

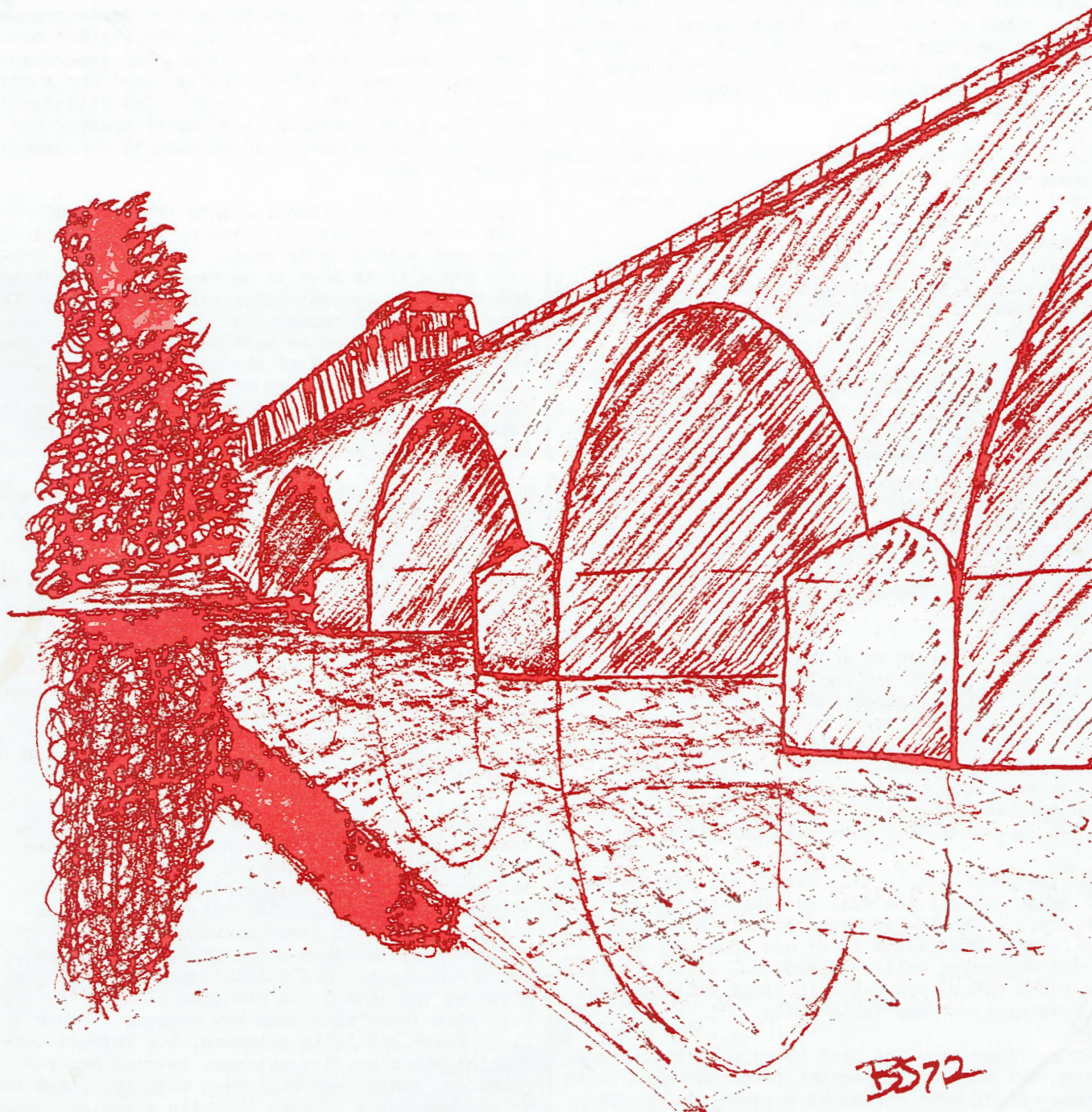
# the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 8 No. 4

July-August 1972

MB-3



East Broad Top Railroad Bridge.

Drawing by Bob Sprogue.



# the Happy Hogger!

by Mike Bonk, Editor

This was the issue that was supposed to shock one and all by being on time. Why I should have expected this one to be different from every other Hotbox that was ever put out, I don't really know. The problem was with the election material and the fact that no one got it in before the deadline. For the sake of a fair election - one with names on the ballot - I had to wait an extra week or so while I was out of town. As I write this, I expect Richard Wagie to be in school when the typing is through, causing another delay in printing.

On to more happy thoughts: the Toronto convention seems to have been a smashing success, and has been heralded by several members as the best we've ever had. Unfortunately I was unable to attend myself, as I ended up being assigned to cover the Republican National Convention in Miami Beach at the same time. I have been promised a write-up of the Toronto frolic for the next issue.

This is another election issue, and is the most important issue of the year. The officers who come out of this election will run the show for the next year, and in some cases for the next two years. The decision you make in voting will determine what kind of an organization we will have. Steve Harper is retiring after only one term due to the pressures of school, and Tim Vermande has also turned down renomination. It appears that this may be a year for a clean sweep of new officers, and new direction for our association.

Being editor gives me a chance to thank the surprising number of you that asked me to run for office, both by letter and nomination. In fairness to all, however, I had to turn it down. I certainly could not handle another job, and it's too soon to relinquish the editorship before I've even been really broken in to the position. Then again, I'm starting college this year, and will be pressed for time even as editor.

On the same line, I will have a new address while I am in school, and will put that in the next issue. As it is now, even I don't know what it will be. The campus is so new that the dorms are just now being built. Although I will be at Pepperdine before you get this, I'll still get all of my mail at home for a while.

As you tear into the rest of this, please remember that the most important matter at hand is to vote - right away. I might suggest you get it out of the way before reading the other articles.



# Office Car

by Steve Harper, President

Congratulations are in order for Phil Simonds, Ron Hicks, and Dale Madison, who, with the help of many other members, were able to stage perhaps the biggest and best TAMR convention yet. Although the full story of the Toronto convention will undoubtedly appear in the Hotbox, not to mention future correspondence between members, I myself thoroughly enjoyed the entire event. There was just the right balance of prototype and model to satisfy almost anyone, the weather co-operated beautifully, and the general atmosphere of Toronto itself was a definite asset for a convention of this kind. In fact, a few attendees were heard muttering half-seriously towards the end about not bothering to go back to the United States at all.

Speaking of conventions, around this time of year everyone begins thinking of where they'd like next year's to be held. The cities of Chicago and Atlanta seem to be mentioned most often, but there are several other excellent possibilities as well. I personally feel it is time the TAMR held a convention outside of the northeastern-midwestern part of the continent, so that members who haven't been able to attend one so far away may do so. It's not too early to begin thinking of possible dates, accommodations, and events if you have a specific site in mind.

This will likely be my last "Office Car" (seems like I just started writing them!), as I will not be running for re-election this year. Actually, I would prefer to remain in office so that I could take care of all the different things we've started this year, but the fact that I'll be starting my freshman year in college this fall means that I simply won't have the necessary spare time to devote to my presidential duties. Depending on how much free time I find I do have, I will still remain as active as I can in the TAMR. Who knows, perhaps I'll even get around to starting that new layout that's been on the drawing board for almost a year now.

I wish my successor and the other new officers, whoever they may be, the best of luck in tackling their responsibilities. This past year has been, quite frankly, a mixture of both disappointment and accomplishment. On the minus side, we are still burdened with a late Hotbox, our treasury has been dangerously low at times, and a few regions and committees have seemingly given up the ghost. On the plus side, we've been able to attract many new members through large scale publicity programs, the Toronto convention was a rousing success, several new regions and committees have been organized, and the Hotbox has begun to show definite signs of recovery. No, we haven't been able to work any miracles, but the general enthusiasm I've experienced this year gives me hope that we are well on our way to becoming a first rate organization.



# Election72

EDITOR'S NOTE on candidates' write-ups and platforms:

While several members asked that more feeling and variety be put in their platforms over those of last year, I decided that for fairness all should be in approximately the same form. Extraneous information was eliminated from the write-ups, which as submitted included outside interests, pike information, national political beliefs, and other information which had little or nothing to do with the elections at hand.

In several instances, untruths, exaggerations, or outdated facts were used, sometimes for dramatic effect in platforms. After consultation with those involved with the facts I corrected or eliminated these, and all statements of basic fact herein are true to the best of my knowledge.

## President

RALPH DEBLASI, 18, is in his third year as a TAMR member. In this time he has been a frequent contributor to the Hotbox, and has been active in regional affairs. He is currently the Allegheny Region's treasurer, and is also publishing their Allegheny Dispatcher. Last year he was one of the co-sponsors of the post-convention Philadelphia Division activities, which most members liked better than the New York convention itself. He is working hard now on the HO interchange, of which he is chairman.

### PLATFORM

"There are several places where I would like to concentrate my efforts in the TAMR, including the Hotbox schedule, committees, membership, financial difficulties, and regions.

