and to know much techniques. This provided me also much fine ideas to incorporate to my layout later.

My nickname came from my friends. They say that I am like Mr. Hyde while I talk to them, but becomes a real Dr. Jekyll as soon as I hear or see anything related to railroads. I would already kill anyone in my view-path or teasing me at such moments. They compare my basement with all the electrical wires, naked lightbulbs, crude walls and pipes to the laboratory of Doctor Jekyll!...I think that they are a bit true on my nickname.

My greatest desire is to participate actively in the TAMR. In the following months, I will concentrate on intensive work at recruiting, and participating the HOTBOX by means of articles, stories and cartoons. I just want to be another happy and active TAMR member.

I'm BOB POLASKY, 17 years old and an avid model railroader for about four years. My first toy train set came from Santa Claus when I was about eight years old. Gradually, I became very fond of railroading and all of its qualities. My first actual layout appeared when I was about 13 years old. It was a 4'x8' HO gauge oval with a few spurs here and there. Since then, my railroad has decreased in both size and scale. It is now a 4'x6' N scale railroad empire representing almost three times the amount of area in the HO layout. Reconstruction on my Ashland and Newport RR, a division of Penn Central, is progressing. I attend Redford High School in Detroit and live in northwest Detroit. My other hobbies are music and stereo equipment

and tropical fish. I belong to many clubs including the Redford Model RR Club, the NMRA, the Redford High School Latin Club and two record clubs.

My name is DAVE HEPPEL, I am 16, and have been in the train business since I was three. I model HO, and have started a layout of size 20x9. I swim in school and play in a local rock and blues band. I have much information on the Burlington Northern, Milwaukee Road, and the Chicago and Northwestern. I am in search for pictures and info on the Southern and the Louisville and Nashville so please fill my cobweb-covered mailbox and I will do the same for you if so desired. Other railroads will be gladly accepted.

I also have for the giving to any one who is interested, pictures of AMTRAK's finest train, (in my own opinion) the Empire Builder and the North Coast Limited. It is also the most colorful train, consisting of NP green, GN blue, GN orange and green, CZ and CB&Q silver, UP yellow, BN green and white, and an occasional IC car. Please write!!!!

P.S. The HOTBOX is quite an interesting magazine.



We Blew Our Contracts! The S.S. is now an

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IF you think your layout is something,  
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# ELECTION SPECIAL

The elections are being held in a newly designated time period under the provisions of the newly accepted Constitution. The officers will serve a one year term, effective October 1, with the exception of the Auditor who may hold office until he is no longer a member (regular) or until he chooses to resign. Please vote and ~~show~~ your voice in TAMR affairs. As a service to the members, the HOTBOX presents the listing of candidates in two parts. For each candidate there is a brief biography showing his record in TAMR and other qualifications. Then the paragraph after the biography is a campaign platform written by the candidate himself outlining his views and expectations if elected. This year members will have more material by which to judge a candidate and compare before voting for each officer. This hopefully will encourage more members to vote.

## deadline

All Ballots must be returned to the Election Tabulator by MIDNIGHT, NOVEMBER 6, 1971. Late Ballots will not be accepted.

## President

STEVE HARPER, 17, has been in the TAMR for three years. In this time he has been a frequent contributor to the HB and has been active in regional affairs. Steve is head of the Allegheny Region and was responsible for reviving it and bringing its activities to their current active level. He serves as co-editor of the Allegheny Dispatcher and has led in organizing such affairs as the AR Wilmington Convention and the AR's post-New York convention activities in Philadelphia, and has helped on some TAMR committees. He lives in Media, Pa., and is also interested in photography and baseball, as well as railroads.

### PLATFORM

"As TAMR President, I would attempt to focus the TAMR's efforts on three major areas. These three, which in many cases would overlap to some degree, are those which I feel are vitally important to the future of the TAMR.

"First, the officers. We need to have the officers stay in power for two years instead of one. The elections would be held on a "staggered"

basis; two offices open one year, and the other two the next. This would provide a certain amount of continuity which is now sorely lacking. We also need more communication and cooperation between members and national officers. Oftentimes, ordinary members will have no idea of what is going on in the organization besides rumors they may hear or short notices months later in the HOTBOX. Obviously, this is not beneficial to the TAMR as a whole. The officers should deliver lengthy and comprehensive reports to the HOTBOX at regular intervals instead of the haphazard kind of information that is supplied now.

