

HOTBOX

"the Un-Magazine of Model Railroading"

NO. 156

JULY - AUGUST 1979



Would You Buy A Diesel From These People ?

The TAMR HOTBOX is the official publication of the TEEN ASSOCIATION OF MODEL RAILROADING and it is issued every other month with an additional special mailing of a member Directory once a year.

The TAMR HOTBOX presumes that all material submitted for possible publication is submitted gratis. ALL material must be received by the editors of the TAMR HOTBOX by the first month of the issue in which it is to appear (i.e. for May/June issue material must be received by May 1st)

This publication is distributed exclusively to those who hold valid memberships in the TAMR and for publicity purposes. Annual dues for the TAMR are:

REGULAR (under 21): \$5.00 per yr.
ASSOCIATE (21 or over): \$4.50 per yr.
SUSTAINING: \$10.00 per yr.

Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to: Gerry Dobey, TAMR Secretary, 145 E. Kenilworth, Villa Park, IL 60181.

NOTICE -

Directories were mailed out in late June. If you did not receive a copy, please contact the TAMR Secretary.

If your listing in the Directory is incorrect, please provide the Secretary with the correct information as soon as possible. Here are a few Directory corrections, please make note of them in your copy.

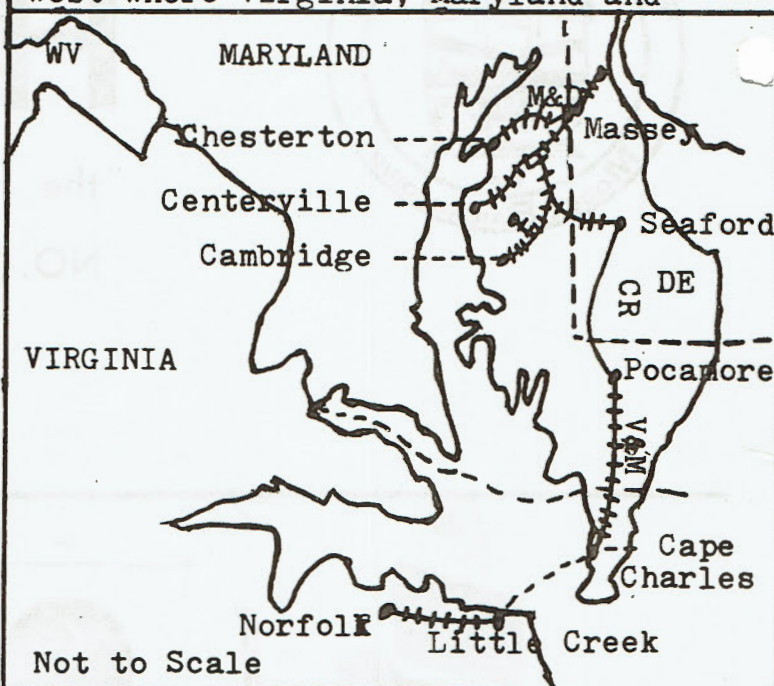
A.G. Schuster lives in Lutherville TM, MD ... not Lutherville, TX as is printed. This of course means he resides in the Northeastern, not Southern Region where he is listed. Joseph Rehnert's town, state & zip magically disappeared, so here they are: Pottsville, PA 17901. Jim Kobrinetz's telephone number also disappeared, it is: 312-775-0384.

Shortline Update: Mark Morgan

Railroading on the Del-Mar-Va Peninsula

Those of you who saw the May/June issue of the TAMR HOTBOX should remember Ted Bedell's brief overview of the Virginia & Maryland RR in the "Shortline Review" article. This rail-

road along with the Maryland & Delaware is struggling to survive on the East Shore (that area of the Northwest where Virginia, Maryland and



Delaware meet (see map)--hence Del-Mar-Va) Both of these railroads are privately owned, equipped with Alcos exclusively and struggling to be successful on ex-Penn Central trackage.

Using the old PC right-of-way has caused most of their problems; the tracks were allowed to deteriorate under defrayed maintenance and the Del-Mar-Va lines have been attempting to recuperate. Recently, it appeared that the roads would be shut down due to their poor conditions even though the Federal subsidy doesn't expire until 1980.

However, the Virginia & Maryland and Maryland & Delaware are making efforts to expand service. On March 13th., the Directors of the V&M announced that the car float would be moved from the ferry slip at Little Creek, VA to Sewell's Point, VA near downtown Norfolk.

Shortlines are becoming popular, but Alcos are getting rare.... The Del-Mar-Va lines are currently equipped with S4's, RS1's and C420's. Let's hope these railroads succeed!

The Regional Directory and Officer and Staff listings will no longer appear in the HOTBOX. If there are any major changes however, we will inform you. The Extra Board column has been moved to the back page so now we have a little more room in the HOTBOX for articles.

Rails Are Fine '79

By Mark Kaszniak & Gerry Dobey

Chicago, IL (TAMR) - Despite what you may be thinking, the cover of this HOTBOX is not an advertisement for EMD diesel products. Rather, it is the official group portrait of those who attended the 1979 TAMR National Convention, "Rails are Fine '79." Now I'm sure the big question you are all asking is: "Was the convention a success?" Well, in the opinions of those who attended, yes. However, your opinion may differ, thus we'll get down to the actual events and happenings and let you decide for yourselves.

