

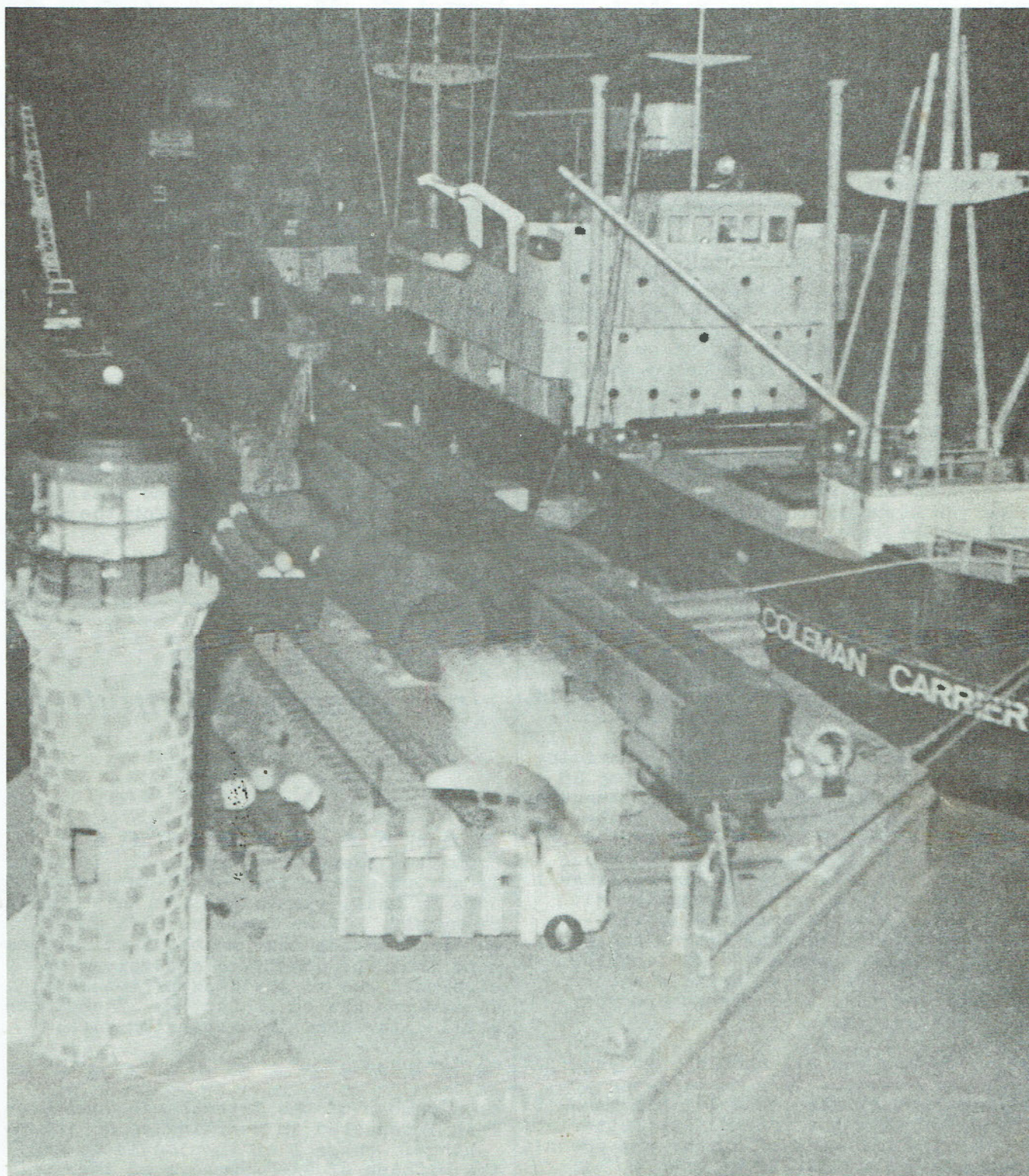
the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 8 No. 2

March - April 1972

MB-1



EASTERN CONVENTION

the Happy Hogger!

by Mike Bonk, Editor

Hello there...remember me? If you do, why not write and say "HI" once in a while? If you have nothing to say along more friendly lines, why not write an article for the HB? It is easy, and lots of fun, and everyone likes to see his work in print. At the very least you can write an article about your railroad. It does not have to be a construction article, either. What is the history of your pike? This is especially interesting if you use an imaginary prototype. I can remember a history I was sent by a non-TAMR member a while back. His president is Mr. Titus Helle, who runs the railroad with his wife, Lotta...think about it. Another angle to write from is European modeling and prototype. This is a department sorely lacking in the HOTBOX. For much of this, however, we must depend on European members. I have heard some complaints (indirectly--I don't receive much mail myself anymore, I'm sorry to say) that there is little useful information for the European members. Speak up, Europe...we're listening and waiting!

Have you ever thought about what nationalities are represented in the TAMR? I know we have members who speak Spanish, German, Chinese, Danish, and French in addition to English, and I'm sure there are others I don't know. Therefore, in the interest of variety, and in order to better serve the membership, I am giving all of you multi-linguists a chance to speak up. If you speak more than English, write an article--it doesn't have to be too long--in your second language, include a translation in English, and (Providing it meets the basic requirements for HB material) I will run it in both languages. All languages are welcome, but write clearly so that I won't make mistakes, especially in languages that don't use Roman characters. I will run bi-lingual articles as long as I am supplied with material. I can't write it myself--I only know English and Latin, and Latin doesn't count--it's a "dead" language. Best of all, write an article about railroading in the country where your language originates.

