

# he TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

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## ELECTION ISSUE !!



SEE PAGE 9

# EDITOR'S NOOK

by John W. Held

I'm going to restrict my topic to a single problem: the financial state of the TAMR. A quick glance at the treasurer's report on page 3 will show just how desperate our situation is.

On the one hand, revenues are very low, in fact, too low for us to keep operating unless there is a dramatic upsurge. I can't blame the members for this, for they have gotten precious little for their \$3 bucks when they joined, but that doesn't help the problem. Due to the crunch, all but a few pages of this issue will doubtless be mimeographed, an inferior, as well as the next few issues, probably. A side benefit of this is increased material, but if we hope to return to offset standards we're simply going to have to get more money, from somewhere.

On the other hand, expenses for everything from printing to postage keep on skyrocketing, with no end in sight. One of the roots of the continual printing dilemma has been the tiny budget we have for the HOTBOX: no more than \$50 per issue. With a press run of more than 300, with varying number of pages, that doesn't give us much to play around with. There are no more 'cheap printers' anymore, which is something we just have to face.

What's the solution? I really don't know if there is one. A dues increase would probably kill us by driving off the few remaining members, but what else is there? Increase ad rates? But there aren't any ads. And so on.

Most of you have received your new membership cards by now, which assign the renewal dates (in many cases they're wrong. Sigh). In order to cope with the budget crisis I'm going to ask every member to renew their membership NOW, in spite of what your card says. If enough of you do so, we'll be able to rejuvenate the HOTBOX, and with it, the TAMR. Nobody can make you send it in, all I can do is beg, and

that's what I'm doing. Please?

One more thing: I'm still waiting for responses to my request for 'What the TAMR Has Meant to Me, etc.' articles in the last issue. Of course, anything you send is most welcome: photos, comments on anything in the HOTBOX, solutions to our problems that you have, ANYTHING!

Thanks for sticking with us through the mess, and happy reading.

Keep on trackin',  
John

## OFFICE CAR

Greetings:

As I am sure a number of you have already heard, about a month or so ago Ralph DeBlasi and Jean Brisson resigned from their respective posts almost simultaneously. As President, I appointed Dale Madison Vice-President and Phil Simonds Secretary of the TAMR. I feel these two members will do a good job in their posts. As you are aware, the secretary will not be up for reelection until the 1974 elections (yes, these are the 1973 elections.) If Phil had been appointed before the elections, he would have been up for reelection, but as he was appointed during, the Auditor decided that no special election would be held. Dale of course, is running in this election, against a number of well qualified candidates.

It is no secret that the TAMR's biggest problem right now is the HOTBOX. I regret to admit that due to the unavailability of offset printing at prices we can afford, we have had to mimeograph all, or a large part of this issue. The next issue should be an all-offset anniversary issue. After that, the issues will look fairly like this one until we find an inexpensive printing source. We hope, however, that our time-record will be much improved in the future.

(continued on page 6)



## PRESIDENT, SECRETARY RESIGN! NEW OFFICERS APPOINTED.

On October 26, 1973, TAMR President Ralph DeBlasi submitted his resignation of his post to Auditor Tom Papadeas, citing increasing demands on his time by college life. That evening, the Auditor contacted Vice President Bengt Muten and notified him of his succession to the Presidency. Shortly thereafter, the Executive Board received the abrupt resignation of Secretary Jean Brisson, who also cited college requirements as his reason.

President DeBlasi was hampered from the start of his administration by a multitude of problems: the sudden resignation of publisher Dick Wagle, a continual apathy among the membership, ill health on his part, an uncommunicative Executive Board, the search for a reliable new publisher, etc. Apparently his realization of the effect his college demands would have on his ability to cope with these problems, added to the possibility that he would be removed from office by impeachment anyway, prompted this decision.

The current President, Bengt Muten, has not decided whether he shall remain at the helm for the remainder of the term, since he had only planned on serving a single year's term. One of his first decisions was to appoint a replacement Vice President so the vital area of recruiting would not be completely ignored; drawing upon his knowledge and personal experience (he has met many TAMR members, including most of the candidates) he chose Dale Madison to serve out the remainder of his term.

Jean Brisson expressed a willingness to tie up the loose ends of his office, especially completion of the issuance of new membership cards, as well as other secretarial duties, so he continued in office until the end of 1973. Now the records, documents, and duties will be passed on to new Secretary Phil Simonds, appointed by President Muten, who will continue in that post at least to the next elections.

It is hoped that these new officers will devote all their energies to reviving the organization and pursue their posts with zeal, something that has not been notable of late.

## TREASURER'S REPORT BLASTS TAMR; MAKES RECOMMENDATIONS.

Treasurer David Johnston released his Treasurer's Report on January 4, 1974 for the TAMR fiscal year ending December 31, 1973, with comments. The past year's financial transactions were "light", though with an appreciable cash flow stemming from many renewals during the first half of the year, and the retirement of past debts.

He also analyzed the many problems of the organization, blaming "gross apathy, not only among the officers, but apparently among the membership as well", and concedes that the TAMR "has been practically dead during the past six months with almost no membership renewals and few expenditures." His conclusion was "the real key to the success of any organization of this type lies in active gun-ho members in the late high school age bracket (15-18) who have the time to run it," and that "the future of the TAMR rests on the ability of the next two issues (of the HOTBOX) to generate enough renewal income to keep us operating."

Below are some high (low?) lights of the financial statements:

### EXPENSES

Recruitment:	\$ 10.50
Secretarial:	97.60
Printing:	
1973:	188.77*
Past years:	129.03
Other:	45.15
Total:	\$471.05

\*not complete for year, further expenses to be covered in 1974.

### REVENUE

Membership dues:	\$475.35
HOTBOX advertising:	12.75
Other:	15.00
Total:	471.05
Treasury balance:	\$83.04

## KADEE COUPLERS IN N SCALE

by Ronald F. Hicks

More and more modelers in N scale are switching to the Kadee coupler. The advantages are obvious: vastly improved appearance over the Rapido coupler, and the magnetic uncoupling with delayed action.

Installing Kadees on N scale locos used to be quite a problem, since it involved much carving and modifying to fit the MT-3 or -5 to the loco. However, since 1970 or so, Kadee has made various locomotive conversions to fit the more common engines. Some people have asked me for a cheaper conversion method, since the cost of the kits varies from \$3 for a diesel to \$6 for a steamer. My observations show no neater or better way to "Kadee-ize" than this method. The main disadvantage with the conversion kits is their fact that they're truck-mounted, while the rest of your equipment may be body mounted (they also preclude the use of detailed pilots, Ed.). Another problem is a non-standardization of heights between the various kits (many are lower than the .275" centerline) but it's not too crucial, unless you hope to double-head locos of mixed manufacture, which usually isn't practical. Their use avoids having to build up a base to mount the MT-3, and they provide much less from the frame than does the standard Kadee.

Kadee has also brought out various trucks for all kinds of freight and passenger cars. I body-mount MT's on all freight cars, though I am considering using Kadee trucks with couplers for tank and hopper cars, since this involves constructing a base to attach the couplers to. There is a problem when body- and truck-mounted cars are coupled, particularly if there is a significant difference in the lengths of the cars; it is very difficult to operate a 40' bodymounted car with an 80' bodymounted car, especially on tight curves. By the way, Kadee has been promising a car conversion which would slip right into the coupler pocket for some time now, but we're still waiting.

Passenger equipment is a bit easier than freight, since underbodies are not as different from car to car. All of mine are Con Cor, which mount easily directly on the frame. Even though the height is a little high this way, there is no need for me to lower them since only Con Cors are coupled to one another. MRC and Atlas smoothside and streamlined cars are very easy to bodymount and yield the correct height. Atlas standards tend to be a problem, but I discovered that a small piece of plastic glued in the center channel on the bottom and then drilled and tapped solves the dilemma, if it is made the same height as the ribs on the channel. Or you can build a platform to the trucks and mount the coupler right on them.

