



HOTBOX

OFFICIAL PUBLICATION • Tamr Association of Model Railroading

Issued every other month with an additional special mailing of a Directory of Membership during the summer.

Annual dues for the TAMR are as follows:

REGULAR (under 21 years of age): \$5.00
ASSOCIATE (21 years of age and up): \$4.50
SUSTAINING (both Regular & Associate): \$10.00

Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

Gerry Dobey, TAMR Secretary
145 E. Kenilworth Ave.
Villa Park, IL 60181

All other HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

DEADLINE: All material for publication must be submitted for consideration by the first day of the first month of the issue (i.e. for May/June issue, material must be received no later than May 1st). The TAMR HOTBOX assumes all material is contributed gratis and no payment will be made upon publication.

Mark Kaszniak, HOTBOX Editor
4818 W. George Street
Chicago, IL 60641

The TAMR HOTBOX is distributed via third-class mail. If you'd like to receive it by first-class mail then please add two dollars to the Regular and Associate membership rates.

Coming Soon:

Miss

Henrietta

Abigail

Zel



EXTRA BOARD:

The TAMR Executive Board has approved the site for the 1981 TAMR National Convention. This year's convention, entitled "Railfun '81" will be held in the Twin Cities/Duluth area during the month of July. Complete details in the next issue of the TAMR HOTBOX

INTERCHANGE

If you have something to Buy, Sell or Trade, use the INTERCHANGE to get results. Your ad is seen by all TAMR members. Rate: 10¢ per column line (35 spaces), name and address printed FREE. Send all ads to the HOTBOX Editor who is temporarily handling all advertising.

FOR SALE: 3 Tyco 50 foot boxcars; 2 Tyco Hoppers; 3 Tyco & AHM tanks; scratchbuilding stuff-1 pd.-\$4.00. Ampack MKC power pack, used, \$7.00. All in excellent condition, several broken freight cars, all freight cars weathered and \$1.50. Write: Dave Goff, 2 Madison Lane, Acton, MA 01720

All Minnesota residents in the TAMR are now able to join the PRECISION WIDE-VISION DIVISION of the Central Region. This division is open to all who want to get together for meetings, railfanning or anything else to do with railroads, model or prototype. Interested parties should contact: Jeff Scholler, 1747 Selby Ave. St. Paul, MN 55104.

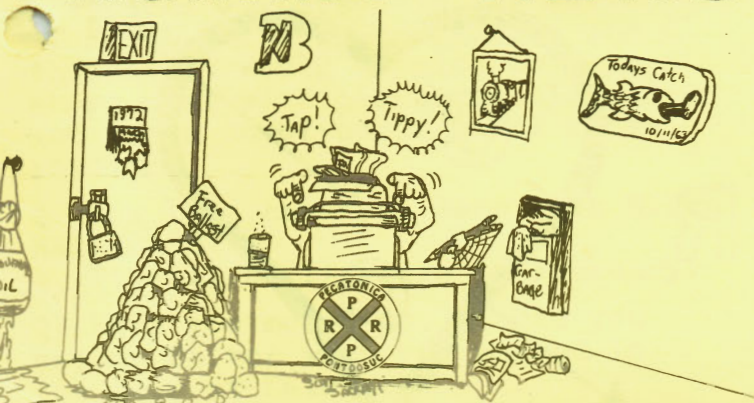
Interested in an unusual piece of rolling stock for your layout? If so, then why don't you obtain a TAMR boxcar. What better way is there to show your support of your favorite association. The boxcar is a standard 40 foot boxcar painted boxcar red with white lettering on the sides, which includes our famous logo. Quantities are limited so rush \$5.00 to: Jeff Wilke, TAMR Boxcars, 38115 Park St., Oconomowoc, WI 53066.

The Member Services Committee can help solve your problems, both model and prototype. Help is just a letter away. Write: Dee Gilbert, MSC Chairman, Box 132, Harrison, AR 72601.

Our Archivist, Tim Vermande, would like to remind all regional officials that the archives are for their publications too. Thus if Tim is not on your mailing list, place him on it immediately. Address all newsletters to: Tim Vermande, TAMR Archivist, 51528 Pond St., South Bend, IN 46637.

Anyone who has prototypical information on the Wabash RR is invited to contact: Jim Kobrinetz, 4952 N. Nottingham, Chicago, IL 60656. Please state what items you have in initial letter.

