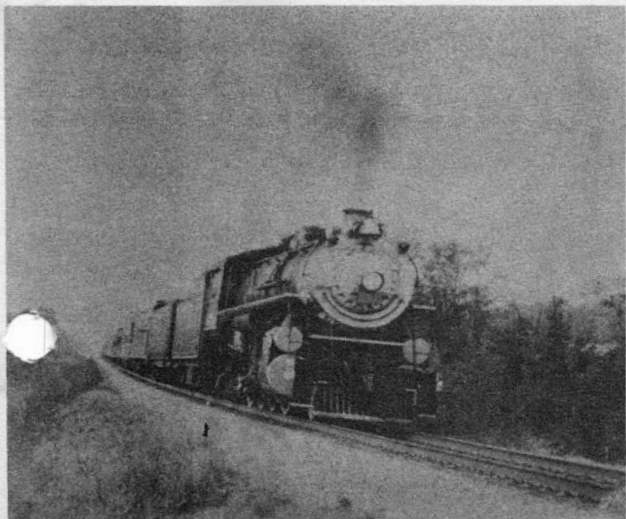


the TAMR HOTBOX
*The Teen Association of
Model Railroading's Official Publication*

Vol.9 No.2 May-June 1973 JH-2



The Editor's Nook

Well, folks, believe it or not, this is my second issue, though it's quite possibly your first HOTBOX in a helluva long time. You'll find the reasons elsewhere in this issue, so I won't bother you here with them.

I'm strongly tempted to just repeat what I said in my last editorial, but I'll restrain myself in the naive hope that it will beat this issue, or at least closely follow it. However, let me paraphrase it: send me stuff immediately, or there simply won't be a next HOTBOX. I'm unwilling to write the entire thing myself, as well as too stupid, so I'll just wait until I receive enough to do it. If I have to wait forever, I will!

This plea for action carries over to the entire organization, not just literature. Obviously, the current administration is incapable, so it's up to you to lend a hand if you want to get your 3 bucks worth. And a good opportunity is presented in this issue: information on nominations for the two posts available for occupancy in October. If you are a responsible, intelligent, dedicated, and ACTIVE member, or know someone who is, nominate, then go out and vote for quality in the election. This election may be one of the most important in our history, since new officers are desperately needed to save us from an impending doom.

I had hoped this issue would be out well before the Chicago Convention, but as I write this we'll be lucky if it arrives before, period. Nevertheless, you'll find information on it and Hamilton, to give you enough to make last second plans to attend, or let you know what you missed. The next issue will contain a report, including photos, and analysis of the two shindigs.

by John W. Held, Editor

For you old timers who can dredge your memories deeply enough, you recall that two years ago Editor Tom (the Greek) Papadeas dedicated an entire HOTBOX to the TAMR, its members, and its problems, asking all "to write a piece about the TAMR, what it has meant for them, what is good or bad about it, and how it could be improved...". At the risk of being deafened by the response (I hope so!), notice is now given that I'm repeating the offer for the next issue, so take pen in hand and let me have it!!

As is so apparent by now, and as explained elsewhere, this current publishing situation is vastly intolerable. Therefore, I'm asking all members who have any printing or layout experience and are willing to help, to step forward. Furthermore, I'd also like to request a massive hunt for a printing firm that can handle camera-ready work like the HOTBOX at low prices. This one was done by a New York printer, and we just can't afford it on a long term basis. And of course, as this issue shows, I'm not capable of layout work, as well as seeing to the printing. Any complaints about its quality should be forwarded to me along with an offer of help.

Well, I've lectured long enough, so I'll turn the throttle over to you now. I hope to have the next HOTBOX out as soon as possible, but once again, send articles, ads, photos (b&w of good contrast, model or prototype), etc., quickly! Now enjoy.

Keep on trackin',

John W.

A Report From Our Noble Secretary

By the time you read this, the TAMR will have undergone extensive revisions of its administrative structure. Most modification will have been in the EB By-Laws, and they will be reported in a later issue.

To compensate for the lack of services caused by the lack of HOTBOXs, ALL memberships will be extended an additional six (6) months, except for those few who joined since July 1. A new membership card will be issued to you (it looks better, too!), and you will be given a new membership number and code. As soon as the 1973 DIRECTORY is released from the hands of our former publisher (the one we've had since January '73) it will be mailed to you. And you are entitled to receive any and all HOTBOXs produced since January. We've produced two during that period, the September-October issue, and the Tenth Anniversary issue which will serve as a catch-up issue for all the ones to April. Plus this one and the three following before we start requesting renewals again, so you'll get plenty for your money.

By September first all of you should have received your new membership card with the necessary adjustments. But since we won't be requesting renewals for a while, we have to make sure we'll be able to carry on financially until we do. Right now, the treasury is in good shape but it will quickly diminish with each HOTBOX. So you can help to keep us going by sending in your ads to the HOTBOX. You can also purchase TAMR buttons from me for 50¢ each, and Wayfreight Models' freight station from its creator, Art Mulligan, or your hobby shop; both contribute to the TAMR's budget. Finally, there's Life and Sustaining memberships, the former at \$45, the latter at \$7.50 per year.

I still have thousands of recruitment posters available for the asking, so ask! Recruitment will be yet another way we'll keep the revenue coming in these cold six months, so recruit someone.

See you in Chicago!!