"We can no longer put up with the continued lateness of the Hotbox. Despite the efforts of the editor, deadlines solve only a small portion of the problem. I am currently sizing up Richard Wagie's role in Hotbox production, as I know he has expressed his wish to discontinue his work on it. I am trying to find another way to print the Hotbox without sacrificing any quality.

"Problems with membership and finances go hand in hand, as we get 90% of our revenue from dues. Our greatest expense is the Hotbox, and as production costs go up, dues will also have to, with no increase in members benefits. While we gained 80 new members last year, we lost 58. If elected I will establish a committee to re-recruit as many of these dropouts as possible, and also find out why they quit and how this can be remedied. With our current advertising and a cut in dropouts, we could reach the 500 mark in three years.

"Many committees seem to have died, with little apparent activity and no progress reports. As president I would attempt to reactivate these, while keeping Steve Harper's policy of requiring monthly reports.

"Fourth is the regions. What about the Mid Continent Region? They have over 30 members, but are in no way organized. The Southeast Region also needs a helping hand, although some members have been trying valiantly to get going. Also I promise to give the European Region a fair shake, and have written Steve Harper to be briefed on the situation."

RONALD HICKS, 19, has 4 years of TAMR membership behind him. He was the 1972 TAMR Convention Accomodations Chairman, is a frequent Hotbox contributor, edits the Correspondence Exchange Committees "Whirly", and is a past candidate for both president and vice president. He and Phil Simonds are running as a team and have the same platform.

### PLATFORM

"I want a thorough economic shakedown of the TAMR. I want regular progress reports from the committees, and more modeling within the organization with less business. We need to generally stabilize the TAMR, and need to form a convention committee to plan and hold several regional conventions each year in addition to the one national convention."

DALE MADISON, 18, has been a member of the TAMR for nearly two years. He has recently been appointed Yankee Region representative, and edits its Phoebe Snow. He was transportation coordinator for the Toronto convention, and found guest speakers for that event.

### PLATFORM

"I am not going to compile a fancy-dandy complexity that is only words. What I will say is that I feel I can deliver what the TAMR needs. That is genuine interest and concern. I am seriously interested in entering this race in a serious attempt to help the organization and to help it move forward as a whole.

"How can this be accomplished? Through cooperation and concern from all of us. Personal ambitions and singular interests have no place in the TAMR, and I can assure you that my personal interests will not enter into any business I conduct for the TAMR.

"Of prime importance is the Hotbox, as the greatest single benefit of membership. Yet despite its importance it has often been strayed, late, disappointing, or anything else you want to call it. All committees and regions should have reports of their activities in every issue. Certainly the additional cooperation and concern I mentioned is more than applicable here."



## Vice President

EDWARD SHELBY, 16, has been a member for 2½ years. He has been responsible for activating his region, the SER, and is working with past president Lloyd Neal in recruiting NMRA members for the TAMR. He has written and published the SER's first newsletter this past year.

### PLATFORM

"I feel strongest about the necessity for increased member participation and regional activity. If elected I will concentrate on these two points. In addition, the TAMR is in need of more funds to keep our operation smooth and satisfactory for the members. Finally I promise to listen to the other members and their suggestions to improve the organization."

BENGT MUTÉN, 17, has been a member for 2 years. He has been president of the Allegheny Region for the past half year, and before that was convention chairman for the region. He is also active in national affairs, and was one of the three co-winners in last year's membership drive.

### PLATFORM

"As vice president I would first of all be in charge of membership. I am bothered more by the large number of members who do not renew, than by the lack of people joining. I would like to investigate why these people quit, and then try to change the causes and to persuade these members to change their minds. I will also follow up on people who request information but do not join.

"I was pleasantly surprised to see the number of new members who joined at the Toronto convention, and feel that better publicity of TAMR activities among non-members could bring in more long-lasting members. I will keep in close touch with the other officers, and the secretary in particular, to know who joins, renews, or quits."

## Secretary

JEAN BRISSON, 17, has been an active member for the past year. He is now the regional representative for the Hudson Bay Region, and is responsible for raising it from its sleep. He has established a regular newsletter, and has done much work on completing a regional constitution. He is also working on several new ideas to better serve the membership.

### PLATFORM

"I am running as candidate for secretary for one major reason. I can honestly state that

I can perform very well in that position. I know clearly that is ahead of me, and I am fully conscious of the importance of having a good officer in that office. I can state also that I know the responsibilities of being a good member, and have worked to fulfill these. I am now working on a modeling service: for example, if some member has a lathe and you don't, he can help you by doing some work on your model, and you can do work for him or someone else in exchange.

"This past year has been one of the busiest and best for the TAMR. There are dozens of new members to serve. In addition, with the new two year term of office, an officer must be devoted to his office and be certain that he can devote his time to his duties for that period. I know I can. Remember to use your most powerful peaceful weapon, the BALLOT!"

TERRY BURKE has been secretary for the past year. He has also spread his efforts among the Constitutional Committee, which turned out the latest amendments, publicity, membership drives, and constitutional interpretation, in addition to full time work in the Correspondence Exchange Committee, which he set up.

### PLATFORM

"All I can say is that I will give more of the same. I have tried my best, and have been involved in many programs, both in and out of the secretary's office. I have helped in getting publicity for the TAMR. When I first took office I promised to have the TAMR at an all-time high of 500 members before I left office. While there are approximately 220 members now, I would like to keep on trying."

## Treasurer

PHILLIP SIMONDS, 16, has been a member for 2 years. He was this year's convention chairman and has contributed to the Hotbox. He is active in the Correspondence Exchange Committee. In addition he has served as treasurer of several school organizations. He and Ronald Hicks are running as a team, and have the same platform.

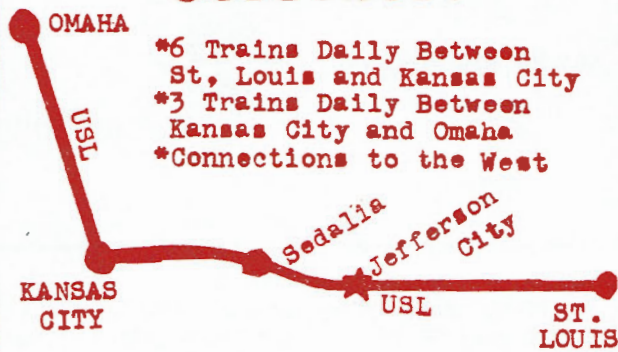
### PLATFORM

"I want a thorough economic shakedown of the TAMR. I want regular progress reports from the committees, and more modeling within the organization with less business. We need to form a convention committee to plan and hold several regional conventions each year in addition to the one national convention."

DAVID JOHNSTON, 19, has been a member for 3½ years. He is running for re-election as treasurer, and has previously served in this capacity in several other organizations. In the TAMR he has also been active in many other committees in the past, although he has concentrated on the treasury this past year.



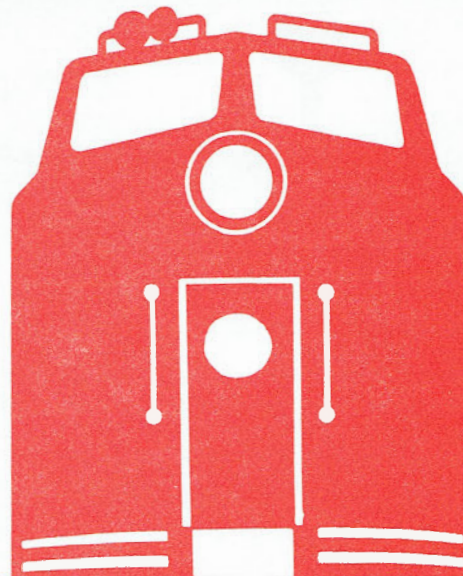
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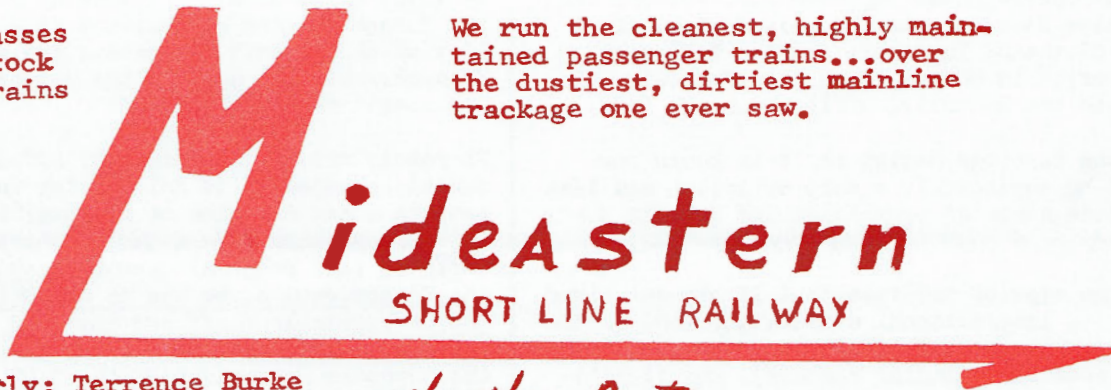
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*the thru Route*

## The ballot.

Bound into this issue you will find a goldenrod ballot card for use by REGULAR members only. Mark your choices on it and mail the card to Tom Papadeas at the address indicated on the card. If you do not have a 6¢ stamp for the postcard, an 8¢ stamp will do the job too.