Although the convention wasn't going to start until Friday afternoon, some attendees began arriving as early as Thursday morning. Of course, a few extra activities had to be planned for these "early birds" and thus those who did come early were treated to an extra day of railfanning. A trip was arranged on Chicago's rapid transit system (known as the "L" to most Chicagoans), first to Downtown Hobby to peruse their wares and then to Mayfair Crossing, at the intersection of Cicero & Montrose Aves. about 11 miles northwest of downtown Chicago. The C&NW Northwest and Milwaukee Road commuter lines cross here along with a C&NW freight line. In addition, there is a small C&NW yard and a Milwaukee Road commuter station not far from the crossing. Seen that day were C&NW and Milw. Road commuters, a C&NW freight with a Baldwin on the front end, some Milw. Road wayfreights plus a Milw. Road "Sprint" train and the Empire Builder departing for the Twin Cities. Then after eating lunch, a CTA bus brought the group to the Auditor's house. Here it was decided, due to increased manpower, to circulate the 1979 Directory. However, the highlight of the afternoon came when the TAMR Secretary decided to re-enact the Cassandra Crossing on the Auditor's little sister's 4x4' HO pike. He received a "perfect 10" for his performance and was thus assigned to maintenance duty on several cars and a locomotive. Later that evening, the early attendees were taken to the

Secretary's home which was to serve as part motel, part convention headquarters for the rest of the convention. At this time, we'd like to thank Gerry's parents for allowing the out-of-town conventioners to stay at their home.

On Friday morning, more convention attendees arrived and it wasn't until late afternoon until everyone was present. Thus during much of Friday afternoon, the TAMR made great use of the Amtrak passenger lounge in Union Station. It served as sort of a temporary headquarters where new arrivals could meet those who had already arrived as well as getting to know them better. Once everyone was present, it was decided to officially convene the convention with a trip to Roosevelt Road Bridge over the south throat of Union Station to catch the Amtrak/commuter rush. Seen there were BN E-units, Amtrak units, Conrail switchers and Precision units lettered for Amtrak.

After Roosevelt Road, the next scheduled stop was Elmhurst, IL to visit the Salt Creek Society of Model Engineer's layout. To get there, a CTA bus was first taken back to Union Station to retrieve luggage, then a short two block walk to Northwestern Station where we ate a light dinner and then boarded the 7:40 suburban commuter train for Elmhurst. The train arrived in Elmhurst around 8:15 and we were met at the station by Doug Johnson. The luggage was stowed in his car and another block or so walk brought us to the doors of Salt Creek. Our group stayed about an hour admiring the layout which is presently half finished. Many were intrigued by the realistic scenery and attention to detail given the finished parts of the layout. In fact, Doug Johnson commented that just viewing the layout was almost enough of a push to get him to do some work on his layout! Transportation was then arranged to convention headquarters where an impromptu slide show was held. This lasted until the bulb burned out on the projector while viewing some of John Huey's fabulous slides of California railroading. (cont'd next page)

Naturally, it was assumed that the projector could simply not render an accurate rendition of the scenery that was portrayed on each slide and as a result the bulb had a nervous breakdown (If you believe that, John has some nice land near Albuquerque he'd like to sell you).

On Saturday morning, a tour of the Milwaukee Road's Bensenville yard was conducted. The conventioners received a complete tour of the engine facilities followed by the repair shops as well as hump operations. Many agreed that this was one of the best prototype tours that they had ever been on and we wish to express our thanks to the Milwaukee Road and especially Jim Scribbins and his team for the superb tour.

After some mid-afternoon nourishment, our group proceeded to the Illinois Railway Museum out in Union, IL. We viewed their collection of steam locomotives on display and even road on a North Shore trolley car (much to Tim Vermande's delight). Also, some of our Chicago members were surprized to see operating CTA trolley buses at the museum. Most of our area members remember riding on these buses when they were younger. One more thing, the museum must have been quite happy to see our group as several members made quite substantial purchases in the museum's gift shop before leaving.

Next it was time to do some more Chicago area railfanning, first at DeVal where the C&NW, Milwaukee Road and Soo Line cross and then at Pacific Junction where two Milwaukee Road lines meet. As it was now threatening to rain, we proceeded to fellow TAMR member, Jim Kobrinetz's home to view his plywood empire. After viewing his handiwork, we then proceeded to the Ground Round for the convention Banquet. The management of the Ground Round thoughtfully gave us our own little alcove and the entertainment that evening played City Of New Orleans in our honor. After the banquet, we returned to Convention headquarters for a rousing game of Rail Baron which lasted until 1:30 AM.

On Sunday, most attendees awakened after not having very much sleep to attend the DuPage Swap Meet. The