Of course, nothing in model railroading is without fault, and the Kadee coupler is no exception. Several modelers have witnessed the operation of the coupler on my pike and have decided not to change. Due to the small size of the knuckle, it is more vulnerable to false uncoupling caused by a dip in the track than in the larger scales. My benchwork is not the most sturdy, so it has several dips in it that cause false uncoupling. A perfectly level roadbed, with couplers the same height throughout will present little or no problem. The only other things that might cause uncouplings are a weak centering spring, and of course, a magnet.

I consider the 100% improvement in appearance and the new worlds of operation that Kadees open well worth the effort.

A final word about the new Kadee boxcars. They look great, but I haven't had very much successful operation with them due to their being the lightest cars made. Another minor problem is their truck mounted couplers. They're okay for short trains and improving yards, in my opinion, and you can't beat the operable doors. Of course, you could weight them and bodymount the

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## CHICAGO CONVENTION A ROUSING SUCCESS! ATTENDANCE RECORDS BROKEN

The 1973 TAMR National Convention, held in Chicago, Ill., was an encouraging success, with 32 members in attendance, from various sections of the country and Canada.

After the last contingent arrived aboard the AR "Fun Train" (formerly known as the Broadway Limited) and disgorged its load of AR loonies, we assembled at convention headquarters, the La Salle Hotel, registered, then set out for our first official activity, a tour of EMD in La Grange, Ill., aboard a BN bilevel. Turned out to be a little less than expected, as we had a long hike from the train station to the plant, only to have our cameras confiscated for the duration of the visit (is EMD afraid of ALCO learning their trade secrets?). The tour consisted of a quick trip through the plant, and in many instances, we knew more than the guide. Then a slide show consisting of EMD diesels, as well as boats, some souvenirs, and back to the BN.

The rest of the activities were considerably more successful. Our bilevel brought us to Union Station, followed by an enjoyable trip to Elmhurst on the CCNW, who graciously (and wisely) gave us our very own private bilevel. At our destination we proceeded to have an enjoyable evening at the Elmhurst Model RR club, featuring a monstrous H scale pike, a fine HO road, and even a tiny Z gauge setup. Nearby was the Salt Creek Model RR club, where we were intrigued by several diesels with mars lights on an excellently detailed pike.

From there it was a trip back to the LaSalle to catch some much needed rest for the next day, except for the lucky contest judges.

The next morning it was up bright and early for a visit to the ICG's main shops in Woodcrest, Ill. - that is, everybody except the current Editor, Secretary and AR President, who overslept and wound up taking a South Shore train which deposited them in bustling Tremont, Indiana. The rest of the celebrants were impressed with the massive facilities at Woodcrest, and many rolls of film were expended on the variety of IC, GMC and ICG power there, until everyone's

return to the hotel for the official convention banquet.

The food was quite enjoyable, and during the meal the victors of the various contests were announced, and awarded their prizes, which were generously contributed by Kalmbach Publishing Co., CP Rail, Stanton Hobby Shop and Wayfreight Models. After polishing off desert, the group departed for the Illinois Institute of Technology's model railroad (save for a few inveterate railfans who chose to watch trains, of which the Windy City has a few). The IIT was exceptional, with complex trackwork that functioned perfectly, and interesting operation. Perhaps too interesting, as we lingered a bit too long resulting in a continued mad rush to Northwestern station to catch a train to our next destination. Our apologies to the startled commuters who were trampled in the stampede...

Arriving in Park Ridge, we visited the Des Plaines Model RR, as well as member Glenn Farley's. Yet another train ride to Glen Ellyn where we were met by several gracious NMRA members who gave us a lift and most welcome respite from hoofing it to their respective pikes, all of which were truly superb. After another enjoyable evening, we stopped off at a BN station to await a train to Chicago, and joined in with Tom Papadeas in singing such hits as "Poisoning the Pigeons in the Park", etc. Such a good time was had by all that we almost lost some of our more sluggish members to a BN freight that must have cooked through at at least 90. By now Kevin Lee's hat must be in Denver... Then another bilevel, another night's sleep (for some), and then the last day dawned.

Members were given the options of railfanning trips to Joliet, Ill., Milwaukee, Wis., and Michigan City, Ind., and most opted for the latter, and saw such sites as Geops, South Shore boxcars and Little Joes, and their SWI before heading back on an inter-urban, and then departing for home by various means, although some remained a bit longer to sample more.

For almost everyone, it all ended "too soon".

How did this convention compare to previous ones? Well, the consensus of those who attended the others was that it was superior to '71's in Brooklyn, and not quite as great as last year's in Toronto, which will be hard to top. Everyone agreed that this one was well organized and very enjoyable, with the only complaint being the large amounts of walking that were frequently required. But it was well worth it!

The site of the 1974 National Convention has not yet been decided. The West Coast Region was to have first crack at it, but all indications are that they won't be able to organize it in time. Most likely choice is now Philadelphia, with Pittsburgh or Washington also mentioned. Stay tuned for further details, and start planning for some free time in August.

#### HOW TO ATTEND A TAMR CONVENTION

By Phil Simonds

After having endured two national conventions and having survived a bevy of regional and divisional affairs, I think that I am wordy enough to advise possible conventioners. Thus, with my apologies to Emily Post, I hereby list the do's and don't's of TAMR etiquette:

1) When invited to stay at a TAMR member's home (or cellar) be sure to bring your own bedroll and disinfectant.

2) Never accept any food prepared by a TAMR member (see Section 7, Article B of the Food and Drug Act).

3) Destroy your host's pipe only when asked.

4) When riding in the upper level of a bilevel, refrain from attempting to steal the conductor's hat.

5) While sitting in your hotel room during 100° temperatures do not bury the air conditioner beneath a mountain of Kodachrome.

6) Impeaching an officer during a banquet is in very bad taste as the sight of weeping officers, chest-beating regional representatives, and wild-eyed editors affects some people's appetites.

7) When handing out contest awards, never give an N scaler an HO freight station kit.

8) It is considered improper to hold a TAMR convention in conjunction with a garbage strike.

9) Never eat a melted tiger milk bar in the presence of "normal" TAMR members.

10) Always be willing to share your hay fever tablets.

11) NEVER hold a convention activity in Tremont, In.

12) Wandering around your hotel at 2 AM with a 6 inch cockroach is not a recommended practice.

13) Finally, you may only refer to the HOTBOX Editor as "squeaky" if the HOTBOX is late. \*\*\*\*\*

#### CONTEST WINNERS:

##### MODEL

Model: Kevin Lee.

Weathering: Glenn Farley

##### PHOTOS

Model color print: Gary Tompco

Model color slide: Phil Simonds

Model B&W print: Glenn Farley

Prototype color print: Tom Schulz

Prototype color slide: Kevin Scanlon

Prototype B&W print: John W. Held

\*\*\*\*\*

Kadee Couplers in N Scale  
(continued from p.4)

couplers, as suggested in MODEL RAIL-ROADER.

I hope I've cleared up some misconceptions about Kadees in N, and given you N scalers some helpful tips on installation.

