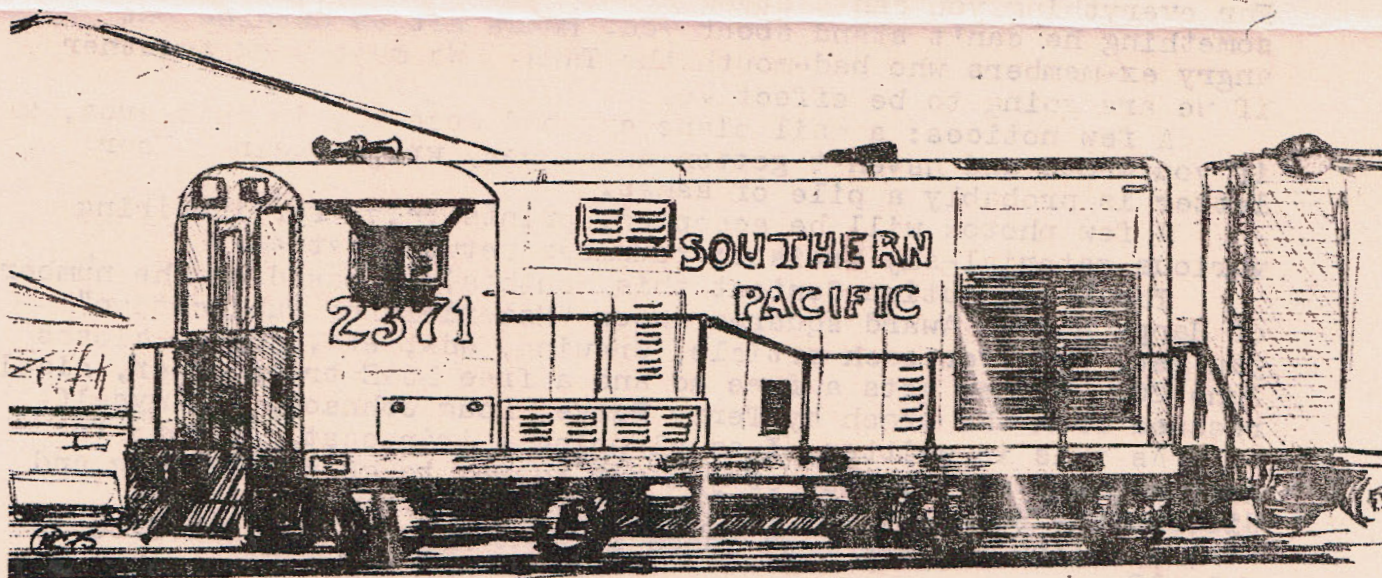


the

# tamr Hotbox



from the ab...

Well! Here with two Hotboxes out on time now, we may begin to wonder how long it will last! Be assured, we've only started!

I have received a few articles, for which I am very thankful. There were good offers of help. Despite this, we still need articles. Help is still needed, especially an advertising manager and a typist, with electric typewriter if possible, in the Great Lakes area.

Many people write in and say, "what can I write about?" Maybe this issue will help--modeling activities do not need to be spectacular to be printed, just your observations on something. Or just write about yourself for "getting to know you".

You will find in here the election material. If you were under 21 when you paid this year's dues, I urge you to vote. It is quite necessary that you do, for that's the only way we will have good, responsible officers. They must know that the TAMR is solidly behind them.

There are a number of other things I could say. This time, I will just say, work with one another. We are all only human, so please don't jump on the guy who makes a mistake. It may seem stupid to you, but chances are you'll be in a similar situation sometime and will do the same (stupid) thing. Sometimes the hardest thing to see is the (to you) most obvious, whether it is your glasses or a railroad yard in front of you. We don't go anywhere we should when one of us jumps on another. The end result of this and the return fire is only frustration and bitterness. Let's remember to be courteous of everything relating to the other guy. For everything you can't stand about him, there may well be something he can't stand about you. Feuds get us nothing but angry ex-members who bad-mouth the TAMR. We must work together if we are going to be effective.

A few notices: a mail plane crashed recently in this area, so if you wrote and haven't gotten an answer, write again. Your letter is probably a pile of ashes.

A few photos will be accepted, prints only, for inspiring various material-shy artists; remember return postage.