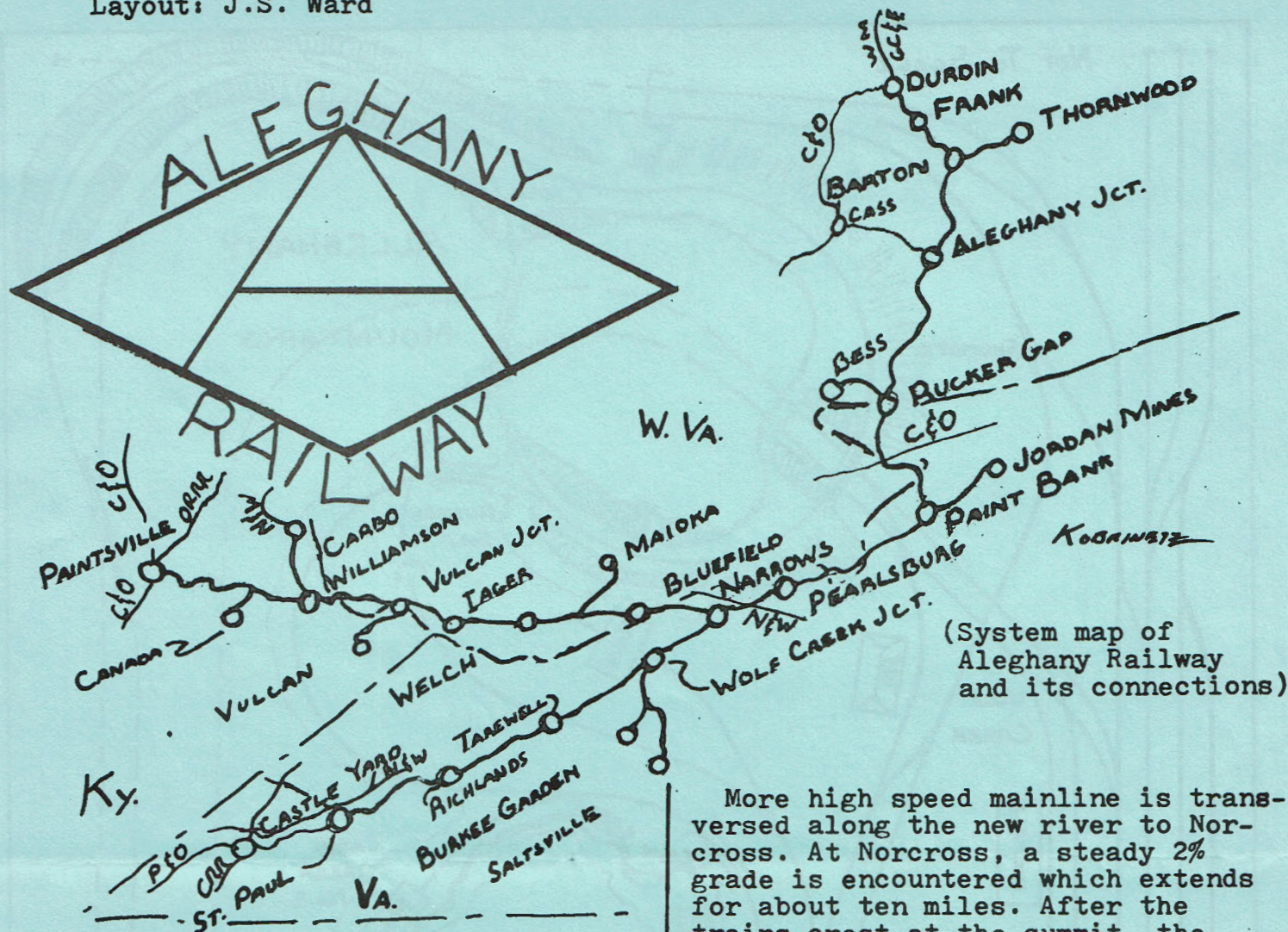
officials of the event provided the TAMR with its own table which we used

as a meeting place and recruitment booth. The TAMR received a few mentions on the PA system, but unfortunately there was a lack of teenagers attending the event and not one member was recruited. We did however pass out a number of booklets on our association and hopefully some of the people who received them will consider joining at a later date. We wish to extend our very special thanks to the American Society for Model Railroading for providing us with the table at the swap meet and to the Elmhurst Model Railroad Club and Bob Brush for the special publicity they provided.

After the swap meet, we stopped for some nourishment and then went looking for a bulb for the slide projector so we could continue our slide show. We finally procured a bulb and it was back to convention headquarters for slides and movies.

Once we finished with the prototype, we turned to models and the judging of the contest entries. Here are the results: Tom Gasior won first place in steam locomotives with an excellent model of a 2-8-8-4 Yellowstone which he kitbashed, painted and lettered by himself; John Huey won first place in diesels with an SP FM switcher which he painted and lettered; Gerry Dobey won first place in passenger cars for a C&NW Pullman Coach which he painted, lettered and superdetailed; Tom Gasior won cabooses with a nice model of an extended vision center cupola DM&IR caboose; Rich Hoker won the color prototype picture contest with a shot of a steam loco at the Stratsburg RR; Gary Gardner won the color prototype slide contest with an excellent shot of the Rio Grande Zephyr at Solider Summit and finally Gerry Dobey won the pass contest with his Geneva Southern Lines pass. We like to thank the people at Kalmbach Publishing, Roundhouse and Woodland Scenics for supplying the contest prizes.

Monday presented a good opportunity for attendees to get some last minute railfanning done before they left for home. Visited were Blue Island, Burr Oak yard (Rock Island), Hammond Crossing and the South Shore. Seen were Rock Island E-units, including Independence, N&W power and South Shore interurbans. Yes, everyone had a great time!



The Aleghany Railway is an imaginary bridge line that is a subsidiary of the C&O. As such, the line runs Chessie power plus some pool power off through trains (mostly Clinchfield). The mainline runs from Castle Yard, near St. Paul, VA (see system map above) where it interchanges with the Clinchfield, N&W and Pittsburg & Ohio (a friend's layout). From Castle Yard, the line runs northeast along the Clinch river, paralleling the N&W to Tarewell. On this stretch of track, the grades are relatively easy and the trains can really move, especially the merchandise trains!

However, out of Tarewell, there is a 1% grade going north and then another one in the opposite direction. Both grades are short, a couple of miles or so. A steady downgrade then leads to Wolf Creek Yard, the main yard on the railway and also where the Paintsville branch begins. All trains are required to stop here for classification, except the fast freights which only stop for a crew change and an extra locomotive.

