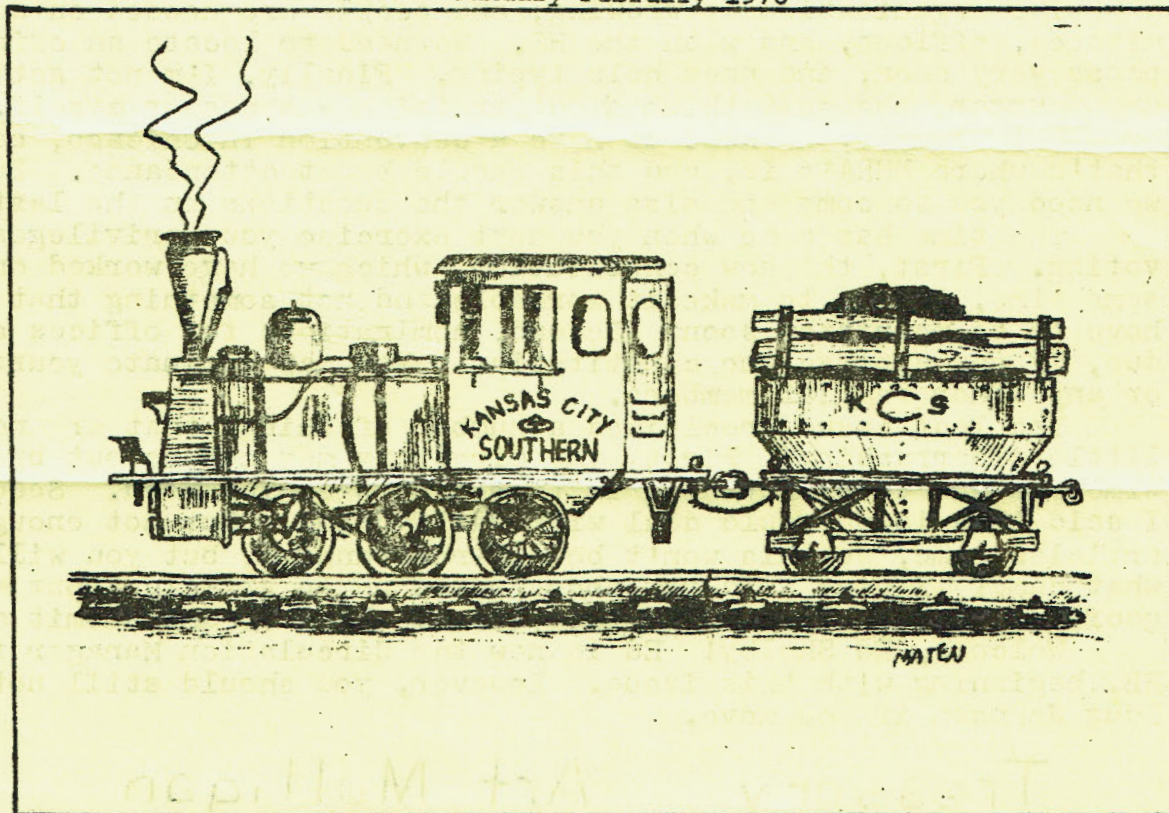


# THE TAMR HOTBOX

#137 January-February 1976



## IN THIS ISSUE...

- Cover Story: I.C. Rails and the KCS.  
Pictured above is its first loco, an  
an 0-6-OT drawn by owner Mike Aten
- Philadelphia Trolleys: Report on Car barn  
Fire
- Jean Brisson strikes again: Railfanning  
Tips
- Bill Bishop's Layout
- Proposed Constitution and Ballot
- Poll on Convention



# FROM THE CAB-TIM VERMANDE

Happy new year; to you individually and to the TAMR! 1976 brings promises of being one of our best years. It looks like we are now getting someplace! But before we get too confident, let's remember that if this is to be, we need help. Once again, I've list some areas where the TAMR needs your help:

The organization is growing, and people are needed on committees, offices, and with the HB. We need to locate an offset press very soon, and need help typing. Finally, I'm not getting any younger, and must think about training a sucessor myself.

This summer, we hope to have a convention in Chicago, because that's where NMRA's is, and this should boost attendanne. But, we need you to come and also answer the questions on the last page.