The Contribution Contest this month(s) is based on the number of Happy Hogger Award squares under "Material for Publication" you get. One for each article, drawing, ad, etc. Offer closes June 20. Winner gets a free ad and a free RJ&E train order, nicely rescued from the trash by Terry Burke, Doug Johnson, and myself.

As this is written, I am planning a trip east. I hope to meet as many as possible of you out there, to go railfanning and discuss the Hotbox. See you then!

Deadline for the next issue is June 20, and mailing date is July 19.

Letter received.

Tim

"Just out of curiosity, is there a West Coast Region anymore? Seems like all the members and information come from the East. Mark Morgan"

ADS:

FOR SALE: N scale Atlas sectional track, 50 assorted pieces, in great shape. \$5.00 postpaid. John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360.

2

Office Car: DALE MADOLIN

Here we are again with another Hotbox. You may have been surprised to receive the last issue. If you were, maybe you started to believe in the organization again. I would hope so. We need all the support we can get.

But more than support, we need involvement. You may get sick of hearing the word or any of its counterparts, but without it we are dead. Everyone is familiar with the complaints festered upon the organization in the past: lack of openness, select groups and the like. But the hard facts are that unless you open your mouth and say something, unless you pick up the pen and write an article, unless you stick your hand up in the air and volunteer, it will be a select, small group doing everything.

We are only human and have ourselves only a limited amount of time and energy. But we are trying. But it's sometimes a lonely job and we wonder if anyone out there is listening and caring.

There is a simple way for you to indicate that. Vote. We are holding elections in this issue for the office of president and secretary. If you are interested in the organization, take a couple of minutes to read the platforms and make a decision. Place a check on the ballot and mail it in.

And maybe if you are really interested, you might want to write an article or become a typist or whatever.

We don't have a large bankroll, but we do have a lot of people. And people power can outdo money power anytime--if they really want it to.

It's getting to be summertime again. There are some preliminary plans for a summer convention, so stick around. It should prove to be interesting.

## Convention

Between Lone Eagle Payne and John W. Held, it appears that there will be a TAMR convention this year. The major part will be held with the NMRA convention in Dayton, Ohio, August 5-10. Registration will be around \$25. There will also be a charge for hotel rooms. The Biltmore Towers will be \$13 double, but up to six people may be accommodated in a room. John is working out the details, and notes that the convention has been scheduled so that you won't miss too much if you come late. If you at all plan on going, John wants to hear from you, quickly. Final registration must be accomplished by July 1. He will send you more details if you write to him: 72 Bell Street, Belleville, NJ 07109. He has not yet found out if you must be an NMRA member nor specific costs, but they may be around by the time you get this.

There are also very preliminary plans for an after-convention convention in the Chicago area, with the editor's house being the base. Attractions which may be offered include the South Shore, Griffith crossing, Joliet fan trip, and yard tours. We may also be able to ride the Turbotrain, and at least see it. Let the editor know your ideas on this, and any place you would like to see.

Please remember that a stamped envelope enclosed will often get you a quicker reply.

# CREATING A MODEL RAILROAD

## TIM BISHOP

The Rhine Gorge was a school project which was very similar to the one described in the article appearing in the January 1975 issue of Model Railroader. At our school we are on a trimester system; between the second and third terms is a program called 3/3: three terms of school, three weeks of special program. This year, the building of a model railroad was one of the courses offered. Being a very interested model railroader, involved for three years, this was a dream come true. For three weeks, all day, I would be doing nothing but modeling.

Basically, the Rhine Gorge is an 8x16' layout, built in four 4x8' sections and bolted together. Because it is designed as a display layout, there is a minimum number of turnouts. Most of the layout is a long main line, paralleling the river. At one end it crosses a bridge and turns the opposite way. At the other end, the track disappears into mountains and reappears on the other side. In addition, there is a cog railway at one end and a narrow gauge section at the other, but it is non operating.

As you can see from the plan, it is a very simple one, but it lends itself to mainline running. The scenery is incomplete as of this date, but this far it consists of "Sculptamold", a special plaster mix, and hard shell. Because of the lack of time, it will not be as well-scenicked as one would like. The trackwork is flex track on cork roadbed without ballast, again due to time. As this is written, it is only the second week, and we have yet to receive rolling stock, but I think it will be Märklin and Fleischman.