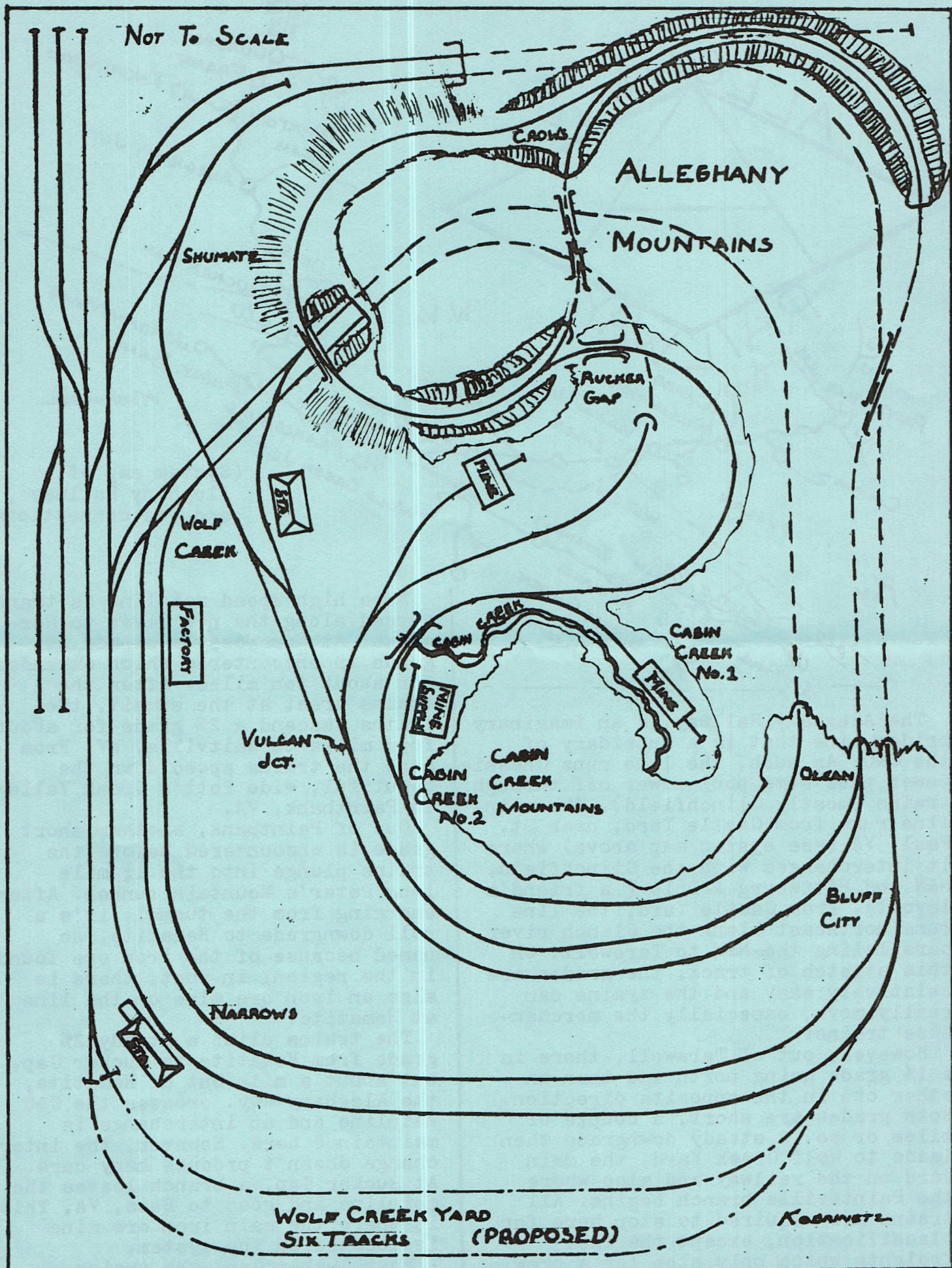
More high speed mainline is traversed along the new river to Norcross. At Norcross, a steady 2% grade is encountered which extends for about ten miles. After the trains crest at the summit, the trains descend a 2% grade for about four miles to Waitville, WV. From here the trains speed down the beautiful, wide Pott's Creek Valley to Paintbank, VA.

Out of Paintbank, another short grade is encountered before the trains plunge into the $1\frac{1}{4}$ mile long Peter's Mountain tunnel. After emerging from the tunnel, it's a roll downgrade to Hematite, so named because of the iron ore found in the region; in fact, there is also an iron ore mine on the line at Hematite.

The trains climb a steady 2% grade from Hematite to Rucker Gap, but about a mile out of Hematite, the Aleghany Rwy. crosses the C&O mainline and an interchange is maintained here. However, the interchange doesn't produce many cars. At Rucker Gap, a branch leaves the mainline and goes to Bess, VA. This is where the main iron ore mine is located on the system.

Past Rucker Gap, the trains descend a 2% downgrade until they

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TRACKPLAN OF THE ALEGHANY RAILWAY

reach Columbia Sulfur Springs. The lighter trains pause here to drop off that extra locomotive they picked up at Wolf Creek Yard, but the heavier trains retain theirs. The trains then transverse several more grades until they reach Durbin, the Aleghany's northern terminus. Here trains must go to the GC&E (my father's railroad), but some cars go to the Western Maryland and Chesapeake & Ohio as well.

Operations on the Aleghany Rwy. are interesting and varied: when a train proceeds south from Wolf Creek Yard, it generally has five units pulling on the head end. Upon its arrival at Castle Yard, three units are dropped off--these units await the next northbound train and when it comes, they are put on for the trip back up to Wolf Creek Yard.

When units are cut off lighter trains at Columbia Sulfur Springs, they wait for the next light southbound train for their trip back to Wolf Creek Yard. Heavy trains out of Durbin get their helpers at Durbin yard while lighter ones get them at Columbia Sulfur Springs. B-B power is usually used on the lighter, faster trains while C-C power is reserved for heavier trains and helper service.

On the Paintsville branch, a similar arrangement exists with helpers based out of Paintsville & Iager for eastbounds and Wolf Creek and Williamson for westbounds. Approximately two trains in each direction travel the Paintsville branch daily. A major shipper on this branch is Basf-- Wyandotte Co. and here is where bridge traffic originates on the line. The company determined that it was faster to ship their products via the C&O to Paintsville, then via the Aleghany Rwy. to Castlewood, next via the Clinchfield to Johnson City, TN and then ship C&O-CRR straight.

At Williamson, there is a small yard that takes care of the locals that run to Canada, Carbo and Vulcan. Every day a train departs Williamson for the Narrows; a local also leaves Paintsville for the Narrows, switching all industry along the Paintsville branch. To balance out the power, Narrows sends five engines to Paintsville each day for use on the next day's local.