The time has come when you must exercise your privileges of voting. First, the new constitution, which we have worked on for some time, trying to make it workable and not something that will have to be rewritten soon. Second, nominations for offices are due, if you approve the constitution. You may nominate yourself or any other regular members.

The last issue proclaimed a number of things that are now a little embarrassing. First, the directory may not be out by the time you get this; but hang in there, it's coming soon. Second, I said this issue would deal with railfanning. But not enough articles came, so this won't be all-railfanning, but you will see what came! I also told you there would be an article about ads, goofed again, huh? It's in this issue. Read it and submit an ad.

Welcome, Ed Shelby! Ed is now the Circulation Manager for the HB, beginning with this issue. However, you should still notify Doug Johnson if you move.

## Treasury Art Mulligan

INCOME	\$77.40	Memberships	Previous balance	\$273.49
EXPENSES	\$59.54	Publications	Income	\$ 77.40
	\$53.18	Vice-President	Expenses	\$112.72
total,	\$112.72		Balance	\$238.17

As of 30 December 1975.

### \* \* \* A D V E R T I S E M E N T S \* \* \*

#### FREE LIMITED SUPPLY

Collection o f TAMR Hotbox  
dating from Dec 68 to present,  
also old railroad time schedules  
from mid 60's to early 70's.  
If you are interested, contact  
Gary Dedeko, 9446 Dana Av.,  
St. Louis, MO 63123

#### SALE, TRADE OR WHATEVER

Will sell, trade for HO or  
railroadiana-trolleys several  
back issues of MR, c.69-71.  
Specify issues desired.  
Tim Vermande, 51528 Pond St.,  
South Bend, IN 46637.

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# OFFICE CAR-MARK SOLOMON

I would like to apologize to you for not having anything in the last HB. I'm the kind of person such that if I don't have anything to say, I don't say it. Last issue I had nothing to say, but this time I do.

I am very glad about what is happening in my administration, since it will make me a genius in TAMR history. "This" is the rekindling of the TAMR. However, it is not because of me, but rather it is because of a few, dedicated, hardworking guys.

The HB is back on the track! We can thank Tim Vermande for his dedication and time. But he can't do it alone. He needs help in the form of typists and assistant editors. He would like to train someone to take over his job. And he always needs articles!

The regions are reviving! Bengt Muten is hard at work whipping up the European Region. I have received two phone calls from him and things are looking good. The West Coast Region is building a full head of steam! Under director Mark Morgan, the west is beginning to roll. The first newsletter has already come out. The Southeast Region is being revived by myself. I have sent my first newsletter out and promise that this region will be tops. The Allegheny Region is alive and well under the direction of Paul Manton. The Dispatcher is still the best buy around and you won't find a better (Ed. or wilder) meet than theirs. The Chicago Division has been active, meeting during vacation and regularly during other times.

Thru the efforts of Paul Manton, Chris Buckley, Frankie Chadwick, and Dave Foley, the TAMR is adding many members. The TAMR was invited to the MRIA show and these fellows handed out 1500 applications. They are to be congratulated on their fine job.

There you have it, the hard-working TAMR. Let's get behind it and give some help so it can be enjoyable and beneficial to everyone. Here are the regional directors' addresses. I would suggest that everyone join all the regions they can.

West Coast Region, Mark Morgan, 3533A Vail SE, Albuquerque, NM 87106.

Allegheny Region Secretary, Betsy Summers, 209 Tadmor Av., Pittsburgh, PA 15237.

European Region, Tonnes Bekker-Nielsen, PO Box 1092, DK-8200 Arhus N, Denmark. (See article in this issue).

Southeast Region, Mark Solomon, 6 Bayberry Br., Casselberry, FL 32707.

Northeast Region, Bill Bishop, 1772 Western Av., Albany NY 12203 (see article in this issue.)

Chicago Division, Tim Vermande, 51528 Pond St., South Bend IN 46637, or Doug Johnson, 4855 N. Paulina, Chicago.