"Second, we come to the perpetual problem of how to get more members and keep them. There are countless ideas we might try. These would include writing to NMRA teenage members, increased dues for larger and better ads, more publicity through national magazines, finding out exactly why members don't renew, better membership material, talking to teenagers at conventions and hobby shops, and re-designing the poster to be placed in train stores. This is by no means a complete list nor are most of them original ideas, but they do need to be put into action. The TAMR has a great deal to offer teenage model railroaders, but we have to get in touch with them somehow if we want to attract more members.

"Third, we need to encourage more personal contact between members. Regular publication of the improved HOTBOX is a big factor in this. We also need carefully planned conventions, both regional and national, centered around model railroading. Small meetings and just plain writing and visiting other members help to strengthen the TAMR and provide a great deal of fun besides. The promotion of the Correspondence Exchange, the Hotbox Stock Exchange, and similar ideas which spark correspondence and friendship between members is also important.

"Most important, we have to get the average member involved in supporting the many programs the TAMR has started. Without this, the TAMR Library, Stock Exchange, membership drives, etc., will simply be wasted energy by a few scattered members carrying the entire organization on their backs."

(Continued)

## CANDIDATES FOR PRESIDENT, Continued.

MIKE THOMAS, 16, a junior in high school, has been actively interested in railroads for well over three years. Mike is the outgoing TAMR Vice-President, and in the past he was the editor/publisher of the Mid-Continent Region Expediter and he was the instigator of an attempted revival of the dormant MCR. In 1970 Mike organized the first TAMR convention which was held at the NMRA St. Louis Convention. Also a frequent contributor to the HOTBOX, Mike is interested also in reading and collecting "antique" comic books.

### PLATFORM

"I think that the next TAMR president, whether me or not, must not think of his term in office as a regime or a promontory administration, but rather as one in a series of co-operative administrations, all working for the long-term good of the TAMR.

"This series really began with the term of president Lloyd Neal, with the new constitution, Member Services Committee, Correspondence Exchange Committee, improved HOTBOX and many other things. But most of these improvements have just been started. The Constitution has been ratified, but still has to be carried out. The CXC is getting some response, but not much. The MSC isn't getting any wider use than the CXC, and as of this writing, only two people have used the MSC library. The HOTBOX has come a long way, but it isn't perfect...yet.

"Let me be a little more specific about what needs to be done and how I plan to accomplish it.

"We can always use more money in the treasury. Life-memberships, as proposed by Mr. James Mosher, are a distinct possibility. More HOTBOX ads are needed, and non-model railroad ads are an area as yet unexplored. We might also try "corporate memberships" for hobbyshops, etc., at a rate of \$5 or \$10 a year.

"Of course, with the extra money gained from all this, we can start enlarging our overall membership through recruiting posters, membership blanks, etc., in hobbyshops all over. With the more members we get, and will be getting, it is easier to get together with another member or two.

"Conventions seem to be pleasingly popular. I certainly hope they stay that way. A little more organization and national encouragement than before would do good. We needn't decide on

convention sites four years in advance, as the NMRA does, but ten or twelve months isn't looking too far ahead. More advance publicity is desirable, too.

"One of the things which conventions do is instill a sense of spirit and energy, and a will to work in those attending. And this is probably the most valuable thing to be gained by us. But a guy doesn't have to spend all his time attending every convention and get-together to have this spirit. I think that I have the spirit and energy and I want to work for you.

## Vice President

MICHAEL BONK, in his first year as a TAMR member, became President of the West Coast Region and was responsible for the organization of the new region. He is also editor of the WCR Crummy. In addition to writing for the HOTBOX, Mike wrote an article about the TAMR for the NMRA Bulletin. He has also been very active in the recruiting of new members, and also is a member of the Correspondence Exchange Committee. Mike, 17, is a resident of Claremont, Ca.

### PLATFORM

"As a regional president, I have worked at recruitment through regional members, contests, and on my own. WCR membership, as a result, is increasing at a good pace. As Vice-President, I would work to expand this program in all of the TAMR and its regions. Coupled with the increase in renewals brought on by greater participation and member service committees, TAMR could double membership in the next year. Also needed is greater communication between officers themselves, between members, and between officers and members. I think that the TAMR treasury must come off the 'endangered species' list, and an increase in membership would help here."

RONALD HICKS is 18 and attends Alfred State College. He has been a TAMR member for three years and has written for the HOTBOX. Ronald is working within the Correspondence Exchange Committee, and was a candidate for President in the last TAMR election.