DAVID JOHNSTON - Continued.

### PLATFORM

"The office of treasurer requires a person with the ability to manage figures, to keep accurate records, and to make mature and intelligent decisions. The success of the organization depends greatly upon the funds available and their handling. I am well acquainted with exactly what the job requires and how to handle it. I feel I am ably qualified for the job, and ask for your vote.

### DEADLINE FOR ALL BALLOTS

Tom Papadeas must receive your ballot by Midnight, October 21, 1972. Ballots received after that time will be considered void.

**VOTE TODAY!**





# European Region

## Teen Association of Model Railroading



Postbox 51

DK-5260 Hjallesø

Denmark

Giro 20 02 01

(Please reply to:)  
above address

May 1972

To the officers and  
publications staff,  
Teen Association of  
Model Railroading  
as well as others concerned

We, the undersigned, representing together the  
Executive Board of the European Region, the  
staff of the ER Turntable and the TAMR Asst.  
Secretariat in Europe, make this following pro-  
posal to the executive officers of the TAMR:

THAT the European Region as it is known now  
should be replaced by a more efficient and less  
expensive means of organizing the TAMR in Eu-  
rope.

THAT, in view of the fact that it has not lived  
up to its international status, the TAMR trans-  
fers much or most of its European responsibili-  
ties, assets (including members), and liabili-  
ties to the revised regional organization in  
Europe.

and THAT this revised ER be granted a degree of  
autonomy over and above that normally granted  
regional organizations.

During the past six months, following the change  
of TAMR officers, it has become more and more  
apparent that the current concept of TAMR in-  
ternationality works in theory only. To give  
but a few examples of points on which the Euro-  
pean members are less well situated than the  
rest of the TAMR:

The European members pay higher dues -

The European members have not had the op-  
portunity to vote for TAMR office, thus vi-  
olating the principle of no tax without  
representation -

European members have been discouraged or  
restrained from running for TAMR office,  
and one of the present officers has flatly  
stated that "it will never do to have an  
officer in Europe."

The CXC has become entirely the responsibility  
of the ER, which, due to the framework of the  
CXC, finds it difficult to continue this member

service. Meanwhile, however, the ER members  
still contribute through their dues to the op-  
eration of the American CXC.

Publicity materials have not been available to  
the ER publicity drive, and all publicity ma-  
terials have been printed at the expense of  
this region entirely.

The Hotbox, which reaches the European members  
with 45 to 50 days delay, is entirely dominated  
by American material of little or no interest to  
the Europeans, and has pursued an editorial po-  
lity which not only is against the wishes of the  
ER membership but against the purpose of this  
organization as a whole.

To remedy the present state of affairs, which  
cannot be expected to hold up for very long, we  
propose a new division of responsibilities,  
which is found on the attached sheet. The con-  
tents of this proposal have been endorsed by  
the ER convention, by the ER executive board, by  
the ER Turntable staff and the TAMR Asst. Secre-  
tariat for Europe. It has been presented to  
the European membership of the TAMR for formal  
ratification as of June 1, and will, if accept-  
ed by the TAMR, go in effect January 1, 1973.  
Appropriate transitional agreements will be  
worked out by the officers responsible of the  
region and the TAMR before that date.

If not accepted, the undersigned express their  
doubts that the TAMR in Europe can continue to  
survive in the face of the too-high dues, poor  
representation and support in the USA, and the  
general delay and lack of interest of the Hot-  
box. If an acceptable agreement is not reach-  
ed, the ER must ask to return to unorganized  
status.

Also, should the current ER officers and staff  
feel that it is more beneficial to the purpose  
of our organization to do so, they will not re-  
frain from forming an independent association  
in direct competition with the TAMR.

Skt. Klemens, München and Odense,  
(signed):

Tønnes Bekker-Nielsen  
TT Editor  
ER Secretary  
TAMR Asst. Secretary

Mario Bernkopf  
ER President  
Representative  
to the TAMR

Peter Hansen  
TT Asst. Editor



## OFFICIAL PROPOSAL

by the officers, publications staff and membership at large of the European Region, Teen Association of Model Railroading, on the subject of improvements in the organizational structure of the TAMR international organization, especially with regards to overseas and European members.

### Preamble -

- a) The current ER will be known as the "Independent European Region, Teen Association of Model Railroading."
- b) The rights of the region and of the parent organization, the TAMR, will be guaranteed by formal agreement. The agreement may only be changed with the consent of both parties.
- c) The members of the TAMR in European and overseas areas shall have the same political rights as those on the North American continent.

- o -

- 1) The regional organization in Europe, hereafter known simply as the ER, will replace the TAMR as its representative in the following services to the membership: publications, member services committee, correspondence exchange committee, MSC library, publicity, recruitment, and any other area which the TAMR and ER may agree upon at a later date.
- 2) Because of the greatly reduced cost to the TAMR, the region will receive the authority to levy dues in the name of the TAMR and for TAMR purposes. Of these dues, a suitable sum, set in relation to the actually incurred expenses of the TAMR, will be paid by the ER to the TAMR. This sum may be a fixed sum, defined each year by consultation between the treasurers, or a per-member sum, in either case left to the discretion of the two treasurers.
- 3) The ER will issue the official publication of the TAMR for European and overseas members (who will have the option of receiving either the Hotbox or ER publication) under the name of the present regional publication. To insure the rights of the members, the ER will guarantee that the page number in all issues issued in 1973 will in no case be below 15.
- 4) To insure that the readers of the two publications are kept informed equally well, the two editors will arrange for the parallel publication on the other side of the Atlantic to receive news of general TAMR interest that they may come upon. The purpose of the division is to inform the whole membership at less time and expense, and not to separate the news channels of the TAMR; therefore, the editors should see to it that news from the organization in other areas than that which their publication covers is included as well. the two publications must accept the following news on an equal basis: Office Car, Regional Write-Up, New Members, Getting to know you, Letters to the Presi-

dent, all election material for TAMR elections, impeachment proposals, convention reports and reviews, but not extensive schedules of planned conventions outside their area.

- 5) The publication of the Directory may be undertaken by either region, according to the most convenient arrangement. It can be arranged most satisfactorily on an alternate basis, each area publishing it in turn, with no expense to the other part for printing or transatlantic shipping. Distribution of the Directory in their area will be the expense of the ER and the American TAMR respectively. To offset financial loss to the TAMR, the ER volunteers to take care of the publication of the Directory for 1973, against permission to retain all TAMR dues levied from August 1, 1972, till cutoff date.
- 6) Members in areas which are not defined as TAMR regions or are unorganized, overseas regions may choose between receiving the services of the ER or the North American TAMR. Members residing in the US or Canada must be members of the TAMR in America, and members residing in the European countries or the Mediterranean area, or European possessions in North America (Canada excluded) must be members of the TAMR in Europe. The two associations cooperate, to the extent that members holding valid membership in one of the two organizations may participate in conventions or other arrangements of the other, and may receive the publication of the other organization at a reduced rate if he so desires.
- 7) The above points, as ratified by the European membership of the TAMR and accepted by the TAMR Executive Board and the Editor, will take effect as of January 1, 1973. Appropriate transitional agreements will be worked out by the officers concerned of the two parties.

Odense, May 26, 1972      Tønnes Bekker-Nielsen  
Endorsed by Mario Bernkopf, Rolf Berg, and  
Peter Hansen, TAMR members. Has received the  
official endorsement of the ER executive board.

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# The Photo Exchange Committee

Membership Roster Continued

As of August 1, 1972

The response from TAMR members has been pretty good, and the photo exchange committee is slowly growing in number and popularity. As of May, 1972, the membership number was a mere 10. However, since that month, the photo exchange committee has seen seven more photographers of railroads, both prototype and model, join the ranks. If you are a member, be sure to participate by trading or lending photos with other PECT members listed; the chairman would like to hear from members on how the idea works, and where it needs improvements. If you are not a member, be sure and join the PECT TODAY! Write for details to the following address:

---Bob Polasky, PECT Chairman  
17595 Trinity Ave.  
Detroit, MI 48219

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Douglas Johnson  
4855 N. Paulina St.  
Chicago, IL 60640

Doug enjoys scratchbuilding structures and constructing scenery. He also likes passenger prototype operations. His favorite roads are: C&NW, MILW, UP, ATSF, and the C&O. He takes pix of C&NW, BN, MILW, and passenger trains. Uses color and b&w film in a Kodak X-35 Instamatic, and will trade or lend photos or negatives.