# I.C. RAILS AND THE KANSAS CITY SOUTHERN

THE IDEA FOR MY LITTLE EMPIRE, COLLECTIVELY TITLED THE KANSAS CITY SOUTHERN, CAME FROM A SOMEWHAT UNUSUAL SOURCE. IT IS THE TITLE OF A SONG DONE BY THE 'PURE PRAIRIE LEAGUE' ON THE ALBUM "TWO LANE HIGHWAY". I ENJOYED THE SONG AND ADOPTED ITS NAME FOR MY LAYOUT. ONE OF THE MOST ENJOYABLE STAGES OF CONSTRUCTING THE LAYOUT, SO FAR, HAS BEEN MAKING A PLAUSIBLE HISTORY FOR IT.  
SO HERE GOES. . .

In 1899, a retired Army colonel named I.C. Rails got the railroad bug in his blood. Having recently been ousted in a race for mayor of Denver, old Colonel Rails decided that he had to leave his name in history by building the greatest railway system the west had ever seen. Ignoring the fact that the Union Pacific, Southern Pacific, and Central Pacific held a three-way monopoly on virtually all railway traffic in the West; and with Denver and Rio Grande pulling a close fourth, I.C. Rails launched himself into the building of the Kansas City Southern, Kansas City being his hometown.

In December, 1900, Rails invested his modest fortune in yard facilities for the KCS. Not finding land cheap enough in Kansas City, Rails bought an old farm a full five miles from town for his yard. ("I got it for a pittance", the colonel beamed.)

Meanwhile, the family of rails had raised enough backers (reports say by offering them a considerable share of stock in the KCS. This goes to show the salesman-like professionalism of the family.) that construction on the main line was to begin within a week. The main was to run from Kansas City, heading west, swing south to Dodge City, and then head for Denver.

The summer of 1901 was the KCS's best. A hot-so-new 0-6-0 (see cover) had been purchased from a bankrupt trunk line, and it was busy shunting farm produce into the city. In November, 1901, an old, broken down 4-4-0 was purchased with a string of ore cars. Colonel Rails explained the cars would be used for future mining operations in Denver, when the main line reached the Mile-High City.

Alas, the mainline got stalled fifty miles (80km by modern measurement) short of Dodge at a small creek, for the KCS had run out of money. It didn't even have enough to bridge the creek that lay at the end of its tracks.

By 1903, Colonel Rails had sold what he could of the trackage and filed bankruptcy. Soon the yard five miles south of Kansas City was covered with grass.



# ADVERTISING

As the new Hotbox Advertising Manager, I hope to be able to establish a workable system of collecting and printing ads. Our first ad, sent in by Gary Dedeko, is in this issue. Please consider it. The following rate is still in effect: 10¢ per line for all classified ads, 65 spaces per line (full page width). Ads with a box around them are the same price by you must consider one line extra and allow 5 spaces for the box. We also have half and full page ads. For these and artwork ads, write me for the current rates. Remember, the price we charge with about 200 members gets your ad to each member at a cost to you that can't be beat. All money collected goes into improvements for the Hotbox, like photos. Write me with any questions on rates or ads. I'll be happy to help you: Joseph Tarquini, 1322 Wentz Dr., Fort Washington, PA 19034.

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## PHOTO EXCHANGE

We are pleased to announce that Ray Hakim, 21 Clauss Av., Paramus, NJ, 07652, is interested in trading 35mm slides. Ray shoots Amtrak, B&O, C&O, EL, CNJ, LV, N&W, RDG, SP, SF, SSW, UP, WM, D&H, L&HR with his Fujica ST701 and is interested in CNW, MILW, SOO, CRI&P, GM&O and other Midwestern roads.

We regret to announce that John Full has resigned as PEC chairman, principally because of a lack of time to devote to doing the job properly. . .

If you'd be interested in handling this committee, write Mark Solomon, TAMR President.

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## aten I.C. RAILS CONTd

In 1927, the son of Colonel Rails, I. Tye Rails, made efforts to revive the defunct railroad. The story of his efforts will be revealed in later issues of the Hotbox.

The KCS exists in memory so far, but I've already purchased an 0-6-0 and a 4-4-0, and lettered them. A scratchbuilt freight station is slowly emerging, along with a grain tower.

A trackplan is just that, still being planned, yet I hope to share the fruits of my labor in future issues of the Hotbox.