We have seven people in our group, each with varying degrees of interest. In order to keep everyone busy, some are building dioramas. The main one will be the narrow gauge mountain scene, with a track crossing on a bridge over a lower track. Work is progressing well, and we are hoping to complete it before the term is over. The man heading the construction says it definitely will be completed. We'll wait and see.

I would also advise you to read the article mentioned in Model Railroader, as it described many of our experiences as well.



— main  
--- cog  
++ n.g.

NOT TO SCALE

EDITOR'S NOTE: I hope to be able to run, every month, a feature about a layout, either yours or a club. See last issue's feature about the Paulina Central, get your imagination up, and write!

# N SCALE DIESELS

— JOHN McGREEVY

I have owned four different diesels and I report here on my personal experiences with them.

Mfr.	Model	Price	Shell	Maintenance	Wheels Driven	Power	Slowest Speed	Min Rad	Grade
Atlas	RSC2	8.00	good	good	4	poor	2.5	7	C
Atlas	Plym.	8.00	better	hard	6	good	1.5	5	B
Rapido	GP9	24.00	best	easy	8	v.g.	.35	7.5	A
Minit.	F9	25.00	poor	best	8	v.g.	.32	7	B+

The Atlas engines have a high starting speed, the others, low. Slowest speed through switches, curves are in proportion to slowest speed overall. All but the Rapido have good noise qualities.

All shells are designed well as far as beauty goes. Only the F9 shell was weak. After two years on my layout, much paint had pulled off and cracks came easily.

All the diesels can pull many cars. But, as is typical, there is a great variance in the starting speeds. Without any more than a five-dollar power pack the GP9 and F9 were excellent in that they started at very slow speeds and could maintain that speed through switches. The Plymouth and especially the RSC2 run somewhat shakey and run at high speeds under anything but the best conditions.

— JOHN W. HELD

As an owner and operator of just about every N scale diesel model made, the president of the Johnstown, Lackawanna, and Williamsport (that's me!) acting for the management recently purchased an ex D&RGW Atlas FMD GP9, a break from our policy of preferring Alco Products, for which we are sorry. The FMD, while nicely detailed and scaled, although it appears to be a GP18 more than a GP9, and, in our case, priced, has several major drawbacks which potential purchasers might wish to be aware of. First is a poor 3 pole motor with the most obvious cogging (magnetic attraction to the poles interfering with rotation) that I have yet seen, resulting in tremendous leaps forward, even with my transistor throttle. And on a coal carrier such as the JL&W, the startling lack of tractive effort that this unit displays sharply restricts its uses; our FM H12-44 easily outpulls it. In summation, a nicely-scaled engine with operational drawbacks.

## KADEE COUPLERS. . .

On a more positive note, the JL&W has been receiving many Kadee cars in interchange as well as for our home fleet, and is highly pleased with their detailing and operation, with one correctable exception: the truck mounted couplers. Why Kadee decided to truck mount the couplers when they have offered an underframe with couplers for four years is beyond me. It is a simple matter to cut the coupler from the truck with a razor saw and mount it to the underframe with a 00-90 screw. We have found one spot on the road where this practice causes the flanges to bind with 50' cars, but this is a substandard curve of 8" radius, bench testing on 9-3/4" radius track was no problem. You could cut the coupler off and mount an MT-3 and use the removed coupler for engines, reducing overhang on the engines.

## Preservation

— Michael E. —

After reading Ken Clouse's article on the Monongahela in the Summer 1974 issue of the Hotbox, I have decided to write an article on a few railroads that are preserving historic diesels.

Let us start with a fairly small Class I railroad, one that made most of us railfans very happy by purchasing the last, and most likely, the most famous PA's, the Delaware & Hudson, which purchased the Santa Fe's.

Most of you who read Trains as much as I do, will be pleased by the inside cover picture in the January 1975 issue of D&H's RF-16 (ex-MRR, ex-NYC) in blue and silver.