John Brisson

The Damnation of Curious Fred

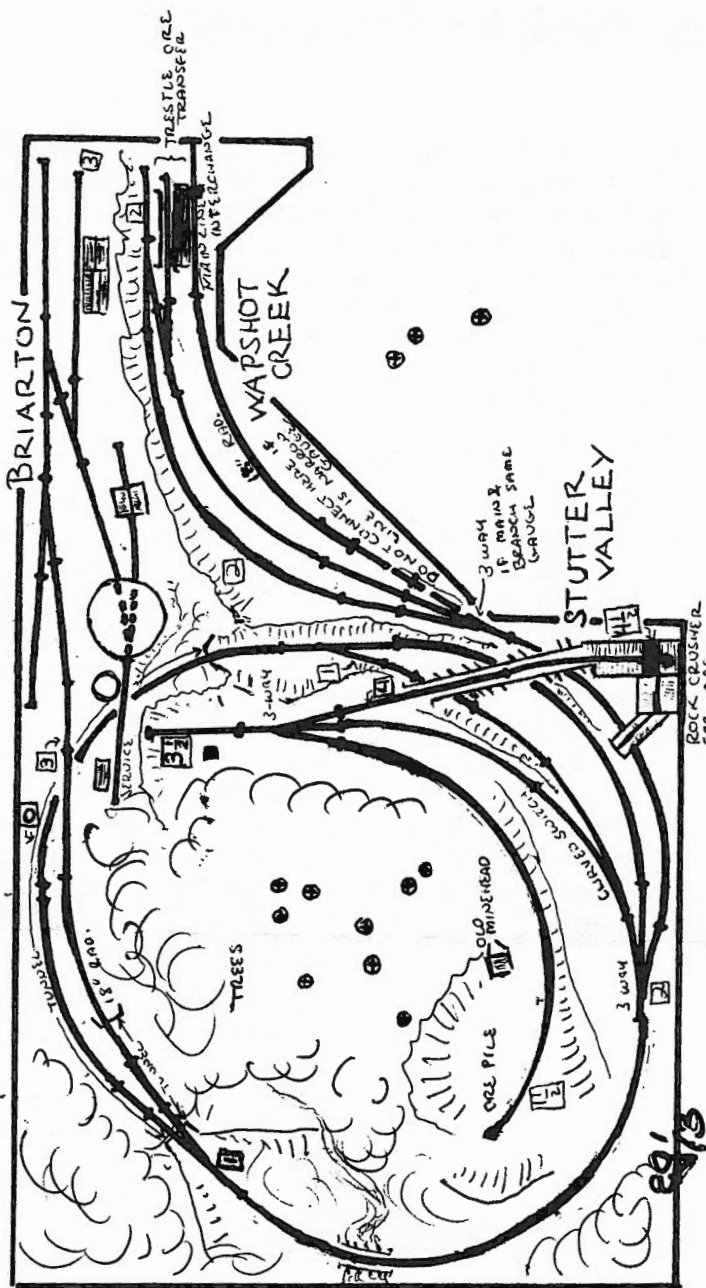
by Bob Sprague

It was a dark and stormy night. The January wind howled through the trees, and rain beat down on the helpless Earth. No moon shone through the gloomy clouds; the streetlights cast meager pools of light down on the street. Few lights were on, as people gave up the night in hopes of a brighter morning.

But the lights in my train room blazed on, as I worked into the night. I was desperately trying to design and build a system to control a hidden loop I needed for the railroad before a visiting convention group arrived the following week.

It had taken me most of the night to design what I in my simplistic view of electronics constituted a workable system. (still don't believe in electrons; the whole theory is ridiculous. They have yet to offer me a plausible reason why a light bulb will light when connected to the respective sides of a battery) I was beginning to assemble a model to see if my brainstorm would work when I found I was in need of an extra light bulb.

"Organization" is not my railroad's trademark, but I can usually find something if I look long enough. After a half-hour search through



Unit
by 1/2 unit (SEE SCALE GRID FOR SIZE IN HOUR SCALE)
(ONE UNIT)



TANGENT, TURNOUT, AND CURVE SEGMENT END POINTS

DO NOT MISTAKE FOR ELECTRICAL GAPS!!
WIRING INFORMATION NOT PROVIDED IN THIS PLAN!!

⊕ CURVE CENTERS

□ ELEVATION CODE - SEE SCALE GRID.

O	2'	1:24	12' x 7'	30"	44"	36"	2	36"
S	1 1/2'	1:18	9' x 5' 8"	22 1/2"	33"	27"	1 1/2	27"
HO	1'	1:12	6' x 3 1/2'	15"	22"	18"	1	18"
TT	9"	1:9	4 1/2' x 2 7/2'	11"	15 1/2"	13 1/2"	3/4	13 1/2"
N	6"	1:6	3' x 1' 9"	7 1/2"	11"	9"	1/2	9"
Scale	Size of one unit	Size of one unit	Size of one unit	Size of one unit	Size of one unit	Size of one unit	Size of one unit	Size of one unit

1. All turnouts no. 4

2. Figures given correspond to the plan exactly for all scales. However, using the HO figures for TT and the TT figures for N, and adjusting the track accordingly, would produce less "toylike" layouts.

STUTTER VALLEY

Trackplan Notebook

by Erik Gunn

The time is the 1890's, and things are booming. Over in Stutter Valley, up the way from Wapshot Creek, they're mining ore like crazy. It's mostly good quality stuff, in fact, such high quality that they can afford to discard a lot of it and use only the purest. Well, time passes, things get worse for the mining company, and pretty soon a competitor buys it up just to abandon it.

Then along comes WWII. Iron is needed, and badly. Somebody in the War Department hears an old man's story of the good old days, when he was "jest a young feller, workin' the mine uppa Wapshot Creek". Two days later, the official and his staff are on the train out West (or down South, or way up north), checking out the story: is there really that much unused ore? Believe it or not, there is, some small locos are brought in, and the railroad again runs through Stutter Valley. And that, sonny, is how we won WWII.

TRACKPLAN: This is a railroad I **almost** built for reasons of size. While it can be used for a number of other back-woods concepts, I selected the one above, inspired by a pile of poor grade iron ore sitting at an old mining site I visited.

I mentioned its size: it could be built in an area even smaller than it is now, if desired. The curves shown are 15" radius (HO), but your equipment will probably be small, so that shouldn't matter. You might also consider narrow guage of some sort.

Briartown is the larger of the two terminals, **and** it contains a turntable (pit may be filled and replaced with a wye) and a small engine shed. Stutter Valley, of course, the branch of the ore pile, and also a rock crusher. The road runs as far as Wapshot Creek, where the interchange is.

While all the switches are designed to be commercial products, the track and turnouts would really lokk great if handlaid. If this beyond you, at least bury the track in a dirt-gravel ballast, with the sides of the rail, painted rust, of course.

