

THE TAMM

HOTBOX

#139

MAY/JUNE 1976

TV-8

ConRail

Announcing A better way to run a railroad?

con (kon) 1. Against; in opposition to
2. To swindle or defraud; a swindle

rail (rāl) The railroad; a bar used as
a track for railroad cars

Also inside.....Election Results!!!

FROM THE CAB

TIM VERMANDE, EDITOR

As I write this, the TAMR is again faced with a crisis--but one that can be avoided if you will do something about it. This crisis is the continuation of the Hotbox.

Doug Johnson has done a very good job as our publisher for some time now, but is entering college in the fall and will be unable to continue. The main requirement to take this job is a willingness to work and do things on time. It is not hard to learn, and the TAMR will either supply or reimburse you for the materials you need. Someone to take this job is needed now. The next issue will very likely be our last if someone does not get out of their seat and take this job. It is not that difficult to apply, just write to Doug. (Let him know any experience you may have).

Neither can I continue as editor for very long. I have been editor long enough, it's time to get someone new with the time to work on further improvements. The only requirement for the editor is to know the language well and be willing to work. If you are interested in editing or helping in some other way, let me know.

I am sorry and discouraged that things must be put like this, for this is not the first announcement of these jobs. I hear a lot about the TAMR being an Eastern or Midwestern syndicate, or monopoly of a few old heads. There is no need for this pattern or this talk. Here are two positions open to anyone who is interested--and others are there, write to Mark Solomon--and if they go to the syndicate or the monopolists, it's not their fault.

SECRETARY'S REPORT

DOUG JOHNSON

A number of things have been happening over the past few months which merit your attention. We officers have been trying hard to keep this organization functioning smoothly (if there is such a thing in the TAMR). We have also tried to implement certain new ideas with mixed success.

First of all, I am very pleased to announce that Lone Eagle Payne, that hard-working, under-mentioned "pivot-pin" of the TAMR, has been granted an honorary life membership in the TAMR, by unanimous vote of the Executive Board. Lone Eagle, as you may know, has been around for some time (longer than I have been a member), and has always done his best to help out younger modelers. For the past five years or so, his house has served the TAMR as its permanent mailing address, giving the organization a bit of much-needed continuity. The honorary membership is our way of saying "Thank you". Other members who have been given honorary memberships over the years are Dick Wagie, Doug Kocher, Alan Maty and Lloyd Neal.

The TAMR was recently featured in the "hobby hows" column of Boy's Life magazine. This should bring in a few new members, and we thank them for the publicity.

Brian Angeli, of Pownal, Vermont, has been appointed the TAMR's Assistant Secretary. He will eventually process all membership applications, thus giving me more time to devote to other aspects of the Secretary's office.

continued on next page

As new chairman of this committee, I would like to ask all TAMR members interested in trading slides or photos to contact me so we can get the ball rolling. The "old" PEC had a publication and I can see no reason why the new PEC can't have one. I have found a place where I can have it published, our only expense will be postage. If enough people respond, the first issue of the Photo Line can be off the press by mid-June. We hope to include all active traders list, photo tips, railfan guides to locations, and new ideas in railroad photography. The more you contribute to this publication, the better it will be.

In order to be listed, send me a description of your camera (35mm, 126, maker), the film used (slide, print; Kodachrome 64, Plus-x) and if you are willing to trade, lend, sell, and don't forget to send a list of the roads that you photograph and the roads that you're interested in. I'd like to hear from you real soon, and will trade with you also. A sample listing:

Ray Hakim, 21 Clauss Av., Paramus NJ 07652, uses a Nikkormat and a Fujica ST701 with color slides to photograph all Conrail roads, D&H, N&W, Chessie, and oddities which may turn up. Will trade for any 35mm subjects not listed above.

TREASURER'S REPORT ART MULLIGAN

First quarter report, April 26, 1976

Income \$197.50, memberships

Expenses \$130.41, Hotbox

\$ 71.00, Directory (includes 1972 debt)

\$ 6.53, Administrative

\$ 13.48, Recruitment

\$ 221.49, Total

Balance 12/30/75, \$238.17

Present balance, \$214.18

SECRETARY'S REPORT, CONTINUED

Unfortunately, our expenses over the past year, especially postage, have continued to increase at an alarming rate. This fact, plus the desire to continue to improve the Hotbox and other services, has brought us to the conclusion that an increase in the dues is absolutely necessary. Most members want to continue to see bigger and better Hotboxes, but we cannot spend money we don't have. This is our first increase since 1972, and during that time, the cost of a stamp (our major expense) has gone from 8¢ to 13¢. The new rate has been set at \$4.00 a year for regular members and \$3.50 for associates.