Another railroad which is saving some historic diesels is the company that I work for, the Santa Fe. At this time they have stored the following diesels in the Albuquerque, NM, roundhouse:

9820	Alco	RSD15	1955	
2260	BLW	DSL4-4-10	1946-1959	(1)
2404	EMD	NW2	1939-1949	
608	FM	H12-44	1950-1958	(2)
543	FM	H12-44TS	1956	(3)
M-190	EMD-StL C	?		(4)

- (1) Also known as DSL4-4-1000, looks much like BLW VO-1000
- (2) 608 renumbered from 508 when Amtrak took delivery of SDP40F's numbered in 500's to be used on Santa Fe.
- (3) One of three such units, all owned by SF, used in Dearborn Station, Chicago.
- (4) Appears in Our GM Scrapbook, used between Clovis and Pacos, NM, only such car used by Santa Fe.

Part two of this article will be on railroads preserving steam locomotives. I only know of SP, UP, SF, and D&RGW. If you know of any others, please write me.

## Blackhawk Slides - Frank Chadwick

Frank writes that he has most of the Blackhawk slides, and has written reviews of 30 of them, so unless there's a lot of objection, we have a new column.

Baldwins in Action, 50 slides, very good: A recently released set which seems to collect the best in Baldwin from a number of Northeastern Roads. Many still portraits of switchers and covered wagons, ranging from the VO660 to the RT624 to the sharks.

Rio Grande Narrow Gauge, 20 slides, fair: Scenery and good action are responsible for putting this set out of the lower reaches. Other than that, nice color contrast is the only thing going for it.

Alco roadswitchers, PC and predecessors, 36 slides, very good: NH, PRR, PC, and NYC units grace this well-composed set. This set is unique, there is no slide that I really object to.

Steam Power on the SP, 30 slides, fair: a few so-so action shots are the highlights of this otherwise bland and unattractive set. Most of the shots are of semi-streamlined and streamlined locomotives. They are taken in various places in California.

6

There were two gatherings of teen model railroaders-railfans-lemmings of the genus (but definitely not genius) Alleghenum Regionium during the month of February, one spur-of-the-moment, the other a bit more planned, and both about equally successful.

The former involved railfanning sorties in the Philadelphia area by four northern New Jerseyites and an equal number of locals, with the chief recipient being the Reading. Our leader, Paul Manton, saw to it that all had a good time pointing cameras at various diesels, riding in two cars to various locales, and indulging wild snowball fights while waiting for trains that were hesitant -- with good cause -- to appear. And with the help of Ed Robinson an unnamed former editor and lascivious compatriot had a fantastic operating session on the Silver Valley Model Railroad Club, of 1974 TAMR convention fame.

Saturday, the 22nd, was the date for the 1975 Winter AR convention, for the second straight time held in the Newark, NJ area. While the turnout was disappointing, with only ten members popping up, we had the usual good time, kicking the day off with a tour of the Newark City Subway system, one of the few remaining trolley operations in the country, featuring mint PCCs. Arriving back at our base of operations, the cooperative Newark Gateway Downtown Motor Inn we set off for various railroad yards of the PC, EL, LV, CNJ, and others, and a trip to Sal Marino's that emptied all the model railroaders pockets as the junkies were separated from their excess \$\$\$\$ by his super-cheap prices. After staggering back to the hotel with our loot and a sumptuous submarine dinner, we attacked 2 TAMR members' layouts, Tim Tonge's SP&EL with its many industries and timetable operation, and Al Tillotson's basement-filling pike where everybody saw their new Atlas, Model Power, and Athearn engines fail miserably on the 3 1/2% grade out of the yard -- leading Al, cackling, to demonstrate how his dual Hobby-twon GP7's could pull 30 cars up with no difficulty, even with the lead unit's truck derailed....sigh. And the patented AR finale concluded the meet with an all night (morning?) slide/movie show.

The Allegheny Region is one of the more active groups within the TAMR and holds frequent meetings of this caliber and lower. We invite all TAMR members, particularly those in our geographical confines to join in with us. For further information and to receive the Allegheny Dispatcher, please contact Betsy Summers (yes, a genuine female TAMR member!), 209 Tadmar Ave., Pittsburgh, PA 15237. There'll probably be another meet in late spring and summer at least, but we never need that excuse to get together!

ETC.

MARK THOMPSON writes that the West Coast Region is officially gone to pot and no longer exists.

BEINGT MUTEN sent a card (really!) and is working for the Järnvägs AB Roslaggbanan. He is a trainman on the 2'11" gauge electric line, running out of Stockholm.