Robert A. Matteucci  
1308 New York Ave.  
North Wildwood, NJ 08260

Bob knows much about diesels and Budd RDC's. He enjoys the Pennsy-Reading Seashore Lines, and takes pix of the Penn Central, Reading, and the Erie Lackawanna with a Petri 35mm and color slide film. Will trade or lend slides.

Tim Tonge  
42 Outlook Ave.  
Hawthorne, NJ 07506

Tim knows and enjoys operation of railroads, and takes pictures of the Santa Fe and the Erie Lackawanna. He uses a Kodak Instamatic with color film, and would like to trade photos.

Kevin A. Scanlon  
106 Van Buren St.  
Pittsburgh, PA 15214

Kevin is most knowledgeable in the model motive power field. He takes pix of the Penn Central, and likes the UP, SP, and Santa Fe. A 35mm single lens Argus is used to take slides for trading or lending with PECT members.

Robert Carter  
Route 7, Box 263H  
Tyler, TX 75701

Bob's favorite area of model railroading is modern freight; his favorite roads are the SP, Texas Lines, Cotton Belt, and Southern lines. Bob also takes pictures of these lines, along with the MoPac, with a Polaroid Square Shooter and type 88 color film, and will trade pix, especially for those of northern U.S. roads.

Lloyd Neal  
982 Abingdon Ct.  
Stone Mountain, GA 30083

Lloyd enjoys model railroad operation and track planning, and has a large collection of rail magazines. His favorite roads are the MoPac, CRI&P, Frisco, Georgia, Arkansas shortlines, and Colorado narrow gage. He takes photos of the SR, L&N, SCL, and Georgia. A Kowa 35mm is used, and he takes pix with color, b&w, slides, and movies. Will trade slides and b&w only.

John W. Held  
72 Bell St.  
Belleville, NJ 07109

Experimenting with wiring and track laying are John's favorites in the hobby. Railroads photographed are the PC, EL, and the CNJ. Uses a Kowa 50mm with high-speed Kodak film for slides and b&w. Would rather lend than trade, except for duplicates.

Roster changes and additions:

- a) Mike Bonk now uses a Nikkormat 35mm for b&w.
- b) Bob Polasky now uses an Argus single lens super 8 movie camera, and will trade super 8 or 8mm movies (color).

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## The TAMR Contests Committee

The TAMR Contests Committee was formed to govern all official TAMR model contests at conventions, both international and regional, and other such meetings. A master plan for the operation of these contests and a set of rules governing categories, points, etc. are being drawn up by the committee for approval by the membership. These will be published in a future Hotbox.

As this is being written, the committee consists of David Johnston and I. Plans are being made to include another member, preferably someone with scratchbuilding experience. If you are interested, or if you have a suggestion, just drop a line to either David or I. Or, finish that freight house that's been lying on your bench half-finished. Who knows, it might be a prize winner!



# Official TAMR Secretarial Report

by Terrence Burke

ALL THE AMMENDMENTS THAT APPEARED IN THE MARCH/  
APRIL ISSUE OF THE HOTBOX PASSED AND ARE IN  
EFFECT.

This directly concerns the election of our officers since the new ammendments start a two year term of office for all the officers. In the case of this present election, only the President and Secretary will be voted in on a two year term of office. Keep this in mind when you vote. The Vice-President and Treasurer will only have a one year term of office, but during next year's election they too will be voted in for a two year term. From then on, the election of officers will alternate: one year the President and Secretary will be elected, the next year the Vice-President and Treasurer will be elected.

As soon as the new officers are seated we will have to fix a price for life membership. Any person interested in life membership should write the Secretary now, for it is available. Any club or organization can join as a group under the new sustaining membership that will be established. The same goes for any hobby shop or corporation; for information write me, the Secretary.

A constitutional board will have to be set up, including the appointment of two or four non-officer members by the president. The arrangements of this board still have to be set up, but it will serve as an interesting challenge that awaits the officers who will serve in the coming years. The Auditor will lose some of his power, but with more people viewling and interpreting the constitution a more objective opinion may be obtained. It is for this reason that the Constitutional Board was formed. Also on the agenda of the CB will be a look into any proposed ammendments that may come up.

Facing the Executive Board will be the adoption of by-laws. Shortly hereafter a copy of the EB by-laws will be printed in the Hotbox and will be open to referendum.

The Constitutional Committee will be officially dissolved on October 1, 1972 and all of its former duties will be absorbed by the new Constitutional Board.

This address to the members of the TAMR by me deals with the European Region. I draw your attention to the accompanying document sent to the officers and editor by the seven members of the ER. This outlines a set of proposals to enable these members to get more out of their association with the TAMR while lowering the too-high expense of their membership.

I will stop arguing on that subject, and instead take a poll of members' opinions on the matter. I feel there are four possible courses of action open to us.

- 1) We can decide to leave the TAMR primarily an American organization, as is the NMRA. Most articles would be written by Americans, and officers would be chosen from the American continent. Europeans would be welcome to join under these conditions; with the knowledge that they could not hold office, that rates might be high, and that few articles would benefit them.
- 2) We can tell the Europeans to go jump in the lake and do nothing about the situation. This would cause them to leave the TAMR, and would do nothing toward preventing a future recurrence of this matter.
- 3) We can attempt to re-organize the entire structure of the organization, scrapping the old constitution and beginning anew. Committees, the directory, and the name would be shared; while dues, publications, and officers would be kept seperate. This would take a lot of work and time, and might tend to be rather chaotic for a period. It would not solve the problems facing us for some time, but would be a good solution in the long run.
- 4) We can accept the ER proposal to make the ER an "independent region" of the TAMR. While this might require a constitutional ammendment it would be faster and less painful for all concerned. This is the choice the ER endorses, and is outlined more fully in the following official proposal.

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detach here

Return immediately to: Terry Burke  
TAMR Secretary  
1636 Hawthorne  
Westchester, IL 60153

Other comments, criticisms, or suggestions would be more than welcome; simply spill your feelings on a seperate piece of paper. Some of the replies may be included in an upcoming issue of the Hotbox.

Check any one of the following:

- I am in favor of proposal #1 \_\_\_\_\_  
I am in favor of proposal #2 \_\_\_\_\_  
I am in favor of proposal #3 \_\_\_\_\_  
I am in favor of proposal #4 \_\_\_\_\_  
I don't like any of the four \_\_\_\_\_  
I don't care either way \_\_\_\_\_



## Progress Report -

### TAMR Stock Exchange

by Bryce Sanders

As you all know, back in the spring of 1971 we came up with the idea of a stock exchange; an article appeared in the Hotbox, and an experimental exchange was mentioned. Then, BOOM. You heard nothing about the exchange all over the summer. Well, about 15 people all wrote me and said they wished to become active, so I went out and ran off the first couple of issues of the Railroad Investor, the newspaper of the Stock Exchange. Well, time passed, and I have recently sent out a third edition, this one a larger edition telling people to send in their stock reports, etc. Anyone who is interested in joining the exchange, please send me one dollar, and you will receive:

- a) a copy of the factors that make prices change,
- b) a synopsis of all the stocks trading,
- c) the latest prices of all stocks,
- d) a subscription to the bimonthly paper, the Railroad Investor,
- e) a copy of the special "Abandoned Railroad" issue, just out,
- f) if the supply lasts, a copy of the first edition of the Railroad Investor, explaining all the facets of the TAMR Stock Exchange,
- g) a healthy sheaf of fresh TAMR money, to purchase stocks with.

Now, be honest with yourself. Isn't that really a dollar's worth? And besides that, you're participating in a TAMR activity, which is what TAMR is all about. So, send in your one dollar, and get set to trade. It should be an experience you will never forget.

Advertising in the Railroad Investor is restricted, but cheap. You cannot have more than a half page ad, yet the rates rival what you spend for a BIC pen before you go to class. Here are the rates:

10 cents for 1/4 page;  
20 cents for 1/2 page;

SPECIAL BARGAIN RATE:

5 cents for 1/6 page.

In order to discourage a paper consisting of 17 pages of ads and 3 pages of news, we will try to have no more than 2-3 pages of ads in one issue, interspersed of course. So send in your orders quick, and while you are at it send me some stock to trade. You have to start sometime.

## 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 railroad ad (at regular rates).

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

## Service Awards

The TAMR Service Awards have been established to honor those members who have contributed greatly to the organization over the years. The following persons have been selected by the President after consultation with several members to be the first recipients of the Service Awards:

RICHARD C. WAGIE - Dick has been with the organization almost since its founding. He has served capably in a number of positions, including president (1967), secretary (1969), and as publisher from 1969 to the present time. Dick has been directly responsible for establishing and upholding the fine printing quality of the Hotbox and Directory. Although he has long since lost all interest in model railroading, he still continues to devote a great deal of his time and energy to the TAMR. And while Dick has already been honored by being named the TAMR's first honorary life member, he cannot help but be deserving of a Service Award as well.