I show the scenery featuring lots of trees. This is best, because trees obscure the close proximity of the various tracks, as well as the oval design. The trestle should be the spindly wooden variety, and just plain rock tunnel portals would be most effective.

This is ideal to the model whose budget is limited to just a few locos. If you can't afford a nice brass Shay, Climax, Heisler, etc., many plastic or zinc-alloy models on the market are fair substitutes, or you could take a couple of Athearn Hustlers and redetail them to look like small gas-electrics. MDC ore cars, or other brands), a few boxcars that haul in repair supplies from the mainline, and a passenger coach for commuting workers wouod round out the roster.

Finally, some words about the drawing. Most of the coding is fairly clear: remeber that the crossatches on the tracks are where tangents, turnouts, curves, etc. begin, and are NOT electrical blocks. Also, there is the little bar at the bottom, with scale units that match the lengths given in the scale grid for different scales. The curves marked 18" radius are also explained in the grid. Finally, if you build your pike in N or TT, consider expanding it as suggested.

If you build in narrow guage, I still suggest that you maintain the figure given as desirable for standard guage of the same scale: **it** will look much better.

Well, that's it. Have fun, and see you next time!! AND...don't forget to send me YOUR requests and/or suggestions.

drawers, boxes, and dark corners of the room, I appropriated one from the inside of an old building.

Guarding my precious bulb, cradling it in my hands, I began walking across the room when a tremendous clap of thunder hit the house. I was literally knocked off my feet, landing on the concrete floor.

As I stood up, I found that I had dropped my bulb. To my dismay, when I turned to look for it, I heard a small crunch under my foot. I was about to utter an appropriate remark that I will not repeat here, when I became aware that I was no longer alone in the room.

"Frustrating, isn't it?" asked a voice behind me.

I was used to visitors, although I had not expected any this night, and my guest's unannounced entry was a bit startling. He wore a long trench coat, almost to his ankles, and a railroad cap, that although fitting, featured some rather strange bumps. He was quite short, and had a very long nose, but the most disconcerting aspect of his appearance was that his face was a rather bright shade of red.

"Pleased to meet you", he said, "hope you guessed my name. What's confusing is the nature of my game".

It certainly was, but I smiled and welcomed him to my railroad. Model railroaders are nice people, but often rather strange. I resolved not to comment on his visage.

I ran a few trains for him, with my normal share of derailments and disasters. At each of these he clucked his tongue. Finally he said, "I didn't come here just to visit. I have a business proposition you might be interested in.

"Oh yeah?", I said, skeptically.

"I haven't much time to build a railroad myself", he continued, "my work keeps me on the go most of the time. But I've got a way to give you all the knowledge of model railroading in the world."

"Oh yeah?", I said, skeptically.

"I can do it. There's one small catch, though."

"Oh yeah?", I said, skeptically.

"You'll have to sell me your soul".

"Oh yeah.", I said. I was beginning to understand.

"Think it over", he said.

"Yeah". It was a tempting offer, but I sort of wanted to keep my soul...

Just then another clap of thunder hit the house and my crack passenger varnish fell majestically from Horseshoe Curve to the floor, 400 scale feet below.

"I'll take it!", I said, and signed the parchment my guest held out. Suddenly everything became very clear. I ripped up the plans I had worked on all night and began to build. Inside of a half-hour my system was ready to go.

I turned around to thank my new friend. He said, "Call me anytime. You will be very happy. But I must go now; goodbye."

"Don't you want to see me test it?", I called. Again a great BOOM hit the house, the windows shook, the floor rattled, and my guest disappeared.

And as I got up to test my creation, the lights began to wink, and the power blew. I sat back in the dark basement and sighed.

Moral: Who needs a soul, anyway?

"As Editor...it has come to my attention that some feel that parts...are in bad taste. I would like it to be known that I agree."

"Be thankful you don't have to eat it".

Cutting-Up Suydam

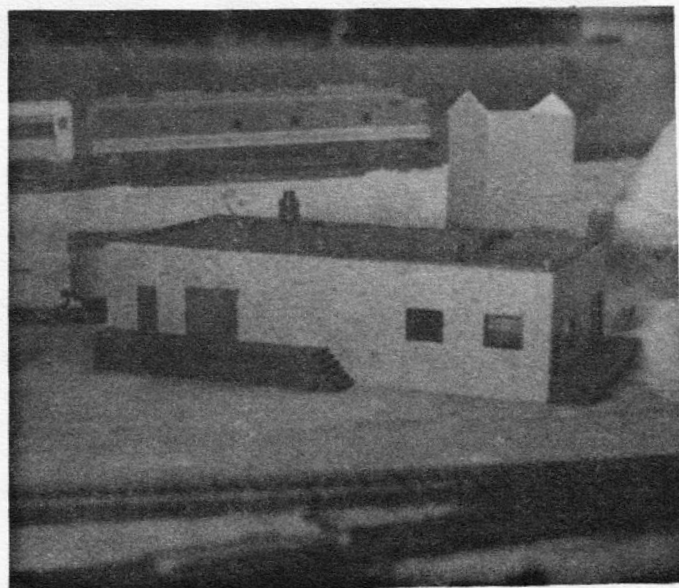
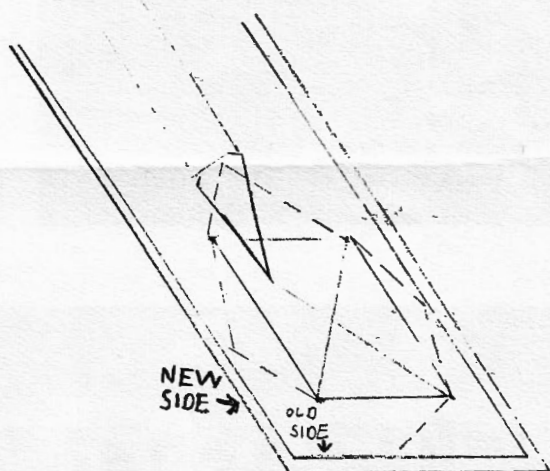
by Gary Tempco

A great deal has been written on modifications of plastic structures, and while many people have at least one Suydam kit on their layout, I have never seen anything on this topic, despite the many possibilities.

