

TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 8 No. 1

January-February 1972

TP-11

in this issue . . .



**John Johnson Uses Street Language
to Explain
Model Railroading Techniques**

From the Cab . . .

by Tom Papadeas, Editor

Finally, I have come to my last issue of the HOTBOX. I am ending my two-year career as editor to make room for some new blood, although, as TAMR auditor, I will be heard from every once in a while. Succeeding me will be Michael Bonk, who was President of the West Coast Region and editor of the WCR CRUMMY. Mike is my co-editor on this issue of the HOTBOX and he will be in full control starting with the April HB, so any future HOTBOX correspondence should go to him.

I have many people to thank for two successful years with the HOTBOX, but it would be best to say that I am very grateful for the many HOTBOX readers who have sent in a steady stream of material and help. With the help of so many members, we have been able to keep every HOTBOX filled with a wide variety of model or prototype articles and other features.

The cover design and lead article in this issue of the HOTBOX were the brainstorms of John Johnson. When I saw his herald, I knew that it would be the perfect thing to grace the cover of my last issue of the HOTBOX. We are always looking for new ideas for the HOTBOX, so when you have any material, ideas or comments for the HOTBOX, don't hesitate to write to the new editor.

Again, I thank the many people who helped us get out HOTBOX after HOTBOX for the past two years. I extend my best wishes to my successor, Mike Bonk, and I hope the HOTBOX readers will continue to support the HOTBOX as strongly as ever.

WANT SOME INFORMATION?

NEED SOME HELP?

WANT TO CONTACT OTHER MEMBERS?

The Correspondence Exchange
Committee is waiting to hear
from you. Write:

Terry Burke, 1636 Hawthorne
Westchester, IL 60153

by Mike Bonk, Editor

Being the editor of the HOTBOX gives one an incredible feeling of utter chaos. In some unexplainable way, however, I have managed to complete my portion of this joint-effort issue, which should be only a couple of months late this time...a situation which should not last long. After a very short period of total collapse I will begin the next issue, so my deadline for this coming issue will probably be long past by the time you read this. Therefore, excepting officers, if you have not already sent material in, it has no chance of making the next HB.

It is really too soon to announce any policy changes, as I have not yet settled into this job. I have, however, received several letters on the subject of HB photographs. Apparently there are as many members opposed to model photos only as there are opposed to prototype photos. Therefore I am modifying the model-only ruling. Prototype photos will be included if they are good, and if they complement something else. By this I mean that if a photo illustrates an article it may be included, but if it is sent on its own, chances are it will not. These lone pictures should be sent in for the photo-of-the-month, but not to me!! For the address and other information see the Photo Exchange Committee report in this issue. Model photos will have priority, as will photos of members' activities. This is meant to satisfy everybody, but if it does not, let me know; editors should be informed.

Finally, I am hereby running a member survey on the HB. If there is something about the HB you dislike, let me know. And if you like something especially, you ought to write also, or it may be changed. Much of my policy will be based on the outcome of this survey, so speak up. It's only one time! Get your letters to me by May 1...OK?

I was going to give Tom a huge fanfare as he left the editorship, but since he is not leaving, just shifting offices from editor to auditor, there is no loss to mourn. But I will summarize what I would have said:
*****THANKS, TOM!!*****
That's it...happy reading!!

NEVADA MIDLAND RAILROAD
"Route of the Desert Wind"
Steve Harper, President
330 S. Middletown Rd.
Media, PA 19063
Passes and Stock Traded

Office Car

by Steve Harper, President

Would you believe that this is actually the fourth "Office Car" I've written since taking office? Yes, it's true, even though you've seen only one other thus far. So much is happening in the TAMR right now that whatever I write will most likely be totally outdated in a couple of weeks, hence the many rewrites.

We've been concentrating in recent weeks on revitalizing the many different committees the TAMR already has set up, as well as getting a completely new one off the ground. In some of the present committees, the format may be drastically changed, in others, removal of an apathetic chairman may be the only thing that will lift the committee out of its present do-nothing state. But just about all desperately need your immediate support, so write today to the chairman if you'd like to get in on the fun. Report from most of the committees should be appearing soon in the HOTBOX, so keep an eye out for them.

The new committee mentioned above is the Photo Exchange Committee, headed by Bob Polasky. This will be basically similar to the present CXC, members will be able to swap or loan any sort of photos with other members whose interests may be similar. Details will be forthcoming in the HOTBOX.

Part of our problem in the past regarding committees may have been that members, especially newcomers, don't really know what every committee is supposed to do. We're preparing a sheet right now for inclusion in the new membership material explaining the function of each committee. Present members can write to me for a copy.

Plans for a national TAMR convention in Toronto, Canada, are already well underway under the supervision of Phil Simonds and Ron Hicks. At this time it looks like the convention will take place toward the end of August and will include many of the interesting model and prototype railroad sights up in that area. Also, we're going to try something a little different this year. Instead of having just one convention each year, thus restricting many members from attending, we're leaving it open for another one as well in a different part of the country at a separate time. Contact me immediately if you're interested in working on such a convention.

How to increase membership has been a perpetual puzzle in the TAMR. Vice-

president Tim Vermande is currently working on a super-duper membership drive, the likes of which have never been seen before. In addition, Model Railroader has generously promised us a free one or two inch ad to appear in their publication every couple of months. This will understandably be much better than just a two-line ad stuck back in the Classified section. Several individual members are also working on schemes to attract new members. Ralph DeBlasi is planning to send out questionnaires to former members to determine exactly why so many never renew. Bob Polasky and Lloyd Neal report that they are sending out letters to teen-aged NMRA members telling them about the TAMR. If you'd like to do something like this yourself, write to me for more info.

Several members have suggested that we obtain TAMR patches or buttons. This sounds like a great idea to me, but I really don't have the time to handle it myself. Are there any eager volunteers out there willing to look into this on their own?

I've heard it said a couple of times that this year's set of officers is the most energetic and dedicated to come along in years. Despite my innate modesty, I'd have to agree, judging from the brisk flow of correspondence between us all. The recent conference call, paid for mostly out of our own pockets, helped to back that statement up. Now I'm not trying to say that we're all perfect or some sort of organizational geniuses that constantly come up with brilliant new schemes for improvements in the TAMR. But I think it's fair to say that we're all doing our darndest to put the TAMR on the right track. BUT, we're going to need your help. You can have the best leaders in the world and it won't do much good unless you have the enthusiastic support of your followers. I know I'm making it sound as though this is some sort of duty you must feel obligated to. But I can assure you that once you do get involved in any or all of the TAMR's activities, you'll never regret it. So go to it guys, time's awasting!

PUBLIC NOTICE

The Penn-C Railway gives notice that, effective immediately, all service to Harper's Ferry, PA is indefinitely

SUSPENDED!

T.N. Papadeas, chairman

Election Recount Held but No Change in Results

The recount of ballots for the election of TAMR officers stirred much controversy among members and provided the first test of the office of TAMR auditor.

The original election ballots were mailed in the July/August HOTBOX, which, due to an error by the circulation manager, reached only two-thirds of all TAMR members. Complaints from many members soon revealed that irregularity in the mailing and the fact that many members were denied the opportunity to vote in the election. Several TAMR officials were among those not receiving the August HOTBOX.