Well, by now you all should have your directories, so look up a member--one you didn't know existed, and let him have it broadside with the friendliest letter you have. I don't know of anyone who doesn't want a new friend...if he didn't, he wouldn't be in the TAMR. In order to practice what I preach, I have started

writing one member from each region each month. Why don't you? (Writing to the same member in each region doesn't count!)

Deadlines, deadlines, who's got the deadlines? As I promised when I took this job--a promise since reinforced by Executive Board decree, as should be--I am setting up deadlines for the HB. Until I get back on schedule, in the near future, they will be issue by issue. With that done, I'll depart for another issue.

— Mike

☆☆☆☆☆

DEADLINES

These deadlines are absolute, and material for these issues will not be accepted after the dates given, unless by previous arrangement with the editor.

issue	deadlines
May/June	June 17
July/August	July 15
September/October	August 12

Material received after these dates will automatically be held over for the following issue.

☆☆☆☆☆

Interchange Committee

by Mark Tomlinson

The lack of interest in an Interchange Committee seems very apparent. If there is anyone who is interested in exchanging cars by mail, please contact Ralph DeBlasi or myself. If we don't receive any contacts in the next month, I will recommend that the committee and program be disbanded due to the lack of interest. IC members are to contact me if they are still interested in exchanging cars.

HO INTERCHANGE

As a member of the Interchange Committee, I am interested in starting an HO interchange. Phase 1 of the plan is to get the opinion of TAMR members on the idea. I'd like any member who likes the idea and would support such to write me. I will also be open for any correspondence on how the interchange should run.

Office Car

by Steve Harper, President

I'd first like to thank Dick Wagie for another job well done on the 1972 Directory, which most members received with their last issue of the HOTBOX. Dick, by the way, recently was named the first honorary life member of the TAMR in recognition of his long record of service to the organization.

And while I'm at it, I'd also like to single out another individual member who has done much for the TAMR. That person, of course, is Tom Papadeas, who just recently stepped down from his position as HOTBOX editor after two years. Those who have been in the organization for some time will agree with me that Tom greatly improved the HOTBOX in a number of ways and also managed to keep things jumping throughout the entire TAMR.

If you would like to do some recruiting on your own, newly-designed application blanks are available from Secretary Terry Burke. I can also supply you with any number of those posters which appeared in the HOTBOX some time ago, as well as some printed sheets explaining what the TAMR is and does.

I have appointed Tom Papadeas to be the Director of Public Relations for the TAMR. Despite the fancy-sounding handle, his major job will be to head up a small committee that will flood all the various modeling magazines with news and articles about the TAMR. Write to Tom if you'd like to help.

Another new committee should be well underway by the time you read this. This committee, whose chairman is Glenn Butcher, will formulate a list of rules and regulations to govern modeling contests at future TAMR conventions. Now that we are holding conventions on our own without the support of the NMRA, standardized rules such as these should be very important.

Speaking of conventions, Phil Simonds, Ro Hicks, and Dale Madison report they are moving right along in their plans for this year's convention. It should be a lot of fun, so include Toronto in your plans for this summer.

Another idea which has been discussed quite a bit of late is to include pike ads in each year's Directory, similar to what the NMRA does with theirs. If fairly reasonable prices are established, perhaps these ads could cover the cost of the Directory. Next year's edition should also include the phone numbers of those members who supply them when they renew or join.

Some time ago, Lloyd Neal mentioned in this column the idea of presenting Service Awards to deserving members. I have modified this somewhat to get around the usually inactive committee. Instead, it would be something like a President's Award, which would hopefully be given out by each president at the end of his term. We are having certificates printed up now, so watch for further developments.

One of the reasons why your HOTBOX gets to you consistently late is that the current publisher and typist no longer have the time to be able to prepare the HOTBOX as soon as they receive the copy for it. Unfortunately, all efforts to find capable replacements have so far been in vain. If you'd like to see the HOTBOX come out reasonably on time again and are willing to work very hard, write immediately to Dick Wagie to see how you can help out.

See you next issue.

Member Services Committee

by Mike Matejka, Chairman

The Member's Service Committee is ready to roll!! With Steve Shaffer, Mike Thomas, Lloyd Neal, and Ralph DeBlasi as advisors, we are ready to serve you.

The basic job of the MSC is to assist the members with any questions you have on railroading, prototype or model. I will try to answer them, and if I can't I will pass them on to my advisors. Between the five of us you can find experience in just about everything.

Personally, I have had experience with L Lionel O gauge, HO, and N. Prototype and model magazines back to 1946 fill a file cabinet in my basement and I will consult them in times of trouble. So feel free to use the MSC.

The MSC is useless unless you use it. We are ready and willing to answer your questions, but please raise them. Don't forget to use the MSC Library under Mike Thomas either. Thank you.

Executive Board Report

by Terry Burke, TAMR Secretary

These are all measures passed by the EB thus far. All are effective immediately unless otherwise noted.

Measure 1

- A) The secretary will handle all EB business at his home address.
- B) It will be the duty of the secretary to handle all balloting, and to see that each member has all the information he needs.
- C) All ballots must be in the mail 21 days after distribution by the secretary. All that are not returned in time will be considered abstentions and will not be counted.
- D) A 2/3 majority is needed to pass any EB measure, with a minimum of 2 votes.
- E) Any officer, elected representative of an organized region, or a petition of not less than 10% of the membership can bring a measure to the EB for a vote.
- F) The Auditor will act as official advisor to the EB with no voting privileges.
- G) The Secretary is to see that an EB report is in every second issue of the HB.