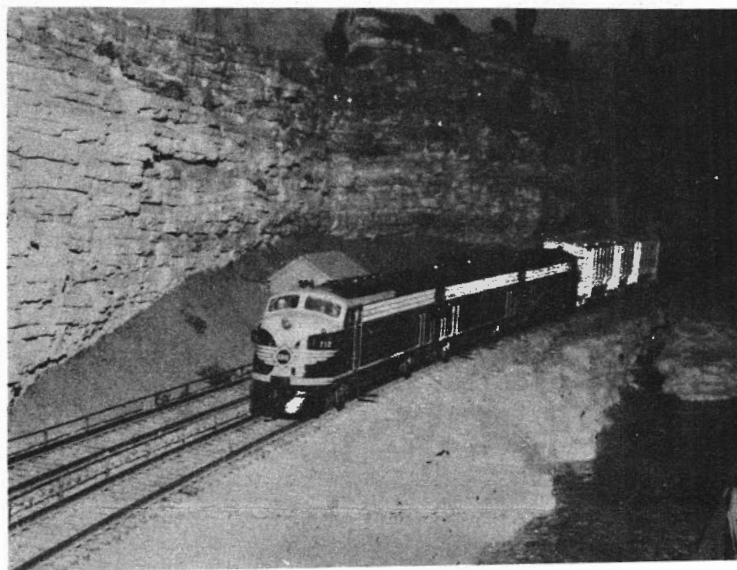
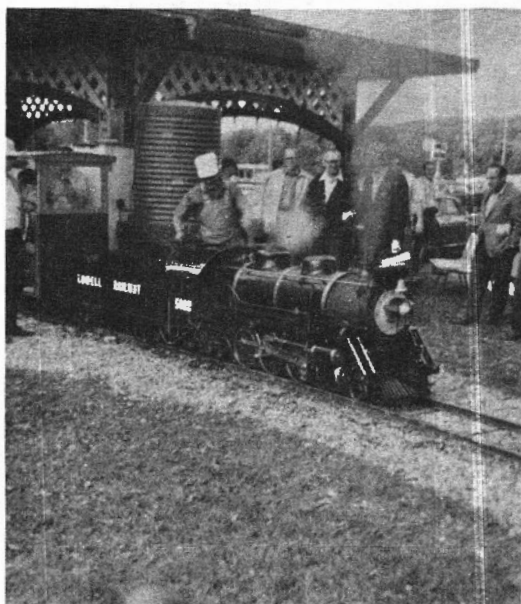
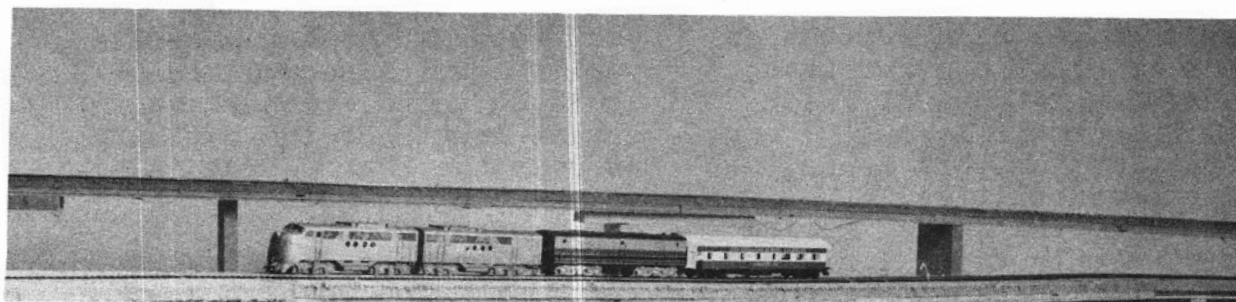
For instance, the Suydam Purina Chows Mill. The only thing I did was to recover it with brick paper, but this vastly altered its appearance. I used Model Hobbies brick paper, in a buff color, but Walthers' building papers, Northeastern wood siding, or Holgate and Reynolds plastic brick siding could be substituted. If your kit is already assembled, the first step is to disassemble it, mainly removing the sides and other details, but you might wish to go further depending on its condition. Care should be taken in removing the sides: you should try to have the side tear as little as possible. I used an Exacto knife and just slid it between the wood bracing and the side. If the sides have ripped when pulling off, or if are wrinkled during the process, they will not fit tight when reassembled.

Next, remove all doors, windows, and other items, which can be re-painted if desired. Then place the side directly over the brick paper, and cut exactly to size. Then apply the paper to the side, using rubber cement. Rubber cement is superior to white glue, such as Elmer's which wrinkles the paper. After the glue is dry, cut the windows, by placing the new paper face down, the old side up, then cut an X, from each of the four corners (see diagram). Apply rubber cement to these four triangles, and fold them back to the inside. This will give the appearance of a width of brick, rather than just a cut piece of paper. Now glue the window and details back on and re-assemble the building. It will give a completely different look to a building very common to model railroad layouts.

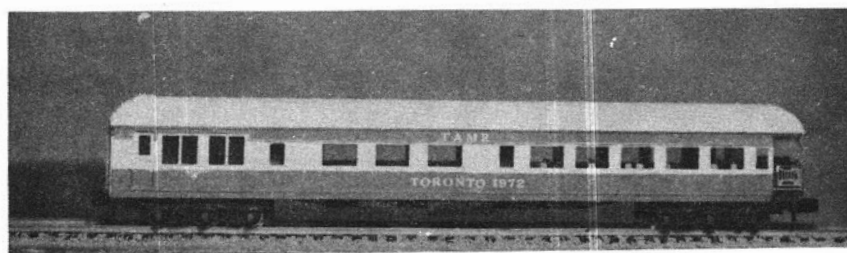
There are many other possible variations. A second floor could be added, either the entire length of the building, or over the rear third. A future project will be the combination of the SunKist fruit plant and Rail Truck Terminal. The Spanish appearance will be removed, and the windows will be squared. Completely different window and door placements can be made just by not cutting open the openings. Other windows can be placed by putting openings in. Modifications such as these are not limited to Suydam kits, or course, and scratchbuilt sections can be added.