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## MRIA SHOW

PAUL MANTON

On 31 October, 1 and 2 November 1975, the Model Railroad Industry Association held its annual show in White Plains, New York. The MRIA is made up of manufacturers of model railroad equipment, kits, and accessories, and puts on this show each year in a different city to familiarize the public with the hobby of model railroading. All the manufacturers who belong to the MRIA set up a booth at the show to display their products for the coming year, and the public is allowed to tour the show, browse around and ask questions about our hobby. These are only displays, tho, nothing is for sale at the show.

Hal Carstens, editor of Railroad Model Craftsman and Railfan, and President of Carstens Publications, tho't this show would be a great opportunity for the TAMR to recruit a lot of new members, as there would be an estimated 15 to 20 thousand people coming thru the doors of the White Plains Convention Center during the show. So he offered the TAMR a free booth at the show, courtesy of Carstens Publications, to be manned by TAMR members who would distribute material about the group and application blanks.

All went off quite smoothly, as the booth was manned by members Dave Foley, Chris Buckley, Frank Chadwick, and myself. During the three-day show, numerous people, young and old alike, came up to our little booth and asked for information about the TAMR. At least 1000, possibly 1500, applications were handed out, and even if only a third of them join, we'll still be ahead by a few hundred new members. I hope Doug Johnson can handle all these applications!

The four of us feel that the TAMR owes a sincere and heartfelt thanks to Hal Carstens and the entire RMC staff for being so generous and cooperative with us during the show. We were even interviewed by a New York TV station crew reporter, altho the footage was not used that evening on the 11:00 report.

## EUROPEAN REGION

The European Region is coming back to life, sort of. At present, it doesn't publish a paper, but there is a monthly news service, which deals with prototype news from all Europe, called Ticker Tape. There is a newsletter which comes out every now and then. Subscriptions cost hang on now- \$5.00 (due to high air mail rates) for a year or \$2.50 for half a year. Five bucks buys you quite a lot of news, as each issue of the TT usually contains 6 or 7 pages and quite a lot of news, and around 40 articles. If interested, write to: ER, Tønnes Bekker-Nielsen, Secretary; PO Box 1092, DK-8200 Århus N., Denmark. Free Trial copies will be sent on request.

ALSO SEE PAGE 11

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PAUL MANTON

## PHILADELPHIA TROLLEY FIRE

Early Thursday morning, 23 October 1975, a fire broke out in the SEPTA car barn at 49th and Woodland in West Philadelphia, and the resulting damage from the five-alarm, \$52 million dollar fire leveled half the barn and destroyed 59 trolley cars. The cause of the blaze is still under investigation, but arson is strongly suspected. 52 PCC cars and 7 line cars, used to clean track and work on wire, were destroyed.

The destroyed cars represented nearly 15% of SEPTA's 375 trolley car fleet, the largest in the nation. They also represented nearly half the trolleys used on the subway-surface Routes 11, 13, 34, and 36 (see last issue). The other subway-surface route, 10, runs out of the Callowhill Street depot and was not affected.

While the cars were purchased in 1948 for \$85,000 each, they have a current replacement cost of \$600,000 if ordered now, and \$690,000 if ordered a year from now. The Vertel Division of the Boeing Company is the sole manufacturer of trolleys in this country, and is currently filling an order of 275 trolleys for the Boston and San Francisco systems. These new trolleys are being constructed in a factory in Delaware County, PA, where steam locomotives and more recently helicopters were built.

The fire broke out at 12.40 am and the five alarms were sounded within 20 minutes by the first firemen at the scene. About 125 firemen, using 28 pieces of equipment, fought the blaze for an hour before it was declared under control. Police evacuated nearly 20 families from the surrounding area, and the flames were so intense that the firemen had to keep distance. Several automobiles, parked outside the depot, were melted. A skeleton crew on duty at that hour of the morning was unable to get any of the trolleys out of the blazing barn; power had to be cut off by severing the power lines leading into the barn. The flames soon spread to the second bay and the roof collapsed, and a short time later the walls of both bays caved in and the firemen scurried to safety. The Woodland depot stored about 110 trolleys, and fortunately the firemen were able to keep the flames from spreading to the other two bays, saving 50-60 cars. The 110 year old depot had no sprinkler system and was mostly of brick and lumber construction.