The Bess Extra runs once a day to
(cont'd)

Bess where the huge iron ore mine on the Alleghany mountain is located. Approximately 60 cars a day are generated from this mine. Another mine branch is the Jordan mine branch where the Jordan mine generates an additional 20 car loads a day. The two local trains that switch the branches run back to Wolf Creek Yard where the two runs are combined and then shipped north to Pittsburg.

The Aleghany Railway has not neglected its passenger service and the feature passenger train is, naturally, the "Black Diamond" which runs from Paintsville to Durbin. However, if one really wants to get to know the system, the Cabin Creek local is the train to take. Luckily railfans who get to ride in the cab of RSD15, #7553, known as the Alligator (universal nickname for RSD15 low nose) can surely attest that the Aleghany Railway is some railroad!

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SAFETY VALVE: John Neary

SAFETY VALVE is a letters column in the TAMR HOTBOX where you can express your views on the association, its publications and its officers. All letters are to be sent to the Associate Editor.

I recently received my copy of the HOTBOX and it is great. You should all be proud of the May/June 1979 issue. Many pro editors should read it and begin to understand that this is what model railroaders like to read--even us 65 year old modelers.

I would also like to congratulate the outgoing and incoming officers and their staff. Job well done.

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Of Prototypical Interest:

Rumored a new ICG paint scheme, orange and gray, supposedly painted on an ex-GM&O GP38 now #9536. Look for it in your area and if you find it, a photo for the HOTBOX would be nice!

The DRG&W sold its Silverton train to Charles E. Bradshaw of Orlando, FL. Ownership will be exchanged after the 1979 operating season. New rolling stock and reinovation of engines and equipment will be performed and more days will be added to next years schedule.

Chessie System

The Chessie System is a holding company comprized of three fairly important railroads: the Baltimore & Ohio, the Western Maryland and the Chesapeake & Ohio. It was created in 1973 as a follow up action to the merger of the C&O and the B&O systems which had in effect resulted from the C&O takeover of the B&O in 1964 (the WM enters the picture through B&O ownership). There had been a great deal of discussion in the decade preceding the creation of the new company as to what the C&O/B&O would eventually rename itself since the two roads had moved toward complete integration of both executive and operating staffs. When the corporate planners sat down to consider a new image, they were not prepared to merge the actual corporate entities under a new corporation. Instead, they decided on a holding company and chose as its name and symbol a cuddley little kitten peaking out from between bedsheets which had first been introduced as "Chessie" to advertise C&O passenger service back in 1934 with the slogan: "Sleep like a kitten, wake up fresh as a daisy on C&O's fleet of all air-conditioned trains." Her popularity was instant and grew over the years as she appeared on a widely distributed annual calender, C&O timetables, brochures and advertisements.

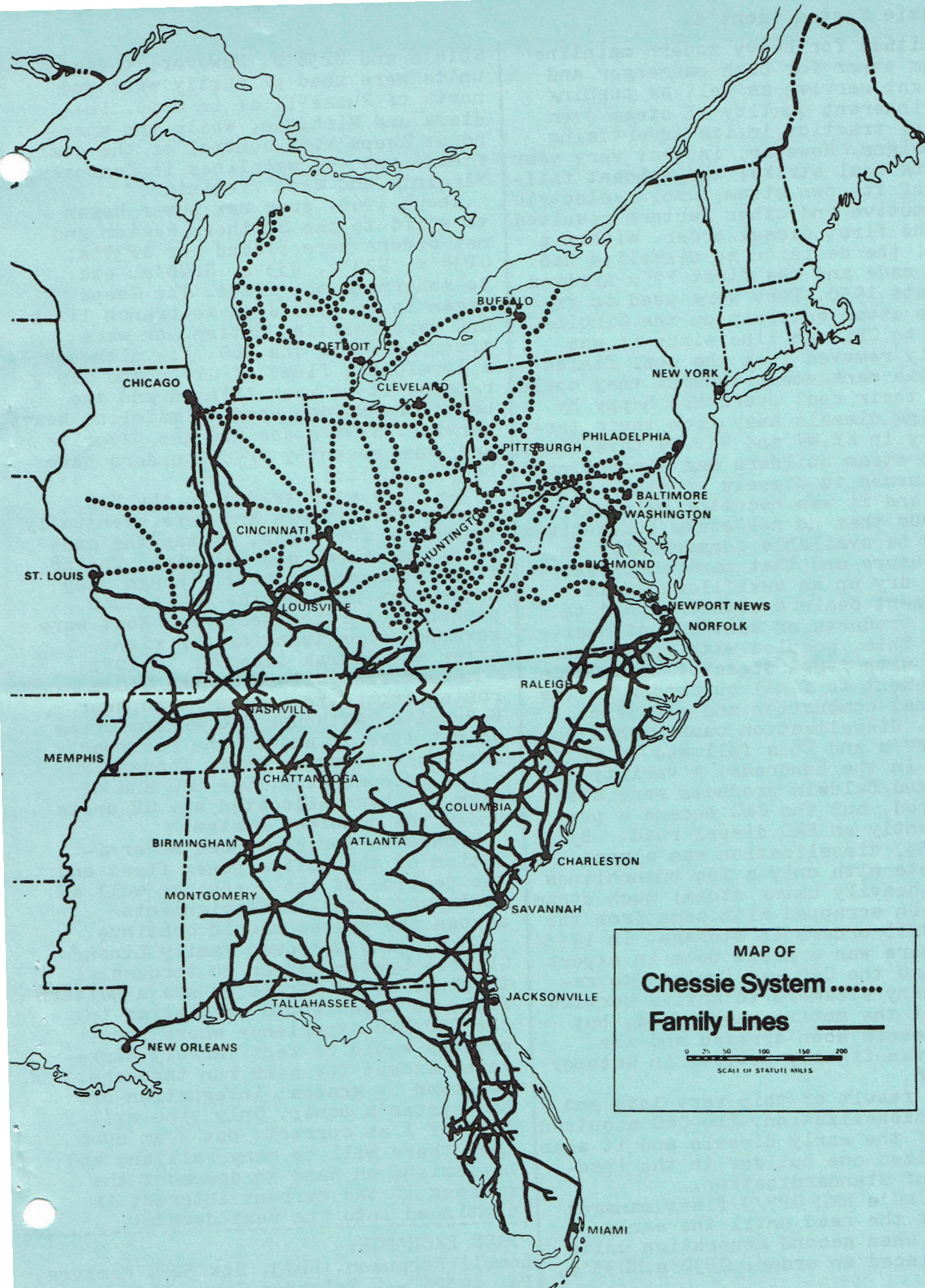
By the 1940's, Chessie was the most famous corporate symbol in America. The C&O itself became known as "Chessie." So when a name for the new company was selected, "Chessie" was a natural choice. Along with the new name was a new paint scheme for the rolling stock of all three roads. In contrast to the conservative solid blue with small herald and sans-serif lettering, the new design featured a flashy yellow/blue/vermillion body and large CHESSIE SYSTEM lettering. The outline of the sleeping Chessie was stylized into a herald and into the first letter of "Chessie System" (see title) thus rendering a symbol called