### PLATFORM

"HOTBOX running smoothly and coming out on time (an improvement). Would still like to see more member participation in articles, membership drives and especially the new Correspondence Exchange Committee.

(Continued)

## CANDIDATES FOR VICE PRESIDENT, Continued.

Members can start participating immediately by voting in this election. Try for 100% participation in voting this year. Officers should be more than figure-heads.

Would like to see more model articles and photography in all scales in the HOTBOX and less prototype. After all, this is the Teen Association of Model Railroading and not the Teen Association of Prototype Railroading.

TIM VERMANDE, 17, has been a member for two and a half years. In that time he has been active in the Great Lakes Region as editor of the Wayfreight. Tim participated in the formation of the Correspondence Exchange Committee, has been circulation manager for the HOTBOX and has moved on to become typist, effective with this issue. Tim and secretarial candidate Terry Burke have thought that many of their ideas on TAMR are identical and are running together on the same platform as a "party".

### PLATFORM

"If elected, I hope to accomplish the following: 1) Get plugs in the model railroad magazines for us. 2) Dues should be raised to \$3, and associates should pay \$2.50. 3) Have a national convention and several regional conventions. 4) Push the CXG and MSC. 5) Get the HOTBOX out on time, and speed up the time taken to get it together. The many delays I witnessed this year were intolerable. 6) Get TAMR bumper-stickers and/or key chains. We can sell these to members and make some money for extras. 7) Institute life memberships for associates and use the money for promotion. 8) Try to get things done earlier. I have two days to get this biography in the mail. It should have been done sooner. 9) Likewise, revise renewal procedures and get them taken care of before the membership expires.

"All these should help attack what seems to be our major problem: APATHY. No one cares about TAMR, because nothing seems to be worth caring about. These ideas should be a start in the other way."

## Secretary

MICHAEL BEENE is 17 and lives in Durang, Colorado. He has been a member of TAMR for two years. He is in charge of the narrow gauge department of the WCR Crummy. He is a member of NMRA and very active in the model railroading field. He has been a model railroader for 12 years.

TERRENCE BURKE, 16, has been a TAMR member for only a year, but he has been very active in that time. He conceived the idea for a Correspondence Exchange Committee and has put his plan into operation. Terry has made himself well-known to TAMR leaders and is currently serving as acting TAMR secretary after Gary Tempco's resignation.

(Note: Terry and Tim Vermande, vice-presidential candidate, have announced that they are running as a "party" on a similar platform. This platform is reported in the previous section by Tim Vermande.)

AGNES MOSHER is our only female member at the moment. She has recently joined TAMR and already is Secretary/Treasurer of the West Coast Region. Because she is a young member, Agnes says that she will be available for the maximum number of years for service to the TAMR.

### PLATFORM

"I believe that the goal of TAMR, as an organization of teens without the help of adults, is for members to assist each other in whatever way each is suited in solving model railroading problems and enabling each other to get the maximum amount of benefit from our fine hobby both in terms of enjoyment and accomplishment. The only way TAMR can accomplish what I feel is the goal is by increased membership. The best way that I can think of to obtain membership increases on the scale necessary is a concentrated campaign through the hobby shops. If I am elected secretary, I would work with the other officers to get every teen model railroader in the country to become a member, and every adult to be an associate member."

BENGT MUTEN, in his first year as a member, became convention chairman for the Allegheny Region and organized the successful AR convention in Wilmington, Delaware, where he showed his talents as a fast-moving promoter for TAMR. He continues to be active in region and national affairs. Bengt is a resident of Falls Church, Virginia.

### PLATFORM

"If elected secretary, I will of course do my best to get as near as possible to the fast and accurate service of Gary Tempco. I will also do my best to promote membership, especially in answering questions of prospective members, and giving them all reasons why they should join. As a member of the cabinet, I would support the raising of the dues of associate members

(Continued)

## CANDIDATES FOR SECRETARY, Continued.

to at least the level that the regulars pay, and probably more."

TOM SCHULTZ is a high-school junior in Lansing, Illinois, where he has gotten acquainted with past-secretary Gary Tempco. He has been a member for a year and a half and helped in sponsoring the TAMR meetin in Lansing this past summer.

### PLATFORM

"When I first joined TAMR; I was told it offered fellowship, and that I would be meeting other teens who enjoyed model railroading. Well, up until the time that I attended the 1970 NMRA Convention in St. Louis, I had met no one that was interested in the hobby outside of the persons I already knew before joining TAMR. Therefore, I suggest that a certain portion of the HOTBOX be devoted to new members interested in corresponding with other members. I would also like to see the TAMR more widely publicized. This could be achieved by making free literature and membership application blanks available to members upon request. These could then be distributed to the local hobby shops by the members themselves. This would probably be cheaper than putting a microscopic ad in one of the popular nationwide magazines. Thank you."