Naturally the fire inflicted severe losses to SEPTA. Routes 11 and 36 are being served by busses during the day, and SEPTA has been forced to borrow trolleys from Route 56 on Erie Av. and Route 23 on Germantown Av. to restore partial service to the subway-surface routes. A spokesman for SEPTA said that the emergency would have been a lot worse if SEPTA had not had 50 "old green" busses to take up the slack created by loss of the trolleys. These 50 busses, former Philadelphia Transportation Company busses, were fully maintained but not in service. Federal regulations required SEPTA to retire these old busses as they received their new order at the rate of six per day, but in 1974 the Urban Mass Transit Association granted SEPTA to keep the old busses

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(Manton, Trolleys, contd)

because of the energy crisis, for possible Bicentennial use, and in case of emergency. Well, folks, the emergency happened. A SEPTA spokesman was heard saying "each of these busses has gone the equivalent of a trip to the moon and a little further. When you need them, it's good to have them."

Within the next year, however, Philadelphians may be riding trolleys that once travelled the streets of Boston, San Francisco, and Toronto. SEPTA officials are exploring the possibilities of using trolleys from these cities to replace the destroyed ones. As mentioned earlier, Boston and San Francisco will have spare trolleys next year when they accept delivery of a fleet of new Boeing Vertol "Light Rail Vehicles" (LRV). Toronto, too, will have spare cars on hand as they will be receiving modern equipment, so these cars would likely find their way to Philadelphia. All that needs to be done to the Toronto cars is install new axles and wheels, for Toronto's track width is  $4'8\frac{1}{2}"$ , compared to Philadelphia's  $5'2\frac{1}{4}"$ ; the space required by an 1860's ordinance in consideration of horse-drawn wagons.

For many Philadelphia trolley fans a frustrating aspect of the fire is that SEPTA could have been in line to receive new trolleys from Boeing next year. In early 1973, Boston, San Francisco, and Philadelphia worked with the federal UMTA to develop specifications for a new trolley that would be standard for the industry. No trolley cars had been manufactured in America since 1952 when St. Louis Car built for the San Francisco Municipal Railway. The newest Boston and Philadelphia trolleys were built in 1948. But SEPTA withdrew from the program because its engineers said the new trolleys wouldn't work in the subway tunnels.

Boston's Massachusetts Bay Transportation Authority is paying about \$300,000 for each new trolley, while the 100 that SEPTA wants will cost about \$600,000 due to modifications. The Boeing cars are 71 feet long, compared to the present Philly length of 51'. The Boeing cars are articulated two-unit, and can take the curves, but they are four inches wider than the present cars, which would create havoc on narrow streets. Modifications would include resolving this problem.

SEPTA submitted its application to UMTA earlier this year, long before the fire. The agency is trying to expedite the request for \$70 million. Under the program, SEPTA would purchase 75 trolleys for the subway-surface routes, and 25 for the Media and Sharon Hill lines; and rebuild the Woodland Av. Depot. SEPTA consistently stresses that all 16 trolley routes will be kept in operation, as the trolleys carried 37,000,000 people in 1974. The initial cost of a trolley is much more than a bus, but they are cheaper to operate and maintain, and last longer.

I'd like to say that the fire presented a great loss to those of us who are fans of the cars, but hopefully this emergency will prompt the government into cooperating with SEPTA to have new trolleys rolling as soon as possible.

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JEAN BRISSON

## TIPS FOR RAILFANNING

Almost everyone in the TAMR has one day to turn over to railfanning. I call it the Social Welfare of the TAMR. The reason is that you don't have enough money to pursue building a decent layout which will function properly; but have enough to purchase a brand new Pentax or Nikon with all the apparatus and lenses, 4 rolls of film a week, a slide projector, monthly pilgrimages to far cities, and perhaps a car (for the sole purpose of railfanning, of course). Here are some practical tips this crowd has developed:

1. The Weapons: It is a proven fact that good weapons will make a better ballast-scorcher. A single lens reflex (SLR) is your best bet toward taking good pictures. The apparatus and lenses will get you thru situations where it is next to impossible to take any pictures with that Instamatic, but. . .

2. The Instamatic: some seem to have forgotten that it can be used for still shots. It is good to carry your Instamatic with you, and perhaps use it for B&W photos. An Instamatic in experienced hands can do much damage.