From Our Members' Cameras



Below: two Geeps on Gary Tempco's pike.
Photo by Gary.

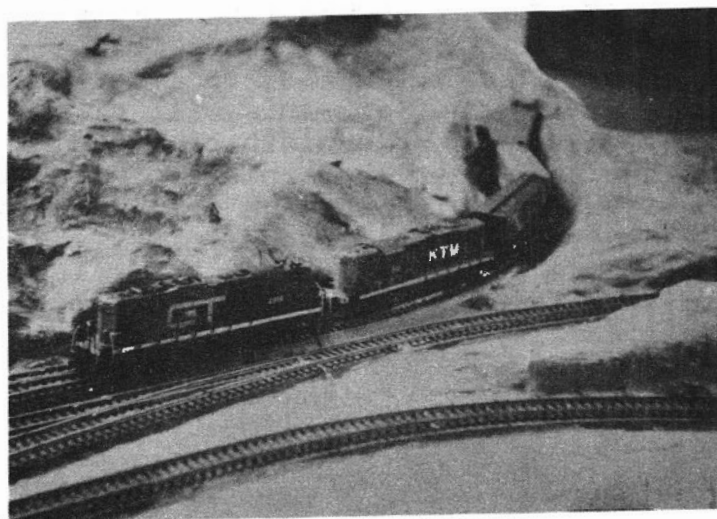


Top: 2 new FT's & a PB struggle upgrade with the TAMR Toronto Convention Car on Ralph DeBlasi's HO Lehigh Valley.

Below, left: Lowell Rwy. 4-6-4 #5002, a 1½" live steamer, at Lowell, MI. Photo by Bob Polasky.

Below, right: 3 Erie F7's on John Armstrong's Canandaigua Southern during the Spring AR Convention.

Above: N scale version of the TAMR Toronto Convention Car



CONVENTIONS!

The 1973 TAMR National Convention will be held at Chicago, Illinois, on the 24th, 25th, and 26th of August. The headquarters for the festivities will be the LaSalle Hotel, located at LaSalle and Madison Streets in the financial and commercial district, and within easy walking distance of Union and Northwestern Stations, as well All-Nation Hobby shop, Greyhound (yuk!), ICG, South Shore, etc. The room accommodations will consist of four to a room, resulting in the low, low rate of \$5 per night, per person. Your reservations will be made for you if you so desire, simply inform the organizers.

While all the activities and their sequences are not confirmed as this is composed, a tentative and condensed schedule looks something like this:

Friday-registration all day at the hotel; 1200, tour of EMD/LaGrange (bring hard-sold shoes due to safety regulations); rest of afternoon: downtown railfanning (Amtrak, ICG, BN, Milw., etc.); Evening: model railroad tours.

Saturday: 0830: tour of ICG's Woodcrest Shops, with transportation on IC electric; 1200: luncheon at hotel, followed by films, clinics, contests, bull sessions, etc.; Evening: more model railroad visits.

Sunday: choice of three trips, all with low fares: 1) Hiawatha to Milwaukee, return on "Empire Builder"; 2) "Chief" or "Prairie State" to Joliet, return on either RI commuter, "Texas Chief", or "Abe Lincoln"; 3) South Shore to Michigan city, tour of the shops, return on SS.

The order of the visits to the clubs has not been determined yet, but they will include: Elmhurst, Salt Creek, and Ill. Institute of Tech. As much travel as possible will be via C&NW, BN, or RI commuter trains, or CTA.

Getting to Chicago is no problem, of course. There's always air travel, which is almost as cheap as the many Amtrak trains that terminate there.

Union Station is just five blocks from the LaSalle, and there are buses direct to the hotel from O'Hare Airport every half hour. The Greyhound bus terminal is also nearby.

More information of any sort can be had from: Gary Tempco, 18401 Wildwood Ave., Lansing, Ill. 60438 312-474-1431 Fee = \$15 Continued on page 15

You all remember the great time you had in Toronto last year, right? Well, why don't you repeat it in nearby Hamilton?

On the 20th and 21st of August there will be a joint Hudson Bay/New England Region convention, with accommodations at the Hamilton Sheraton Connaught Hotel, with the cost a mere \$6 per night, with three to a room.

The convention fee is \$10.75 which includes such activities as tours of the CN Hamilton, CP Agincourt (Toronto), TH&B Aberdeen (Hamilton), and Toronto Union Station facilities, visit to the famous H.O.M.E.S.'s Bay Cities Railways pike, a giant slide show, a NMRA tape-slide clinic, the banquet, a guest speaker, and TAMR members! Transportation and meals are extra.

Hamilton is readily accessible by all forms of transportation. It's on the CN Toronto-Niagara Falls (Ont.) line, with the suburban stations of Dundee and Burlington on the CN Toronto-London-Windsor line, and the CP has a station there too, which serves the Amtrak connection from Buffalo. Direct air flights are available from Ottawa, Montreal, and Pittsburgh, and there are frequent connections from Toronto. The same holds true for buses, but there are many direct to Hamilton. We will send condensed schedules of rail service to all who request them.

For further information, contact: John Eull
254 Haddon Ave. South
Hamilton, Ont. L8S 1Y1
416-529-6296 no collect
or George Redburn,
416-547-8942

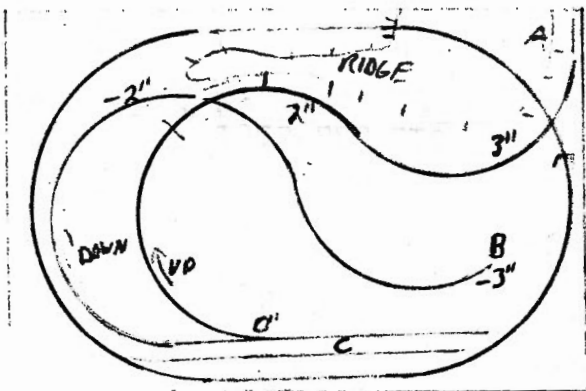
Come and join the fun!