## Treasurer

RALPH DEBLASI, 17, although a member for only a year, has been an active member in the Allegheny Region and TAMR. He is working on the TAMR interchange as head of HO Operations, and he was one of the hosts of the Allegheny Region's post-convention activities in Philadelphia.

### PLATFORM

"Joining TAMR was one of the best thing that has happened to me in model railroading and I would like to see the TAMR expand in size and activities. Something must be done to save the treasury from its current trouble. As treasurer I would like to work for greater funds available for the TAMR. One of my main gripes about TAMR is the way in which the officers are lax in their duties. As treasurer I will not only keep track of TAMR funds, but work to get the officers off their duffs."

DAVID JOHNSTON is currently serving as acting-TAMR treasurer in the place of Phil Gieg. He has worked on various projects and co-authored a narrow gauge

section in the HOTBOX. This past spring, David served on the Constitution Committee which framed the newly-accepted revision of the TAMR Constitution.

### PLATFORM

"I am running for Treasurer because I feel that I am best qualified to do the job. I have had considerable experience in the past handling financial records and money matters for another organization I belonged to. Since June of this year I have handled the finances of the TAMR, and thus have become acquainted with what the job of TAMR Treasurer involves and how to best do it. The office of Treasurer requires a responsible, dedicated person, and I believe I am the one.

DONALD ROE is best known for his work with the Yankee Region which he organized and of which he is now President and editor of the Yankee Flyer, as well as publisher. In three years of membership with the TAMR, Don started the current organization-wide movement for more organized regions in TAMR and continues to promote the regions. He also served on the Constitution Committee this spring. Don is 17 and lives in Holliston, Massachusetts, where he is active in school government.

### PLATFORM

"The office of treasurer may not, as far as official dues-collecting goes, be as time-consuming as the other offices, but it is very important. In the past a few things have been touched upon only lightly which a treasurer should make an important part of his duty. I feel an estimated budget for the year is important. The treasurer should present more than just figures with his report, the membership has the right to know what is going on with TAMR funds, the reasons behind spending, itemized reports to show who is spending what, and the like. The treasurer can also be more than a money-watcher by being active in the TAMR, by keeping in touch with the members, and by being a part of the TAMR team. This will be the case if I'm elected."

## Auditor

TØNNES BEKKER-NIELSEN is one of TAMR's European members. He joined the TAMR recently and has on occasion made himself heard on various matters. Tønnes has served as bookkeeper, auditor and treasurer to various other organizations

## CANDIDATES FOR AUDITOR, Continued.

in the past, and has had some experience as auditor from holding that post in student governments.

### PLATFORM

"If by some miracle I should be elected, I would try to get rid of some of the cherished traditions of the TAMR, such as officers not answering their mail (even when provided with an SAE), suggestions which would save the TAMR time, money going straight into the circular file, and discriminatory dues. Please do not vote for me on the basis that would get an auditor who would carry out a policy of 'laissez-faire' and don't rock the boat--if you want that, please vote for someone else. If you vote for me, you will get an auditor who will dig to the bottom of problems independently of personal or political considerations. If you cannot accept that idea, vote for someone else."

LLOYD NEAL, 17, is the outgoing TAMR President. He has been a member of TAMR for five years, during which time he has also served as Vice-President, and has been active in many TAMR functions. Lloyd is a resident of Stone Mountain, Georgia, and a member of the Southeast Region.

### PLATFORM

"As I leave the office of President, I have within me a desire to perform service to the TAMR and to each TAMR member personally on a continuing basis. I believe that my five years of TAMR membership have provided me with experience the value of which cannot be disputed, and it is this experience and "wisdom" that I would

like to put to work for the TAMR. After elections are over and the usual turmoil of new people getting situated in strange places has subsided, I intend to put full energies into the task of rounding up more new members for the TAMR, since I am convinced that this is the only way the TAMR can continue to provide its present services without a raise in dues. As Auditor, I intend to faithfully discharge all the duties of the newly-created office as they are set forth in the new TAMR Constitution."