Measure 2

Effective March 1, 1972, TAMR dues are \$3.00 for regular members, \$2.50 for associate members.

Measure 3

The present quarter system will remain in effect until a better system is developed.

Measure 4

The secretary is to appoint assistant secretaries in Europe and the United States. Still, he must continue to meet his obligations as per the constitution.

Measure 5

The HB was cut back 1 issue for 1971.

Measure 6

The Constitutional Committee is to be reactivated to consider amendments. Terry Burke is to be appointed chairman.

Measure 7

The secretary and publisher are to implement a new application and filing system.

Measure 8

European dues are to be set at \$3.50 US.

Measure 9

This approved the President's appointment of Michael Bonk as HB editor.

Measure 10

Richard C. Wagie is to be made Associate Member, Honorary.

Measure 11

The European area is to be renamed the European Region.

Measure 12

A Photo Exchange Committee is to be formed with Bob Polasky as chairman.

Measure 13

One site for an official 1972 TAMR convention will be Toronto, Canada. Phillip Simonds and Ron Hicks, chairmen.

Measure 14

Specific deadlines for the HB, including copy, publishing, and mailing deadlines, are to be made at the beginning of each fiscal year by the Editor and Publisher. After EB approval, these deadlines are to be followed as closely as possible.

If there are any questions on the above measures, ask either the President or the Secretary.

TAMR COMMITTEES

by Steve Harper

(Editor's note: the following list is being sent to all new members as part of the President's campaign to keep members informed.)

STOCK EXCHANGE: Members are given the opportunity to issue stock in their own railroad company and to trade this stock for that of other members. Prices of the stock change from month to month based on each members' progress on his pike and participation in other TAMR activities. The stock is actually worthless, but members do get the chance to build up their own financial "empire". The Railroad Investor, a regular newsletter, is published containing new prices as well as tips on buying stock. Chairman--Bryce Sanders.

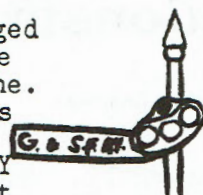
MEMBER SERVICES: This committee's main function is to provide members with sources of information on various areas of model and prototype railroading. A library is also maintained containing contributions of TAMR members, including such things as a Penn Central loco roster and an article on how to weather rolling stock. All of these are available for merely the cost of round-trip postage and can be used for up to two months. A complete list is available from Mike Thomas.

Continued on next page ➤

CHANGE OF NAME!

Yes, the GOTH Ry. has changed its name with the purchase of the St. Felix Branch Line.

The President now welcomes
YOU to the
GROOKS & ST. FELIX RAILWAY
Michael Goulet, President



TAMR COMMITTEES, Continued

NMRA TEEN MEMBERS COMMITTEE: The NMRA has given permission for the TAMR to use their Directory in obtaining the names of teenaged model railroaders. Volunteers are urgently needed to write to these teens and tell them about the TAMR in hopes of getting them to join. Chairman--Rick Perry.

CORRESPONDENCE EXCHANGE COMMITTEE: Interested members are asked to fill out a questionnaire concerning vital facts about themselves as well as their areas of interest in model and prototype railroading. In return, they'll be given a list of all other participants containing the same sort of information. Members are encouraged to write to those members whose interests may be similar to their own. A regular publication, Signalpost 445, is issued to keep members up to date. Chairman--Terry Burke. Editor--Ron Hicks.

PHOTO EXCHANGE COMMITTEE: This newly-formed committee is basically similar to the one above. Members submit certain information to the chairman such as railroad interests, whether photos are traded or loaned, as well as what sort of pictures are traded (black and white, slides, etc.). A list of all other participants is then provided. A black and white "Picture of the Month" will appear regularly in the HOTBOX, to be chosen by the chairman, Bob Polasky.

INTERCHANGE COMMITTEE: Through this committee, TAMR members can exchange with other members their railroad's cars, similar to what the prototype does. Waybills, giving all the necessary info, are used and kept as permanent records of the interchange. N scale operations--Mark Tomlinson. HO scale--Ralph DeBlasi.

CONSTITUTION COMMITTEE: This committee has recently been reactivated to study various amendments to the TAMR Constitution. Members with suggested changes should write to chairman Terry Burke.

Please check your directory for the addresses of the people listed above. This list is subject to a great deal of change. Watch for latest developments in the HOTBOX.

INTERCHANGE

SALE!!!! SALE!!!! SALE!!!! SALE!!!!

Books	price
Bridges & Buildings	\$ 2.00
Scenery for Model Railroads	\$ 2.50
Small Railroads you can Build	\$.50
ATLAS HO Railroads	\$.15
764 Helpful Hints for M.R.'s	\$ 1.50
Wiring your HO Layout	\$.50

Plans	
Plastruct Refinery Kit #K-8	\$ 2.50
Bridges PL-1 (Plastruct)	\$.25

Cars (1 each)	
0-6-0 USRA Switcher -AHM-	\$10.00
Boxcar -AHM-	\$ 1.00
Boxcar PS-1 -AHM-	\$.50
Gondola -AHM-	\$.75
3 Dome Tank Cars -AHM-	\$.75
Caboose -AHM-	\$.75

Track & Accessories	
1 freight handling depot	\$ 3.50
1 hopper car unloader	\$ 3.50
1 truss bridge	\$ 1.00
1 Plymouth MDT switcher	\$ 3.50
1 Trainpack #100	\$ 5.00
1 Modelpack #1400	\$ 4.50
4 switches-right	@ \$ 2.50
4 switches-left	@ \$ 2.50
1 log transport car	\$ 1.00
1 flatcar with load	\$ 1.00
2 selectors	@ \$ 1.00
2 switch controls	@ \$.50
11 18" rad. curved track	@ \$.10
2 2 1/2" straight track	@ \$.05
1 9" rerailer	\$.25
1 bumper, unlighted	\$.05
2 9" straight track	@ \$.10
1 curved terminal track	\$.25

Postage will be paid by me.