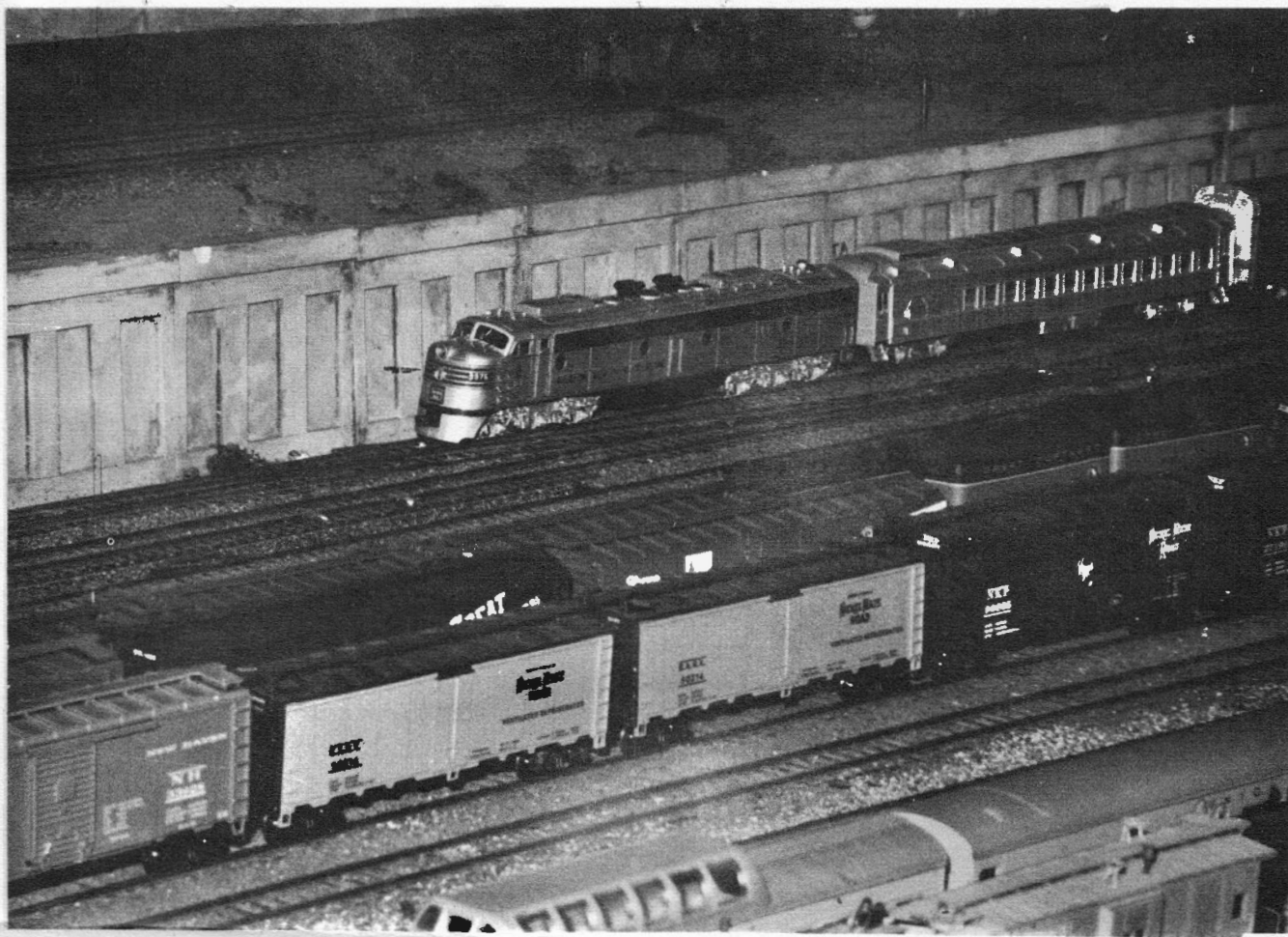
OFFICE CAR, continued:

I am starting work on the directory. Any suggestions would, of course, be much appreciated. One thing I have not been able to find is a list of committees and their heads. would everybody who is head of a committee, or thinks he is but is not sure, or would like to form one, please contact me immediately with a short description of what your committee does. Also, would all the region heads please inform me of the names of their officers and their approximate membership.

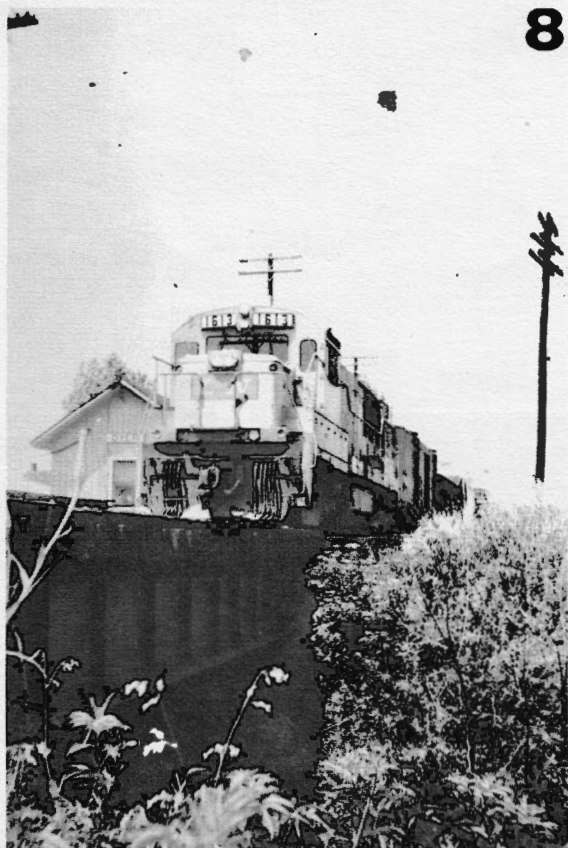
If any group is considering organizing the 1974 convention, please contact me immediately, so  
(continued on page 14)