VARIATIONS ON A TRACKPLAN

Many trackplans have come out through the years. We all have our favorites and not-so-favorites, but sometimes a plan can be modified for improvement.

Simple modifications are changing spur locations or sidings. Sometimes elevations can be reversed for a "different" layout. Small layouts can be expanded, though condensing a larger one is more difficult. Another trick is to take a plan and hold it up to a mirror. This reversal can yield an interesting variation that you can use. Changing the scenery that is often with a plan can help also.

HO std., outer loop
HOn3, inner tracks



ADVERTISING RATES

INTERCHANGE: (non-commercial trading, buying, and selling), 2¢ per word, name and add. free.

RAILROAD: 20¢ per square inch (width x height) or printed copy. Those with photos or art work may be slightly more.

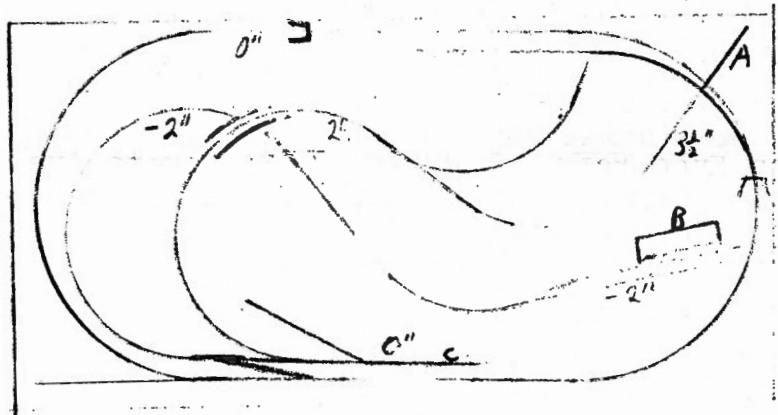
COMMERCIAL: (also non-members) 30¢ per square inch of printed copy.

If you are uncertain of the amount estimate and send at least half and you will be billed for the remainder. You may also open an account by sending a desired amount to the editor and then he will credit or debit your account according to your add. Support the TAMR by buying an ad-it's dirt cheap and helps you, too!

by Lloyd Neal

The two plans below illustrate several of these changes. The original plan was 4'x6' in HO with 22" and 15" radius curves. The original was also a combination of HO standard and HOn3. I redid the plan to 4x8 with the same curves in one guage (all HO or HOn3). I also added a few tracks here and there.

Both plans are concerned with logging at A, bringing the logs to the sawmill at B, then interchanging at C. C has an engine house and other facilities for a small terminal. The passing siding inside the tunnel gives more operating possibilities by hiding an extra train. This train can be another freight or passenger you can bring out when the other is hidden.



TAMR ELECTIONS-FALL '73

Nominations for the fall election of TAMR officers are now being accepted. The posts that are available are: Vice-President and Treasurer. There is no minimum age requirement. 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 by Sept. 15, 1973, incl. Mail to:

Tom Papadeas, TAMR Auditor
3728 Benton St., N.W.
Washington, D.C.
20007

TAMR WELCOMES NEW MEMBERS

BITTEN, KENNETH (I6) AR
23-I6 Fairmount Pl.
Fair Lawn, NJ 07410
201-796-0677
Lackamoney Lines
O-b-a-b-s-a-a

CARDWELL, BOB (I5) PL
845 King St.
Regina, Sask. S4T-4E2
Canada
306-522-2134
HO-a-ab-b-sdf-w-0

CHADWICK, FRANK (I3) AR
54 Daily Street
South River, NJ 08882
201-257-0994
Meridian, Tuckaloosa,
Birmingham & Southern
HO-a-a-a-0-a-ae

CLARK, GARY (I4) NE
75 West Maple Dr.
New Hyde Park, NY 11040
Union Rlwy.
HO-a-b-b-sdfpo-w-0

THE ANTIQUE HOBBY SHOP
6506 Blossom Hill Rd.
San Jose, CA 95123
408-____

DUNN, JOHN P. (I7) AR
18 Yale Blvd.
Somers Point, NJ 08244
609-927-1032
O/HO-l-ab-a-sdfpt-w-ae

TURPEN, Wm. B. (58) S
79 Wawona St.
San Francisco, CA 94127
415-664-5427
HO-d-ab-b-sdfpto-w-ace

VOS, PETER () GL
3668 Halifax Avenue, North
Minneapolis, MN 55422

GARRETSON, DAVID I6) WC
12071 Marquis Circle
Santa Ana, CA 92795
714-838-4775
Imperial Russian Railway
Administration
00/HO-a-d-a-sp-w-ae

GRAY, BRUCE (I3) WC
6662 Avenida Mirola
LaJolla, CA 92037
714-459-8331
HO-a-a-b-df-n-a

HAYMAN, STEPHEN (I3) HB
994 Maitland St.
London, Ontario N5Y-2X6
Canada
519-434-5949
Froonton, Shtoonk &
Sprazitz RR.
HO-a-a-b-sdf-a-a

HICKEY, EUGENE E. () Guest
8934 Dakota Ave.
St. Louis Park, MN 55416

WC LEIGHTEN KEELING () A
14241 Galy St.
Tustin, CA 92680

MILLER Jr., MARTIN (I4) NE
24 Earl Road
Huntington Station, NY 11746
516-423-8153
HO-d-a-b-sdf-n-e

WITTMAYER, ROBERT (I7) AR
4343 N. Franklin St.
Philadelphia, PA 19140
215-455-8732
HO-a-a-b-sdf-i-0

MURPHREE, JEFF (I5) AR
Route 518
Skillman, NJ 08558
609-924-2607
Hunter Valley
HO-a-c-b-sf-a-0

NICHOLS Jr., JOE (I4) SE
4554 Chadwell Lane
Atlanta, GA 30338
404-457-0447
Dunwoody & Sandy Springs
HO-a-ab-b-sp-a-ae