Finally, I would like to thank outgoing Auditor (formerly Vice-President) Dale Madison for his hard work and leadership over the past two years. At a time when the TAMR was floundering, and no one seemed to care, Dale stepped in and brought order back out of the chaos. If it were not for Dale and a few others, it is very possible the TAMR would have died an inglorious death. Instead, we are in better shape than we have been for some time.

ELECTION RESULTS ON PAGE 9

A TOUR OF THE FRISCO

My railroad is modeled after the Frisco's operations around my home town, Marked Tree, Arkansas. The day starts up in the Springfield, Missouri yards with a Frisco GP40/GP7 combination picking up a train that was made up about three hours before and heading south thru the darkness into northern Arkansas. Altho many stops are made, and many cars are dropped and picked up, I don't have enough room to model all of them.

As the train reaches Marked Tree, it pauses on the double track to let the 2.00pm fast freight pass northbound, then moves onto the single track, then onto a run-thru siding. The train then is cut off, except for the front three empty grain cars to be spotted at the Beanery. As the switch is turned, the train moves down the switch track and across Main Street and down to the Beanery. There, it couples onto a string of six loaded grain cars and moves them onto a holding siding, places the empty cars on the loading siding, picks up the loaded cars and goes back up the siding, couples onto the train, pushes the loaded grain cars onto the train and hooks onto the cars to be switched. Then two empty butane cars are pushed onto the butane company's siding. The engine moves back up the track, pauses as the switch is turned, and sets a load of lumber on the siding. The train moves back up the track, past all the switches and waits as the uppermost switch is turned leading to the compress and moves down this track to spot three cars to be loaded with cotton, moves back up to the main line, couples onto the train and highballs to the Memphis, Tennessee yards where it is taken apart by an SW1500.

This covers most of the operation of my 4x8 HO railroad and I hope you have enjoyed reading it.

"TAMR CLINIC"

This column is the first of several to be run in the Hotbox, where the writer will answer your questions, and publish the most interesting in the Hotbox. If you have a field you'd like to do this in, write the editor. The next issue will hopefully contain some responses to this, plus a general columnist for other questions.

ELECTRONICS: PETER ZAWALY

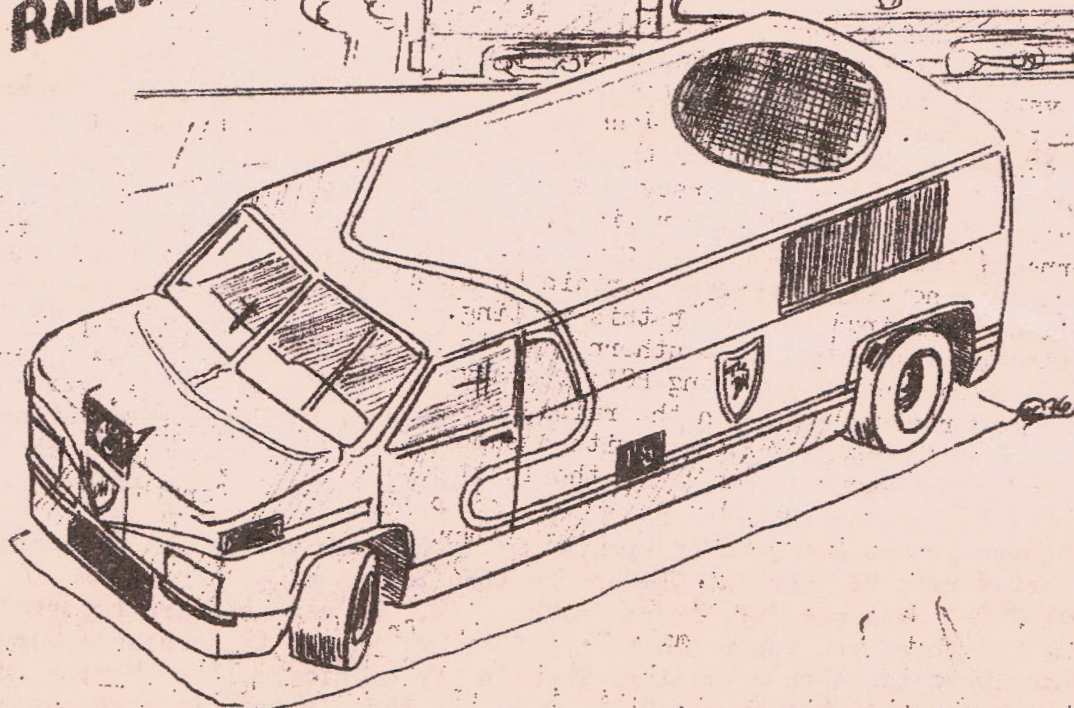
This being a new column and a new adventure for me, I will do my best to please you, the readers. As for my qualifications, I attended electronics class in high school and afterward took a 19-month course at electronics school. Now I am working as a technician for a company that makes power supplies for Xerox.