Edward Shelby

Route 2

Pulaski, TN 38478

(615) 363-2429 NO collect call accepted.

Everything owned & listed for \$70.00

☆☆☆☆☆

FOR SALE: Entire HO layout. Yes, the infamous Neshobe Valley bites the dust! Huge selection of nifty cars, engines, buildings, and other junk. Write for list. Stephen Harper, 330 S. Middletown Rd., Media, PA 19063

Proposed Amendments to the TAMR Constitution

by Terry Burke, Committee Chairman

A little less than a year ago, the TAMR ratified a new constitution. After a time, it became apparent that it had a few shortcomings and also a few new ideas had emerged that would greatly benefit the TAMR if added to our constitution. Many of these ideas came from members other than the officers. As part of my duty of compiling the amendments, I pulled the ideas together already discussed between the officers and placed them into organized amendments along with the help of David Johnston.

Before I describe the reasoning behind each amendment, I will tell you about filling out the official ballot. There are six amendments to be voted upon. After you read each amendment and the explanations listed below, you will have to make a decision on what you want. If you are in favor or against all the amendments, then vote in the appropriate spot at the top of the ballot and forget the individual amendment voting spots below. But let us say that you are against Amendment III, but are in favor of the rest, then do not vote where it states "ALL AMENDMENTS", but make the appropriate mark on the line for "AGAINST Amendment III and vote for the remaining amendments. You are allotted one vote for each amendment. If you vote on the top space of the ballot, your vote goes down as a For/Against on each one of the amendments. Send all the ballots to 1636 Hawthorne, Westchester, IL 60153

promptly. Sorry, Associate members please do not vote, we take you on your word that you are a regular member when you vote since ballots are also sent to associate members.

Explanations of the amendments:

Amendment I: This amendment lets a member pay dues for 2, 3, or more years. This was accomplished with section 1 of this amendment. Section 2 deals with the establishment of Life membership for those interested. Some members have shown interest in Life memberships recently, and it is a good way to build up a bank account. Section 3 deals with Sustaining memberships; of main concern here is that it allows clubs and hobby shops to join the TAMR if they so desire.

Amendment II: This amendment came about over a loosely written article in the Constitution (Article VIII) where it seems to mean that the President has to approve all meeting and gatherings of TAMR members such as division meets, etc. The only difference between this amendment and the article in the constitution is the insertion of "official TAMR" in the second sentence.

Amendment III: This is an important amendment since it makes the term of office for the President and the other

Continued on next page ➡

AT LAST . . . Official TAMR Buttons!

Yes, after six - count 'em - 61 years
the TAMR now has
Official Emblem Buttons
for YOU to wear.
Great for conventions
or just to look at
Every button makes a profit for the
- - - - TAMR - - - -
Buttons are 1 3/4" in diameter
with BLUE writing on a WHITE background.
cost: only 50¢ each (4bits, 1/4 dollar)
or, 2 for 1 dollar.
WEAR YOUR EMBLEM PROUDLY!
(They make great gifts, too.)
Order from Lloyd Neal
He's in the Directory.



officers outside of the Auditor two years instead of one year as it is now. The officers' terms of office would be staggered so that two officers would be elected every year. Section 4 deals with complications in case of the resignation of the President. The rationale behind this amendment is that one year is hardly long enough for a person to accomplish what he wants to do. Since the terms are staggered, there would continue to be elections held every year; only there will be one difference, the TAMR would no longer have that period between terms of office. With the passage of this amendment, two officers would be completely unaffected by the election and would be able to help the new officers get adjusted to their new posts.

Amendment IV: This is another important amendment that has to be carefully read to be understood. This amendment came about when a few notables had a big controversy last December and the question arose about the Auditor's position as the only arbitrator of the constitution. With his approval and the rest of the officers' agreement, we decided that decisions on constitutional question should be made by a board headed by the Auditor. The CB would also take over the duties that I am performing now with the passage of the amendment, the Constitutional Committee would be officially dissolved.

Amendment V: This is very minor, but puts down on paper that all services rendered by TAMR members will be voluntary and cannot be paid for out of the TAMR treasury.

Amendment VI: This amendment is the most important of all, to the structure of the TAMR itself. This is an idea that was copied from the NMRA. Our by-laws would be very similar to those of the NMRA. A reason we need them is so that many areas not covered by the cons-

ARKANSAS VALLEY AND OZARKS RAILWAY
Daily Passenger and Freight Trains
From Morrilton, Ark. to Lewisburg,
Pocahontas, Salem, and Solgohachia
and other points. Connection with
St. L.I.M.&S. at Morrilton.
Lloyd Neal, President

titution can be put into print, but not as an amendment since that is not needed. Since the duties of the officers are constantly changing, it was decided to take them out of the constitution and place them in the by-laws as in the NMRA and other organizations.