TOM PAPADEAS has been in the TAMR for over three years. He has been active in the Allegheny Region and Philadelphia Division of the AR. He was publisher of the first AR Dispatcher, and has helped organize many regional and division meets. He is most well known for service as editor of the TAMR HOTBOX, and was the chairman of the Constitution Committee.

### PLATFORM

"When the office of auditor was first proposed I was against it. I felt that we did not need to add another chief to the TAMR tribe unless he was really necessary. I urged the modification of the office so that it would be more useful to the administration of TAMR matters. I do not believe that, as the first auditor, I should wield any significant powers outside of my duties of checking the books, interpreting the constitution and acting as an advisor to the officers, while also acting as a listening post for members' comments. I will be an efficient auditor best by not sticking my finger into every action of the TAMR administration. I urge all members to consult the constitution about this office before voting."

**note**

According to the newly revised TAMR Constitution, Associate Members are not allowed to take part in election procedures. An Associate Member is defined as a person aged 21 years and over. Therefore, BALLOTS FROM ASSOCIATE MEMBERS CANNOT BE ACCEPTED.

# INTERCHANGE

WANTED: More information concerning official TAMR publications. Of supreme interest, HB's before April 1968 and Directories before 1968. Also all regional publications before 1971. See last HB for details. Don Roe, P.O. Box 101, Holliston, MA 01746.

BOOKS: Cinders and Timbers, \$3.00, RR Cars Charts @ \$2.75 and \$2.50 or \$13.50 for six, PP. Leo A.D. Stupur, 6048 S. Fairfield, Chicago, IL 60629.

FOR SALE: Rio Grande Southern \$25 bond coupons. Per pair: 15¢ and ssae. Profits go to WCR. Also-Pacific Electric date nails as pulled from ties--50¢ each and ssae. Limited supply. Mike Bonk, 1442 Ashland Avenue, Claremont, CA 91711.

WANTED: Frank Broderick to join the TAMR. Contact the Philadelphia Division.

FOR SALE: Railroad Caps. Made in Brownsville Junction, Maine. Specify size. \$2.00 each. Lon Povich, 160 Lincoln Street, Bath, ME 04530.

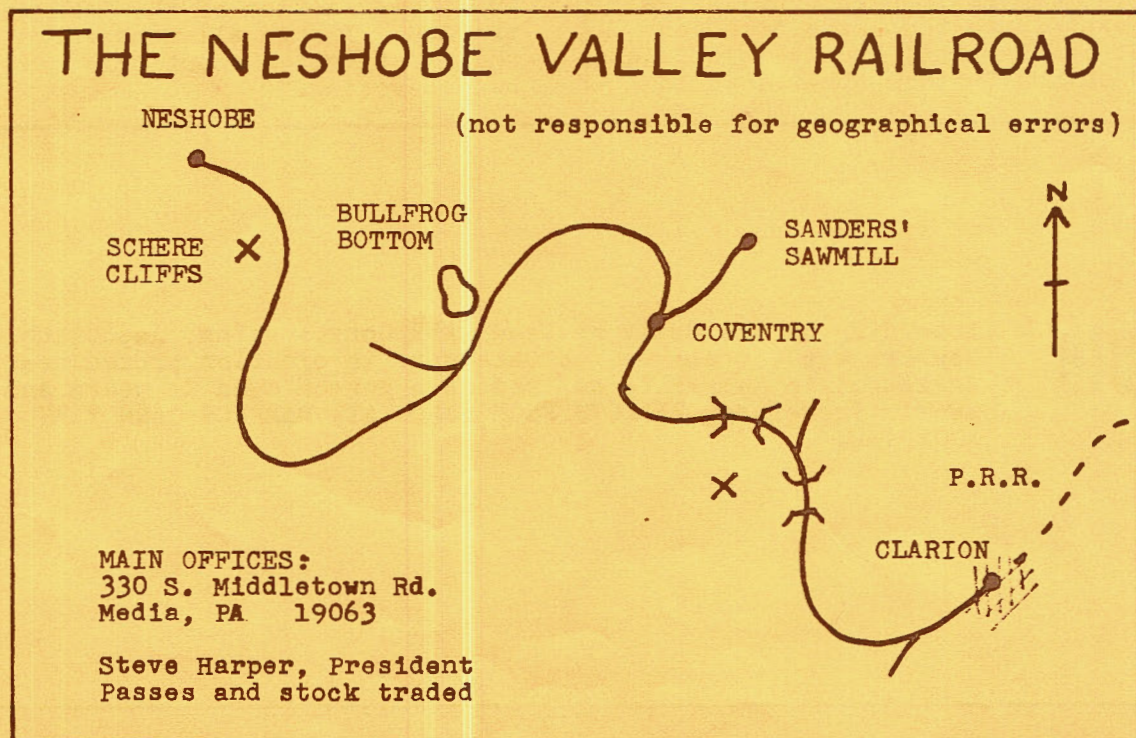
WANTED: Timetables of all kinds, any other souvenirs of any and all