"Chess-C" which appears on the nose of locomotives as well. Locomotives and cars all have a uniform paint scheme on the three roads except that the letters for the particular owner appear on the car or on the locomotive under the cab window. About this time, a greater interchange of power began to occur among the system's components.

In the days of the C&O/B&O operation, C&O engines often appeared on B&O trains both as "hand-me-down" older engines and "loaned" newer power to assist the B&O in meeting its power needs; however, B&O units rarely appeared in C&O territory. Since the rise of the Chessie System, there is much wider spread power distribution with as much B&O power on the C&O as visa versa. Also prior to the 1974 time frame, C&O hoppers pretty much stuck to C&O lines and B&O hoppers populated their coal drags, but now C&O/B&O/WM hoppers abound on trains of any of the three roads. Ownership now means very little in the assignment of power or cars among roads.

The B&O's history of dieselization began early and ended late. The B&O was one of the first users of commercial diesel-electric engines and also one of the last Class I roads to use steam; consequently, the transition period was long and the road built up a sizable collection of different early and late design diesel locomotives from a variety of builders. In recent times, the B&O has moved to more modern power which is almost exclusively EMD.

The C&O's acquisition of its diesel-electric fleet is entirely different. As a coal hauler, the largest hauler of bituminous coal in the world for many years, the C&O's management felt it should stick with steam power as other roads were dieselizing. The C&O, along with the N&W and a few other coal haulers, held out against the obvious rising diesel tide and even as late as 1949, when dieselization was a foregone conclusion, the C&O was placing orders of considerable
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Chessie System (cont'd)

magnitude for heavy modern mainline steam power for both passenger and freight service as well as pushing the inherent quality of steam over diesel traction in its advertising campaigns. However, in that very year, a long coal strike; the evident failure of its own steam-turbine-electric locomotive and other factors resulted in the first diesel order. Within a year, the decision to dieselize had been made and the first F7's arrived in late 1950. They were used to replace steam entirely on the Cincinnati to Chicago line since it was fairly removed from the coal fields and the management thought they could keep their coal operators happy by keeping diesels away from their territory in KY, WV and VA. By this time, all 3 steam builders had discontinued and turned to diesels or other equipment and it was becoming painfully obvious that no new steam locomotives would be available commercially in the future and that part supplies would dry up as auxiliary steam equipment dealers either turned to other products or went out of business. This, coupled with good experience with first diesels, lead C&O's management to final surrender to the internal combustion and electric drive. Dieselization came with a rush with F7's and E8's followed by GP7/9 units in the hundreds. A variety of Alco and Baldwin products were also acquired, but the C&O became a predominantly an EMD diesel road. By 1954-55, dieselization was almost complete with only a few branchlines still heavily using steam; much steam had been scrapped with some from the post WWII orders in storage. In 1955-56, there was a great boom in export coal and the C&O was forced to recall many steamers to active service to meet the motive power need, but new diesels soon arrived and the steam was finally retired in October of 1956.

As a result of this very late and rapid dieselization, the C&O acquired none of the early diesels and it also patronized one builder in the interests of standardization.

The C&O's EMD GP7/9 fleet managed to meet the need until the early 1960's when second generation units were placed on order: GP30's, SD35's,

SD18's and U25B's. However, these units were used primarily west and north of Russell, KY in Ohio, Indiana and Michigan, while the work-horse Geeps kept control of the coal fields and the mainlines in Kentucky, Virginia and West Virginia.

About 1969, some new power began to shift to the Southern Region and new orders were placed for GP39's, GP38's, U23's, U33's, SD40's, etc. to modernize the fleet. The Geeps began to be displaced to branch lines and yard shifting duties, or were transferred to the B&O. Now although a formidable fleet of GP7's and GP9's remain, it is much thinned and the units are seldom used in mainline heavy service. GP38's are now the favorite and more recently GP40-2 orders have been plentiful.

The F7's were traded to the B&O in the late 1960's and were eventually turned in for trade, as was the case with some Alcos and Baldwins. The E8 fleet remained in tact, though many units were used on the B&O as C&O passenger service declined. Most were scrapped shortly before or right after the Amtrak takeover in 1971.

Recent acquisitions on the C&O's roster emphasize medium horsepower B-B units. Although C&O engine crews do not like GE units, the railroad continues to order them, though EMD still predominates. The B&O and WM have not been allocated any GE units under the combined system.

Prospects for continued modernization of the motive power fleet and the decline of the Geeps, as well as continued interline assignments across the system should continue.