My modeling experience goes way back, starting with a Lionel set at age 5, which became an 8x12 layout. At the present I have no room so am scratchbuilding for future use. I am also working on a transistor throttle with brake and momentum effects. My layout will be 0 gauge, three rail, DC.

This column will be based on the questions sent in which I feel will be of interest to most of you. From time to time I will include some of my personal experiences, and am gathering a list of small companies dealing in model railroad electronics.

All questions sent to me will be personally answered. A SASE is not necessary, but please do include your return address on the letter. So with that I leave it to you, fellow members, what problems or questions do you have? You can write directly to : Pete Zawaly, 660 LaFayette Av., Palmerton PA 18071.

The RAILVAN



driving into the local railfan conclave in this van? Pandemonium! Of course, the problem may arise where you get more attention than the engine your watching!

Vans are popular right now, probably the most versatile vehicles going, as witnessed by their current number on the road. You probably see more of the customised vans than anything else, containing shag carpeting, stereo, or whatever you wish. Why a railvan? It's a good way to advertise your hobby or favourite road, and an excellent way to stand out from all the other vans.

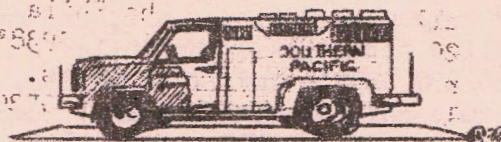
On the outside of the '76 Ford I'm using here, you add a little bodywork to give it the appearance of your favourite engine. Above, I've done up one as a PA (in Delaware and Hudson colours, of course), using disappearing headlights to maintain a near prototype appearance. The spoiler, besides bringing better aerodynamics and gas mileage, directs air over the radiator. The PA's headlight now contains driving lamps for better visibility at night.

Located on the reinforced roof is a platform for better visibility at track-side and a good place to take pictures; also, an excellent place to draw slings and arrows from the other railfans and an occasional railcop! The interior can be done up in the current style, or if your tastes run differently, contain a photo lab or even your model railroad.

For those who go for hood units, you can use a pickup truck with bodywork added to the bed.

Agreed, few of us could afford something of this sort, but it's nice to dream, isn't it?

- Mark Lee Morgan



SPECIAL REPORT

A TAMR-ALMOST-EXCLUSIVE:::::CON RAIL

As most of us know, on April 1, the Consolidated Rail Corporation took over the operations of several railroads. Known as Con Rail, the government run system stretches from Boston to St. Louis. Herewith we present the reports, drawn together, of Ray Hakim, John Held, Doug Johnson, Paul Manton, and Tim Vermande. Con Rail took over the lines of Erie Lackawanna, Penn Central, Lehigh and Hudson River, Jersey Central, Lehigh Valley, and Reading. ConRail was also to take the Ann Arbor lines, but between Michigan and the federal government's subsidies it will apparently remain independent for the time being. At one time it seemed certain that the Rock Island would go to Con Rail, but it remains independent at this writing.

At one point C&O and Southern were to have purchased parts of EL and Reading with Southern getting PC's Delmarva Branch, but the labor unions wouldn't agree on certain changes in the rules, so the roads dropped out, finding the whole thing too expensive even with a super-cheap price on the track.