3. The Bag: (a) will contain your camera(s), spare rolls of film, devices, lenses, and other parts; (b) schedules and timetables, which are very important. Wherever you go, be sure to have these items on hand. Thus you will be sure to be at a good spot, at the right time, to catch the trains; (c) maps: a good map with the track plan and the adjacent street and roads can be really helpful. If your train stops at a signal, and you know there's a signal over there, you can find the most direct way to get there. (d) the Hotbox or region's rags: to chase away the bugs, use as a ventilator or shade, as an umbrella, or simply as an all purpose paper towel. . . (e) a solid hammer and a pointed knife: to either fix your camera or a fellow photographer.

4. The technique of photography: knowing how to use your camera properly and additional photographer's knowledge will assure you that you can take more artistic shots which in turn will be more pleasing to watch later.

5. Change the locations from which you take your pictures. This will prevent taking many pictures with the same old background all the time. . . who doesn't know by now Bayview, the Griffith crossing outside Chicago, Philly's 30th St. Station? Always look for the unusual spot or different shooting angle.

6. Notebook: note the location, date and number of the units you just shot.

7. Finally, your best weapon: Patience.



layout; Bill Bishop

## ROUTE OF THE SCREAMING COKOO the northbrook central

In the fall of 1958 Bill Bishop the Second was born in Evanston, Illinois. Fate had decided he would do nothing particularly important. He was born wealthy, (tiny exaggeration) so he could afford to be eccentric. This was because his grandfather has amassed a fortune (?) from his fuel oil business in tiny Altamont, New York.

In the fall of 1972, at the ripe old age of 14, Batty Bill told his personal stockbrokers to round up all the cash they could. He told his father that he wanted to start a railroad.

"You're kind of old to be playing with trains, aren't you?" asked his father. Batty Bill told his father that he meant 12 inches to the foot. His father breathed a sigh of relief.

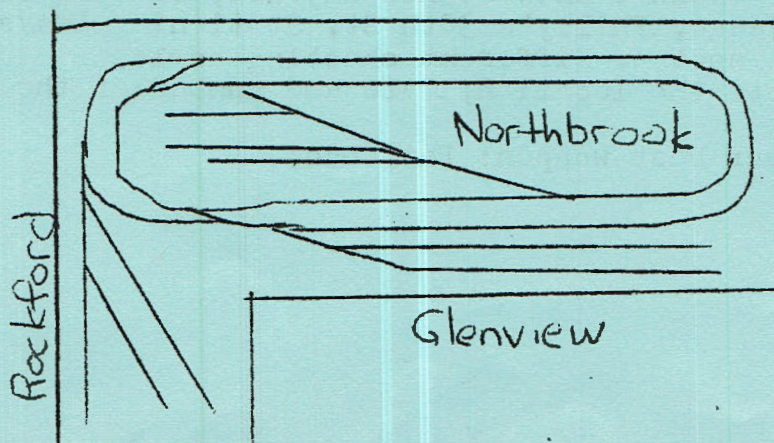
On 2 January 1973, construction began on the Northbrook Central. Starting from the Milwaukee trackage near Sherman Road, the line was built west to Rockford, IL. All trackage was down by 12 July 1975.

Batty Bill was very eccentric, as I said before, so none of the rolling stock on the NC roster is lettered NC. This is mostly because he is a failfan, as money is no object. (Another tiny exaggeration.) His first purchase was an FM C-Liner, along with a caboose and six freight cars. Next he bought an IC F9 and C430. These were accompanied by seven freight cars. Soon an IC GP35, PRR MDT switcher, and an O-420 were added to the roster, which now has 27 freight cars.

Batty Bill found out how he could power his trains in a different way. Somehow he and his electricians run the trains on 12 volts direct current! All Bill will say is that they substituted HO motors in the locos, use block control, and 2 power packs.

Batty Bill's main line is a two-track loop from Northbrook to Rockford. There are 4 suprs in Northbrook, 3 in Rockford, and 2 at Glenview. There are ten on-line industries, including an FMD sub-assembly plant, 3 freighthouses, interchange, steel shaping mill, chemicals plant.