DOUGLAS J. KOCHER - Like Dick, Doug joined when the TAMR was just struggling to get on its feet. He served as treasurer in 1967 and 1968, and then as vice-president and even president for a short while in 1969. The TAMR at that time was in an advanced stage of chaos, but Doug managed to introduce some order and got things rolling once again. As someone recently remarked, "He ran the TAMR like a dictator", something which was sorely needed at that time.

Doug and Dick have both been presented with certificates honoring their achievement, as will future recipients of the Service Awards. These certificates were generously donated by Lloyd Neal.



# Scratchbuilding with Wood

by Rick Perry

Have you ever tried scratchbuilding with wood and not been very successful? Or haven't you even tried? In either case, I'll throw in a few pointers that may help.

## Tools:

Your selection of tools is most important. The quality of some tools can make the difference between a David Johnston Galloping Goose and a Perry's Folly.

To begin with, pick out a razor saw, handle, and miter box. Suydam makes a good miter box for under \$1. I personally prefer the 3/4" X-acto saw. For cutting I also recommend single edge razor blades, here I use the cheapest ones I can find. Get several since the edges kink easily. Tweezers are a great help. I recommend getting two types: the kind that pressure opens and also the pressure-close type. X-acto makes a set of 12 or so drill bits that are in the 60-80 range which sell as a set for \$3.60. You will need a pin vise and/or hand drill. The hand drill is more comfortable to use but my preference is the pin vise. Should you want the vise, be sure to get one that is plated or made of non-rustable metal. If possible get one that is hollow, as this comes in handy when working with wire and for numerous other purposes; Brookstone Company carries a good one. You may want a pair of needle nose pliers. I get along without them but I know some Model Rails that swear by them. Be sure that they work smoothly and have no side play. Quality is very important here. Should you ever need to use wire I suggest that very small gauges should be cut with a fingernail clipper. Since this often kinks the cutting edge, keep one for your nails and one for wire. Files are not essential but are sometimes helpful when working with wood. However, if you use some precast parts such as doors and windows they are almost essential. Start with flat, square, round, and triangular needle files. You will naturally need some sandpaper - fine and extra-fine grades.

## Wood:

There are two types that can generally be had, balsa and western pine (Northeastern Scale Models). I prefer balsa for the most part since it is easier to work with (and ruin!) and easier to find. I use pine on occasion if a nice paint job or strength really counts. Keep in mind that balsa stains much better, and pine takes paint better. If you model in HO there a number of shapes available such as angles, tees, channels, door tracks, etc. They can be found at better hobby shops, but if a trip to one of these shops is a once-a-year thing as with me, you can order shapes from Walthers.

## Glue:

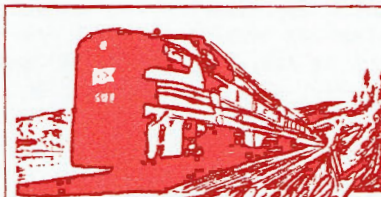
I've never found what I consider the perfect

glue. Presently I use PlioBond, Duco Cement, and Elmers Glue. I haven't yet tried Goo. When using glue always use it sparingly since it won't take stain, and sometimes not even paint. If anyone knows of a glue that will take stain please let me know.

By all means work slowly and carefully. Limit your work sessions to one or two hours, then take a 30 minute break. Quite often you will get mad when something starts acting up; if so, quit for the day and it will probably go right together the next day. On your first project please pick something relatively easy. Don't try something like a passenger car or the Golden Gate bridge the first time out. It will take time before that boxcar gets all corners square, and even that is much easier than a passenger car. Projects can be a small loading dock, something from Model Railroader dollar projects of long ago, or the small fueling dock that Lloyd Neal described in the Hotbox a while back. Remember, start slow and simple and then work up. ---Happy Modeling!!!---

## NEW HOTBOX TYPIST

For the first time this issue, the HOTBOX has the pleasure of having a brand-new typist on its staff. Clem Dickey, of San Luis Obispo, California, is taking over the job of doing all the typing for each issue from his predecessor, Tim Vermande. Due to the fact that Clem was one of nine members who formally wrote to Dick Wagie, offering to do the bi-monthly work, Dick was able to choose whom he thought was the best man for the job. "Congratulations, Clem. Glad to have you on the Crew, and we all hope to have you with us for quite some time to come!"



### —FOR EVERY MAIN LINE PASSENGER TRAIN ON THE LEHIGH VALLEY RAILROAD

Delivery of a fleet of the most modern Diesel locomotives will make Lehigh Valley one of the first major railroads to have its main line passenger service completely Diesel-powered.

Meeting today's standards of smooth, clean railroad transportation these advanced-type locomotives, handling Lehigh Valley trains between the Atlantic and the Great Lakes, will add another bright chapter to Lehigh Valley's record of progress throughout more than a century of public service.



# The Flying Scotsman

by Ron Fong

On April 8, 1972, TAMR members Kevin Lee and Ron Fong visited a little bit of Britain. We rode the famed British steam engine, the Flying Scotsman.

It started when Kevin Lee rode up from San Mateo to San Francisco with three friends on SP commuter train #139 arriving on track 14 at 10:03 (two minutes early!). The train was pulled by SP H-24-66 3030 and consisted of SP double deck commuter cars 3707 and 3720. Led by a bunch of very young girl scouts, I saved them to make an escape onto a San Francisco Municipal Railway diesel bus headed for Fisherman's Wharf.

Once there, we arrived just in time to see and miss the first run of the day as the train pulled out. But it was okay as the ticket seller gave us special rates as students and railfans. Plus we had time now to look through the four wagon (car to us Statesiders) exhibit train featuring the history of the Scotsman and various British trade goods.

Some short history we obtained on the Flying Scotsman was that it was a class A-3 Pacific locomotive designed and built by famous British engineer Sir Nigel Gresley for the London North-eastern Railway. The 3 cylinder engine was built in 1923 in Doncaster, England, primarily as a passenger locomotive for the LNER. She had spoked 80" drivers, an invisible sandbox, a tear-drop banjo shaped dome, and a high 56" wheeled corridor tender for ease in changing crews on long non-stop runs.

Her history included being numbered engine #4472 as well as being named the Flying Scotsman. She started the first non-stop passenger service between Kings Cross Station, London, and Waverly Station, Edinburgh (a distance of 392.8 miles) on a 7 hour schedule in 1928. Number 4472 was the first steam locomotive to officially break 100 mph using a dynamometer car on November 30, 1934. Earlier but unofficial 100 mph speeds had been attained by ACL 210, New York Central and Hudson River 999, and Pennsy 7002, but these used controversial stop watches or telegraph keys for timing. LNER 4472 often cruised the 393 mile run in schedules that demanded running in the 90's while pulling as many as 16 English wagons with a capacity of 64 people each. During WWII, 4472 pulled as many as 26 English wagons moving over 1600 people in a train with her 32,910 pounds of tractive force.

But, like many steam locos, the Scotsman finally was on the scrap list in 1963. British industrialist Alan Pegler, a rubber and plastics millionaire, bought 4472 from the British Railways for £ 3,000 (\$ 8,000) saying he had been fascinated by the Scotsman since childhood. Spending about £ 40,000 (\$ 100,000) refitting, maintaining, and repairing her, Pegler ran the excursion

train all over Great Britain showing that 4472 was still as good as ever.

Wanting to honor 4472 even more and to rectify a mistake of the LNER, Pegler decided to send the Scotsman to America like other British railway companies had done in 1923, 1927, 1933, and 1939. Meeting with Southern Railway President W. Graham Clayton Jr., he arranged for the Flying Scotsman to go to the U.S. on a trade exhibition tour.

Pegler slipped her into Boston on October 12, 1969. Touring the east, LNER 4472 went from Boston to Hartford, New York, Philadelphia, Baltimore, Washington, Atlanta, Dallas, and Houston. The climax of that tour was a 3 train meet at Anniston, Alabama where the 1923 British Pacific met ex-Savannah & Atlantic 4-6-2 #750 (Alco, 1910), and ex-Southern Railway Mikado 4501 built by Baldwin. The meet was a gala steam excursion planned by the NRHS Atlanta chapter to welcome 4472, to celebrate the Southern's 75th anniversary, and to commemorate Alabama's 150th year of Statehood.

The Flying Scotsman ended her 2200 mile run on November 8, 1969, wintering out at the Santa Fe roundhouse, Texas & Pacific station, at Fort Worth, Texas. LNER 4472 now sported on her green, black trimmed body a headlight on point and tender, an American whistle, a Southern Railway donated bell on the red pilot tender, and an MCB coupler for service on U.S. roads - all new features on the Scotsman.

After wintering, 4472 took off and barnstormed the Midwest in June of 1970 visiting Denison, Texas; Staley, Oklahoma; Chicago; Green Bay; Detroit; Ottawa; Montreal; and Toronto, Canada among others. The highlight of the trip was a week's exhibit at the National Railroad Museum.

Wintering in the CN Spadina roundhouse, Toronto, Canada, 4472 slept it out except for a short run to Buffalo for a washout boiler inspection in early 1971.