CRUMMY NEWS



MARK KASZNAK, EDITOR

CONFUSION & Other Matters

Many of you probably expect this editorial to ramble on about why you should vote in this year's election of officers and/or whether or not the dues increase should be approved. Sorry to disappoint you, but it will not. Why? Because I'm going to assume that you're all mature enough to make your own decision on these matters without any coaxing from me. Besides most of you have already made up your minds as to whether or not the TAMR and its future is important enough to you to even bother casting your ballot, so no amount of persuading by me is going to influence the results one iota. Thus I won't waste your time nor mine by discussing this matter any further; however, I will point out that if you are going to vote--read the instructions on the ballot carefully. No use going to the trouble and then having your ballot thrown in the trash because it was improperly marked.

Of still greater importance at the moment is the apparent confusion that some of our members are plagued with. This seems to be the only plausible explanation as to why I have been receiving address change notices and complaints of non-receipt of the HOTBOX while Gerry Dobey, our beloved Secretary, has been getting comments and articles for the HOTBOX. Our statement of publication located

in the top left-hand corner on page two of every HOTBOX clearly explains to who which items should be sent. Our Secretary handles the renewals, address changes and complaints of non-receipt of the HOTBOX while I handle the comments and articles. What can be more simple?

Now that I've eliminated your source of confusion, the Secretary and I will expect no more such nonsense lest you dare risk being listed in the HOTBOX as an unfortunate recipient of our Crumbling Cookie Award for Extreme Stupidity. Also, there is no guarantee that if you send your article to the Secretary, I will eventually receive it. So send your mail to the proper official and your replies will be forthcoming much sooner. Since you all have a copy of our latest DIRECTORY, you should have no problems in determining where to send your mail.

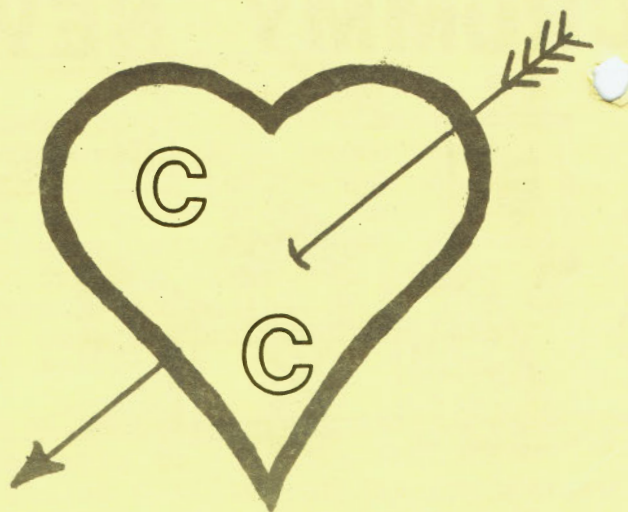
Finally, several people have asked how long it takes to get an article published in the HOTBOX from the time I receive it. The best answer I can give to this question is that it varies with different articles. For instance, layout articles are limited to one per issue, so if I have a number of them on hand, you'll have to wait your turn. There's no use requesting your article appear in a certain issue because I print layout articles in the order I receive them. Of course, I may hold your article if you've promised me some black & white photos and they have yet to arrive, but then you're holding up the show, not me. Column submissions also might have to wait depending on what I have on hand already. I try to present a variety of viewpoints in our columns so they are not restricted to one topic. Thus M of W won't contain reviews of all rail books if I have reviews of model railroading items on hand. All in all, feature articles sit in the files the least amount of time. If you can provide interesting modeling ideas, clear drawings and good black & white photos your article will appear much sooner than if we have to do most of the work ourselves. Many factors influence the make up of each HOTBOX, including my own personal judgement. Yet in the end everything gets published--sooner or later.

CORPUSLE

AND

RR

CAPILLARY



Every once in a great while, we stumble upon a model railroad whose concept is so well planned that we feel it deserves special treatment. Thus when Dr. M.L. Praktis, a prominent heart surgeon, wrote us about his Corpusle & Capillary RR, we thought you'd like to hear more about it. Since the railroad has so many unusual features, the owner has invited us on a fan trip over the line on one of the railroad's famous Red passenger trains. Comfortably seated in his own private car, the AORTA, the trip begins. As we pull out of the city of Brane, we notice that this is where the railroad's main classification yard is located. Here complex switching movements are performed 24 hours a day, 7 days a week. Brane has the distinction of being the only place on the C&C that never sleeps. After easing through the terminal throat and over the Mouth of Tongue River, green boards beckon our arrival on the mainline.