Should the proposed Family Lines/Chessie System merger go through, I think we could expect to see a pattern followed which would be similar to the C&O/B&O experience where locomotives would be kept largely segregated except for some run throughs, followed by gradual integration of the system's power. Only time will tell if I am correct, but I am sure that there will be many railfans and historians on hand to document the process if the current interest is continued into the next decade.

PASS EXCHANGE:

Lowell Ferguson, RD#3, Box 527, Hamburg, PA. 19526 --- Talmadge Carr, 1121 Hubbard Dr., Tyler, TX 75703.

TAMR HISTORY (Fourth Section)

On September 12, Dick informed me that election returns were in the hands of David Burris and that results would be posted in the October HOTBOX. The following letter from him, dated September 17th., is noteworthy for Dick's suggestion that TAMR members rise up and impeach President Lyndon Johnson, of whom both of us had expressed dissatisfaction with at the time. This reference to the late President is interesting because "impeach" is a word that was to become increasingly used as the first administration year drew to a close in September, 1967.

The first inkling that David Burris was never to be one of my strongest backers came to light in a letter from Dick on September 26th. Burris told Dick that I was in the lead for the Treasurer's race by 3/4, but expressed hope that I would lose to my opponent, Tim Eller, who he felt was more experienced by virtue of his college age. Yet in his letter of October 6, 1966, Dick informed me that I had won and gave me his congratulations. The same letter contained first mention of the LaGrange meeting of the NMRA's Midwest Region mentioned earlier.

I received a congratulatory letter on my successful candidacy for Treasurer from Steve Seidel in a letter postmarked October 5th, which I recall beat Dick's letter by only a day or two, so Steve was the first person to inform me that I had won. Oddly enough, Dave Burris never sent a congratulatory letter, but perhaps that would have been in keeping with his wish that my opponent had won. On Oct. 12th, he did send a letter which commented briefly on my duties, urged me to engage in tape correspondence and--almost as an after-thought--welcomed me to the TAMR Staff at the end of the letter. He said: "We are all nice fellows and are glad to have another pal!" The irony of this remark would be seen later.

The first national TAMR elections were announced in a Special Edition HOTBOX, Vol II No. 5. Candidates were:

President - Dick Wagie (unopposed)
Vice-President--Steve Seidel, Esq. and John Raymond
Secretary--David Burris and Michael J. Denuty
Treasurer--Doug Kocher and Tim Eller

The election was an interesting one if only for the capsule descriptions afforded each candidate in the HOTBOX. Who wrote them is a matter of conjecture, probably Rod Owensby, the Editor. Dick was described as having "... a knowledge of model railroading which is very complete." (For all intents and purposes, Dick was no longer a model railroader by 1969) Steve Seidel was described as having "... a real good personality which is also a good factor" and as having special executive ability. By contrast, his opponent, Jon Raymond was described as not having "been as active as some of our members," though he was "mature in his thinking" and "hard working." Burris and Denuty were paired off as founder and co-founder with comments on their serious interest in model railroading. Commentary on myself was confined to a description of my S scale layout, my correspondence with the Association of American Railroads and my plans for an HO#3 layout. My opponent, Tim Eller, was described somewhat metriculously as having skipped the seventh grade. In addition, he possessed "the highest grade average coupled with a varsity letter." Given such qualities, I am surprised I won.

I want to conclude this first part of the history with reflections on the election and on the people who I was so much associated with at the time. I remain convinced that by and large it was a fair election. If David Burris had really wanted Tim Eller to win the Treasurer's post, for example,

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TAMR HISTORY (cont'd)

it would have been easy to alter the records so that no one would have been the wisecracker. But it did not happen. Similarly, even though the capsule descriptions in the HOTBOX might have been a little more equal, I feel that the membership was treated to an election which had as its chiefest merit a general kind of honesty. I say this to detract from comments made by others at various times who were not in a position to view all the facts that have now come to light.

I can remember being very apprehensive about the outcome of the election and very happy when I found out I'd won. Looking back it was a matter of luck, since the membership did not know either Tim or I to any extent. It is true that I had the backing of Wagie and Seidel and perhaps in the long run it was that advantage which ultimately elected me, for it was common practice for officers to divulge their election choices to anyone who happened to correspond with them. I am not saying that this is what elected me, but I do not have any evidence to show that Tim Eller had good rapport with any other of the pre-election officers except David Burris. Eller was in fact to cause some controversy later on in that first administrative year.

It should be pointed out that I never met any of the people mentioned herein prior to taking office, but perhaps this is the appropriate place in the history to comment on some of them. I can not honestly say that David Burris was the best person to have founded the association, but it is certainly true that while he was part of the TAMR he did--in general--conduct the affairs for which he was responsible with reasonable care. What matters is that he was the founder of the TAMR and for that we all owe him a debt of gratitude. Were it not for him, none of this would be written and many

people who have since become good friends would have remained unknown.

Steve Seidel put together an impressive record in the TAMR, a record which becomes all the more apparent when his activities are reviewed. I knew Steve personally and his departure from the organization was really a great loss. He had flair and ambition, which together worked many good things for the TAMR.

Dick Wagie's contribution to the welfare of the TAMR is simply staggering. No other person can match the time he gave making the organization work; no other person can match his dedication through so many administrations. The Life membership awarded to him is more than deserved and I honestly hope that he will want to continue his association with the TAMR for he has more experience to offer than has any other person. I have the greatest respect for the things he has done; his has been a burden few would want to assume, and he deserves a vote of thanks from all of us.

END OF PART ONE

The rest of the Official History of the TAMR will become available later in the following order:

- Part Two: First Administration
October 1966-September 1967
- Part Three: Second Administration
October 1967--September 1968
- Part Four: Third Administration
and End of the Formative Years
October 1968 - September 1969

NOTE: So far, Doug Kocher has only written Part 1 of the Official History of the TAMR; however, he promises us further segments some time in the future. We hope you have enjoyed this segment.