Erie Lackawanna seems to be the least affected road, at least in the East. Power there is the same, but freights and extras now prefer the Erie route thru Port Jervis NY over the DL&W route thru Scranton PA. There are 16 scheduled freights per day, 6 are on the DL&W. PC cabooses are reported common, and there are rumors that EL's SD's are headed to Horseshoe Curve. EL in the west is another matter. The line from Chicago IL to Marion OH has been abandoned, but cannot be torn up for three years, in case any of you decide you'd like to buy it. This is part of the Con Rail Act--you can purchase or your state subsidize a line within those 3 years. This line passes thru Griffith and Hammond IN, and once provided the major traffic at the well-known crossings there. Area railfans are busy poring over maps looking for more places to take pictures at. James Whitcomb Riley passengers had to be bussed from Peru IN for a while, until Amtrak made arrangements to lease one of the tracks. Most EL traffic seems to be moving on the former Pennsylvania RR main line.

The PC corridor route is to go to Amtrak, and the West Shore route, formerly NYC, is quite busy. The NYC main to Chicago is undergoing upgrading, but otherwise remains pretty much unchanged. Some EL, CNJ, and LV power has been seen. A solid LV Alco lashup was reported on a run-thru at Milwaukee Road's yard in Bensenville IL. The PRR line, passing thru Valparaiso and Plymouth IN is said to be the place to go for various road names. The NYC line passes thru Hammond, South Bend IN to Buffalo NY.

The LV line is reported dull, with much speculation as to what will happen, but it is hoped to become a main route. The Jersey Central line is an alternate, and L&HR has become a bypass, around Newark, to New York City.

Commuter services have not yet been affected, but it is understood that local communities will have to pay for what they want.

On all counts, Delaware & Hudson is the Con Rail winner. The road has nearly doubled its size by purchases and trackage rights. With the pull-out of C&O and Southern, D&H has ended up with trackage rights to Newark, Buffalo, Harrisburg, Philadelphia, and Washington. They are busy hiring people to allow them to use the Philadelphia and Washington routes. D&H purchased the 20 RDG GP39's and 12 LV GP38's, and wasted no time blacking or lining out old names and changing numbers. D&H also got LV's C420 413, LIRR C420's, and are leasing CP and URS. New GP39's were delivered April 1 also. It is expected

continued.

con rail, continued

that D&H will get more LV C420's and GP38's and possibly EL U33's. D&H also bought LV's Oak Island NJ yard and is running many run-thrus with parent N&W, such as the hotshot "Apollo" from Newark to Chicago. D&H GP38's have even been seen in Chicago.

The new color scheme is reported differently all over: black with a red nose (Manton) light blue and white (Hakim), orange, blue, and white (vermande) and blue and silver/white (vermande). Most units will be repainted only as they come in for overhaul, and numbering will be based on PC system, as they have so many of the units involved. PC units have been seen with "Con Rail" chalked on the nose, an EL geep was seen in New Jersey with CRC number 9853, and EL and PC units have had their old heralds painted out. Sometimes "Con Rail" is painted in small letters on the units. A blue caboose was spotted on the West Shore line in April, a dark blue one in Hammond on May 8.

The outcome is that we should shoot the old colors while they last and not be too anxious to see the new ones. Those living near the new D&H lines have a new roadside photograph also. D&H will apparently be the road to watch in the Northeast.

INTERURBAN: TIM VERMANDE

SOUTH SHORE ABANDONMENT THREATENED

The Chicago South Shore and South Bend RR, the nation's last interurban under wires, is apparently near the end of the line. CSS has filed a petition with the ICC to discontinue all passenger service on October 1, 1976 if area governments do not come up with funding for new Highliner-style cars. If Indiana should manage to come up with such aid, it will be quite a change in this state where the last aid bill died while legislators discussed various proposals to name a state insect, and argued over which insect. However, one of the affected counties has set up a transportation authority to funnel money, one had one, and another is about to, but none have been provided funds. ICC has in the past approved CSS petitions, and it is likely that October will see at least drastic cutbacks, if not discontinuance.