PRESTI, VICTOR M. (I6) NE
2035 Azelea Court
Seaford, NY 11783
516-781-8279
Penn-Haven Central
HO-e-a-a-sdfpt-a-0

RUPERT, GREG (I6) AR
305 S. Miller St.
GL Shillington, PA 19067
215-777-5161
Fictitious branch of the
READING

WC HO-a-d-b-sf-w-0
SUDLOW, MICHAEL (I4) NE
1032 Cherry Place
Floral Park, NY 11001
516-775-7653
Penn Central RR.
HO-a-a-b-df-w-0

WITHERINGTON, DALE (I5) GL
15537 Drexel
Dolton, IL 60419
312-841-3867
Tennessee Hills
HO-a-a-b-sdfp-n-0

ADDRESS CHANGES:

Kevin Lee
150 Flying Mist Isle
Forest City, CA 94404
415-345-2888

Chuck Scheerle
Southwestern College
Reid Hall, Room W-211
Winfield, KS 67156

Committee Corner

There are only three committees in any active state at the moment. They are to be heartily commended for their perseverance in the face of adversity, but now it's time for you to take advantage of the opportunities they present by joining in, and rejuvenating the old, moribund ones.

The Correspondence Exchange Committee, headed by Chuck Scheerle, Chairman, and John Dunn, Vice-Chairman, has reorganized and streamlined their group. A new information sheet has been created and printed, which will simplify and speed processing. Originally a copy was to be included with this issue, but time and finances have scuttled that plan for the time being (sorry Chuck!). However, you need only drop him a line and you'll get yours in the mail. Fill it out, include a buck, and you'll be put in touch with members of like interest, as well as a subscription to the CXC's newsletter, the WHIRLY, edited by Ron Hicks. So climb on the train and get to know your fellow members!!

The Photo Exchange Committee has grown to more than 35 members and initiated many new services. Their purpose is to promote fellowship among teen photographers, establish a system of trading photographs among members, and bringing the photowork of their members to the pages of the HOT-BOX and other publications. One of their recent accomplishments is the formation of a PECT library, with better than 200 slides and negatives from various sections of the country of various railroads, model pikes, etc., and all are open to the free use of TAMR-PECT members via mail. Simply contact Art Mulligan, 32300 Bingham Rd., Birmingham, MI, 48010. Another accomplishment is their new quarterly newsletter, the FERROTYPE, now struggling to get its second issue out. You can

Receive this illustrated publication for \$1.25/year from its Editor, Mike Napolitano, 11 Gunther St., Mendham, N.J. 07945. But remember, membership in the PECT itself is free!

After reading this, and you're not yet a PECT member, why not join right away by writing the Chairman, Bob Polasky? You'll be glad you did!

The HO Interchange Committee has revived under the influence of its Chairman, John McGlaughlin, 607 8th St., Riverside, N.J. 08075. He has a fully functioning system to facilitate the exchange (temporary or permanent) of your rolling stock for "something different". For your waybills and further information, drop him a line.

That completes the summation of currently functioning committees. The Stock Exchange, N Scale Interchange, Members' Service, and a few other committees are dead, or at best dormant. The Editor failed to receive any response from their Chairman, so perhaps new leaders can bring about their renaissance. If you would like to play a part in reviving one, write the Editor and President as soon as possible. The NMRA-Teen Members' Committee is not included in the list, since its Chairman, Lloyd Neal, has kept it going, but only by himself. If you're willing to help the TAMR and Lloyd by writing to NMRA members to alert them to the TAMR, go write ahead, and let Lloyd know about it. But please get involved with these committees; they played, and could play, such an important and rewarding part in our organization!!



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Latest TAMR Problems & Excuses

by John W. Held

Much of this will be a repeat of what was contained in an explanation in the 42 page Nov-April issue (10th Anniversary) of the HOTBOX, which is still missing as this is written, but some is new:

Sept-Oct was slow in coming into Editor, slow in going out to publisher...elections disputed by Burke, but DeBlasi, Muten, Brisson, and Johnston win...Special Xmas HB brings a complaint from RD... Dick Wagie quits...search for a new publisher (David Garretson and Chapman College) ends Feb... Mike Bonk quits/fired, and John Held replaces him...S-O galleys late in getting to DG, but HB finally printed... no membership list from JB delays mailing, but sent third class April 12, '73... DeBlasi, ill, replaced by Muten for month...material again slow in coming, but "catch-up issue sent to DG end May...Editor informed week later of receipt & paste-up: in hands of printer... address labels again delayed by Jean...DG files tracer with Postal Service for missing S-O HB... 6/27 JH learns that Chapman College is withholding N-A until payment of 50% printing bill...DG reputedly pays this in addition to bill for 50 additional copies of S-O...Chicago Convention organizers give up on HB, print their own newsletter containing necessary info...S-O supposedly found in abandoned Cal. post office, returned to DG to be remailed first class...JH sends bitter memo to officers, threatens "action"...each officer and Editor receives five copies of S-O from DG...DG now says N-A not yet printed, awaiting plates...JH sets deadline of 10 days to get both HBs into members' hands, and it is ignored...no word received by JH from DG or RD for 3+ weeks... which brings us to the present.

I know that all this sounds deplorable, and it is. Before stating what I intend to do, and what I feel is the only action available to the entire membership, I would like to say that I had and have no intentions of "glamorizing" my part in this scandal as I may have just unwittingly done, it's just that I feel this anger has become the largest component of the TAMR at the moment. And lest anyone still get the wrong idea from this piece, I must also add that I am not, and will not become, a candidate for any post in the TAMR other than the one I presently hold, and that I will dissuade and refuse any attempt to nominate me for any. I am not a power hungry grabber....

I feel that to avoid the appearance that we have become a nationwide con game that gyms unsuspecting victims out of three dollars, as well as the very real possibility of our extinction, the TAMR must wrest the missing HOTBOXs from David Garretson and Chapman College by whatever means we can, and find an immediate replacement. Reliability must be a determinant in the choice of the new publisher(s), as well as cost. I have done the layout work on this HOTBOX, and taken it to a printer since I no longer trust any in the administration, but this is at best only a short term solution.