FLASHBACK

At this moment, I have sitting next to me the July 1970 issue of the TAMR HOTBOX. I thought you might be interested in a comparison between that HOTBOX and the one you're reading now. First a few organizational facts: TAMR membership stood roughly at 225; the editor was Tom Papadeas; the Publisher--Dick Wagie. Circulation was handled by Richard Jahn and this was the third HOTBOX that this team had produced.

On the cover of the issue is a 7x9" photo of an L&N F9 at Belleville, IL taken by Mike Matejka. Belleville was a scheduled stop for those who were planning to attend the 1970 TAMR National Convention (our first) which was being held in conjunction with the NMRA's that year in St. Louis, MO. The issue is offset and printed in a two column format very similar to this issue.

On page two, a one column editorial greets me while the opposite column is devoted to a feature called "Shop Talk" (this column was edited by former HOTBOX editor Doug Rhodes and is a combination of our present "Q&A" and "Helpers" columns).

The next six pages are devoted to narrow gauge in a column called Narrow Gauge Department. This column appeared off and on throughout 1970-71 and dealt with model and prototypical narrow gauge topics. It was conducted by David Johnston (he won the Youth in Model Railroading trophy at the 1970 NMRA Convention for his HO model of the Galloping Goose) and Dan Finch. Photos and advertisements are interlaced throughout this article.

The following four pages are devoted to planned Convention activities with photos and printed on yellow paper yet! On the next three pages, Doug Rhodes explains his Cougar Creek RR accompanied by a scaled trackplan and other illustrations which show how he built his benchwork. The next page is entitled "Railroad Architect" and scale plans of a small GN freight station are featured, drawn by John Johnson, then TAMR President.

A Getting to Know You column appears on the following page which contained TAMR member biographies and a photo page entitled "From Our

Member's Cameras" appears after that. The next to last page is appropriately entitled the Member's Page and it contains various tidbits of information on our members, a list of new members and address changes of those members who had moved. Finally, the back page has a list of articles that appeared in the issue.

Overall, there are 20 pages, 10 photos (including the cover), 4 ads and 4 illustrations. Believe it or not, the HOTBOX did at one time look like this. At the present time, your HOTBOX Staff is striving to bring the HOTBOX back up to those standards and two new people added recently to the staff should help.

Our NEW Advertising Manager is Richard Sonoski, 219 First St., Port Carbon, PA 17965. Those ten photos were partially paid for by ads from TAMR members. We urge you to advertise in the HOTBOX. Buy, Sell or Trade ads are 10¢ per column line (35 spaces) with your name and address printed free. Pike ads are 20¢ per column line again with your name and address free. Heralds and artwork are 50¢ per square column inch. Ads are also being accepted for next year's Directory, same rate as pike ads with two additional special rates: Quarter page ads are \$3.00 including artwork, Half page ads \$6.00, artwork included. Our Directory goes to all our members, even those who join in between printings. It's a great place to advertise that you exchange passes, decals, cars, etc. or to let people know about your pike. Send all ads to Rich. Include payment, Rich will refund any excess or bill you if you haven't sent enough. I want to see some ads in the next issue!

The HOTBOX Staff has a new Graphics Editor; Jim Kobrinetz will be handling most of the artwork and illustrations in future issues. In fact, he did all the artwork on J.S. Ward's Aleghany Ry. for this issue and the trackplan for Rich Byerly's pike in the last. He informs me that he can draw to scale if you provide proper measurements and indicate what all the funny lines are for on your rough sketches.

These two people will help in our battle for a better HOTBOX, but we need your help too (with articles, letters, news, etc.). All articles are to be sent to Tim Vermande, TAMR Editor. Write something today!

FRONT COVER: The 1979 TAMR National Convention, "Rails are Fine '79", was held in the Chicago area on June 29th through July 1st. Here is the official convention portrait taken at the Milwaukee Road's Bensenville yard. Attendees included from left to right: (TOP) Tim Vermande, John Huey, Ed Moran, Douglas Johnson, Tom Gasior, Mark Kaszniak; (BOTTOM) Richard Hoker, Jeff Wilke, Gerry Dobey, Ted Bedell and Jeff Kern. Copyrighted photo by Tim Vermande, taken by Jim Scribbins, Milwaukee Road.

MARKERS:

IN THE NEXT ISSUE: John Huey presents the Tehachapi Story and gives you an insight on California railroading and railfanning! Glenn Vallantyne, SR Rep., takes us on a tour of his Point Comfort & Northern RR. Greg Dahl presents a quintet of modeling ideas to keep you busy on a chilly Fall afternoon and Don Peterson explains his techniques for keeping all his issues of the TAMR HOTBOX in their place. All this and more will be coming to you in the September-October issue of the Un-Magazine of Model Railroading.

THE EXTRA BOARD: Northeastern Region Convention, August 10-12. Contact Ted Tait, 16 Evergreen Drive, Syosset, NY 11791. Southern Region Mini-Meet, August 3 & 4 at Rusk City Park. Contact Talmadge Carr, 1121 Hubbard, Tyler, TX 75703. Do you exchange or trade prints or slides? If you do then the Photo Listing will put you in contact with other TAMR members who do as well. Contact Tim Vermande, 51528 Pond St., South Bend, IN 46637 about being listed.

IN CASE YOU'RE INTERESTED: In this issue, Thomas W. Dixon Jr. presents an insight into the Chessie System. Tom is fully qualified to speak on this subject as he is the President of the C&O Historical Society as well as a TAMR Associate member. If you are interested in modeling the C&O, Pere Marquette or Hocking Valley RR's, then you might wish to join the society which publishes a monthly magazine devoted to current news, history and modeling information on the C&O and its predecessor lines. Membership fees are currently \$9.50 a year. Interested persons should contact: C&O Historical Society, Inc., P.O. Box 417, Alderson, WV 24910.

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