Upon receiving complaints from officers and members, the newly-elected TAMR Auditor, Tom Papadeas, announced that, in his opinion, the recent elections should be viewed as invalid. Using a clause in the constitution that authorizes the auditor to be the final judge in constitutional difficulties, Tom determined that the elections would be reheld in order to give every member a chance to vote. The officers recently elected were asked to remain, as there was no prescription in the new constitution to handle such an

unusual situation. All candidates in the summer election were renamed on the new ballot with the exception of Don Roe and Mike Bonk, who chose not to run again. Because Tom Papadeas was himself a candidate, he named Bob Sprague to receive and count the ballots. The results were close to those of the first ballot and all officers were retained. Although the number of ballots cast was about the same as in the first election, the names of close to thirty members who did not receive a ballot the first time were turned up.

There was much contention among the new officers as to the legality of the second election and the role of the auditor in the situation. The auditor claimed that in many instances, decisions had to be made by him because the constitution provided for no specific steps to be taken. Although the results of the second election were determined as final and official, there was an agreement made that the auditor would consult a special committee for approval of any major constitutional decisions.

TAMR Convention in Toronto

President Steve Harper recently approved Toronto, Canada as the site for an official TAMR national convention in the east. It will be held sometime this summer. Steve has named three members in upper New York State to organize the convention. They are: Dale Madison, Phil Simonds, and Ron Hicks.

Dale Madison has given some of the tentative plans for the convention activities. Accommodations will probably be at the Sheraton Hotel, where he says that a relatively inexpensive rate will be charged. Tours will include the facilities of the Toronto Transit Commission traction operations.

Toronto is accessible by rail from the east via Buffalo on Amtrak, TH&B, and CP Rail. From the west, there are Amtrak trains to Detroit and then CN trains to Toronto from nearby Windsor. Toronto is also easily accessible by road and air.

Future HOTBOX issues will contain more details.

TAMR Conference Call

January 22, 1972, was the date chosen by the newly-elected officers to get together and discuss the TAMR. Although all of them live far apart, they convened in a matter of seconds--via telephone.

Among the matters discussed were:

- Publicity - ads, letters, and leaflets.
- Treasury - dues, debts, and expenses.
- HOTBOX - costs, postage, and deadlines.
- Goals - expansion, and services.
- Services - increasing participation.
- Activities - local get-togethers.
- Conventions - separate from the NMRA, with 2 or more per year.
- NMRA - recognition, but no competition, no TAMR data sheets.

This account is by no means complete, as the notes of the conversation ran on for three pages. However, these are the major topics, and the results of the conversation will be seen in the actions of the officers in the future. Included in the call were the five officers and the TAMR publisher, Dick Wagie.

YOUR ADVERTISING HELPS

PAY FOR HOTBOX EXPENSES.

Send in your Pike ad today!

Stranger than truth:

A HISTORY OF SMUT

It was Tuesday, our regular golfing day. Richard* was teeing off at the 17th hole, when Henry** came up with a great idea. His idea was to form a terminal switching railroad in the town of Savage. The company would be partly owned by all three railroads in town. Back in the club house, we sat around a table in the bar and talked over the possibilities.

"All the trains that go through Savage have to do their own switching because there is not enough traffic to station an engine there all the time, for my railroad." I***said.

"Or mine", said Richard.

"Or mine either, but there is plenty for one or two to do. That is why I think we should form a terminal company." said Henry.

"We would need a track built down Main Street to link up the railroads." Richard said.

"That's no problem. When we get back to the office I'll get my engineering department to work on it right away." I said.

"Is it agreed?"

"Yes!"

"OK."

"Good. Let's have another drink, WAITER!"

[Later, at a newsstand]

"Wait a minute, I want to see if there are any GOOD magazines here."

"John, I just got the perfect name for the railroad, the Savage Minnesota Union Terminal."

"You mean the S.M.U.T. ..."

"Yes, the SMUT"

[Later, in the office]

"Have a seat, gents, I'll call in my civil engineer."

A few minutes later, John Johnson came to the door.

"Hello Johnson, come in and sit down. We have decided to form a terminal



switching company and in order to do this we need a track built down Main Street. Would you get right on the job and get me a report by the end of the week?"

"OK sir."

[Later that week]

Johnson knocked on the door of the president's office. From inside, I said in a loud grumble, "Come in, oh hello Johnson, glad to see you. Do you have the report?"

"Yes, I do sir."

"OK, thank you."

"Good-bye, sir."

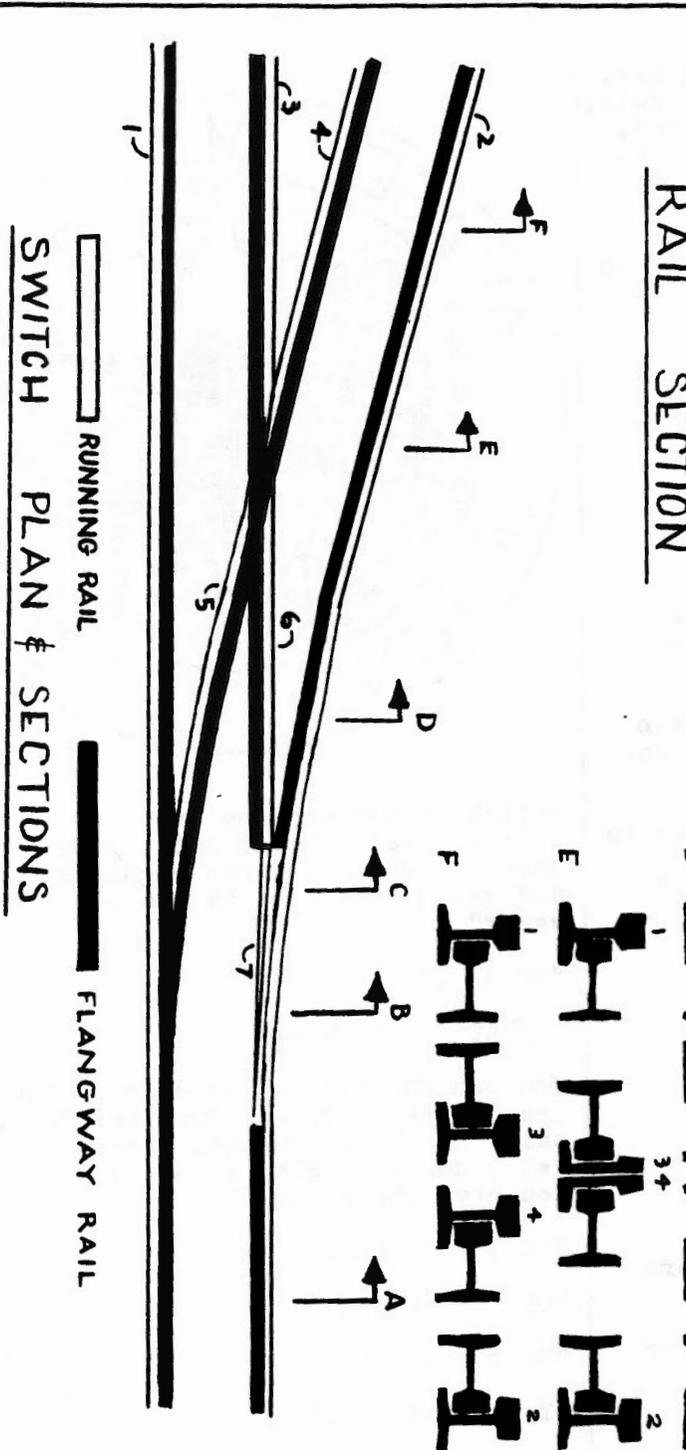
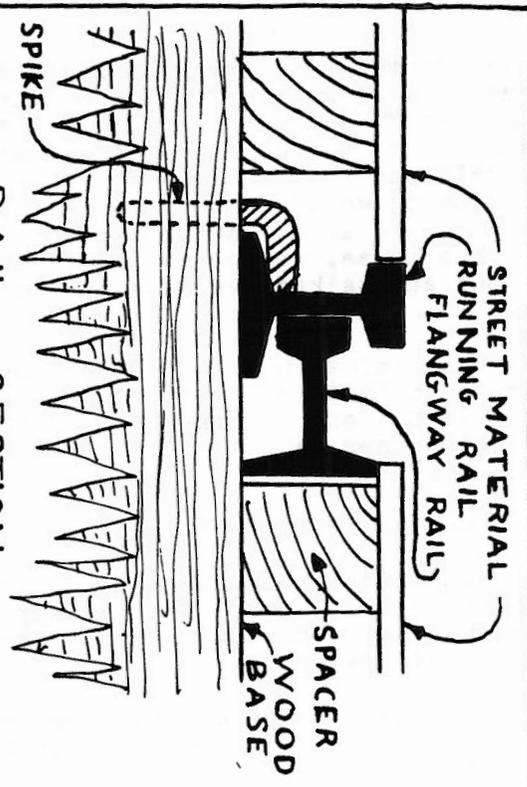
"Yes, good-bye."