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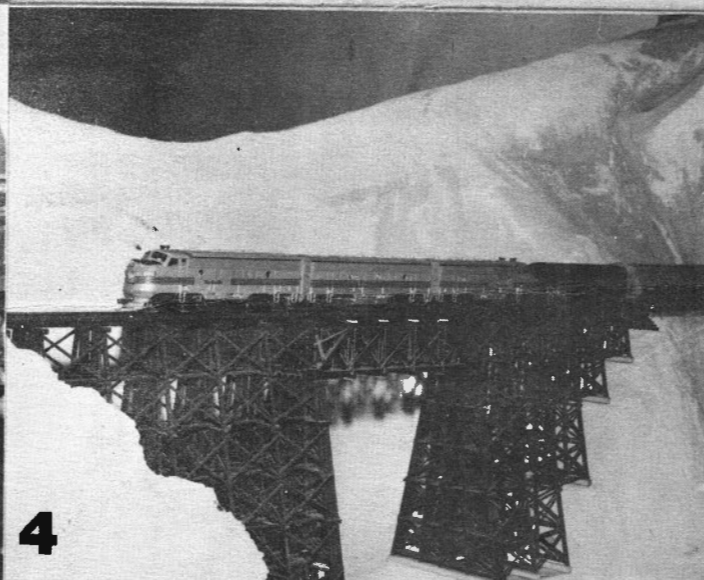
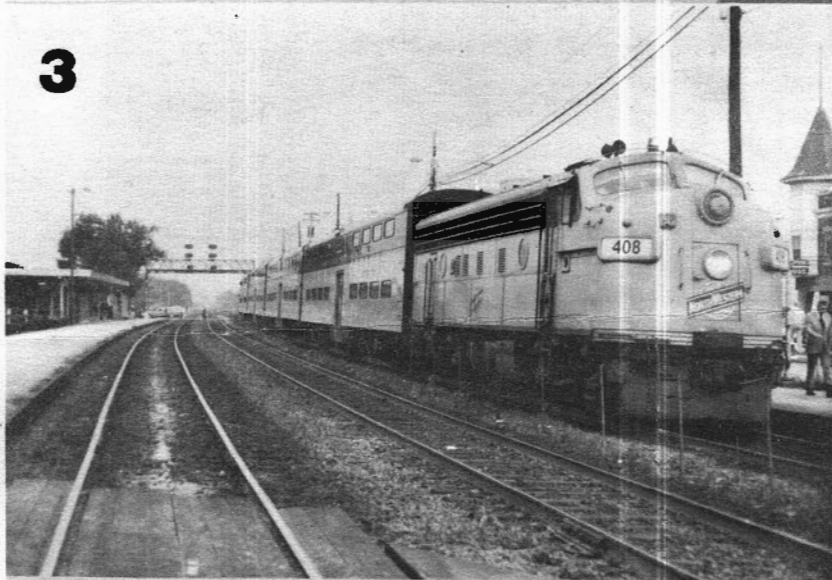
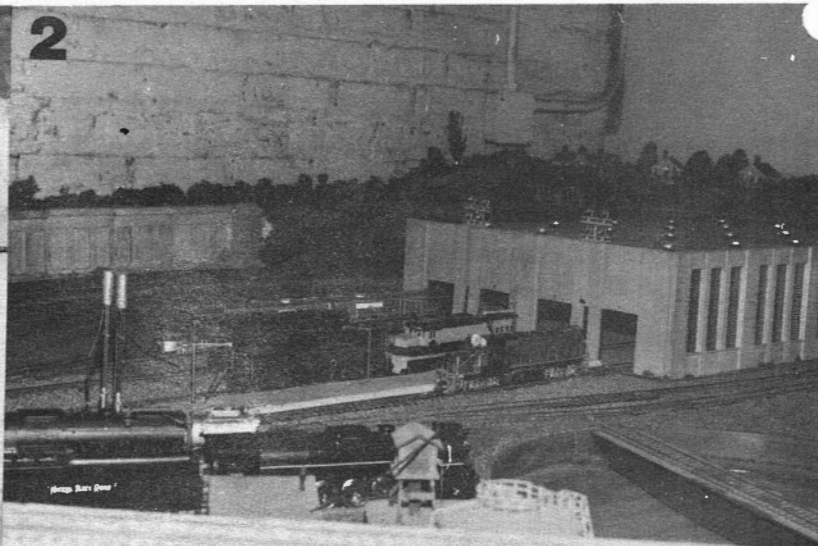
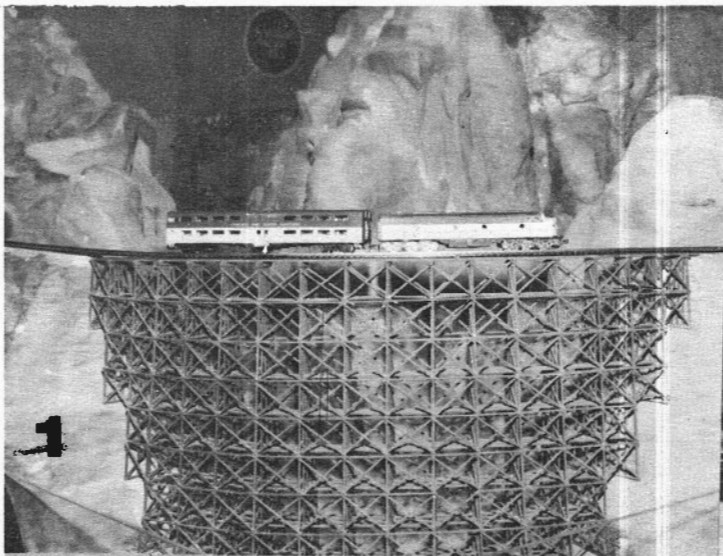


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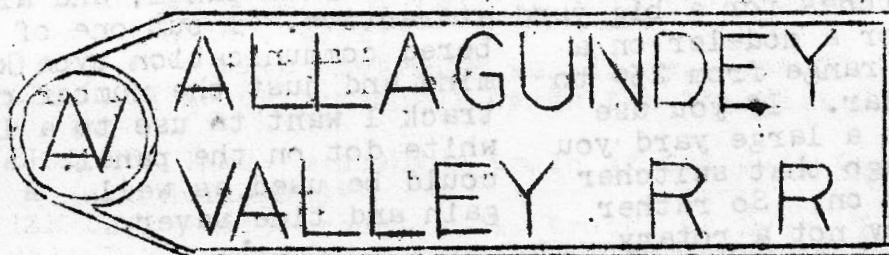


# From Our Members' Cameras

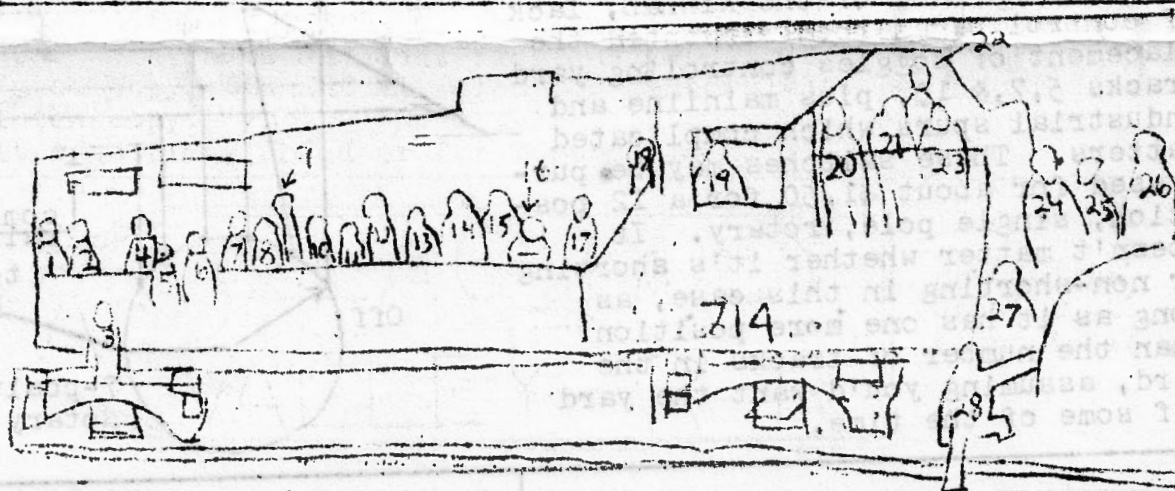


- 1) C&NW E8 with single bilevel crossed trestle on Almhurst Model RR Club's N scale pike (JWH)\*
- 2) Engine facilities on Salt Creek Model RR club's pike. (JWH)\*
- 3) C&NW F7A #408 with bilevels at Elmhurst, IL. (JWH)\*
- 4) 3 D&RGW F7's bring a freight over the trestle at the Chicago Convention. (JWH)\*
- 5) 3 D&H PA's with excursion to Albany, Sept.73 (Steve Harper)
- 6) CB&Q E8A leads passenger train the the Salt Creek Model RR Club.  
(A)
- 6) BB&Q E8A leads passenger train at the Salt Creek Model RR Club.  
(Art Mulligan)\*
- 8) L&N U25B #1613 crosses EJ&E tracks at Dyer, IN (Gary Tempco)
- 9) Erie Lackawanna E8A # 816 at Port Jarvis, NY (Steve Harper).

Ad Rates: INTERCHANGE (non-commercial trading, buying, & selling) 2¢ per word, name and add. free; RAILROAD: 20¢ per square inch of printed copy; COMMERCIAL (also non-members)-30¢ per square inch of printed copy. Photos and artwork, if possible, extra. Contact the editor to place an ad or for further info.



Bob Mellon  
Star Rt.#2  
Tionesta, PA 16353



Cover Photo: shows most of the participants at the 1973 TAMR National convention at Chicago. The photo is taken at Woodcrest, IL by Tom Papadeas.

1 Alan Maty	12 Bob Sterner	22 Bengt Muten	Missing:
2 Doug Kocher	13 Doug Johnson	23 Ralph DeBlasi	John Held
3	14 Ed Robinson	24 Mike Napolitano	Tom Devenny
4 Kevin Scanlon	15 Bob Polasky	25 Bob Carter	Phil Simonds
5 Don Nelson	16 Bruce Dunlevy	26 Gary Tempco	Tom Papadeas
6 Tom Schultz	17 Kevin Lee	27 Dale Madison	(behind camera)
7 Wade Hinkle	18 John McGlaughlin	28 Art Mulligan	
8	19 Glenn Farley		
9 John Eull	20		
10 Jean Brisson	20 Terry Burke		
11 Kevin Ruble			

Our apologies to the 'blank spaces!', neither the ed. or pub. could recall their names. Sorry.