BOB SPRAGUE has pointed out an error involving the "Editor as an Old Man" that appeared in a prior Hotbox: marker lights were conspicuous by their absence. . . talk about nitpicking! (JWH).

## AMENDMENTS

We present for your consideration the following constitutional amendments. Please read them over and tell us your comments. In order to save time and trouble during our reorganization, we will not have an actual vote unless there are major objections.

Amendment 1 will correlate the constitution with our new system of keeping track of membership (p.11). By implementing our new system we can insure that everybody gets six Hotboxes before having to renew.

Amendment 2 restores the alternating 2 year terms of office we have been using. This allows for greater continuity during the transition of officers and transference of duties.

Amendment 3 makes it easier for future amendments to be proposed.

Send your comments to Dale Madison, President.

AMENDMENT 1: From Article II-2, delete "for that year". Add Article II-1-a, "Membership shall be defined as that period beginning with receipt of dues by the Association and terminating with receipt of the sixth (6th) issue of the newsletter, as defined in Article V-1, by the member."

AMENDMENT 2: delete the entire first sentence. Add, "The President and Secretary are to be elected in odd-numbered years, the Vice President and Treasurer are to be elected in even-numbered years. Terms shall be of two (2) years duration."

AMENDMENT 3: Article V-2, delete the entire article. Add, "Amendments may be proposed as follows: by any member of the Executive Board or by any three regular members. All proposals shall be sent to the Auditor who will then conduct a vote by the membership on the proposed amendment(s) in the next issue of the newsletter."

## PHOTO EXCHANGE

John Eull asks that each of you who is in the PEC write to him and tell him whom you are trading with.

The committees presently rely on individual initiative, names are published in the Hotbox for your to contact. If you have any better ideas, please send them to John at 254 Haddon Ave.S., Hamilton, Ont.L8S 1Y1, Canada. Additions to the membership:

Michael A. Beene, 2804 Calle De Sonoro, Santa Fe, NM 87501.

Mike shoots Amtrak, C&S, DRG&W, RI, SF, SP, and Colorado narrow gauge with a Miranda and Yashica TL, both 35mm. He's willing to trade or loan black and white prints or color slides.

David F. Hay, 217 Kleber Rd., Glenshaw, PA 15116.

Dave uses a Goldcrest 126 instamatic and a Polaroid Land to get his pictures of the B&O and model railroads. He's interested in seeing shots of the B&O, C&O, GN, N&W.

Craig Walker, 3100 W. Rome Ave., Anaheim, CA 92804, reports that he's back in action and interested in trading 35mm slides. He has Amtrak, ATSF, SP, UP, and area shortlines.

# ELECTION!

Read over the following list of people and their platforms and vote for the one you think will provide the organization with the kind of interest, ability and honesty needed. Please use the Ballot on page 11. Have a say on how your \$3 will be used! This is not only a right, it is a privilege and duty of TAMR regular membership!

## FOR PRESIDENT

JOSEPH W. BRETT, 19, RR 2 Box 211-F, Zionsville, IN 46077

If elected president, I will do the following: Abide by whichever constitution the members vote on; tighten communications with all members and regions to promote understanding and organization within the TAMR, I will conduct all meetings accordingly and answer all letters received from anyone. I will also seek to promote a better understanding of model railroading to beginnings as well as pros, and keep this organization together and get some more advertising.

EDWARD SHELBY, Route 2, Pulaski, TN 38478. Age: 19.

My platform is, if elected, with everyone's help, get the TAMR back on its feet.

MARK SOLOMON, 16, 6 Bayberry Branch, Casselberry, FL 32707

The TAMR is a piece of dead firewood! There is absolutely no spark of life left in the organization. I feel that the sole purpose of the president, whether it is myself or somebody else, is to bring back the spirit and rekindle the interest in the TAMR. In order to profit from the TAMR every member must participate and become involved! It is up to the President to make sure this is done.

I feel that the two most important things needed to get the TAMR highballing again are active regions and an interesting Hotbox. The NMRA has been successful because of these two things. Regions are important because friends can meet and discuss plans and ideas, and have fun. Regional conventions meet more often and would be attended more than just one national. From personal experience at attending NMRA Sunshine Region meets, I have found that regional meets are the main factor behind the long-lasting success of the NMRA.