Meanwhile, the ex-CUT, ex-NYC boxcars which the road purchased and rebuilt 7 of have been scrapped. The Little Joes are about to follow. Freights are now powered by ex-C&O GP7's and GP9's, painted a dark blue with the CSS herald midway on the hood in red and a yellow number in the 5000 series on the cab. Whether the catenary stays or not rests with the Indiana legislators, then. Even if they decide to do something for a change, the old orange cars will be gone within three years as the new ones come in: whether they go in October by abandonment or 1979 by replacement is the only question left.

WANTED: the instructions for the "Binkley" HO 158 NYC wood gondola, or just the gondola plans, will only borrow. Send to: Sam Rosenberg, 252 Spring Ridge Dr., Berkeley Heights NJ 07922.

TROLLEYS: PAUL MANTON

UPDATE ON FIRE::NEW CARS RECEIVED

A couple of issues ago we talked about the big fire at the carbarn located at 49th and Woodland Avenues in West Philadelphia, and all the havoc it created in the Philadelphia streetcar system, including the loss of 62 PCC's. The fire leveled half the depot, and cost SEPTA over 32 million dollars in the long run. Well, the insurance money for the fire finally came in, and SEPTA wasted no time looking for replacements for the destroyed cars. After months of searching and hunting, and lots of aggravation, they finally managed to arrange a deal with the Toronto Transit Commission (TTC) for the purchase of 30 used PCC cars. The first of these cars are now running the streets of Philadelphia.

Toronto put in an order last year for some of the new LRV's, or Light Rail Vehicles, which are similar to the LRV made by Boeing but are produced in Canada by a licensee. Thus the TTC had a surplus of PCC trolleys, which they sold to SEPTA for \$18,000 each. Due to the fact that Philadelphia's track gauge is wider than Toronto's standard railway gauge, the cars had to be retrucked in the Toronto shops before being shipped to Philly. SEPTA managed to salvage a few pairs of trucks from some of the cars that burned up in the fire, and since all PCC cars' parts are interchangeable, it was simply a matter of lifting the car and sliding the new (er, old) trucks under them.

Toronto's cars are painted in a bright red and white scheme, which is quite eye-catching, but from a distance it vaguely resembles the famous "Gulf Oil" paint scheme of SEPTA's present cars, minus the blue. The first order of three cars arrived in Philly on March 20, via Penn Central (they were certainly taking a risk, weren't they?) and were unloaded at the yards at 51st and Columbia. Toronto is sending the cars three at a time-- a wise move considering the fact that the cars are in near-mint condition. This is due to the fact that up there in Toronto they don't have to put up with the problems of vandalism and other forms of destruction to property and life that us Philadelphians have. Anyway, most of them are now here, and SEPTA has renumbered the cars into the 2200-2300 series. The Toronto cars are former Kansas City/Birmingham cars, and they do have a lot of miles on them, but they are looking forward to many more years of service on the streets of Philadelphia.

As far as the Woodland Ave. depot itself is concerned, SEPTA has awarded a \$460,000 contract to replace the half-destroyed carbarn with two temporary, pre-fabricated metal structures, one for the cars and the other for offices and rest facilities. They will have concrete foundations with work pits and will take about three months to build.

In other Philadelphia traction news, SEPTA has initiated a "quick-fix" project for portions of its Frankford Elevated line, which was built in 1910 and by now is starting to show signs of a weakening structure. The section is between Fairmount and Bridge/Platt stations on the line, which now runs 1961-vintage Budd air-conditioned subway cars. A grant of \$11.4 million for repair and relocation of the El was announced last month by the Urban Mass Transit Administration. The grant supplements a previous grant of \$9.7 million to the

Manton, continued

city to help pay for land acquisition and construction in the area between Market Street and Girard Av. Work involves relocation of the El to the median strip of I-95. A 1500 foot temporary structure has been built to carry trains around the work site just south of Girard Av., a detour which will remain in effect until late this year.

Negotiations are almost completed for the antique historic trolleys to be used on SEPTA's "Bicentennial Loop". These include a Blackpool "Boat" car, 603, which ran in summer service until August 1975 and is open above the boat rail; and old Philadelphia Rapid Transit (PRT) Peter Witt, 8534, which is slated to be restored to its original 1926 condition; a DER-PRT Brill, 5326, which is now being restored by the Arden Trolley Museum in Washington PA. The cost of remodeling the cars will be \$63,000, and will be paid by Pennsylvania DOT. The three cars are scheduled to be leased for three years for \$1 per car, and will operate starting June 20, 6-7 days a week as two-man cars.