Now, let's see what that report said.

* President of the Minneapolis, Northfield, & Southern RR

** President of the Nine Mile Creek & Western RR

*** President of the Savage, Bloomington, & Zumbrota RR



Savage, Bloomington
and Zumbrota R.R. Co.
456 Tennis Avenue
Ambler, PA 19002

Job Description:
Track & Switches
for Main Street,
Savage, Minn.

John Johnson
Civil Engineer
Drawn by J.J.
Job No: 87.1
Date: 9-27-13

SBZ

ENGINEERING OF THE S.B.& Z.R.R. DEP'T

- SAVAGE, BLOOMINGTON & ZUMBROTA RAILROAD
- JOHN JOHNSON, Civil Engineer
- Date: September 27, 1913
- Job No: 87.1
- Job Description: Track and Switches, Main Street, Savage, Minnesota

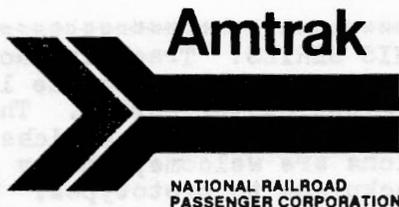
To start construction of the track in Main Street, a firm roadbed should be installed. Pine is best, but plywood will do. A line should be drawn on the wood base to show where one of the rails is to be laid. A rail is then spiked down on the line. Spikes should be put on both sides about every two or three inches. After that rail is down, start with the other rail and keep it in gauge.

The outer sides of the rails should be glued to the wood base with whatever glue works. After the glue has dried, the inside spikes are to be removed. The flangeway rail is now to be butted against the running rail. Refer to the drawing "Rail section." The rails should be soldered together every two or three inches. Spikes may be used to clamp the flangeway rail to the running rail when soldering, but remove them afterward. Both flangeway rails should be glued to the wood.

All wiring should be done at this time. Also things like uncoupling magnets should be put in now. A strip of wood

is glued down alongside of each rail. This is used as a spacer between the wood base and the street material. More spacers will be needed for the rest of the street; these can be higher or lower because a street is not level. The street material should be some kind of paper or cardboard. It could have cobblestones printed on it. Most hobby shops have a variety of patterns and colors to choose from.

Building a single-point switch is not as hard as it looks. First draw lines where the running rails go, following the switch plan. The next step is to spike down the two outside rails (1&2) like you did the track. Then cut, file, and spike the frog rails (3&4). Rails 5, 6, & 7 are very tricky. They have to be cut and filed just right. It takes a while to get them right. The flangeway rails are put in like the track, and according to the plan. To hook up a switch machine, solder a loop or plate, with a hole in it, to the moveable point. Add spacers and the street material and you are done.



WANTED

Any news or information about AMTRAK in your area. I'd especially appreciate news clippings and personal accounts of train rides. I'd also like to trade local schedules, brochures, and dining car menus.

WRITE: Tom Papadeas, PO Box 263, 4451 Massachusetts Ave., NW,
Washington, DC 20016

Trackplan Notebook

PLAN No. 1

by Erik Gunn

PROTOTYPE: The branchline is a favorite prototype for model rails, both as an auxiliary to the original layout and as a complete layout in itself. Among others, these are some of the reasons: 1) Branches provide a large source of traffic--ergo operation--for the main line, 2) By itself, a branchline permits sharper curves, steeper grades, shorter trains, slower speeds, shorter runs, and fewer cars and locomotives (sometimes only one of the latter). The prototype of this particular layout--a branch of the Penn Central--is no exception. The line is short, running from Wawa, PA through the southeastern corner of the state (including Avondale, West Grove, Lincoln University, and Oxford--the portion on which this layout is based.) into Maryland, where it terminates near Rising Sun. There is a fair amount of industry; trains through Lincoln average three or four cars, and the entire line is powered by a Baldwin switcher at a top speed of under 30 miles per hour. In short, a perfect prototype.

TRACKPLAN: I have provided a typical table-top trackplan (4x8 for HO scale, 2x4 for N, although if you shorten the curve radii, narrow the road, etc., the 4x8 would be ideal for N, in that it would keep it from looking toylike), based on this prototype (for a larger plan, see Railroad Model Craftsman, one of the 1968 issues). The design, inspired by Jack Gruen's "Grunt and Clumsy" (RMC, Feb 1971) railroad, is basically a twice-around or folded figure-8, with an inner loop and an outer one. Necessary but unprototypical (in this locale) tunnels are hidden by scenic effects (a bridge on the right and trees on the left.)

A typical run might be this: the train, coming into Avondale from "X" would go around the inner loop, switch at West Grove, move on to Lincoln and finally to Oxford. On operating sessions, trains would stop here, going no farther than "y", marked on the plan. For breaking in locos, and just watchin' 'em roll, the crossing at "Y" and the switch at "Z" permit continuous runs. (The point-to-point fanatic could just as well omit these, and straighten out the remaining stub from Oxford.) You may have noticed "cross-hatches" here and there on the track plan. THESE ARE NOT GAPS FOR WIRING PURPOSES! They are simply to show the beginning and end of a tangent, curve or switch.

At Oxford, "top" of the plan, this is only done for switches, since the trackwork is in broad, sweeping curves. I leave wiring, uncoupler locations, and the like to the reader.

All curves on the layout, except the trackage at Oxford and the "outer arm" of the curved switch, "V", at Avondale are of 18-inch radius. The first-mentioned is simply a broad curve figured by the eye, the latter is a 22-inch radius. Switches are all #4's. (Radius figures are for HO. Use half the amount for a 2x4 N pike, 2/3 for a 4x8 N pike. If sectional switches are used for N, track at Avondale will have to be readjusted, as neither 3-way nor curved switches are yet available to my knowledge.) The crossing will have to be scratchbuilt in any scale; it shouldn't be too hard.