This covers all the amendments, but there is a lot more to be told. If you thoroughly read the amendments through several times, you should be able to make a reasonable judgment on some of the parts I failed to explain. The special amendment at the end will go into effect if any one amendment is passed, and it will die as soon as all of its sections are fulfilled. The purpose is to provide a transition from the constitution to the amendments where needed.

Another point is that where the amendments contradict sections and articles presently in the constitution, these sections and articles are automatically overruled by the amendment concerned.

If you do not have a constitution, and there are many who don't, I am having some printed and hopefully before this issue of the HOTBOX, they will be ready. If you don't have a constitution, put your name and address on the ballot and one will be sent to you as soon as I receive them. Thank you.

Detach

The MEMBERS' Page

Mike Ulbright, a new member, has proposed an extension of the Interchange Committee services. This includes:

- 1) Permanent and semi-permanent trade of rolling stock. For example, Mike has several Santa Fe cars he's tired of looking at. He would like to trade these off for other road names.
- 2) If a member should somehow get too many cars on his layout, he could send some off to another who had room and would like to have a few extra cars for a period of time.
- 3) This would lead eventually to a clearing house where members could sell, purchase, or trade rolling stock. Reasons would vary from closing up, running out of room, or wanting variety.

The project has been approved by Committee Chairman Mark Tomlinson. Mike would like to hear from anyone who is interested so that planning for the project may begin. Write to Mike at 5111 Edgewater Drive, Elkhart, IN 46514, or send to Vice-President Tim Vermande.

Tim Vermande has declared that the TAMR membership drive will begin as of July 1, and will go through October 1. To receive credit for a member joining in this period get the member to send a postcard to Tim giving you credit. Application blanks are available from Tim, or Terry Burke. Both memberships and merchandise will be awarded to the winners.

ATTENTION! READ ALL ABOUT IT. HARPERITIS STRIKES PHILADELPHIA DIVISION. Three Layouts Hit So Far.

A strange disease known as Harperitis has struck the Philadelphia Division of the Allegheny Region. It first appeared in our current President, Steve Harper, when he tore down his famed Neshobe Valley Railroad.

It immediately became contagious and spread to Cherry Hill where it affected Ralph DeBlasi of the Lehigh Valley RR. With these two layouts torn down the disease took another victim; Paul J. Manton of the Reading was next to fall.

A simple dismantled layout has spread the disease to epidemic proportions. As a result, the Philadelphia Division is left without an operating layout.

"ARE YOU ON THE RIGHT TRACK?" That's the slogan of the new 1972 Membership Drive, a phrase developed several years ago and which appeared on the back page of our first (and only, so far!) promotional booklet. Posters and membership applications aplenty have been imprinted, ready

make sure

you're

on the right track



for YOU to use. Get the poster into your local hobby shop! Write to Terry Burke for applications! WORK for more members! If you don't want to handle the inquiries personally, Lone Eagle Payne will. He is the TAMR's official permanent address.

Announcing the acquisition of the N gauge DELAWARE, LUCK-A-WANTIN' & WESTERN RY. M. Matejka, chairman of the board. Grafton Pacific RR, and Illinois Valley Electric lines. 35 School St., Cahokia, IL 62206. DL&W main offices at 300 De La Salle Dr., Lockport, IL 60441 (during school year). HO and N gauges.