While we reorganize the publishing situation, we must also consider possible reorganization in the administrative situation. Most of the time the officers have either done little, or not communicated with each other, giving the same impression. And if the credo that "actions speak louder than words" is accepted, then we are being deafened by silence. It may be necessary to seek the resignations or impeachment of some of them, or maybe even a constitutional revision if it is determined that these are integral problems.

Thank you all ever so much for bearing with us, and Keep the Faith!

THE MEMBERS' PAGE

Tom Papadeas and Douglas Kocher, former TAMR bigshots, take pleasure in announcing the formation of "The Old Fogies of the TAMR". Membership will be restricted to older members who have been involved with the TAMR in its earlier years. When the Editor inquired further into this, he was told by the Wizard of Papadey that he would "have to mature a bit" until he became eligible... Bunch of old farts, if you ask me! Anyway, Tom and Doug have been sending out feelers trying to get some of the founders to attend the Chicago Convention, and officially organize there. More on this development later.

If you're attending the Chicago Convention, and want to stay after the official close to take advantage of the many railroad attractions it offers, you can! The organizers can provide free rooms for some, and for the rest, you can get a multiple hotel room for approximately the same rates as the convention. So as long as you're there, stay a while.

Our resident NiNcompoop is bemoaning the recent demise of many products in his beloved N scale. In case you hadn't heard, MRC is leaving all markets save their powerpacks, so many fine N scale locomotives unique to them, such as the C420, RSD15, and NKP Berkshire will be off the market. To compound the agony, Atlas is dropping many of their locomotives, such as the USRA Pacific and Mikado, E8, FM C-Liner, GP40, and others. The only advantage is that you can get good bargains while they last.

Purloined from the pages of the Allegheny DISPATCH: "man of the thousand names" Erik Gunn has proposed an official AR train with cars reserved for specific characters. Included in the list were himself: a 20' observation with illegible lettering due to the many railroads he has proposed, a vice-Presidential car with its own Penthouse, and a HOTBOX Editor's car: hermetically sealed to prevent him from polluting the countryside with bad jokes... Indeed!

If you'd like to see those TAMR Toronto cars illustrated elsewhere in this issue on your pike, contact Dale Madison, 342 Shepard Ave., Kenmore, NY, 14217. The only requirement is that you photograph it (or at least attempt to) on your pike. There are two versions, one a repainted observation by Atlas in N scale, with Rapido couplers, and the other a repainted Athearn observation with horn hook couplers.

Doug Kocher is hard at work at work on a personal history of the TAMR, from its inception in 1963 to at least 1970. While this voluminous work has been promised for some time, the first installment, covering the years 1963-66 has reached the Editor, and I can say that it's truly fascinating. Its length (first installment=14pages) precludes its publication in the HOTBOX, so it will be printed separately. The goal is to eventually have it offset printed, but in the meantime, interested persons may contact the Editor if they would be interested in receiving spirit or mimeographed copies of it as it is written.

Remember, this "Members' Page" depends on you, and your letters to me, so next time fill this corner with an anecdote you have sent me. This is the most wideopen page in the HOTBOX, so take advantage of it!

Regional Write-Up

ALLEGHENY REGION: Comparitively quiet as of late, but reported to be hatching another meet or convention...John Held has replaced Ralph DeBlasi as DISPATCHER publisher...still plotting to get a Photo Page, and still failing.. Secretary Brisson reports that AR has passed GLR as largest TAMR region...About a dozen members will travel en masse to Chicago Convention aboard "Broadway Limited"...Dues still \$1 from Sec/Treas "madman" Held

GREAT LAKES REGION: Bob Polasky will resign as WAYFREIGHT Editor, to be replaced by Doug Johnson.. Art Mulligan will also retire as publisher...many GLR members are involved in planning for Chicago National convention...President Doug Johnson urges participation on members' part...membership available from him for \$1

HUDSON BAY REGION: has a very well organized convention in Hamilton, reported elsewhere in this issue...latest SNOWFLOW best yet, with photos and off-set...considering merger with rest of Canada and renaming to "Maple Leaf Region"...now has 5 committees and one club, including photo exchange...reporting many meets...will have their proposed constitution open to ratification soon, granting them status of organized region ...Dues: \$1 from Jean Brisson

NORTHEASTERN REGION: co-sponsor of Hamilton Convention...also on verge of constitution, elections ...will send delegation to Chicago...PHOEBE SNOW still excellent...membership still a bargain at a buck from Dale Madison

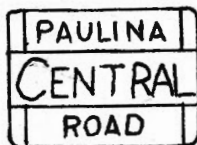
SOUTHEASTERN REGION: after disappearing briefly, the region is reviving again!!! David Johnston, Rick Perry, Lloyd Neal, and Pat O'Reilly will oversee rejuvenation at NMRA National Convention at Atlanta. Be there!!

WEST COAST REGION: Just sent out their biggest CRUMMY yet, chock full of photos, articles, news... Mark Thompson resigning as Editor due to heavy burden of schoolwork ...Craig Walker elected President of TAMR's largest dues-paying region, and Bill Hall is the new Sec/Treas., so send him your buck for membership

NOTE: you will not find an "Office Car" in this issue no matter how hard you look. The Editor searched vainly, too, but after daily hunts to his mailbox, he had to give up and get the show on the road. Maybe next time...

Cover Photos: Top*Delaware & Hudson 4-8-4 #302 (nee Reading 2102) on Photo run west of Stroudsburg on Erie Lackawanna, May 27, 1973. Photo by John W. Held. Bottom: Southern 2-8-2 #4501, October 14, 1972, PHOTO OF THE MONTH. By David Johnston. High Iron's NKP 2-8-4 #759 at Delaware Water Gap, July 22, 1973. Photo by John W. Held.

Contributions: article, news, advertisements, etc. should be sent to: John W. Held, 72 Bell St., Belleville, N.J. 07109. Material should be typed if possible. Photos should be black and white, good contrast, model or prototype. You may enclose a negative if desired. All will be returned if so requested. PLEASE CONTRIBUTE.



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