What may be the nation's only shopping center built around a trolley loop is taking shape in Chestnut Hill, Philadelphia, at the northern terminus of Route 23. The "Top of the Hill Plaza" is laid out on two sides of the Route 23 loop with stores and a pedestrian walk fronting the tracks. Altho busses are now operating on the line, it is expected that SEPTA will restore rail service sometime this year. Busses are on the line now because of the Woodland Av. barn fire, which forced transfer of the cars normally used to West Philadelphia. However, the busses should not be there long, especially since the Toronto cars have arrived.

Route 56 (Erie Av) has been converted to bus also. Cars used on the line were sent to West Philly. Erie Av. had been for a good many years a major concern of SEPTA, where they have been trying to get bus service. Trolleys are not needed there due to the flatness, wideness, and straightness of the street, and SEPTA officials say that busses would be cheaper. The PUC would not allow the change, but SEPTA called it an emergency after the fire. Altho the tracks and wires will remain for service, it is doubtful if trolleys will ever run on a regular schedule on Erie Av again.

Double-tracking has been completed on Red Arrow's media Line, and as a result there have been a few schedule changes, adding more trips. A special trip commemorating 35 years of service by the Liberty Liners (formerly CNS&M Electroliners) took place on February 8. A dinner followed in Bryn Mawr with a huge cake depicting the Liner Valley Forge in red and white icing.

Four of the 1931 "Bullet" cars on SEPTA's Norristown High Speed line have been repainted in the new orange and white scheme: 202, 206, 208, and 209. "Strafford" cars, the older boxy ones, 161 and 167 are similarly painted.

McGreevy, Hakim Elected in 1976 Elections

John McGreevy and Ray Hakim were the winners in their bids for the offices of Auditor and Treasurer, respectively, it was announced by former Auditor Dale Madison on May 17th. Although the deadline for return of ballots was extended one month, the turnout was low. The results hopefully will prove much better, and congratulations are due the winners. Out-going officers Dale Madison and Art Muligan also deserve our thanks for their hard work the past two years.

RAILFANNING: RAY HAKIM

SUFFERING IN NEW JERSEY

For all of you poor souls who are planning a trip to the northeast, wouldn't you just love to pass up New Jersey? Most people in their right minds would. However, we are not in our right minds--we are railfans!

What do you expect to see? Just the usual basic black of the PC? For starters, if you sit by the PC Hunter Tower in Newark (my favorite railfanning spot but not my favorite neighborhood) you will see Jersey Central trains. Half the trains are push-pulls with a GP40P on one end and a cab control car on the other. You can also see a push-pull with CNJ GP7's on both ends. Don't forget CNJ's RDC cars on weekends and off-peak hours. Some CNJ trains come into Newark from the Jersey shore and have a GP40P (sometimes with a GP7) and some very strange consists. These include Great Northern Big Sky Blue coaches and Empire Builder coaches along with Burlington Northern coaches. Of course the state DOT has altered the paint on a few cars to read CNJ and applied the CNJ herald. One shore train during the morning rush hour carries a round-end observation! The CNJ train from Phillipsburg, The Western Hills Express, carries an open-ended obs formerly used on the famous Blue Comet.

How about Reading? The Crusader and Wall Street pass here on weekdays in the morning and evening with two or three RDC's each. Of course, there is always PC running countless Silverliners and black GG-1's, but did you ever see any GG-1's still in Brunswick green and with a yellow stripe along the side? Of course Amtrak runs thru with their Metroliners, black GG-1's, platinum mist GG-1's, E60CP's with Amfleet coaches, you know, the usual stuff.

What about freight action? PC is always running freight (Or just constantly moving empty cars from one terminal to the other and back again) and you can see E44's, E33's, GGL's and even a few EP5's (called E40's by PC) and almost any diesels they have (but mainly EMD's). Diesels are in charge of all thru trains to Albany and most piggyback trains have EMD's on the point. This includes GP35, GP38, GP40, SD35, SD40, SD45, and GM6C 1975. 1975 is presently being tested on piggyback runs and comes in about three times a week. I always miss it by a day, however, I can never seem to get rid of E60CP 950, as it follows me everywhere on the Corridor. A nickname for the E60's is "showbox", and they look it.