TAMR Welcomes New Members

PAUL ALLEN
18751 Patrician Dr.
Villa Park, CA 92667

ART AUDLEY
5 School St.
Sugargrove, PA 16350

DAN BRADLEY
1238 A S. Beach Blvd.
Anaheim, CA 92804

RICK BROWN
400 N. Liberty
Delaware, OH 43018

MARK BURGHOFF
11548 Philmar Lane
St. Louis, MO 63138

LEN CASTELLI
33400 Wagon Wheel Dr.
Solon, OH 44139

DAVID CLKOVIC
Route #1
Jonestown, PA 17038

JAMES COLLINS
280 S. York Rd.
Elmhurst, IL 60126

JIM FREEMAN
1942 Port Weybridge
Newport Beach, CA 92660

WILLIAM B. GEORGE
984 E. 2nd Street
Brooklyn, NY 11230

RICHARD GUITAR
31 Warren Rd.
St. Catharines, Ontario
CANADA

JOHN J. LAVIN
9410 White Ave.
Brentwood, MO 63144

JEFFREY LEHMAN
2326 Homesite Dr.
Dayton, OH 45424

ERIC LEWIS
5309 N. Sepulveda Ave.
San Bernardino, CA
92404

DAVID LOWE
85 Wishing Well Dr.
Agincourt, Ontario
CANADA

JOHN W. MC LAUGHLIN
607 8th St.
Riverside, NJ 08075

JIM MC CLOSKEY
29 Pearl St.
New Providence, NJ
07974

MARK MORGAN
2202 Rainbow Vista
Tucson, AZ 85712

NEAL MULTZ
2360 York St.
East Meadow, NY 11554

LARRY MUSE
2445 S. Estes Ct.
Lakewood, CO 80227

THOMAS O'BRIEN
3909 Lyndale Ave., S.
Minneapolis, MN 55409

STANLEY OLEJCZAK
405 Hillside Ave.
Nutley, NJ 07110

ROBERT RABBIN
269 Westminster Rd.
Brooklyn, NY 11218

GEORGE REDBURN
97 Belmont Ave.
Hamilton 25, Ontario
CANADA

PAT O'REILLY
1405 Appalechee Dr.
Huntsville, AL 35801

VINCENT A. RICE
51 Clark St.
Brooklyn, NY 11201

KEVIN SCANLON
106 Van Buren St.
Pittsburgh, PA 15214

CHUCK F. SCHEERLE
1413 Massachusetts Ave.
Somers Point, NJ 08244

GARN W. SMITH
6331 Manchester Blvd.
Buena Park, CA 90621

TIM TONGE
42 Outlook Ave.
Hawthorne, NJ 07506

MIKE ULBRIGHT
5111 Edgewater Dr.
Elkhart, IN 46514

WILLIAM R. VIVIAN
36 Inglewood Dr.
Hampton, VA 23366

PETER WILLMONT
640 Main St.
Lachuta, Quebec
CANADA

RICHARD YOUNG
6091 Homewood
Buena Park, CA 90620

GAINS IN MEMBERSHIP COUNT

June 21, 1971 134
Feb. 15, 1972 164
June 21, 1972 190

AD RATES

RAILROAD ADS: One-column width, per line 15¢
Two-column width, per line 25¢

INTERCHANGE
ADS: One-column width, per line 10¢

NAME & ADDRESS FREE FOR INTERCHANGE ADS ONLY!

[These rates are for one issue (two months)!]

SPECIAL RATES FOR LARGE ADS UPON REQUEST.

HERALDS PRINTED: Draw your herald in black
ink on unlined white paper and
send it with 25¢ to the editor
along with your regular rail-
road ad (at regular rates).

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

Region Write-up

ALLEGHENY REGION: Two big things have happened in the AR recently; one is the Lancaster convention, and the other is the first AR election. The convention was held in Lancaster, Pa., on April 28-30. Attending were AR members, Steve Harper, Tom Papadeas, Tom Devenny, Paul Manton, Bob Sprague, Bengt Muten and Bryce Sanders, from the Yankee Region. Also present at the convention were David Renard, and Associate TAMR member as well as president of the MER, NMRA Master Model Railroader #35, and candidate for the Eastern Vice-President of the NMRA, and Mr. William B. Sprague, official TAMR chauffeur. Highlights of the convention included the open house that wasn't, an abortive attempt at layout visiting. . . Bryce Sanders' desk sets of spike and pen, available in four varieties, selling at the astounding price of over 10¢ at the auction. . . a half hour of unsuccessful railfanning on the PC mainline east of Lancaster. . . the bewildered looks of those wandering about with a strange-looking newsletter with "SMUT" in bright blue letters on the cover.

The results of the first AR election are in, with Bengt Muten as President and Ralph DeBlasi as Secretary/Treasurer. The astounding total of seven people voted, a disappointment to the leaders of the AR. However, we hope that the new officers will inject some life into the AR and we will return to a higher level of enthusiasm soon in the future.

EUROPEAN REGION: In recently held elections the ER chose Mario Bernkopf as president and Tønnes Bekker-Nielsen as the new secretary-treasurer.

ER dues payments--Because of an increase in bank charges, the ER will no longer accept foreign currency cheques as payment for dues. Dues can be paid as follows:

- a) in cash--Danish, Swedish, German, or US currency.
- b) in stamps--Danish stamps only.
- c) in international reply coupons, at a rate of 8 coupons to the dollar.
- d) by domestic or foreign cheque, not crossed and made out to "Tønnes Bekker-Nielsen, ER Secretary". Cheque must be made out in Danish currency (kroner).
- e) by international money order made out to ER-TAMR.
- f) (preferably!) to post office check account (girokonto) 20 02 01, Denmark.

Please note the ER business address:

European Region
TAMR
Postbox 51
DK-5260, Hjallese,
DENMARK

TURNTABLE subscribers: In order to increase the size of the TURNTABLE it has been necessary to discontinue air-mailing of overseas copies. Any ER members who wish a special arrangement for continued mailing by air should contact the TT immediately.

WEST COAST REGION: The TAMR Executive Board has recently recognized this region as an organized region. This followed close on the WCR's first elections, in which Michael Beene was elected President, and Ron Fong as Secretary/Treasurer. The region just celebrated its first anniversary with a special issue of the CRUMMY. With nearly 30 members from all geographical locations the WCR is going strong. Dues are still \$1--contact the secretary today!

HUDSON BAY REGION: Many people were greatly surprised (quite happily) by receiving a newsletter from the Hudson Bay Region, long thought extinct. Apparently some life has thawed in the frozen wetlands up there. Jean Brisson, as regional representative, put the letter together, and is trying to stir up interest and action in the North. For those interested (there should be quite a few), you can get in on the ground floor of this region by subscribing to the as-yet-unnamed newsletter. Send \$1 (and articles if you have them) to Jean for your first year, if you're in Canada, or to Steve Harper if you're in the US. Interested members outside this continent should contact Jean.

ETC: Once again, I'll remind you that if your region wants something in the HB, it must be sent in. If you regional head doesn't, then do it for him. I know there's more going on than I'm told about.

TAMR ELECTIONS — Fall '72

Nominations for the fall election of TAMR officers are now being accepted.

Candidates for TAMR President must be at least 15 years of age. There is no minimum age requirement for the offices of Vice President, Secretary, or Treasurer.

All nominees must be regular TAMR members. Nominations for associate members will not be accepted.

Nominations must be in writing and signed by the nominator. All must be received before August 6, 1972.

Mail nominations to:

Tom Papadeas, TAMR Auditor
111 Hedgerow Drive
Cherry Hill, NJ 08034

Sound in Model Railroading

by Ron Hicks

One of the least thought-of additions to the model railroad room and layout is sound. Railroad sound effects can enhance the atmosphere of the layout and make visitors feel like they are really part of the program. Although this division tends to get technical, there are many things the average modeler can do to enjoy this unusual aspect of the hobby.