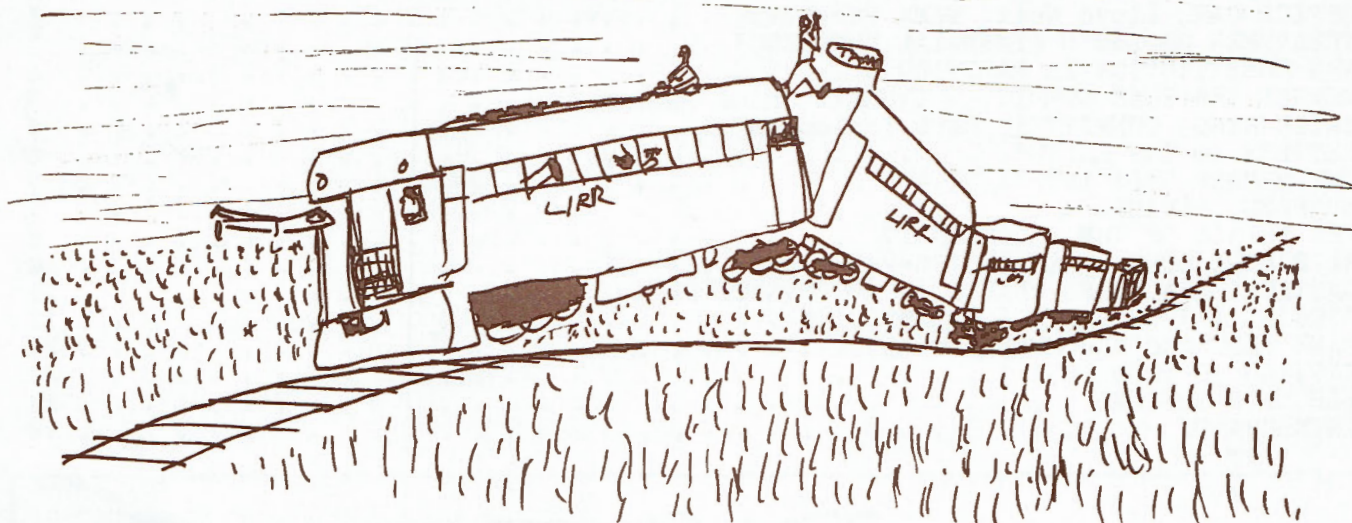
passenger trains, railroad or AMTRAK. Anything! Write to Tom Papadeas, 111 Hedgerow Drive, Cherry Hill, NJ 08034.

SALE OR TRADE: Lionel 027 gauge, accessories, rolling stock. Will trade for HO accessories. Ben Tomscheck, 214 S. Iowa, Knoxville, IA 50138. All must go!

WANTED: Any back issues of MR & RMC.  
FOR SALE: Tyco 1-amp basic powerpacks. Have three, \$5.00 each. Robert Haase, 417 Old Jessup Road, Brunswick, GA 31520.

MUST SELL: Log transport car-\$1; flatcar, with load, \$1; left switches (4)-@\$2.50; right switches (4)-@ \$2.50; Atlas selector (2)-@ \$1, Atlas switch control (2)-@ 50¢; 18" rad. curve tracks (11)-@ 10¢; 2 1/2" straight track (2)-@5¢, 9" rerrailer-25¢; unlighted Atlas bumper-5¢ 9" straight (2)-@10¢, curved terminal, no screws-25¢. Trainpack 100-excellent cond.-\$5; MDT Switcher-\$3.50; switch wire .5¢/foot; power cord-.5¢/foot; Tyco hopper car unloader-\$3.50; Freight handling depot-\$3.50. Write: Edward Shelby, Route 2, Pulaski, TN 38478.





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# The Waybill

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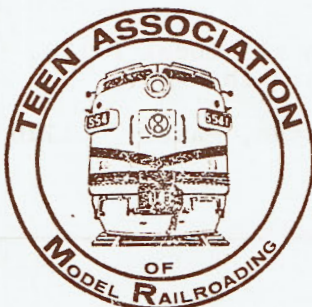
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