Trackwork would look best if handlaid in code 70 and buried in a mixture of Campbell's "Cinders and Decomposed Granit". Add plenty of weed stickin' up through the ballast and it will look just like the real thing.

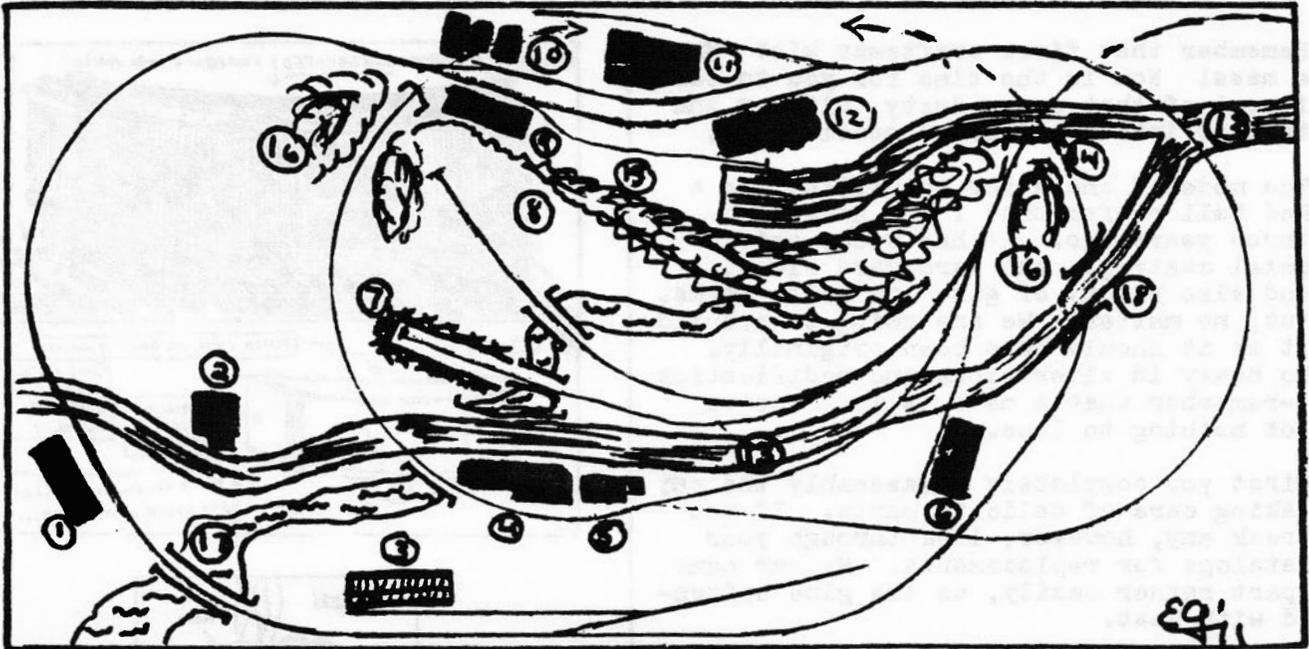
Scenery would be rolling hills and trees as indicated. Structures (all in their original prototype towns) could be substituted. The quarry at Avondale was originally for stone. It could be instead the site of an open-pit mine.

The closest resemblance to the prototype loco in HO is made by Fleischmann. An early GP or RS unit or an EMD cow-and-calf would do as well. For steam, use a couple of moguls, a ten-wheeler, an 0-8-0 or a consolidation. Of course, if you really want to use a Y-6B, go ahead!

Plan No. 1 on next page ➤

ABOUT THIS SERIES: "Trackplan Notebook" is designed somewhat along the lines of RMC's "Layout Doctor series. Though I expect to do most of the articles myself, suggestions are welcome, on any subject from trackplans to prototypes. What I am basically trying to do is give the beginner a layout to start with or the old-timer an idea for a second or third layout. If you have suggestions, write me at PO Box 22, Lincoln University, PA 19352.

TRACKPLAN NOTEBOOK

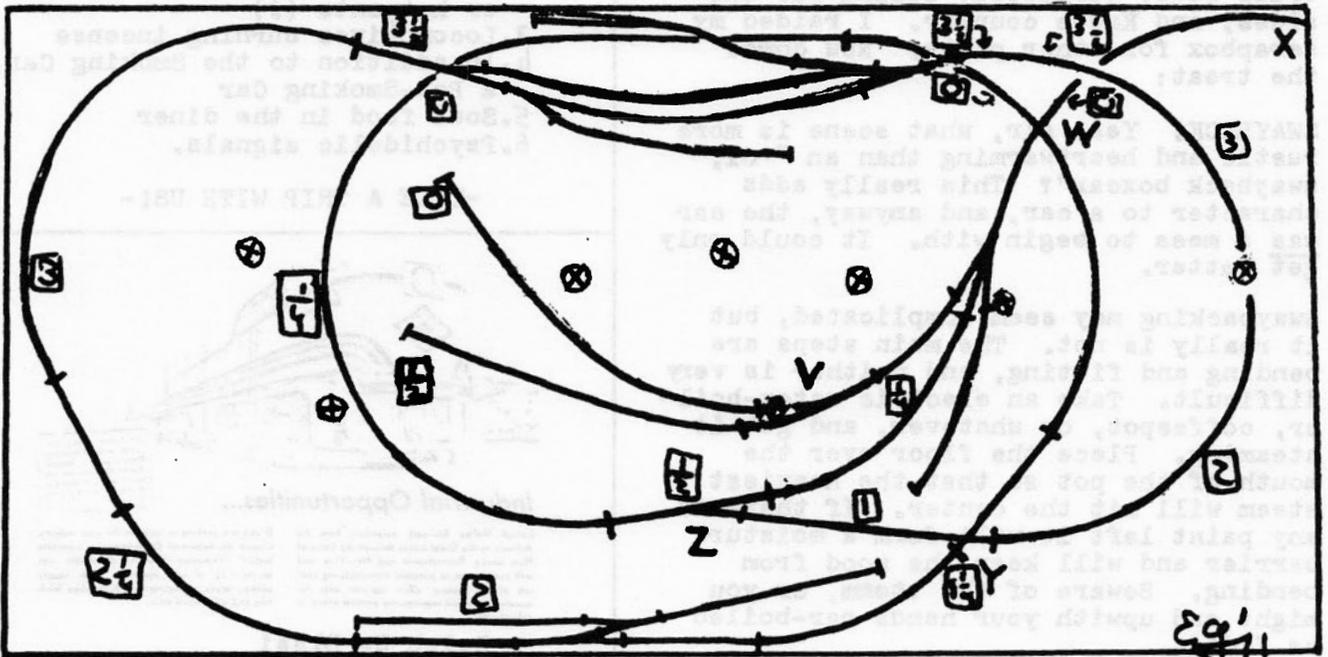


- 1. Lincoln Station
- 2. Weigel Bros. Feed: Lincoln
- 3. Mushroom House: West Grove
- 4. Passmore Supply co: Avondale
- 5. Passmore Supply Office
- 6. Mushroom Packer: Avondale
- 7. Coal Trestle: Avondale
- 8. Quarry: Avondale
- 9. Oxford Station
- 10. Sinclair depot: Oxford
- 11. Purina Chows: Oxford
- 12. Weigel Bros. Grain elevator: Oxford

- 13. Road
- 14. Bridge, hiding tunnel
- 15. Trees, view block
- 16. Trees, hiding tunnels
- 17. Stream
- 18. Road overpass

5 Height of track above table

⊕ main line curve centers



Craftsman Kit Revival

by Jean Brisson

Remember that first craftsman kit? What a mess! Now is the time for you to take it out of that dark, dusty, kit box and turn it into a craftsman model again.