To take advantage of sound, one must have a certain amount of audio equipment. The kind of equipment can matter in the effect you get and your interests. For instance if you are a fan of heavy diesels and traction, an important sound is the engine itself. Thus, in order to reproduce this properly from a record or tape, the hobbyist should consider using a fairly large speaker and amplifier. To get the full effect, nothing less than an 8 inch speaker will do. Have a couple placed around the area of the layout. The upper corners of the room are a fine place if your room is so designed. Keep the volume at a bit less than normal; you don't want to boom your guests out with these big motor noises (they probably passed enough diesel trucks on the way over.) Don't forget the small speakers which bring out the important sounds of railroading like airbrakes, couplings, flange squeal. Keep the power level lower than the bass on these, too, or your ears will be ringing. These tiny speakers can be placed around the room and on the layout.

For a club showing, nothing beats a tape recorder for describing the layout to visitors. Use a reel-to-reel with automatic reverse for the greatest convenience and tone quality. You don't have to blast it into the room, but keep the volume loud enough for all to hear. This will depend on the size of the room. If you can get another recorder or a turntable and the associated mixing equipment, you can combine the sounds and the narrator to form a well-balance showing. I saw this done very effectively at the Model Railroad Club of Toronto and of Buffalo.

Not all the sounds have to be railroad-related. Try including some sounds of industry and of city life. Make them easily identifiable and you may end up with a bit of a game with your guests, but it's all in fun.

As for recordings, there are many available from a wide variety of sources. About the most well-known is Mobile Fidelity which has excellent quality at a moderate price. They are pretty well-balanced between steam and diesel. Railbar is another good name. They make records for museums like Branford and Orange Empire. You can get a couple of traction discs from them. Also check the listing in Model Railroader each month. Finally, don't forget to try local record and discount stores in your area for an oddball.

If you have a portable cassette or other recorder, there is no place like a local freightyard or passenger station for collecting sounds. Here you can get exactly what you want and possibly something not available in recorded form. The passenger station just might reveal the conductor or station agent calling off a famous train, which might prove valuable in the future.

These are just a few of the many ideas for using sound in model railroading. One of the key factors in this phase of the hobby is experimentation. Keeping this in mind, the model railroader should have a lot of fun and enjoy a new phase of the wide hobby of model railroading.

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

Due to financial crises
Industrial Freight has sold out
to Freight Way. Service will be
discontinued from April 1-June 2.
New stock has been traded since
April 5.
President, Scott Lake
1166 Leslie Lane
Girard, OH 44420

TAMR Convention NSFP Style

by Phillip Simonds

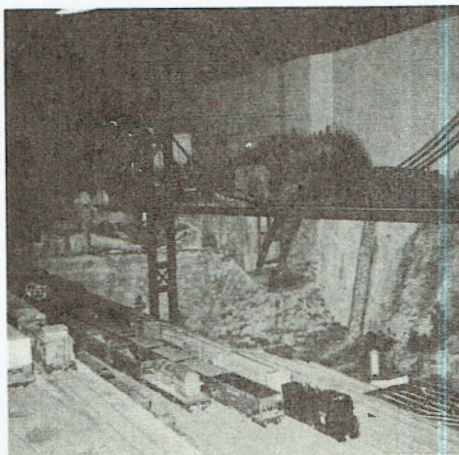
If you happened to journey into the Buffalo Metropolitan Area you would probably find it devoid of NSFP members. To find Ron Hicks you would have to go to Alfred College; to find Dale Madison you would have to get a fast car and look for the nearest passenger train; to find your truly look for the nearest model railroad show. Needless to say we haven't been seeing much of each other. When we do get together something exciting usually happens.

The last time was just after we saw the results of the New York convention. After a wild night that sent phone bills rocketing we decided to host a convention of our own.

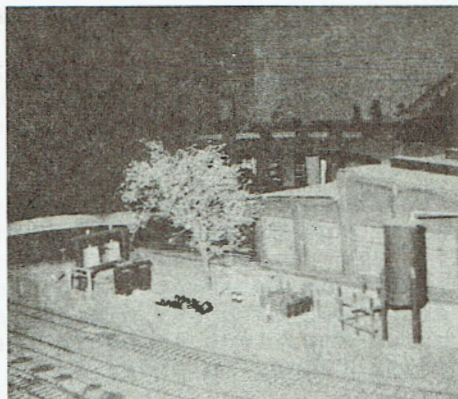
It would seem logical that the convention should be held in Buffalo, but we were never ones for doing things easily. Just to make things difficult, we decided to arrange a convention over 100 miles away in a different country. Thus the site of the TAMR National Convention will be Toronto, Ontario.

All of the TAMR members who are used to gray, polluted American cities will get to see what a city should look like, as Toronto is probably one of the most modern in the world. Even though it is contemporary, it has such nostalgic things as FCC cars and plenty of leftover steam for people who enjoy the finer things of life.

It is not prototype alone, however, for the city has a total of five model railroad clubs, and countless individual pikes. The hobby shops feature American as well as European equipment. If you're looking for Trix, Hornsby-Dubloo, Triang or Märklin you'll find it there. A highlight of the city is the Model Railroad Club of Toronto. This pike is truly



enormous, and probably one of the best on the continent. It is done in O gauge.



but before the HO and N turn their collective noses up, I might say that after seeing it you won't even notice its size. If it were done in N or even HO you would have plenty of space to model the Penn Central complete with Grand Central Station. While this might be exaggerated it gives you an idea of how big it is.