# ROTARY SWITCHES FOR YARD CONTROL

by Ron Hicks

Most people when wiring a layout, use either commercial turnouts either those with selective power or the insulated frog variety, which power both spurs, requiring the use of an SPST toggle for each track. If you're the possessor of the later category, such as the turnouts made by Atlas in HO, and all the N scale manufacturers save Rapido or Peco, you want some way to individually control yard tracks if you hope to operate more than one loco in the yard.

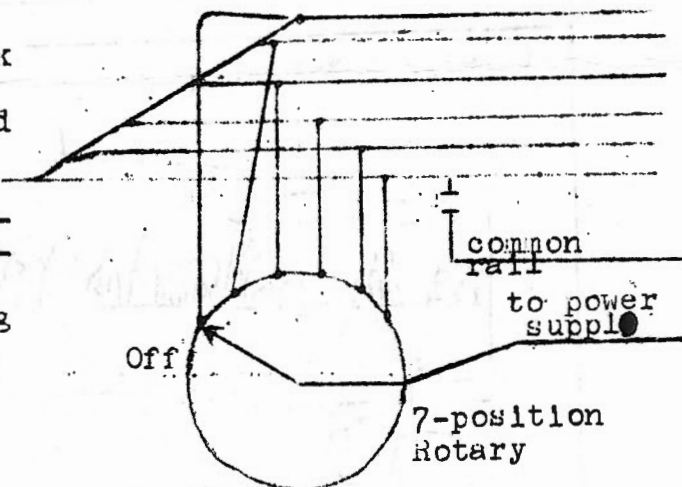
Toggle switches for a big yard get expensive for a modeler on a budget, as they range from 25¢ to more than a dollar. If you use one per track in a large yard you may have to forego that switcher you had your eye on. So rather than toggles, why not a rotary switch?

In the case of the NYNH&B, lack of control panel room prevented the placement of toggles controlling yard tracks 5, 7, & 10, plus mainline and industrial spurs which complicated matters. These switches may be purchased for about \$1.50 for a 12 position, single pole, rotary. It doesn't matter whether it's shorting or non-shorting in this case, as long as it has one more position than the number of tracks in the yard, assuming you'd want the yard off some of the time.

The accompanying diagram shows how to wire a switch for a six track yard. More tracks would call for a bigger switch, but the wiring would remain the same.

The wires are attached, one to a rail, and the other rail is common. Don't forget to gap it, though. So, should you want to operate a locomotive on track three, dial around to the position 3 on your switch and you've powered the track.

The switches save a lot of room on your panel, and are very attractive. I put one of those numbered communication type knobs on mine and just the number of the track I want to use to a little white dot on the panel. A pointer could be used as well. A real bargain and time saver.



As I'm sure all the readers are aware, the cover date bears little or no relation to the material inside. I suggest you go by the volume and issue number for the time being. I have taken the liberty of naming this the July-October issue in the interest of making it a little closer to the actual date, with no appreciable increase in material. -- Ed.

All HOTBOX business handled by the editor: John Held

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TRACKPLAN NOTEBOOK

by Erik Gunn

Plan No. 4: just for N Scale

I've been thinking lately that if I had it to do all over again, I just might go N scale. As it is, my own 3 and  $\frac{1}{2}$  foot by 8 foot pike takes up nearly half the space in my bedroom. With this in mind, I am sometimes amazed that more people in N scale (theoretically) with more room than me have no layout at all.

As a result, I have decided to sit down and design an N scale layout that took absolutely no more space than 4 by 8 feet. This is the result.

PROTOTYPE: As it is, the Harriston and Southern can be looked at from two angles. On the one side, it can be a tidewater to the mountains division or branch of a larger railroad. Or, it can be a semi- or totally independent line, interchanging with another road at Harriston.

Actually, the prototype is not with this railroad, the most interesting aspect. The important thing is what has been done with a limited amount of space.

TRACKPLAN: This is basically a point-to-point plan. It does, however, have a twist to it.

The 'point' end is Harriston, with the loop being at Willisport. Harriston includes a yard, engine facilities and servicing, but not very much in the way of industrial spurs. Here, the industries are served by a team track--a truck loading point which is used by almost all of the off-layout industries. Two of the yard tracks can be set aside for a passenger station and coach storage, and the other for the team track. The rest of the yard can be for inbound, outbound, and storage--all for freight.

Willisport, on the other hand, has no visible passenger or engine facilities; the loop is used for this. It does have several industrial spurs and a harbor. The point of all this is this: space-taking facilities are not repeated with

the exception of the yard. There is balance; the interest of the engine facilities and the limited passenger operation at the one end and the large industrial complex on the other.

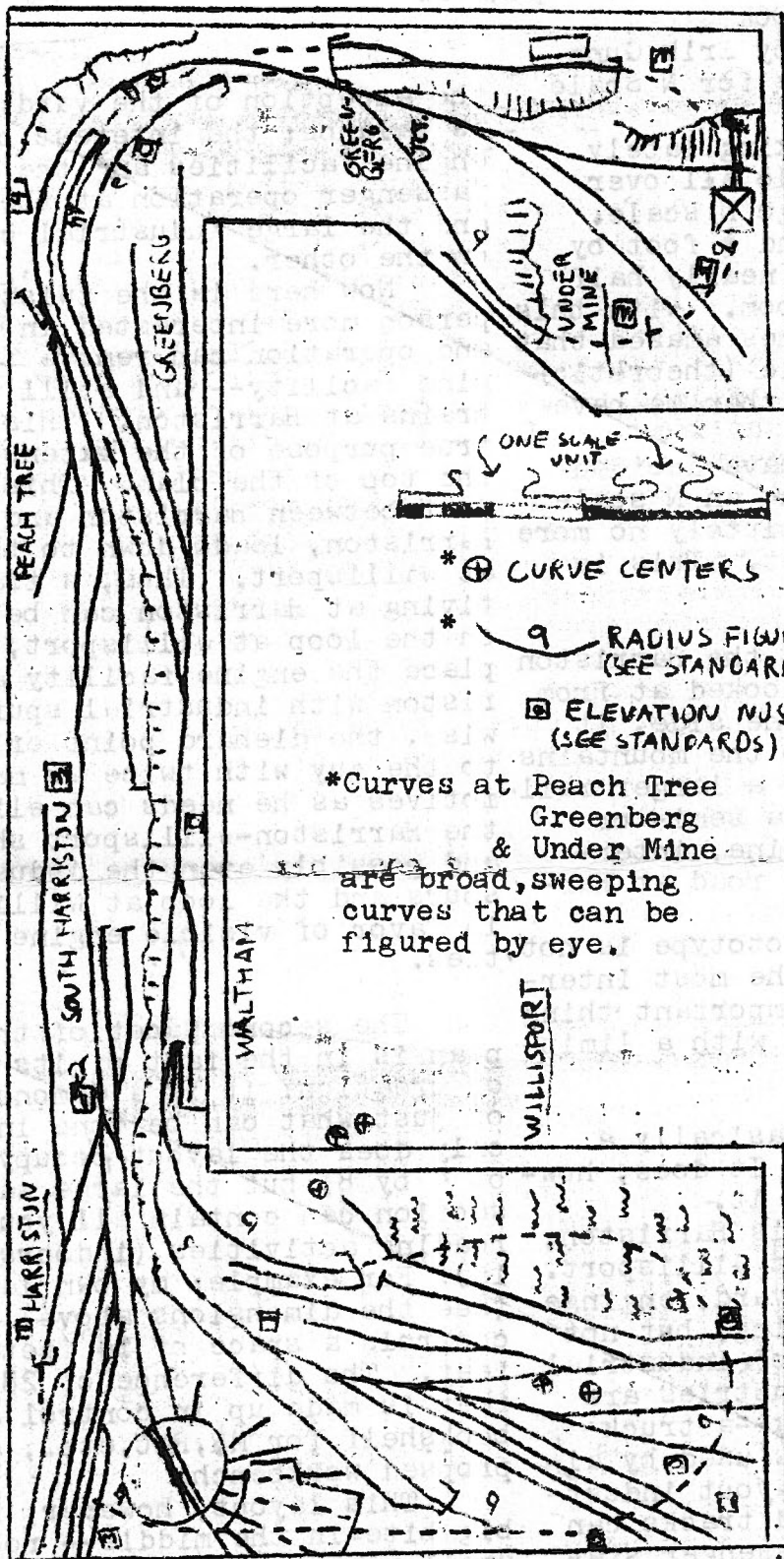
Now here is the twist: the person more interested in industry and operation can remove the engine facility--and still turn his trains at Harriston. This is the true purpose of the extension at the top of the plan. This branch, just between Harriston and South Harriston, leads down to the loop at Willisport. Thus, a train arriving at Harriston can be turned on the loop at Willisport, and replace the engine facility at Harriston with industrial spurs. Likewise, the diehard point or pointer to the guy with twice as many locomotives as he needs can eliminate the Harriston-Willisport shortcut, and possibly even the industrial spurs and the loop at Willisport in favor of visible engine facilities.