Batty Bill is currently raising money for scenery and extensions to Omaha and Chicago. Bill has plans to buy the IC's only Hudson and a Berskhire, Mikado, and Pacific.





# NORTHEAST REGION

Anyone can join! Please pay special attention if you're from one of the following states: New York, Connecticut, New Hampshire, Rhode Island, Massachusetts, Maine, or Vermont.

The Northeast Region is reborn! Membership will be accompanied by a one-year, six-issue subscription to the Northern, the official regional publication. Dues are at the popular price of \$1.50. The first issue features a complete listing of HO plastic diesels, the lowdown on how to convert steam loco kits into what you want at a price you can afford, an important survey, vital information about the region, and an application for membership. The first issue is available separately, so you don't have to risk a subscription. The price is a pittance, only thirty cents!

While you're at it, send in your applications and platforms for region president, vice-president, and secretary/treasurer. Please write an article and send it to me with your request for the Northern.

Send all mail to: The Northern  
c/c Bill Bishop  
1772 Western Av.  
Albany NY 12203

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## PROPOSED CONSTITUTION

What is printed below is a special article of transition for the proposed constitution. If the constitution is adopted, this article will go into effect also, as stated, so please read this also.

### SPECIAL ARTICLE (transition)

1. All present and past constitutions of the Teen Association of Model Railroading along with their by-laws are hereby abolished. In their place, this document shall take effect as soon as its approval is officially announced, with the exceptions noted below.
2. All regions and committees shall remain as previous, for a period of 30 days after the constitution is approved. After that time, changes in their structure and personnel may be made in accordance with the powers in this document.
3. All officers shall retain their offices under the new constitution, with the exception of the Vice-President, who shall become the Auditor, and the present Auditor, whose old position is eliminated. The terms of all the officers shall be adjusted to conform to the new constitution.
4. This article shall be eliminated as soon as its purpose is fulfilled, as determined by the Executive Board.

On the following pages is the body of the proposed constitution. Read this, and cast your vote in the appropriate place on the penultimate page.

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# TEEN ASSOCIATION OF MODEL RAILROADING

CONSTITUTION - JANUARY 1976

## ARTICLE 1 (name and purpose)

1. This organization of young model railroaders and railfans shall be known as the Teen Association of Model Railroading, abbreviated TAMR and referred to herein as "the organization".
2. The business office and mailing address of the organization shall be designated by the Executive Board.

## ARTICLE 2 (membership)

1. Any person interested in the aims of the organization may become a member by paying the applicable dues for the time he wishes to be a member.
2. All members under the age of 21 years when they pay their dues are designated regular members. All other members are designated associate members, having all of the privileges of regular members except the right to vote or hold elected office.
3. The Executive Board may establish classes of membership in addition to those listed above, including honorary memberships. However, these classes of membership may not include special voting rights.
4. Dues shall be levied for the support of the organization. The amount will be set by the Executive Board. Any person who has a valid membership is to be protected from change in same for the length of that membership.

## ARTICLE 3 (officer and structure)

1. The organization is to be governed by four officers; the President, the Auditor, the Secretary and the Treasurer. They all must be regular members who have reached office in accordance with Article 5. Collectively, they shall be known as the Executive Board.
2. The officers may divide their duties among themselves as is most convenient. However, generally, the President shall oversee the entire organization, the Auditor shall oversee its constitutional workings, the Secretary shall oversee the records, and the Treasurer shall oversee the finances.
3. The Executive Board shall choose the Editor for the official publications, who shall then be a regular organization officer. He may participate in Executive Board proceedings, but may vote only in case of a tie. The Editor shall serve until he resigns or is removed by the procedures in Article 8.
4. All TAMR business, unless specified otherwise, is to be decided by a majority vote of the Executive Board. The Executive Board shall draw up a set of by-laws which shall govern the day-to-day operations of the TAMR and any matter of importance not covered herein. The by-laws shall remain in effect until amended by the Executive Board, and copies shall be available to members who request them.
5. The Constitutional Board shall consist of two persons appointed by the Executive Board; plus the Auditor, who shall act as its chief. Constitutional Board members shall serve until they resign or are removed by the procedures of Article 8. The Constitutional Board shall be the final judge in all constitutional disputes. In addition, it shall conduct all elections and propose such amendments to the constitution as it deems necessary. Its day-to-day operations shall be governed by by-laws.