Enough of the Corridor and catenary. For other action, turn to the LV, CNJ, and EL, among others. CNJ runs freight from Elizabethport to points in western and southern Jersey. A good spot for CNJ is Bound Brook, which is also where the Lehigh Valley goes thru on its way to Pennsylvania or in the other direction to Newark. The Reading also goes to Bound Brook and RDG freights either take the branch to their small yard in Port Reading or gain the CNJ iron to Elizabethport. Many times the B&O will put their power on these trains and the B&O also runs their Trailer Jets to Elizabethport. The Erie Lackawanna also goes here with pool freights ES-99 and SE-98. By this freight, CNJ power also gets to Scranton PA on the EL. EL has a yard near Jersey City which is quite large and many units come in off freights to be serviced, including the Bicentennial pair which come in every four or five days. Most EL freight moves on the Boonton line and most of it can be seen between 7am and 11am. Some freight also moves on the main line, mainly in the morning. Also operated on these lines are the State of New Jersey DOT U34CH's with push-pull equipment. This is also the case on the Pascack Valley line (sometimes known as the New Jersey and New York). The EL also is electrified for 40 miles to Dover, and two other branches also. They use 1930

New Jersey, contd.

MU's painted in green, altho one has been refurbished and painted silver like the EL push-pulls. This can be seen at the head end of a morning commuter train.

For the shortline people, there are many lines to choose from. The Susquehanna cuts thru Bergen and Passaic counties using their three GF18's and a trip to Little Ferry Yard will reveal some working and some stored RS1's. The Morristown & Erie is within walking distance of the EL Morristown station (on the electrified line) and they have an RS1 and S4, both in a colorful paint scheme. The Raritan River Railway runs from South Amboy to New Brunswick and they operate a half-dozen EMD switchers. Their main service facility is near the CNJ station at South Amboy. The Rahway Valley runs thru Union County to Cranford which is near the CNJ station. They boast two GE 70-tonners, one painted red and the other green. The Lehigh & Hudson River runs during the daylight to the Ogdensburg mines and they use two C420's, but only run on weekdays. When the days are long during the summer, it is possible to catch their southbound freight heading for Phillipsburg. Here there is a small FC yard, mainly G030's, RS11's, and sometimes a T6.

There are also some steam shortlines in New Jersey. One is the Whippany Toonerville using the beautiful #148, a 4-6-2 running on the Morristown & Erie. The Morris County Central operates a 2-8-0 and an 0-6-0 on abandoned Susquehanna track along NJ route 23 in the northwestern part of the state. Finally, the Black River & Western operates 2-8-0 #60, also an RS1, SW1, and leased CNJ RS3 in freight service. The BR&W is located in Flemington.

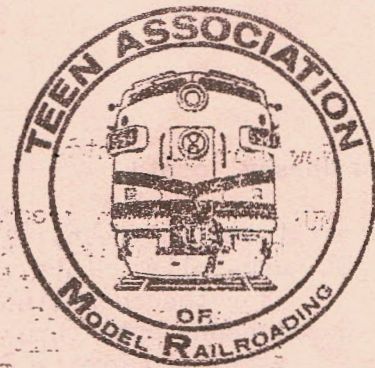
Of course, there are a few different spots in the area. One is the famous Naparano Iron & Metal scrapyard in Newark. They scrap diesels and any kind of rolling stock. You can see diesels here from roads all over the country, AT&SF, FC, C&O, N&W, CNJ, SCL and others.

A EE 44-tonner with no lettering can also be found in Newark. It works for Special Steels Inc., but was built for Lipsett Steel. It is painted bright yellow.

Until recently, the Hoboken Shore Railroad was a shortline with 1.5 miles of track, but they are now bankrupt and their two green with yellow stripes 44-tonners only come out of the shops to do work as needed.

Well, there you have most of the stuff that can be seen in this area. If you are in this area in the summer and intend to pass it up, read this article and then decide.

The TAMR HOTBOX is the official publication of the TEEN ASSOCIATION OF MODEL RAILROADING. Membership, including six issues of the HOTBOX and the year's DIRECTORY, is \$4.00 per year. Overseas airmail is \$8.00. Associate membership (over 21 years), \$3.50. Sustaining and life memberships also available. Contact the Secretary for full particulars. The HOTBOX presumes that all material is submitted gratis.



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