The second facet of the trackplan is in the fact of its purpose of creation: it is a demonstration of just what can be done in N. It only does the layout occupy a space of 4 by 8, but the large walk-in section can contain all your railroad activities (indoors, that is). For example: my own layout (see the dimensions above) actually controls a space of 14 feet by 4 feet. The difference of 28 square feet is made up in control area, a bookshelf for MR, RMC, etc., and a proposed workbench.

This layout, however, has a big bite in the middle--room for a small workbench, control panel, and, under the edge of the top, a bookshelf.

Actually, the long section between the two 'lobes' can be widened to  $1\frac{1}{2}$  feet. I made it one foot simply to see what could be done with the tightest space.

(continued on the other side)



-HARRISTON AND SOUTHERN-  
-RAILWAY-

\* ⊕ CURVE CENTERS

\* 9 RADIUS FIGURES  
(SEE STANDARDS)

⊠ ELEVATION NOS.  
(SEE STANDARDS)

\*Curves at Peach Tree  
Greenberg  
& Under Mine  
are broad, sweeping  
curves that can be  
figured by eye.

### STANDARDS

Scale:	N	TT	HD	S	C
Length:	8'	12'	16'	24'	32'
Width:	4'	6'	8'	12'	16'
Min. Radius:	9'	13½'	18'	27'	32'
Multiply figs. by:	1	1½	2½	3	4
Multiply elev- ations by:	1	1½	2½	3	4
Length of Scale unit:	1"	16"	2'	3'	4'
Turnout size No. 4, all scales					

TRACKPLAN NOTEBOOK, continued

Scenery for this spike is  
pretty traditional. I figure on a  
mountainous area from Harriston to  
Greenberg Jct., with flatter land  
from there on in to the port area.  
Like any model RR, it should change  
gradually.



# PERSONAL RAILFANING EXPERIENCES

by Preferably Anonymous

'Any resemblance between this character and persons dead or alive is purely coincidental.'

Like many people, I enjoy railfanning a great deal--but I seem to get myself into these situations....

The time I hurried over and took 15 (yes, count 'em, 15) photos of five interesting locomotives on one train, only to have them all turn out dark! Another thing I seem to do with regularity is taking photos from the unlighted side of the engine. My camera has the nice tendency of taking perfectly lined up shots and adding a good five feet in front while taking the same amount off of the back of the locomotive. And that's only with an instamatic--imagine what I could do with a 35mm!

I invariably catch locomotives at the wrong time--they are parked under a bridge or coming after the light has gone. Not so long ago I chased a train with a couple of interesting units on it. Well, I did not have any film so I had to make a detour to a store. Not being able to find my bicycle pump I was relegated to the fate of walking the bike to the local gas station. When I got to the yard I could not find the units, so I had to search for them. Finally I found them over by the engine terminal, but I had to wade through a small swamp to get there. As I was setting up my photos, a switcher came by and cut the engines off. By the time it had cleared the road engines had moved off. I then set myself up near some telegraph wires on a bridge and I had to shoot through these. And the worst thing was that they stopped the train for five minutes under the bridge--with the cab units in the open! (of course, everybody knows that if I had moved the train would have left...)

And there is always the wether--I once chased a unit over to the yard in the middle of a blizzard. I recently covered two spe-

cial train movements in cloudbursts ---one of which lasted an hour (that was the one I tried to sit out!) The other time I ended up chasing around (and I mean around!) to the other side of this bridge only to discover that I had run out of film. One day I decided to go out to my favorite train-watching spot to cover my favorite train. As I rode by I saw something moving out of the yard and said to myself, 'That can't be it'--of course it was, and it had an interesting locomotive on it. By the time it got back to the junction it had clouded over--and I didn't see one other train!

Heading out there I've had the bike chain come off many a time. One occassion it came off as I heard a train coming. I took off, running with the bike by my side, to try to beat the train to a location. This story does have a happy ending however: with all the bumping the caing jumped back into place and I was able to beat the train, which had a leased unit on it.

And I can not forget the great 'big town' adventure. It all started after we (there were two of us) had talked our way into a cab ride into yard A. Although we had a very enjoyable ride we would rather forget that we barely got on the train which was moving 10 miles per hour at the time. Once within the city limits we started to look for a place to get off. At yard L we had decided to do so but when the train started to move again we changed our minds and remained on to ride closer to our destination. Just out of yard A I looked out of the cab and said, 'Oh, we're not moving too fast.' and I jumped, forcing my fellow TAMR member to follow--there was a slight problem however: the the train was doing 25 at the time! To add insult to injury it stopped shortly thereafter. The injuries required a patch, so we made a short visit to the local hos-



# PERSONAL RAILFANNING EXPERIENCES

continued

That night we stayed over at my companion's sister's house (if not, we would have slept in Union Station). Next day it was back to Union to take a few pictures (it had been too dark the previous evening). Then we headed to Yard A hoping to catch a train back. Unable to get a release there we decided to try yard L. We set out by public transportation and ended

up walking. Not being able to it we resorted to hitch-hiking, finally getting a ride right home after a five mile walk. You know what we got a ride in? A 10 year old Volkswagen with one of its four cylinders out and two others working intermittently. Once home we headed for (where else?) the local station where we were informed that no westbound trains had been through. (I even lost money in a vending machine that weekend)

## RAILROAD SLOGAN QUIZ

by John Eull

While looking for slogans for my railroad, I came across 50 rather interesting ones. I have cut down the number to 20. Not all are contemporary and not all are formal slogans (some are nicknames by which the railroad is known). The answers are found below. Scoring: 10--pass, 15--very good, 18--excellent. No references, please. We'll start off with a few easy ones:

1. 'For Progress'
2. 'Serves All Canada'
3. 'We can handle It'
4. 'Precision Transportation'
5. 'Safety, Comfort, Speed'
6. 'The ACTION Railroad'
7. 'Linking 13 Great States and the Nation'
8. 'Old Reliable'
9. 'Route of the Dashing Commuter'
10. 'The Dixie Line'
11. 'Spans the world'
12. 'Route of the Streamliners'
13. 'Everywhere west'
14. 'The Road of Anthracite'
15. 'Speedway to America's Playground'
16. 'Pig Palace'
17. 'Prime mover for Maine Industry'
18. 'Standard Railroad of the world'
19. 'Rides Like a Feather'
20. 'Serves the South'

ANSWERS:

(no peeking!)