The model I chose for rebuilding was a Red Ball reefer that I had assembled three years ago. It had wood, soft metal castings, and cardboard sides... and also plenty of glue and knife marks. But, no matter! We are going to rebuild it as it should have been originally. Go heavy in alterations and modifications --remember what a mess it is. You've got nothing to lose.

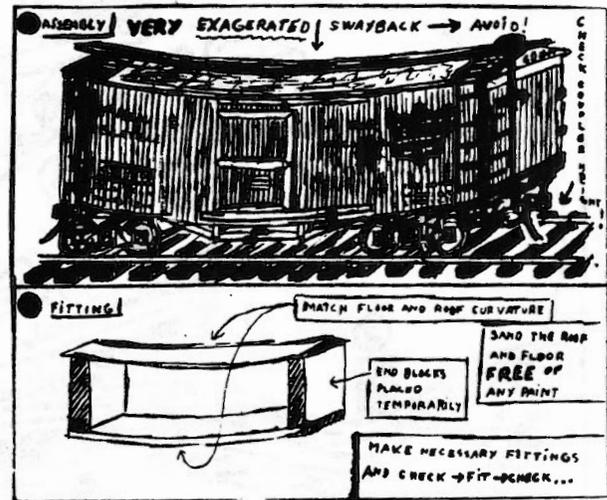
First you completely disassemble the car, taking care of delicate parts. If you break any, however, look through your catalogs for replacements. My car came apart rather easily, as the glue softened with heat.

Next comes the cleaning, the most important part. Wood pieces should be sanded smooth and free of glue. Remove all paint from the roof and floor. Be careful with castings; some are affected by paint thinner. I discarded my cardboard sides, preferring to use Northeastern siding. Now check the dimensions with those given in the kit. Most of the better kits will have these dimensions. You should replace any parts which no longer match their dimensions.

Now list the parts to be added to your model. I decided to change my reefer into a boxcar. Therefore I purchased truss rods, stripwood, siding for the sides, and Kadec coupler. I raided my scrapbox for other parts. Now comes the treat:

SWAYBACK! Yes, sir, what scene is more rustic and heartwarming than an "ol, swayback boxcar"? This really adds character to a car, and anyway, the car was a mess to begin with. It could only get better.

Swaybacking may seem complicated, but it really is not. The main steps are bending and fitting, and neither is very difficult. Take an electric water-boiler, coffeepot, or whatever, and get it steaming. Place the floor over the mouth of the pot so that the heaviest steam will hit the center. If there is any paint left it will form a moisture barrier and will keep the wood from bending. Beware of the steam, or you might end up with your hands par-boiled as I did.

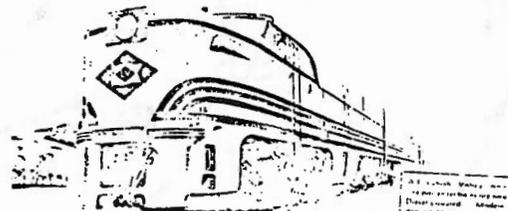


THE ENDOTHA LINE

in order to update its service on the Screaming Streamer will have as regular policy:

1. Live rock'n'roll music
2. Conductors wearing bellbottoms or hotpants (!)
3. Locomotives burning incense
4. In addition to the Smoking Car, a Pot-Smoking Car
5. Soul food in the diner
6. Psychedelic signals.

-TAKE A TRIP WITH US!



Industrial Opportunities...

Lehigh Valley Railroad, extending from the Atlantic to the Great Lakes through the states of New Jersey, Pennsylvania and New York and with connections to principal manufacturing centers of the country, offers superior sites for manufacturing and warehousing projects along its right-of-way.

If you are seeking a location for your industry, consult our Industrial Department for complete factory information regarding adaptable sites, accessibility of raw materials, labor supply, utilities, taxes, marketing and distribution facilities, and all related data.

Ralph De Blasi
General Development Agent
Lehigh Valley Railroad

The Photo Exchange Committee

by Bob Polasky

A new committee, dedicated to railroad photographers (both prototype and model) has just been formed for the benefit of all TAMR members. The Photo Exchange Committee of the TAMR, PECT for short, will release some of the great railroad photos which have been shut up in albums, where few people can ever see them. The main purpose of the committee, however, is to encourage teens to become more involved with other members of the TAMR, and to enjoy a great part of railroading, railroad photography.

Bob Polasky, chairman of PECT, asks that TAMR members who take photographs in any size film, and who are interested in seeing other members' photos, supply answers to the few questions which follow. These facts will be published as a list in the HOTBOX so that PECT members can choose someone with whom to either trade or lend photos (for reproduction). They can do both if they wish. If someone has a question about the identification of a certain subject, the committee will direct him to a PECT member who may be able to help, unless the committee volunteers can help the person themselves

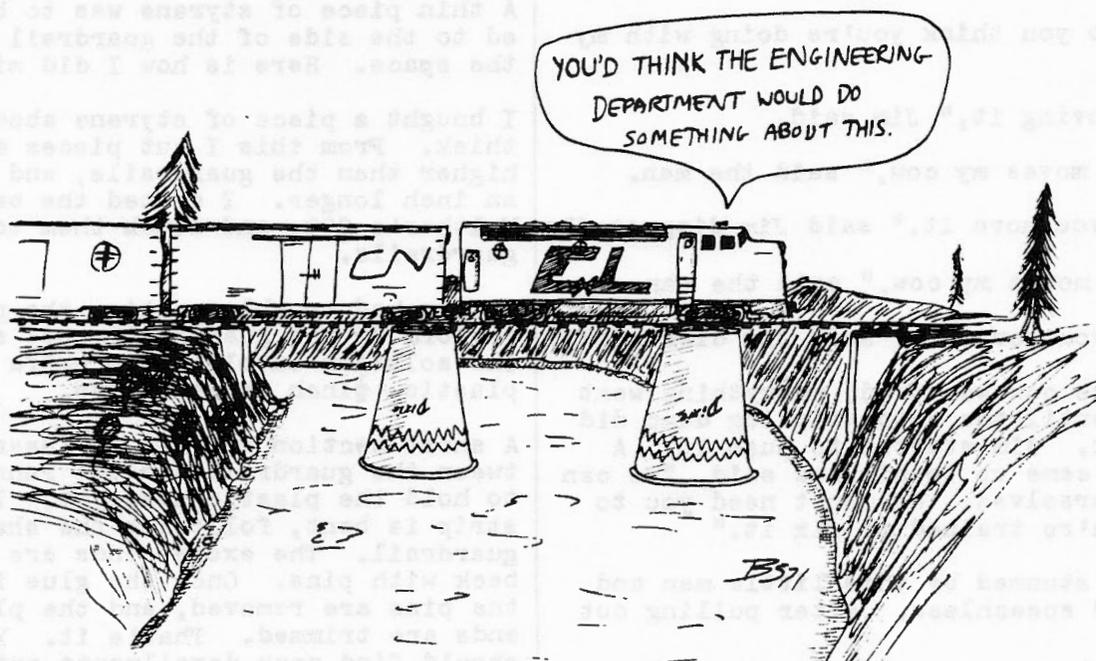
As a special attraction for PECT, participating members are asked to mail in photos which they think are unusual, funny or rare, of either prototype or model, for submission as the Photo of the Month. Some form of railroading will be awarded to the person who submits the photo. The photo itself will be published in the HOTBOX. The original photo will be returned only if an SSAFE is in-

cluded with the submission. Photos must be black and white to be eligible.