As for the Hotbox, I feel that it should be printed, no matter how little material. If it has to be printed on toilet paper, then let it, as long as it gets out to the members.

These are your candidates for President. We urge you to read their platforms over carefully, and choose the one you think is best qualified to be at the throttle of the TAMR, and then vote so that the winner may know that he has our full support.

## FOR SECRETARY

DOUGLAS M. JOHNSON, 17, 4855 N. Paulina St., Chicago, IL 60640

I feel I am well qualified for the job of secretary, having served as Assistant Secretary under Terrence Burke back in the 'good old days'. I know very well what the job entails, and believe I can straighten out the records so that all gets the Hotboxes and Directory to which they are entitled. I am very experienced in TAMR affairs, being active from the day I joined four years ago. Besides my Assistant Secy job, I have served at one time or another as Regional Rep, Editor, and Publisher in the Great Lakes Region.

I have always maintained that the most important thing holding the TAMR together is a regular Hotbox, coming out six times a year or oftener. To this end, I have purchased a mimeograph machine for the TAMR, and print the Hotbox in my basement. If elected, my primary goal will be to keep the Hotbox coming out on time. With this as a starting point, the paper can become as good as we want, depending only on the participation of the members. Secondly, I would like to see us grow once again, and add special interest committees and regional organizations. However, as we have seen, these tend to collapse when the Hotbox does not come out. Given a certain amount of luck, it seems to me that there is no reason why the TAMR cannot have a future considerably brighter than the past couple of years.

JOHN MCGREEVY, 758 Camino Durango, 1000 Oaks, CA 91360

The TAMR needs dependable leadership. It is important that its officers devote their time to their posts. It is also important that besides having the model railroading know-how, each officer must be skilled in the duties of his particular office.

I believe that I can bring experience to the office of secretary and I know that I can devote the necessary time to its duties. I have actively modeled for six years and have been a TAMR member for over 2 years. During this time I've contributed many various articles to the Hotbox.

Now it's promises time. Well....forget it. My only promise is to devote much time to my elected duties, do my best and stay on until the end of my elected term. I have confidence we can make it and I want to help us do it. Thanks, hand in there and happy railroading.

These are your candidates for Secretary. Once again, we ask you to consider and vote on the most qualified person.

---

To fill some space, I'll put notes here, where you'll never see them, of course: This month's cover is by Mark Morgan, an Espee FM H-12-44 at El Paso, Texas.

If you don't receive a Hotbox, and have been, communicate with the Publisher for fast results.

From Jean Brisson: "Some call it "TAMR-thritis" or whatever, I believe it's the fever that takes you to write everyone in the TAMR, jump into anything called transportation to get to your ...spots, emptying every drugstore of all that is called film. Well, it's here again and here I go. . ."

Effective this issue, we have revamped our records to insure that each member receives six issues of the HB for his dues. We have replaced all the confusing codes previously used with one number. This number will correspond with the number of the last HB you will receive. Thus, each HB now has a number, beginning with this issue's, 133. All you have to do is check the number in front of your name on the mailing label with the number of that HB. This will quickly indicate if your membership is expiring, or, if not, how many issues you have to go.

To make this truly legal, we have presented an amendment for your consideration. This will amend the constitution so that the present yearly membership basis is replaced with this more equitable and easily understood system.

The breakdown for any letters attached to or replacing the number is as follows:

A Associate membership  
S Sustaining membership  
LM Life membership  
C Complimentary membership  
HL Honorary life membership

CHANGE OF ADDRESS:

Former President Bengt Muten (he resigned in March) has turned up in the Swedish Army and has the following address:

Bengt Muten  
c/o Molander  
St. Eriksg 99 II  
S-11331, Stockholm, Sweden

Teen Association of Model Railroading  
Election Ballot, 1975 June 7, 1975

FOR PRESIDENT, VOTE FOR ONE:

✓ Joseph W. Brett  
       Edward Shelby  
       Mark Solomon

FOR SECRETARY, VOTE FOR ONE:

✓ Douglas M. Johnson  
       John McGreevy

Send your ballot, before June 7, to:

Dale Madison  
342 Shepard Ave.  
Kenmore, NY 14217

YOU MUST BE A REGULAR MEMBER TO VOTE.



DOUG JOHNSON  
4855 N. Paulina St.  
Chicago, Ill. 60640