The camera buff will have a field day with more railroad activity than he's ever seen before. What with the CP and CN coachyards and separate roundhouses as well as subways, traction, steam, rapid transit, RDC's and famous name passenger trains, bring plenty of film. You had better bring some high-speed stuff for inside union station.

By now the members have a suspicious look in their eyes and are wondering how much this is going to cost. The answer is about thirty-five dollars. Certain members who place great value in the all-American dollar should remember that this is a first-class convention, besides, you'll probably be using Canadian money. It includes a banquet, clinics, slides, movies, operating sessions and the other paraphernalia connected with a model railroad convention. If you're expecting sightseeing not connected with railroading or model railroading, I suggest you stay home. You'll see everything expected in a convention plus several unique surprises. Our hotel will be the fabulous King Edward Sheraton which has hosted several NMRA conventions.

The tentative date for this is August 18, 19, and 20. I'm serving as the official chairman with the help of Ron Hicks, accommodations manager, and Dale Madison, transportation advisor. For information contact any one of us. Watch for further information in the next issue.

Talking About Scenery

by Jean Brisson

Everyone knows that space is the biggest problem on a layout, and that scenery is a solution. Let's approach the problem from a different direction instead.

If you live in a large city, you have noticed that the buildings, unlike those in rural areas, tend to be higher than long. This makes cities perfect for model railroading. These buildings can be made large while using only a small surface area. If you laid the Empire State Building on its side, what would you have? A low building nearly six blocks long! The land costs would be tremendous. So, wanting to use little surface area, just as most model railroaders do, the building was built up instead of out.

What about terminals, though? There are usually low and large, so what do you do? Go ahead and build your large terminal, then make up for the space in other ways. Now is the time for scenery.

By developing optical illusions, fear-some grades, hidden tracks, breathtaking gorges crossed by "toothpick" trestles, giant trees, and "never ending" backdrops, you could easily give the observer the impression that the trains have to travel hundreds of miles to reach your terminal.

You don't have to be completely prototypical in your scenery any more than the rest of your layout. You don't use #36 turnouts even though they're prototypical just as you don't have to make a rock exactly like a real rock. Just make your scenery fit together well, and make it look as real as possible.

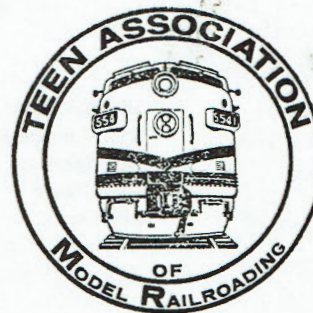
Let your imagination do your work rather than your power tools. And remember, don't let your scale nature get overshadowed by your scale diesel exhaust's pollution.

TOMAHAWK INTERNATIONAL

Now also rail service to Evans, Wash.

Tønnes Bekker-Nielsen, President

See your favorite railroad in pix, right in your own home, even if it's 500 miles away! Join the PHOTO EXCHANGE COMMITTEE of the Teen Association of Model Railroad ing. Write Bob Polasky, 17595 Trinity Av Detroit, MI 48219.



Official Publication -

THE BOSTON & SOUTHEASTERN RR
The Fastest & Finest Between
Boston, New York, Washington
And Points West and South.

THE BOSTONIAN LTD. BOS*NY
HIGH SPEED 100-125 MPH (RESERVED SEAT)
PARLOR, OBS., DINER, SUPERDOMES,
and MANY OTHERS, with the NEWEST PULLMAN
EQUIPMENT. For information contact

LAWRENCE R. KOLKA II, PRESIDENT
26 AVERTON ST., ROSLINDALE, MA
02131

TEEN ASSOCIATION OF MODEL RAILROADING

The Waybill

Feature

Page

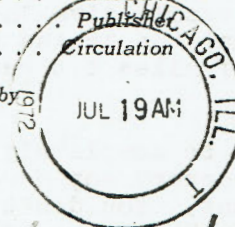
THE HAPPY HOGGER, Mike Bonk, Editor	2
INTERCHANGE COMMITTEE, Mark Tomlonson	2
OFFICE CAR, Steve Harper, President	3
MEMBER SERVICES COMMITTEE, Mike Matejka, Chairman	3
EXECUTIVE BOARD REPORT, Terry Burke, TAMR Secretary	4
TAMR COMMITTEES, Steve Harper, President	4
INTERCHANGE	5
PROPOSED AMENDMENTS TO THE TAMR CONSTITUTION, Terry Burke, Chairman	6
AT LAST OFFICIAL TAMR BUTTONS!	6
THE MEMBERS' PAGE	8
TAMR WELCOMES NEW MEMBERS	9
REGION WRITE-UP	10
SOUND IN MODEL RAILROADING, Ron Hicks	11
TAMR CONVENTION NSFP STYLE, Phillip Simonds	12
TALKING ABOUT SCENERY, Jean Brisson	13

The Crew

Michael Bonk	Editor
Tim Vermande	Typist
Bob Sprague	Cartoonist
Dick Wagie	Publisher
Leo Stupur	Circulation

All HOTBOX Business Handled by

Michael Bonk
1442 Ashland Avenue
Claremont, CA 91711



TEEN ASSOCIATION OF MODEL RAILROADING

TAMR HOTBOX

Terrence Burke, Secretary
1636 W. Hawthorne Ave.
Westchester, IL 60153

RETURN POSTAGE GUARANTEED



FIRST CLASS MAIL