Then in September 1971, Pegler took the Flying Scotsman out again to whisk through Minneapolis; Whitefish, Montana; Spokane, Washington; Bend, Oregon; Orville, California; and finally to San Francisco on October 1, 1971.

By now, the Flying Scotsman has traveled some 11,000 miles in North America using her two unique corridor tenders to travel 200-400 miles per load depending on the quality of the coal. Mighty 4472's 220 pounds per square inch engine had proved her self reliance, shutting down and rebuilding automatically if pressure fell below 220 psi. The seven English wagons in the train were pulled easily by 4472 throughout the trip - even up 1.8% grades!

The seven car train consisted of British Railways 35 ton first and second class compartment car



#21177, Winston Churchill's 40 ton wartime Pullman car Lydia, a 35 ton Edwardian observation car SC 281 with big plate glass windows used on Western Scotland's scenic line from Kyle to Inverness, and four British Railway parcel vans weighing 28½ to 29½ tons and capable of carrying 10 tons each. These cars carry the British trade exhibits and Reception Car E104E even carries a safe! (To demonstrate the insecurity of this British safe, perhaps the TAMR should try to rip it off! Right?) All the cars of the train had brown and cream sides with white roofs. They were all wood varnish type cars with builder's plates before 1948.

By now, the train returned and we enthusiastically watched the uncoupling of the engine. The uncoupling process was amazingly similar to Kadee delayed action couplers. First, uncouple the air hose; second, pull coupler release string (American couplers use a rod); third, back the engine; fourth, reverse direction now that you're free of the coupler; and fifth, release the coupler release. Besides using a string instead of a rod, English couplers are smaller in size. But that moving back and forward to release the engine still reminds me of Kadee. What a trip!

Well, off finally to a 45 minute excursion along the San Francisco Embarcadero; weaving along the San Francisco Belt Railroad right of way; seeing and dodging cars, people, buses, warehouses, piers, freeways, and winos! All this while, we were trying our best not to fall out of the impossibly narrow windows, filming the epic event, never quite getting a sharp enough curve to get a good shot of 4472. The lack of turning facilities caused 4472 to backtrack for half of the trip before running around to the front to pull the train back up to the station. The excitement of actually riding a steam engine (foreign, too!) was kept up as we shot rolls of film, yakked with the crew, and yelled to amazed pedestrians, "Join the TAMR and the NMRA!" and shouted, "We're railfans!"

Some info picked up from the crew was that it cost \$1100 a day to run the Flying Scotsman, and that she is manned by two crews - the imported British crew is accompanied by a do little crew of union members, an engineer, fireman, brakeman, and switchman. These extra men who are required by the railroad unions often get a full days wages (paid by Alan Pegler) for just two hours of work opening the roundhouse doors for 4472's crew. The Scotsman had over 40,000 visitors just as a standing exhibit, and began running March 19 on a two month trial period to get more visitors. Her 92 people capacity was filled over 60% of the time, and the pub in the observation has a license to serve drinks. Liquor, that is.

Much impressed and sad to leave, we finally caught one of those San Francisco cable cars (operated by the Muni), hanging on the sides all the way up and down the hills to Market Street, where everything was torn up because of construction of the Bay Area Rapid Transit system. BART is the first new subway system constructed in the U.S. in 60 years and the whole system should be

operating by next summer. The Oakland to Fremont line will probably be in operation by the time you read this. Hopping one of the Muni's PCC streetcars, we visited a nearby train shop after eating lunch. Browsing, but too poor to buy anything, we soon rushed back down Market Street to catch one of the Muni's electric trolley buses to the SP depot in time to catch the 3:00 pm SP commuter train #120 so Kevin could deliver his newspapers at home on time. The train consist was the same, but the motive power was Trainmaster #3027.

And I was left alone to catch a diesel bus home.

\* \* \* \* \*

On April 29, 1972, the Saturday and Sunday running of the Flying Scotsman from 10 am to 6 pm (the only times allowed) was halted by Pegler due to a few loud mouthed complaints about the noise of the shrill American whistle at crossings. A mellower English whistle was placed to no avail, thus the haltage. Over 4000 people had ridden the 4472 in those six weeks of operation. A few weeks later, a solution came and 4472 started running again.

But the short lapse of operation had dried up the momentum of the fans supporting the Flying Scotsman. Despite lowering the prices to a flat \$2 for adults and \$1 for children, 4472 ceased running on May 28 due to inadequate patronage by railfans, hobbiests, and tourists.

So there she sat, resting and gathering many amazed gazes of her beauty and workmanship besides the admiring glances paid to the Lydia and the coaches. But the Scotsman was still losing money by just going on exhibit because she cost Pegler \$ 473,000 to take her from Britain to San Francisco over those 11,000 miles. She has now gone to the Sharpe Army Depot, Lathrop, San Joaquin County, near Tracy, to rest until her next destination is decided. She is sitting there, alone and expectant. Time will tell her future.

#### C.N.R.M.R. FREIGHT SALE.

"N" GAUGE EQUIPMENT ONLY

SEND SSAE FOR LIST OF

STOCK FOR SALE TO

PETER WILLMOTT, 640 MAIN ST.

LACHUTE, QUEBEC, CANADA

#### THE PENN-C RAILWAY

still announces no progress whatsoever except that customers should note a change of address to:

TOM PAPADEAS  
3728 BENTON ST, NW  
WASHINGTON, DC

effective Sept. 6



# Cumbres & Toltec R.R.

by Robert Carter

The end of June brought an announcement which turned out to be of great importance. I was informed by my father that the vacation we were going to take this year would be in New Mexico, particularly the northern part of that state. Ordinarily this would seem unimportant, but to me this was going to be an eventful trip. Reservations were made, and the trip on the CATS (as it is called) was becoming a reality.

We arrived in Chama, New Mexico, on Sunday the 23rd of July for the run to be made the next morning. On the way there I had a chance to spend the night in Amarillo, Texas, and visit the railroad facilities there. I visited the Santa Fe shops and passenger station (last train - San Francisco Chief - just discontinued at the arrival of Amtrak). While at the ATSF scrap yards I noticed that there was a line of Baldwin DS 4-4-1000's just sitting on the scrap track waiting to go to Cleburne, Texas, for scrapping. I then toured the Rock Island and Burlington Northern facilities.

Upon arrival in Chama I immediately went to the station. The train from Antonio had just arrived and the passengers were departing. The train was headed by an ex-Rio Grande K-36 class 2-8-2 Mikado, #483. While taking some pix I met Doug Marini from Orange, California, and Larry Carlisle, also from Orange. They proved to be my traveling companions on the trip the next day. They filled me in on the SP, ATSF, and UP while I told them about the Cotton Belt, Katy, MoPac, and some other roads that run in Texas. Then we all went to the local hobby shop and talked for about an hour.

Finally the day had arrived after what had seemed like an eternity. I arrived at the station around 9:00 a.m. and it was already getting crowded. The train didn't leave until 10:00. I found my companions and we all got in the tenth car. There were 14 cars in all. The train pulled out at exactly 10:00 and we began our 6 hour, 64 mile trip. Our train was headed by another K-36, #484. The cars were old boxcars with the upper half of the sides removed and a piece of plexiglass, which could be raised when inclement weather arrived, was put in the lower half of the side. The boxcars carried 31 people each and at each end of the train there were "Parlor-Club" cars with longitudinal seats, rest room facilities, and a small snack bar. Every one of the cars were full! The total was between 500 and 600 people.

The first 13 miles are spent climbing a 4% grade to Cumbres (el. 10,015) through beautiful mountains. At Cumbres we watered up and then prepared for the long grade downhill to Osier. Actually a drop of 378 feet in 10 miles. The grade from Chama to Cumbres is 2,242 ft. in 13 miles.

At Osier lunch was served and the crew took a break. The train then proceeded onward to Toltec. Just before arriving in Toltec you pass through two tunnels and see Toltec Gorge. From the track to the floor of the gorge is a vertical drop of 1200 feet. The train then winds down the 1.42% grade eastward through the mountains to Big Horn station. Around this point the topography of the land changes drastically. Where once the train was traveling through the mountains, it now passes through an area of mesas and semi-arid conditions. After passing the Lava water tank it's about an hour ride to finish up the rest of the trip through the flatlands.

At Antonio there is a K-27 class 2-8-2 #463 which belongs to Audie Murphy, a K-37 class 2-8-2 490 series locomotive and some old Union Pacific cars which are not owned by the railroad but are being restored anyway, I think. The UP cars are two Pullmans, a modernized diner and a dormitory-baggage car.

In Chama there a number of K-36's and K-37's. The Cumbres and Toltec has a total of 9 locomotives. Five are operable and four are used for parts. In addition the C&T also has a GE centercab diesel from the Oahu Railways, which is in Hawaii. The centercab, which is a real jewel, was built by GE in October, 1943.