1. C&O, 2. CN, 3. UP, 4. N&W, 5. Ont-  
ario Northland, 6. D&HGM, 7. B&O,  
8. Georgia, 9. LIRR, 10. L&N, 11. CB,  
12. C&NM, 13. CB&O, D&W, 15. FEC,  
16. NP, 17. Maine Central, 18. F&R,  
19. WP, 20. Southern

Sometimes I feel like Thumbs.

P.S. A prize will be awarded by your generous Editor to the first person who can 1). identify the location of this tale, and 2). name the author. The author and his cronies are hereby disqualified and deemed null and void.

OFFICE CAR, continued  
that the new executive board can make a decision as soon as possible.

I hope we can all look forward to a very good year, with six HOTBOX's, a successful convention, and an increased active membership.

Bengt Muten  
TAMR PRESIDENT

## INTERCHANGE:

For Sale: 3N scale locos:  
Atlas UP RSC-2, PRR FM,  
and AHM F-7. Contact Bob  
Mellon, Star Rt.#2, Tion-  
esta, PA 16353

wanted: N scale locos in  
good shape, back issues of  
TRAINS and the HOTBOX.  
Contact John W. Held,  
72 Bell St., Belleville,  
N.J. 07109

# ELECTION '73!

This TAMR election for a new Vice President and Treasurer for the next two years is of vital importance to the organization and its members. Both posts are of paramount importance, and in fact our very survival may depend on your choosing competent and dedicated persons to fill these posts. With this in mind, it is even more important than ever that you take the few moments required to make your responsible choices, and mail the ballot to Tom Papadeas, TAMR Auditor, 111 Hedgerow Dr., Cherry Hill, NJ 08034. Remember, you can't bitch unless you **VOTE!**

The post of Vice President has attracted all but two of the candidates, which may be a good sign of revival of interest among the members. According to the TAMR Constitution, he "shall assume the office of the President should said office be vacated at any time, and he shall assume any duties of the president as may be delegated to him. He shall also administer organization programs pertaining to the recruitment of new members for the organization and perform any and all duties that may be ascribed to him," as well as "respective duties assigned in the By-Laws."

## FOR VICE PRESIDENT:

TERRENCE BURKE, has been a TAMR member for some years now. He was a TAMR Secretary for more than a year, and during that time performed with distinction. He has also edited the OUR WAY-FREIGHT, and has been publisher of the CXC's WHIRLY. He is presently a student at Blackburn College, IL.

"I have been out of the organization for a time so I am a little rusty at such duties. I understand 'thru the grapevine' from some town locals that the TAMR is lacking a little leadership due to the fact that certain TAMR officials have prematurely retired.

I strongly believe that the TAMR needs a good swift kick in the ass and a complete organizational overhaul." I will try to work toward this goal if elected, and do the best I can.

RON HICKS, 20, of Tonawanda, NY, has been a member of the TAMR for almost 5 years. His past accomplishments include being a frequent contributor to the

HOTBOX, Accomodations Chairman for the 1972 TAMR Convention in Toronto, editor of the CXC's WHIRLY, and a candidate for both President and Vice President in the past (he figures "one last shot at getting into office is worth it, especially after seeing past promises by candidates and failure of campaign platforms (of theirs) to materialize").

"I view the current administration as one of utter failure, in both officer participation and the stubbornness of various other members to cooperate in moving the organization forward. Since this is the first year of having only half the officers elected, I feel I can work with the other two members, having met most of the national officers.

Through the constant efforts of John Held, the HOTBOX is slowly coming back, but depends on member participation. Most of the TAMR action the past year has been behind the scenes, through committees which I hope to better as Vice-President. Contrary to past opinion I have discovered regions pull members closer together through their conventions and publications.

National conventions have been very successful in the past two years and have done the most for TAMR promotion. Members get a chance to meet others and discuss mutual interests and problems, while having a meal or visiting a prototype or model rail facility. The actual location of the '74 convention hasn't been decided upon, but wherever it is it will prove to be another successful gathering.

Financing the organization this year hasn't been a problem, mainly due to lack of material. Several HOTBOXs and the 1973 DIRECTORY are outstanding, but the treasury is in sufficient condition to cover these expenses.

Committees are a problem in themselves, but some are slowly recognizing, as well as new ones coming out. Again, members participation seems to be the main problem in success.

(continued next page)



No matter who is elected, I feel that every member must vote and make the right decision for this most crucial year in TAMR history".

DALE MADISON, a resident of Kenmore, NY, and a student at State University of NY at Buffalo. He has been a member for some time, was actively involved in the TAMR's Toronto convention, and until recently was editor and publisher of the New England Region's PHOEBE SNOW. An unsuccessful candidate for presidency last year, he is currently serving out the remainder of Bengt Muten's term as Vice President, by appointment of the current president.

"The most urgent need of the TAMR is unity. Unity among not only the officers, but the membership.

And the only way to achieve this is through cooperation. Too many times in the past, the right arm did not know what the left arm was doing. And it is all too obvious what the results are.

The present time is one of rebuilding, of reconstructing, of getting our heads together. The TAMR has the potential for becoming a viable organization, but only with help from all concerned.

Thus, in addition to fulfilling the responsibilities of the office of Vice-President, I intend to use means necessary to assure that the TAMR does realize its full potential. This transcends the defined areas of Vice-Presidential responsibility. This will, of course, add to my work load, but it is vitally necessary. And it is necessary not next year, next month, but now.

This is not to negate the responsibilities of the office for which I am running. Indeed, these must be fulfilled if the above is to be achieved. Our recruitment is severely lax, almost nonexistent. Whenever a prospective member writes us, and all who write are definite possibilities, he should receive not just a form answer. He should receive an open reception that goes beyond what the TAMR is (or

more accurately, what the TAMR hopes to be), it should be a warm solicitation for his membership. Most important, it should be responded to immediately. These are my goals. They may be 'lofty', but there is no escaping them if we want to continue, and not merely subsist. Your encouragement is asked."

MARK SOLOMON, has been a TAMR member for a little over a year, and is a member of the CXE. He has been struggling during that time to get both the TAMR and its Southeast Region back on their feet. Currently a sophomore in his Florida H.S., he is into RO and chess.

"In the last election many people were concerned at the loss of old members. Some candidates wanted to establish a committee to find out why we were losing so many people and how we could keep them. The reason is simple. The TAMR does not interest them. They just do not want to get into any kind of a hassle. Instead of having committees to keep old members and recruit new ones, we should concentrate on making our organization worthwhile, something people will be proud to belong to. In this way, we will keep our members and get new ones. For if we have something good, then people will want to join us.

As many people know, I have been trying to start up my region. I feel that the regions are the most important parts of the TAMR. I will try to get the regions started again since they are vital to the organization.

If I am elected, I will work with the leaders of the TAMR to make the association worthwhile, something new and old members can be proud of".

The position of TAMR Treasurer has attracted two candidates. The victor must "set an annual budget for expenditures, to be presented in the official publication and subject to the approval of the officers. He shall maintain the treasury and record any and all

(continued on the next page)



financial transactions of the TAMR. we can with what we have.

Accounts for the organization shall be maintained at the financial institution of the Treasurer's choosing. He shall also be responsible for duties assigned in the by-laws, and any and all other duties as may be ascribed to him.", according to the TAMR constitution.

#### FOR TREASURER:

JOHN P. DUNN, has been a member for the better part of a year, and is currently Vice-Chairman of the Correspondence Exchange Committee, appointed by its head, Chuck Scheerle. He has contributed several tinplate articles to various TAMR publications, and is a member of the Patcong Valley Model RR Club of NJ, where he resides.

No platform has been recieved from this candidate as the HOTBOX goes to press. It is assumed and hoped that if elected, he will serve in the post to the best of his abilities. (ed.)