Remember that this committee is being formed for all TAMR members. If you would like to add any information not asked for in the questionnaire, feel free to do so. Please send in the information as soon as possible, so the committee can get underway. You may submit a Photo of the Month entry at any time, just be sure to tell what the subject is, and supply any credits which should be given. Good luck to all!

Mail all information and entries to:
Bob Polasky
17595 Trinity Avenue
Detroit, MI 48219

1. Give your name and address, including zip code.
2. Name your favorite area of model railroading. Of which are you most knowledgeable?
3. Name your favorite prototype road(s), and the ones you take pictures of.
4. What kind of camera do you use? What type of film? B&W, color, slides, or a mix?
5. Which would you rather do-trade or lend photos? Maybe both?
6. Do you take photos often, some, or little?
7. Do you have any comments, suggestions, or questions on the committee? What is your opinion of the committee's operation?
8. Would you be willing to volunteer your services to the committee?



Little Men, Big Troubles

by Lon Povich

At times all of us wish that our railroad could come alive, but it wouldn't be easy

Jim Adams walked into his railroad room. He sat down at the controls, put his engine in forward, but nothing happened. Jim went to inspect. He saw the engineer and conductor playing cards. In astonishment he asked, "What's going on?"

"We're on strike," said the conductor.

"You can't strike," yelled Jim, who was frantic.

"Why not?" asked the engineer.

"Because I own this pike!" said Jim.

This went on for an hour. Then he went back to the station and there some laborers were picketing! What a day! He went to relax on a chair and ten little people walked up and asked why the railroad was not running. Jim answered, "It's a strike, didn't ya see?"

Disgusted, the people left. Now Jim was mad. He went to the freight office and there he found one crew that was willing to run a train. He sent them down through the valley and by the farms. Before he got the train running he had to get fuel. But the fuel truck had broken down and they had to get a tow truck order to get the fuel. Finally, he got the train going out by the farm, but there were some cows standing on the tracks. Jim went over and tried to pick up a cow. "Moo-moo, moo," he heard. Then the farmer came out.

"What do you think you're doing with my cow?"

"Just moving it," Jim said.

"Nobody moves my cow," said the man.

"Okay, you move it," said Jim disgustedly

"Nobody moves my cow," said the man.

"Okay, you move it," said Jim disgustedly

After the cow was moved, everything went well...until the automatic log dump did not work. Jim started to push it. A yardman came up to him and said, "We can do it ourselves. We don't need you to help; we're trained to fix it."

Jim was stunned by this little man and remained speechless. After pulling out

of the yard, one of the piggyback trucks fell off a flatcar. Once again Jim tried to help and was told that presidents think but don't work.

Something had to be done. Jim thought and thought. He thought of Dr. Shamus' shrinking machine. It was a whole week--a whole week of trouble--then he did it. He fired them all, every one of them, and gave away the animals. Now there is peace on Jim Adams' pike, and the president does the work.

Improving Atlas Turnouts

by Ralph DeBlasi

Turnouts are a source of constant derailments on a model railroad. The only way to completely cure them would be to eliminate them altogether. But surely this is impractical and would drastically reduce our operating possibilities.

I was having trouble with many of my Atlas "Custom-Line" turnouts. It seemed that every time a train entered a facing point turnout it would derail. Closer examination revealed that the wheels were striking the point of the frog. I checked the wheels with a gauge, and all were in order. It turned out that the guardrail spacing was wide on every turnout. I have 37 turnouts--something had to be done!

The answer lay in a hint I had once read. A thin piece of styrene was to be fastened to the side of the guardrail to close the space. Here is how I did mine.

I bought a piece of styrene about .02" thick. From this I cut pieces a little higher than the guardrails, and about an inch longer. I coated the backs with Walther's GOO, and stuck them to the guardrails.

I then had trouble getting the plastic to conform to the guardrail's odd shapes. The solution involved the extra inch of plastic, $\frac{1}{2}$ inch on each side.

A short section of rail is inserted between the guardrail and the running rail to hold the plastic straight. Then the strip is bent, following the shape of the guardrail. The excess ends are held back with pins. Once the glue is dry, the pins are removed, and the plastic ends are trimmed. That's it. You should find your derailments cut in half.

Steamin' Through Dixie

by Rick Perry

In every group of railfans, you find a real nut. These nuts come in every shape and size and taste. It so happens that I am one and my tastes run along the lines of steam. From here I will relate a weekend of my life.

On Friday, May 14, I found myself in a car headed for Sheffield, Alabama. In my bag was located by camera, film for about 100 slides, tape recorder, lots of tapes and batteries, change of jeans and shirt, and my railroad jacket, hat, and goggles. Just guess what I was about to do!

In Sheffield I directed my ride to the North Alabama Railroad Club museum. There I found ex-Mississippiian 2-8-0 #77 quietly steaming. I located the president of the club who put me up for the weekend and then started work. Unless you have ever worked on a fantrip, you have no idea of the number of last minute jobs that must be done. I painted boiler spots, silver striping, applied graphite and oil mixture to the siderods, fire for a while, sold last minute tickets, and more. At seven we broke for a meeting. Here I met such immortals as O.O. Kell, Southern official; Paul Merriman, owner of 4501 (surely you've heard of that); and of course Souther's Super of Motive Power--steam--Bill Purdie (who also is president of the Atlanta chapter, HRHS) was there. Afterwards we had supper, and then worked until 9:30. Jack Daniel, president of NARC and I headed for his home where we had a long discussion, did some more ticket work, and hit the sack.

I awoke at 4:30 with Jack shaking me, had some breakfast, and got to the museum at 5:00 a.m. 77 was blowing her pop valves in anticipation of the day already. I policed the area, did other odd jobs, and the reported to the car of which I was to be host. It was the third car back. Then, after loading passengers, we rolled off. I've seen several steamers in my time, but this engine did something to me. That whistle was super!