TAMR CONSTITUTION page 2  
(Article 3)

6. The Executive Board may establish whatever other appointive officers it deems necessary to well-being of the TAMR, especially for such purposes as member recruitment, and member service. It may also ask other persons to serve in an advisory position on the Board. All such offices and persons will be completely under the control of the Executive Board.

ARTICLE 4 (regions)

1. To increase the benefits of the TAMR on a local basis, the TAMR may be divided into areas consisting of states and/or territories, referred to herein as regions.
2. A region is considered organized if it has at least one elected official who is a regular TAMR member and who may serve as a representative to the organization. Organized regions may carry on whatever independent functions they wish, provided they maintain close cooperation with the national organization at all times.
3. The Executive Board will oversee all unorganized regions, and may appoint a person or persons to act as regional officials until the region becomes organized. A region which was formerly organized may be declared unorganized by the Executive Board if there has been no apparent activity in the region for one year, or if there is no longer a representative to the organization.
4. The boundaries of unorganized regions may be set by the Executive Board. The boundaries of organized regions may be changed only with the permission of the regions involved. The Executive Board shall have final authority in all regional disputes.

ARTICLE 5 (election)

1. The Constitutional Board shall conduct all elections. However, if the Auditor is running for office, or is being considered for removal, he may not participate in any of the election proceedings.
2. Any member may nominate himself or another person for office. However, only regular members may run for office.
3. Nominations for office shall be solicited in the first issue of the official publication of each calendar year. The regular elections shall be conducted in the next issue, thru a mail ballot containing the names of all the candidates, which ballot may be returned by all eligible members. The candidate receiving the plurality for each position shall take office effective with the official announcement of the election results by the Constitutional Board.
4. The Auditor and Treasurer will be elected in even-numbered years; the President and Secretary will be elected in odd-numbered years. The terms of these offices will be two years, unless the officer resigns or is removed.

ARTICLE 6 (publications)

1. The Editor is in charge of the organization's publications, whose nature and frequency may be directed by the Executive Board. The Editor may appoint the needed personell to assist him.



ARTICLE 7 (finances)

1. All expenditures from the treasury are subject to Executive Board approval, either directly or by budget. A report on the finances should be made periodically in the official publication. No member may receive monetary compensation from the organization except for reimbursement of legitimate expenses.

ARTICLE 8 (removal from office)

1. In order to prevent the organization from being harmed by an imprudent or inactive administration, the removal of any officer may be effected as follows:
  - A. Upon receipt by the officers of a petition of 5% of the regular membership calling for the removal of an officer, an impeachment vote shall be held via mail ballot in the next issue of the official publication. If a majority of those voting vote to impeach the officer, his removal becomes effective with the announcement of the official results.
  - B. If any organization official fails to receive a reply from an officer to a registered letter specifically asking for a reply, he should send proof of same to the other officers. If they determine, after making every reasonable effort to hear the case of the officer in question, that there was no good reason for the lack of reply, the Executive Board may remove the officer by unanimous vote. The officer in question may ask, within fifteen days, for a vote of reinstatement by the membership. Such a reinstatement vote shall be conducted similarly to an impeachment vote in A, above, with the reinstatement becoming effective with the announcement of the official results.
2. In the event a vacancy occurs in an elective office, either by removal or resignation, the remaining members of the Executive Board will choose an acting officer, who will serve until the next election for that office.

ARTICLE 9 (amendment)

1. Any member may propose an amendment by submitting it to the Constitutional Board. A vote on the amendment shall be conducted in the next issue of the official publication. A majority of those voting must vote in favor of the proposal for it to pass. All amendments are to be written into the body of the constitution as soon as possible.

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Revised beginning July 1975 to January 1976, using the former constitution, and with aid of the following; or proposals from: Frank Chadwick, Douglas Johnson, Paul Manton, Bengt Muten, Bob Sprague, Tim Vermande. Approved 24 Dec 1975 by the TAMR Executive Board: Dale Madison, Art Mulligan, Mark Solomon, Doug Johnson.

Drafted by Doug Johnson and Tim Vermande. Final corrections and typing by Tim Vermande, 6 Jan 1976.

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