ARTHUR MULLIGAN, TAMR member for several years, is perhaps one of the most active members of the organization. With Bob Polasky he formed the Photo Exchange Committee and its library, and published the WAYFREIGHT for some time, during which he inaugurated a photo page. He has been the guiding force behind the development and marketing of the "WAYFREIGHT MODELS" freight house advertised in the model railroad press. He was active in the conduct of the photo contest at the past Chicago TAMR convention. Currently in h.s., his H. San Pedro is making great progress. He also claims a good background with publishing and expense accounts.

"If elected Treasurer, I would like to straighten out the financial progress of the TAMR, and work with John Held to get the most for our money inside the HOTBOX. This means finding out exactly what we are spending, and how to improve the quality of the

Secondly, I feel the TAMR as a whole, is misinformed as to where we stand financially. I would like to see DETAILED monthly reports going to and from all officers, especially a financial statement and progress report. This would at least help our officers pass on detailed information. The position will definitely prove challenging if the treasury continues its present trend. Our only solution is to work with the officers and help John Held. We cannot expect a recovery without a HOTBOX.

I feel my experience with the GLR WAYFREIGHT, and interest in improving the TAMR as a whole, support me for the office. I will do my best to help the organization. Finally, I promise to listen to the other members' suggestions and help the TAMR grow."

Those are the candidates' platforms in their own words as much as possible. After you have read them look at the ballot below, check your choices, and mail it to:

Tom Papadeas, TAMR Auditor,  
11 Hedgerow Dr., Cherry Hill, NJ  
08034.

As this issue is prepared, a deadline of March 1, 1974 has been established for the receipt of ballots. This may be revised if difficulties are experienced in promptly publishing this issue, but don't count on it. Act immediately!

NOTE: only TAMR members who were ~~21~~ 20 years of age or less on October 1973 are eligible to vote in this election.

OFFICIAL TAMR BALLOT:  
Detach and mail to the address

Congratulations: to David Johnston about it so we get it right? who took first place at the 1973 National NMRA Convention in Atlanta in their prototype slide division of the photo contest, in spite of stiff competition. Asked the secret of his success, he gave this tip, "Those golden sunset reflected shots will win every time..."

What do you think? Mark Thompson, former editor of the West Coast Region's CRUMMY, has made some daring suggestions. He advocates stopping "all those little committee papers" and transferring all their material to the HOTBOX, combatting the article shortage while saving members' money. In addition, the dues should be raised to \$5 for regular members, \$4 for associate members, which would permit the national organization to finance the committees and regions, and perhaps ease the finances of the TAMR. Regional representation in national should be achieved by making regional representatives members of a Board of Directors. What do you think? Good or bad? Write a letter to the editor, and we'll print them in the next ish.

Who's got the DIRECTORY? Nobody has, at least not yet. One of Mark Thompson's ideas that was quickly enacted was to abandon the 1973 DIRECTORY and concentrate on assembling an accurate and comprehensive 1974 edition, and that's exactly what we're going to do. We hope to have it ready for you in March or early April, and will contain all the TAMR info, as well as names, addresses, and numbers of you fellow members. To help us meet all these goals, why don't those of you who have altered your addresses or membership codes since the last Directory (which was in mid 1972) drop a line to our Secretary, Phil

He said: Each TAMR convention usually gets its own little saying that is comment on the locale, the activities, or some aspect of the event. Toronto's was "When will we go to Yonge St.?" Chicago's turned out to be a salute to Mayor Daley, his wunnerful city, and its general atmosphere: (save for all those railroads) "Chicago is a...HOLE". However, "Soybean Mike" Napolitano's mournful wails "I wanna go hooome" as the Broadway Limited bounced over the bad Ohio track caused the Editor to fall out of his Slumbercoach berth several times.

Thanx. It occurs to us that we owe a great amount of appreciation to the freindly folks at Kalbach Publishing Co., MODEL RAILROADER in particular. Beyond the service to teens they've offered in their "Student Fare" dept., they helped this organization in particular with the ads on our behalf they ran for us, gratis. So here it is guys, "THANKS A LOT", even if you don't get a HOTBOX (just like every one else), telling you about it.

Another one? Seems one of our more active members, Bob Polasky, is now associate editor for a publication with the unlikely aname of..... "the HOTBOX". This one is the newsletter of the North Central Region of the NMRA, though. Good luck, Bob, hope you get some material.

Please? I've moved my beggin' for material back here. Myabe somebody will spot it hiding out here. If somebody does, odds are he will see it in print back here (eventually) and become world famous. Photos, ads, articles, anecdotes, anything is desperetly needed. Come on.



~~WILTS-UP~~  
ALLEGHENY REGION: this region continues to thrive in the face of adversity, and their publication, the DISPATCHER, even comes out on a regular basis, and has provided (to this date) the most up to the minute TAMR news, as well as interesting articles... Elections will be held in their next issue... There are tentative plans for an official AR convention in the last week in March in the northern NJ area... Dues are still a buck from J.W. Held.

GREAT LAKES REGION: Doug Johnson is doing a good job as editor of the GLR's WAYFREIGHT, in spite of an article shortage... Doug also gets a slap on the back as he's the new HOTBOX publisher; good luck, Doug, you'll need it... And kudos to all those Chicago Division members who put together that great convention (you know who you are, I think)... Bob Stern is their new president/regional rep... Dues a buck from DJ at 4855 N. Paulina St., Chicago, IL 60640

Maple LEAF REGION: Hamilton Convention was a success in spite of current garbage and rail strikes...

Jean Brisson has also retired as their SNOWFLOW editor, and turned over the helm to John Eull, who's also publisher and Sec/Treas... Mike Plumb is president... If you'd like to know more about this region and/or its man of many talents, John's address is 254 Haddon Ave. S., Hamilton, Ont., L8S 1Y1, Can. Canada.

NEW ENGLAND REGION: is in trouble due to lack of response from its constituents, and only 2 or 3 members are carrying it. Prior to '73 it was the backbone of the TAMR, & we'd like to see it functioning again. So contact Phil Simonds on how you can help.

SOUTHEAST REGION: is dormant as of this writing. Contact Mark Solomon 6 Bayberry Branch, Caselberry, FL 32707 about ways to revive it.

WEST COAST REGION: showing some signs of slipping, despite having the most dues-paying members of the TAMR... no CRUMMY for a long time, and correspondence is dropping off fast... Get it on guys! S/T is Bill Hall, 5620 Panama Ave., Richmond, CA 94804.

#### the COMMITTEE CAR

The TAMR committees have been seized by the paralysis that seems to have struck the national organization, with the lone exception of the Correspondence Exchange Committee, headed by Chairman Chuck Scheerle (SW College, Reid Hall-Rm W211, Winfield KS 67156) and Vice-Chairman John Dunn (18 Yale Blvd., Somers Point, NJ 08244). Their publication, the MARSLIGHT, formerly the WHIRLY, comes out regularly again, and they're now matching members with similar interests. Please write to Chuck or John to keep the CXE running smoothly.

Two other committees, the HO Interchange chaired by John McGlaughlin (607 8th St., Riverside, NJ 08875), and the Photo Exchange headed by Art Mulligan (32300 Bing-

ham Road, Birmingham, MI 48010) are alive but dormant due to lack of inquiries. Get on the board, dammit!

For you eager beavers out there, you can have your very own committee! All it takes is a little initiative on your part, and drop a note to the editor and president explaining your intentions. Those that are up for grabs: the Stock Exchange, N scale Interchange, Members' Services (including the TAMR library), 1974 Convention Committee, and a few others. With your help, the committees will rise again!

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#### IMPORTANT

Due to delays in production, the deadline for receipt of ballots will be 3 weeks from date of postmark.

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## THE CREW

Editor.....John W. Held  
Production.....Douglas Johnson  
.....Bob Sterner  
.....Kevin Rumble

The HOTBOX is the official, bi-monthly publication of the Teen Association of Model Railroading. All HOTBOX business is to be handled by the Editor.

~~Return to:~~

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

FIRST  
CLASS  
MAIL