Now for a short history of the C&T. The Cumbres and Toltec came about after the Rio Grande petitioned the ICC to discontinue its narrow gauge trains, except the Silverton, in 1967. Several groups were formed in New Mexico and Colorado to save the little narrow gauge. The slim line first reached Chama in 1881. Millions of dollars worth of merchandise has been moved up the grade since then. Daily freights were operated during the 1950's, 1952-53 being the most profitable because of an oil boom in the San Juan basin. Passenger service ended in 1951 when the daily San Juan Express was cancelled. The Rio Grande used the same old story of more and better highways, fewer passengers, and others along the same line. Freight service began to shrink too when the Rio Grande transferred most of the freight business to its truck lines. Several excursions were run over the line well into the sixties. The line was shut down in December 1964 for a time because of a lack of traffic and because of winter weather. Irregular service continued when the line re-opened in June 1965. During 1966 the D&RGW announced that it had lost over \$ 544,000 on the 1966 freight hauls. Rio Grande operated several excursions during the fall of 1966, but these were the last because in January 1967 the Rio Grande announced that all future excursions were cancelled due to "operational problems" (my quotation marks). The long awaited announcement from the Rio Grande came in September 1967. It asked the ICC to abandon its narrow gauge between



Alamosa, Colorado; and Farmington, New Mexico. During this time and the time that followed, the states of New Mexico and Colorado formed many groups to help fight the abandonment.

In August 1968 the ICC handed down its decision. It said that the railroad was obsolete and inadequate to the needs of the areas which it served. Some tried to save the entire line from Durango to Antonio, but this was finally agreed upon to be impractical.

During this time the states of New Mexico and Colorado formed their own Railroad Authority commissions to save at least a portion of the narrow gauge. In 1969 the ICC said that the Rio Grande could abandon all of its narrow gauge track except for Silverton. The Rio Grande announced that scrapping operations would start if nobody came up with an offer to buy the track. In July of 1970 the legislatures of both states passed bills to buy 64 miles of track between Chama and Antonito. They paid the Rio Grande \$ 547,120 for the right of way, buildings, track, 9 locomo-

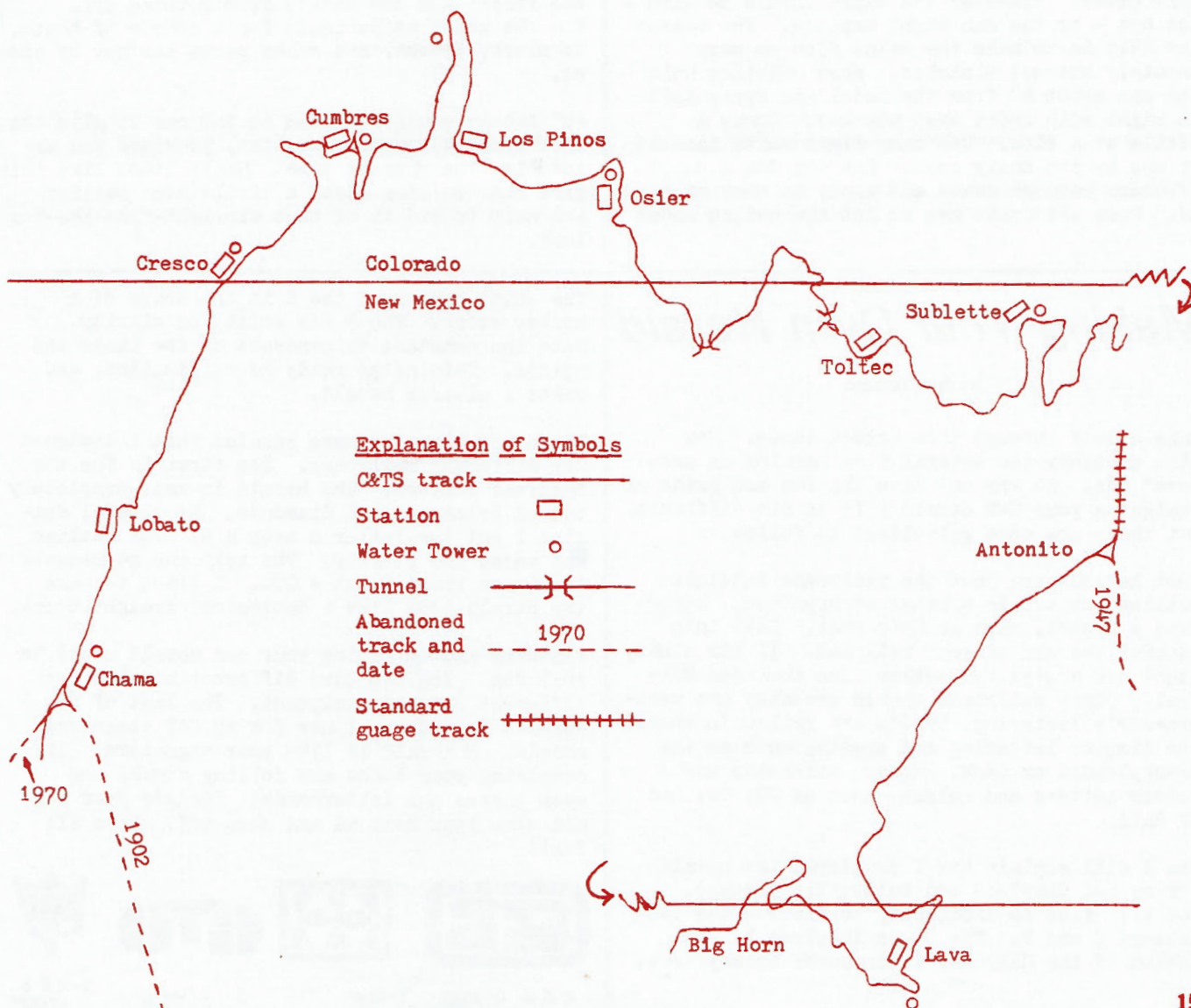
tives, 2 snow plows, and various other freight equipment. Thus began the operations of the Cumbres and Toltec Scenic Railroad. The states of Colorado and New Mexico signed a contract with Scenic Railways, Inc. of Los Altos, Calif. to operate the road.

While I was there license plates from across the country were seen. Among these were California, Maine, Michigan, New York, Ohio, Oregon, Pennsylvania, and Texas. The round trip fare for adults is \$ 13.50. It may seem high, but it's worth all 64 miles of it. Information may be obtained by writing:

Scenic Railways, Inc.  
P. O. Box 789  
Chama, New Mexico 87520

I heartily recommend the trip if you are ever in the Colorado-New Mexico region, but I would advise you to make reservations at least 3 weeks in advance. So, if any of you narrow gauge (or standard gauge) nuts would like to take a fantastic trip that is well worth the money I recommend the Cumbres and Toltec Scenic Railroad.

Route of the Cumbres And Toltec Scenic Railroad





# Painting and Detailing Rolling Stock

by George Redburn

To me one of the finest aspects of model railroading is painting and detailing rolling stock. This goes for engines as well. A badly painted model could turn a model railroad into a toyish model.

The first thing to do is to remove the trucks, couplers, and any other loose things you don't want painted. Next the whole body should be completely washed and rinsed. Let the body dry completely before painting. For a fast dry up place the body in front of a radiator or out in the sun. The model should be watched if this is done because the heat could have terrible effects on the plastic.

Once the body is dry it is ready for painting. I usually use the paint used for painting model cars. I've also gotten good results with paints used for painting real cars. These paints create a not too glossy paint surface on the car. Before starting the paint can should be floated in warm water. Remember the water should be warm - not hot - or the can might explode. The reason for this is to make the paint flow on more smoothly without blotches. When painting hold the can about 6" from the model and spray left to right with short even strokes. Spray a little at a time. Use many light coats instead of one or two heavy ones. Let dry for a couple of hours between coats and apply as many as needed. Once all coats are on let the entire model

dry for a couple of days. Once this is done the decals can be applied.

Once you've picked out your decals and finished painting your model you are ready to apply them. Fill a shallow dish with warm water, cut the decal as close to the letter as possible and dip into the water. After about 30 seconds remove the decal with a pair of tweezers and slide it in place. Carefully blot the decal with a tissue to remove any excess water.

Before the decal is dry apply some Solvaset to it. Solvaset is sold at most hobby shops and it really causes the decal to snuggle down around the high areas. Any excess Solvaset that is left on the decal should be dabbed away. After this the decal should not be touched until it is completely dry.

After all decals are dry a clear coat of some sort should be applied to the model to protect the finish and the decals from rubbing off. Put the model aside again for a couple of hours. Couplers, trucks, and other parts can now be added.

ACI labels could be added to the car to give that little extra touch of realism, provided you are modeling the present time. Small items like this give your rolling stock a little more realism and help to rid it of that straight-from-the-box look.

## Making Your Own Herald

by Jean Brisson

Take a look through this Hotbox issue. You will probably see several fine heralds in members' ads. So why not have the fun and pride of designing your OWN herald? It is not difficult, but there are some guidelines to follow.