Our run was over Southern rails to Huntsville. We stopped twice each way for water, as our tender was quite small. The trip to Huntsville was quite uneventful, 'cepting for #77. At Huntsville we let passengers off to visit the space museum. We then took #77+train to the depot (built in 1815) and watered and fed her. I got to clean and mop up my car. We turned on the wye and went back for the passengers. We had a photo run on the way back. It was a beauty, but I managed to have my camera misadjusted and everything came out dark. We arrived

back in Sheffield 30 minutes late, and after cleaning the train we sat down and jawed awhile. Finally the Southern yard crew arrived with the diesels. About ten of us decided to go with the train while she was being turned for the next day's trip. We went into the yards there and just sat, then I went up front to join the two who were riding in the cab. After a long wait the Southern crew ran us onto one leg of the way and back part way out of the other. Here they decided to leave for a long supper. Fine, but they left us on a grade. After about 30 minutes our water glass began to tell us things (like only 5/8 inch of water over the crown sheet) and our tender was so low our injector wouldn't catch. We cut off the generator, stopped feeding the fire...anything to save steam. When the water glass showed 3/8 inch we moved the passengers back toward the middle of the train, and at 1/4 inch we started to drop our fires. Just then the Southern crews showed up and decided to move us to the yard and level ground...that is after we uttered a few choice words and explained the problem. They moved us into the yard and I crawled up onto the tender. I was never so relieved as when the hose was thrown up. On the way back to the museum I worked the johnson bar, and took turns working a little steam. The worst part was having to hold the airbrake closed the whole trip so that we wouldn't tie into the diesel's brakeline. At 11:30 we were back at the museum. I had to leave to get some sleep; I'm only sorry I didn't make it an allnighter.

Back at the museum at 5:00 the next morning, I decided to ride one way to Huntsville and catch the bus back to school. I started out as a roving car host, which meant I made tapes and talked to some railfans. Near Courtland I started toward the concession car, where I was to help with the box lunches. As I approached I heard someone shouting my name. I hurried forward where I learned that I was to be given the opportunity to ride on the tender. Was I interested? You're #\$\$\$& right I was! After Courtland we went over a long bridge with a helicopter chasing. One of his photos appeared in September Railroad magazine. (I'm the center guy on the tender.) To say I was in high spirits is an understatement! We pushed coal, took photos, and had a great time. Only when we approached Huntsville did I get back down to earth. I was sad to leave, but I had to get back to school.

In Birmingham we had an hour layover, so I walked over to the Heart of Dixie Railroad Club museum where they were having open house. I got to see their (or since I'm a member--our) 0-6-0 pulling a caboose on a short stretch of track. This ended a fine weekend!

Improved Diesel Locomotive Performance

by David E. Renard

Anyone attempting to model a modern, dieselized railroad should recognize that locomotives are very frequently used in multiples of two or more units. Very satisfactory performance of multiple units, or "doubleheaders", can be achieved by some relatively simple modifications to nearly any diesel models.

Principally what is done is to wire the units together as the prototype does so that the combination acts all as one locomotive. The effect is improved electrical pickup and therefore smoother operation, improved pulling power, and more prototypical appearance.

Diesel units may be most any style, some prototype roads really mix them up, but the units should run at nearly the same speed for any given throttle position. In my own case, I have several Hobbytown power chassis with the same motor and gear ration and have made permanent pairs of tow GP30's and two GP7's. Likewise, powered Tenshodo F7-A and B's have been similarly treated and give excellent performance. While it may be best to use nearly identical locomotives, any two that can be put together on the track under the control of one throttle and stay close together when running will make a good pair.

Using dummy couplers between the units gives smooth, reliable performance. Slight differences in running characteristics between the two units may cause regular working couplers to separate if there is too much changing of slack and tension. The dummies should be mounted so the shank can pivot on each loco. otherwise they will derail on reverse curves and crossovers. The relatively tight fit of the dummy couplers' knuckles will keep the alignment of the units rigid and the operation smooth. The loco frames may be of opposite polarity, so use plastic dummy couplers or insulate one mounting.

To wire the units together, select a fine, flexible, insulated wire. Solder or connect a bared end to a motor brush spring or other convenient terminal on one loco and run the wire so as not to interfere with any operating mechanism to a similar point on the other loco. This of course is done with the body shell off and should not interfere with replacing the body or performing routine maintenance. It may be necessary to drill a hole or two in the engine's frame, especially near the end, so the wire can be threaded from one unit to

the next. Leave a little slack between units and try to locate it below the coupler. Run a similar wire from the other brush spring or a terminal of the opposite polarity.

With the loco mechanisms up on blocks on the workbench, touch power leads to the wheels or bushes of one unit and see that all the wheels turn in one direction. If one engine is opposite from the other, merely reverse the new wires on one unit. Touch some black paint to the wires where they show between locos; looks like hoses, don't they?

What are the advantages of this arrangement? With the engines wired together, one can assist the other. Should a bit of dirt interrupt the pickup of one truck, power comes from the other unit and the first keeps running without jerking. Running into a dead block will not cause one to stall and the other to spin its wheels helplessly; both run until they stop simultaneously.

Two engines wired together can pull more cars than the sum of what each can haul separately. I found 15 to 18 cars was the limit that each could pull up the ruling grade without slipping. Working together, a pair of diesels rolled forty-five cars uphill.

What disadvantages occur? Should an advance block have reversed polarity in it, a short circuit will occur when the lead engine enters. Unless shut off promptly, the current will burn out one of the jumper wires and make replacement necessary. The possibility could be eliminated by turning the wheelsets so one unit picks up power entirely from one rail and the second unit picks up from the others. This is a bigger wiring change to make and is not really necessary with normal, careful operation. This problem occurred only on a large club layout when the train passes from the control of one operator to another; it hasn't happened at home.

Handling these units can be a bit cumbersome. Miniature plug-in jumpers were tried between locos so they could be separated, but the jumpers had a tendency to unplug on curves and were not reliable enough to keep using.

If you can run long, heavy trains with multiple diesel units, here is an operating scheme you might try if you have an ammeter in your control system. Instead of letting a specific number of

Getting to Know You!

Ron Fong's the name, railroading's the game. A senior now, seventeen too. Glasses I wear, yeah, from N scale railroading and playing the fiddle. Book-worm too as I cram every night, but railroading's the game when the books are down.

A giant railroad empire, too, 1 1/4 feet, the Chinese Camp Northern RR, but it collapsed under a weak foundation, fiscally and physically, due to armchairing for four years before getting to work. Since I've taken chem, physics, and math, I guess I better take carpentry, but, then railroading's a game.

If you all want info on the SP in San Francisco or WP in Oakland, write and I will try to do something, but then don't forget the Muni, AC Transit, or BART for all you traction fans. Remember now, railroading's a game! Right? Right on! and EXCELSIOR!

LOCOMOTIVE PERFORMANCE, Continued

cars be the limiting factor on what a given diesel will haul, set a limit on the amperage that you will voluntarily not exceed. For example, my Hobbytown units draw less than a half amp running light, but will exceed a half amp with a heavy load. An arbitrary operating limit has therefore been set at just one half amp.

With a moderately heavy train, a single unit will soon reach this limit on the ruling grade. By running very slowly, it may be possible to stay within the limit all the way to the top, or as the prototype does, the limit may be exceeded for short periods of time but then have to shut down to cool the traction motors. Adding a second power unit to this train, and therefore raising the amperage limit to one amp, the train will easily go up the grade without exceeding the rating.

Increasing the train weight, number of diesel units, and amperage limits makes for some interesting operating problems that closely parallel prototype practices. The dispatcher had better assign enough power to the train if he is going to meet the schedule or keep from delaying other trains by having to send out helpers. If he is short of locos in his motive power pool, he should perhaps order some cars cut out and hold them for the next train headed up the big grade. There are several alternatives, but he had better make some right decisions if he is going to keep his division operating efficiently.

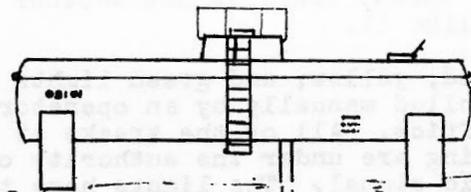
Diesel Fuel Depot

by Bob Polasky

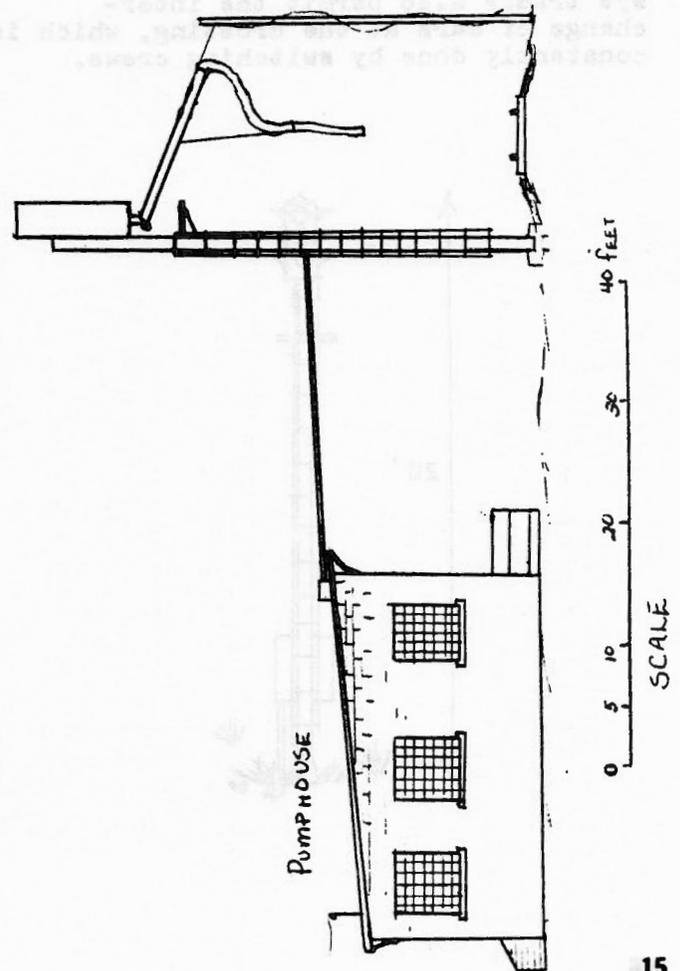
Every modern pike demands a fuel depot for its Geeps, U-boats, cows, etc. This small but efficient depot is located next to the diesel shops of the Chesapeake & Ohio in Plymouth, Michigan. The fuel is pumped underground from the ex-chemical tank car to the fueling tower. (Pumphouse regulates flow.) Ropes attached to fuel hose control movements of the hose.

The fueling tower is dull silver, with black hose. Pumphouse is red brick, with grey porch and toolbox, and tarpaper roofing. The tank is black with silver hatches and grey concrete foundation.

A pool of two of oil was located under the tank, and there were no weeds growing nearby. The ground was dark black. Happy fueling!



FUEL TANK

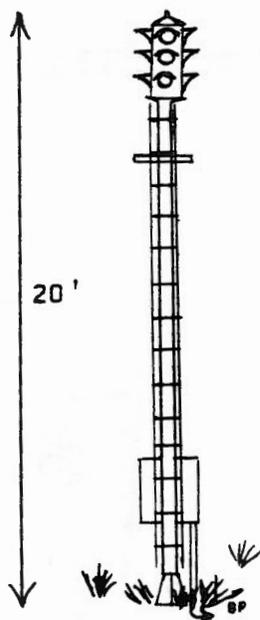


Automobile Traffic Light on a Railroad?

by Bob Polasky

A small steel-walled office of the Illinois Central Railroad in Memphis, Tennessee, controls a large percentage of the area's rail traffic. This is done with, of all things, a traffic signal, once used as a director of automobiles at a busy intersection. The signal is located at the Broadway Crossing, where five IC tracks cross over the mainlines of the Missouri Pacific, the Rock Island, and the Frisco. Two switchtenders operate the twenty-foot signal, standing on a silver-painted metal pole. As far as it is known, there is not another signal just like it.

The red, yellow, and green lights are controlled manually by an operator in the office. All of the tracks at the crossing are under the authority of the traffic signal. The lights have the same meaning as at any street intersection. As many as onehundred fifty freights per day travel over the crossing. Wye tracks also permit the interchange of cars at the crossing, which is constantly done by switching crews.



Region Write-up

ALLEGHENY REGION-the region has recently voted in favor of its new region constitution and elections for officers will be scheduled. The region will soon apply to the Executive Board for full recognition as a region under the provisions of the new TAMR constitution. Bob Sprague is now representative of the AR and editor of its "Dispatcher". Plans are now being made in cooperation with the NMRA Mid-Eastern Region for the AR to hold its second regional convention with the MER at the latter's Lancaster, PA convention in April.

EUROPEAN REGION-The ER members have recently been recognized as an independent TAMR region by the TAMR officers. Representative Tønnes Bakker-Nielsen is now publishing the region's paper, the "Turntable". European members have long complained about the excessive dues they must pay to be TAMR members. The reason for this has been the cost of mailings to Europe, but plans are now being made to handle HB distribution in Europe in such a way that costs may be considerably reduced.

GREAT LAKES REGION-The Great Lakes Region, although it has already been recognized as an independent region, has presented its new constitution in the region paper, the "Wayfreight". The constitution, which is similar to the new Allegheny constitution, has been approved by the GLR members. The "Wayfreight" also included a survey of its readers to give the editor more data on how to better serve them.

SOUTHEAST REGION- Ed Shelby revealed that the SER LOCO will no longer be printed, due to a lack of interest by SER members. Ed said that of the eight subscribers to his paper, only one lived within the geographical bounds of the region.

INTERCHANGE

WANTED: Any Amtrak news and information.

TRADE: Local and system Amtrak schedules.

WANTED: Dining car menus, will also trade.

Write: Tom Papadeas

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1 Lambert Cd. 100 brass 60° crossing	.85
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8 Mallory 2 circuit, 2 position rotary switch	.40 ea.
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20 6-terminal terminal strips	.08 ea.
1 Model Rectifier Corp. Transistorized Controlmaster V	15.00
1 Lambert Switch Machine	1.00
2 Con-Cor Switch Machine (Pre-wired for tandem control; see <u>How to Wire Your Model RR</u> by Westcott)	1.30 ea.
1 Tenshodo Switch Machine	1.20
1 Weller 25-watt pencil soldering iron w/3 tips, spool of 60/40 solder, soldering tool	2.50
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1 Rdhse. Penn. 26' tank car with trucks, Kadee and hornhook couplers, assembled 2.30
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1 Train-Miniature M. of W. ballast car, with t/c, assem. 1.50
1 T-M Bangor & Aroostook refrig. with t/c, assembled. 1.25

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1 Tyco UP gondola with culvert pipe load, t/c 1.00
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--Miscellaneous Items?

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The Waybill

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