Most heralds are just the railroads initials outlined or set in a crest or keystone. Others have a symbol, such as GN's goat. Take into account the era of your railroad. If its steam, don't use a stylized emblem like the Penn Central. Older railroads should probably use western-style lettering, 1920's era railroads should use simpler lettering and crests, such as the Pennsylvania or C&NW. Modern railroads use bolder letters and colors, such as PC, BN, and CP Rail.

Now I will explain how I developed the herald for my own Chapleau and Belleville (above). You will find no difficulty in finding the two letters C and B. The C was inspired by the emblem of the Canucks, a Vancouver hockey team.

The white center of the C is the shape of a hockey stick. The B was split for clarity. Note the constant thicknesses of the lines and spaces. This helps ready identification, and makes a clearer herald.

There are also two more heralds that I designed for different railroads. The first is for the Montreal Western. The herald is made completely out of triangles and diamonds. By careful spacing I got the letter M over a W. The outline was added for clarity. The next one represents the Grand Tronc Ouest - GTO. I tried to make the herald look like a Bettendorf freight truck.

Planning and improving your own herald could be real fun. You can have different heralds for different eras of equipment. The last of the heralds is the one I use for my C&B steam-era models. A herald is like your signature. It completes your locos and rolling stock, and even passes and letterheads. Include your herald with your next ad and show off. It's all fun!!



C & B DIESEL



1-MW



2- GTO



3- C & B  
STEAM



# Blowing Off Steam!

To the Editor:

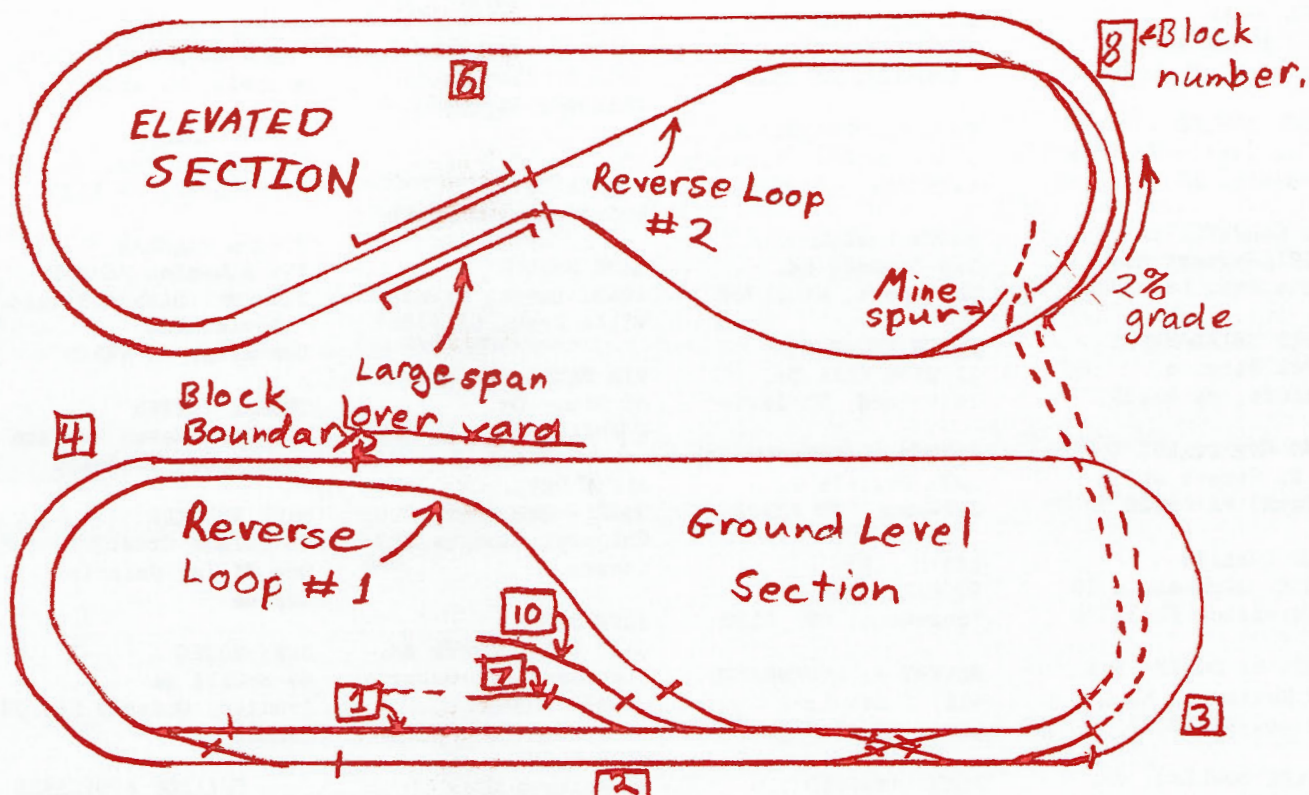
This in reference to "Harperitis Strikes Philadelphia Div." on page 8 of the March-April issue of the Hotbox. I have a cure!

I just recently joined the TAMR and am a member of the Philadelphia Div. and my layout IS operating. A little background follows:

The Penn Jersey & Western R.R. is built in HO scale on a 5' x 16' platform. It theoretically connects Chicago with Philadelphia and New York via the Pennsylvania Coal Fields. I especially enjoy running long coal drags.

The PJ&W has over 60 pieces of rolling stock. Included are 8 locos. 5 of which are steam. In some parts, the main seems to be double tracked, but is really single tracked as shown by the diagram below.

I have just started the framework for my scenery and hope to have some scenery down by the time school rolls around. Two power packs are mounted on a control panel and they have jurisdiction over all 10 blocks and 2 reverse loops. There are also 17 remote control and 2 manually operated switches. I also have an AHM 14" turntable. -- John W. McLaughlin



The officers of the Southold Central Terminal Railroad wish to announce its reincorporation as of August 1, 1972. Limited service will begin soon. Write for details. Visitors welcome, please call first.

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Tim Vermande, President

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Campus P.O. Box 512  
Tulsa, OK 74102

DICK WAGIE  
2020 N. 17th Ave., Apt. 4  
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## - MEMBERSHIP COUNT -

September, 1971 .... 155  
February, 1972 ..... 164  
September, 1972 .... 240



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# Region Write-up

THE ALLEGHENY REGION is still rolling along. The new officers, Ralph DeBlasi and Bengt Muten, are hard at work planning fund raising drives and membership campaigns to increase the region's strength. The membership list is constantly growing, and as the region enters its second year there is a very high rate of renewal. The publications staff is hopeful that the offset pages containing plans and other material difficult to reproduce with the conventional ditto printing will soon return to the Dispatcher. The most recent "happening" in the AR was a get-together centering around Media, PA and featuring a ride on the famous Reading RR. Although unofficial and not announced by the Dispatcher, this gathering drew more people than the AR convention in Lancaster this spring! Memberships are open in the AR; send \$1 to Ralph DeBlasi, 105 Charlann Circle, Cherry Hill, NJ 08003

THE WEST COAST REGION is suffering growing pains at the moment, still having problems resulting from the first changeover in officers some months ago. Basically, the secretarial records were in a shambles, and are still being straightened out through the continuing efforts of Ron Fong, our valiant secretary/treasurer.

Until these can be set in order, there is no accurate roster of members, and therefore the

Crummy has been suspended for the moment. For all those members who are being so patient and uncomplaining (I can't bear to think that no one has even missed the Crummy yet), there remains the promise of a gigantic catch-up issue which should more than make up for the verbal famine now gripping the west.

It might be of some help to Ron if all current WCR members would tell him the date they joined and their current addresses (some Crummys have been returned marked "no such address") to help make things easier.

GREAT LAKES REGION: Tim Vermande has resigned his post as editor. Bob Polasky, the new editor, has promised to push involvement in the region as his theme. New features which he hopes to introduce include a photo page. They are handling the July-August issue together, and Bob will then be on his own. All WAYFREIGHT correspondence and dues should be sent to Bob, official correspondence still goes to Mike Matejka, the region's representative.

Also, there is talk of holding the 1973 TAMR National Convention in either Chicago or Detroit. The Great Lakes Region and its members will work hard toward this goal.

## Phone Numbers

Send your phone number to the editor and BE LISTED!

Thomas Ayres ..... (714) 543-6791  
Gary Tempco ..... (312) 474-1431  
Art Mulligan ..... (313) 646-5125  
Pat Walker ..... (612) 698-7350

## The MEMBERS' Page

Change of address:

Bob Sprague  
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# The Waybill

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## The Crew

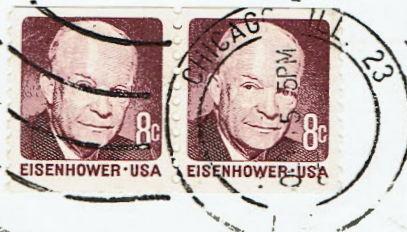
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