First stop is the seaport town of Handy. Its notable features are four long shipping docks and a lighthouse out on a promontory in Salivary Lake. Major commodities handled here are writing instruments and hand tools. Leaving Handy, our train plunges into the famous Follicle forest which is known for its shedding trees. Next our train transverses a massive Arch bridge (in such a state of disrepair that it is occasionally referred to as a "Falling" Arch bridge) and whisk into the small hamlet of Foote.

Foote is the outermost point on the C&C, but also happens to be a major leather processing center. And for

some strange reason also has the greatest number of doctors per capita.

Our locomotives start complaining as we begin our arduous climb through the twisting canyons of the Intestinal Mountains just outside of Foote. The only noteworthy industry in this area is the Appendix Logging Co which went bankrupt in the early 1920's. However, since it's located in such a remote spot, the C&C's section gangs have yet to get up this way to remove the company's spur. While it no longer serves any useful purpose, it isn't causing any harm at the moment either.

After crossing the Intestinal Mts, we find ourselves deposited in the thriving metropolis of Stomache. This is the major agricultural producer of the C&C RR. In addition, Stomache contributes a great deal of the line's livestock and dairy products as well. Since it is the largest producing area, Stomache is often referred to as the "guts" of the C&C RR.

The last stop on our trip is the heavy industrialized city of Lung. Lung is not considered a healthy place to live because it is often beset by smog. The two largest industries in the area are the Compressed Air factor and the Hot Air Ballon works. There is also an interchange with the Aire RR, a narrow gauge shortline serving a gas plant.

We hope you've enjoyed this tour of the Corpusle & Capillary RR. The railroad's slogan: "Working Harder to Serve you Better" conveys the true spirit of the whole system.

Short Chat with Russ Larson

Russell G. Larson is the editor of MODEL RAILROADER magazine and I thought it would be nice to have a short chat with him about his career and teens involved in model railroading.

Q. How long have you been with MODEL RAILROADER?

A. It will be 12 years in February.

Q. Have you moved up, or did you become Editor when you walked in the door at Kalmbach?

A. I started as an associate editor, was promoted to managing editor in 1975 and to editor in 1977.

Q. What is it like doing a monthly magazine?

A. I find the work VERY interesting. We are usually working on three issues at once, which can be a little confusing at times.

Q. Do you think of editing MODEL RAILROADER as a job, or do you like it or both?

A. It's a fun job. I take the responsibility very seriously because I know that our 185,000 readers look to MR for ideas, inspiration and information that will make their hobby more enjoyable.

Q. What qualifications should a person have if they want to be editor of MR or TRAINS?

A. You should be able to solve problems. I think you should be an optimistic person. You have to enjoy working with different types of people and, of course, you have to enjoy communicating through the written word.

Q. Is there any competition between MODEL RAILROADER and TRAINS?

A. Not at all, the two magazines complement one another.

Q. Are you a railfan or rail photographer as well as a model railroader?

A. I enjoy going on railfan trips and take a camera long, but photography is not one of my talents.

Q. Do your wife or kids take an interest in model railroading?

A. My wife and I have two sons and a daughter. Our oldest son (15) is a model railroader although he is inactive right now. At the moment, he is currently building science fiction models for use in stop-motion photography.

Q. If someone came around to visit Kalmbach would they be shown around or refused?

A. You'd be given a tour by one of our staff members. We have readers taking tours almost daily in the summer.

Q. Tell us about the Milwaukee, Racine and Troy (MR & T)?

A. It's an employee club layout that's located in our building. The layout room is about 1500 square feet and the layout takes up most of that space. All the track is down and some scenery is finished, but there is still a lot of work yet to be done. Employees work on it during lunch hours and after work.

Q. What do you think of the TAMR?

A. You have a problem, as do model railroad clubs in schools, and that is a constant turnover of members. I believe that the TAMR is good for the future of the hobby and that is why we support it.

Q. Can you give us any general tips?

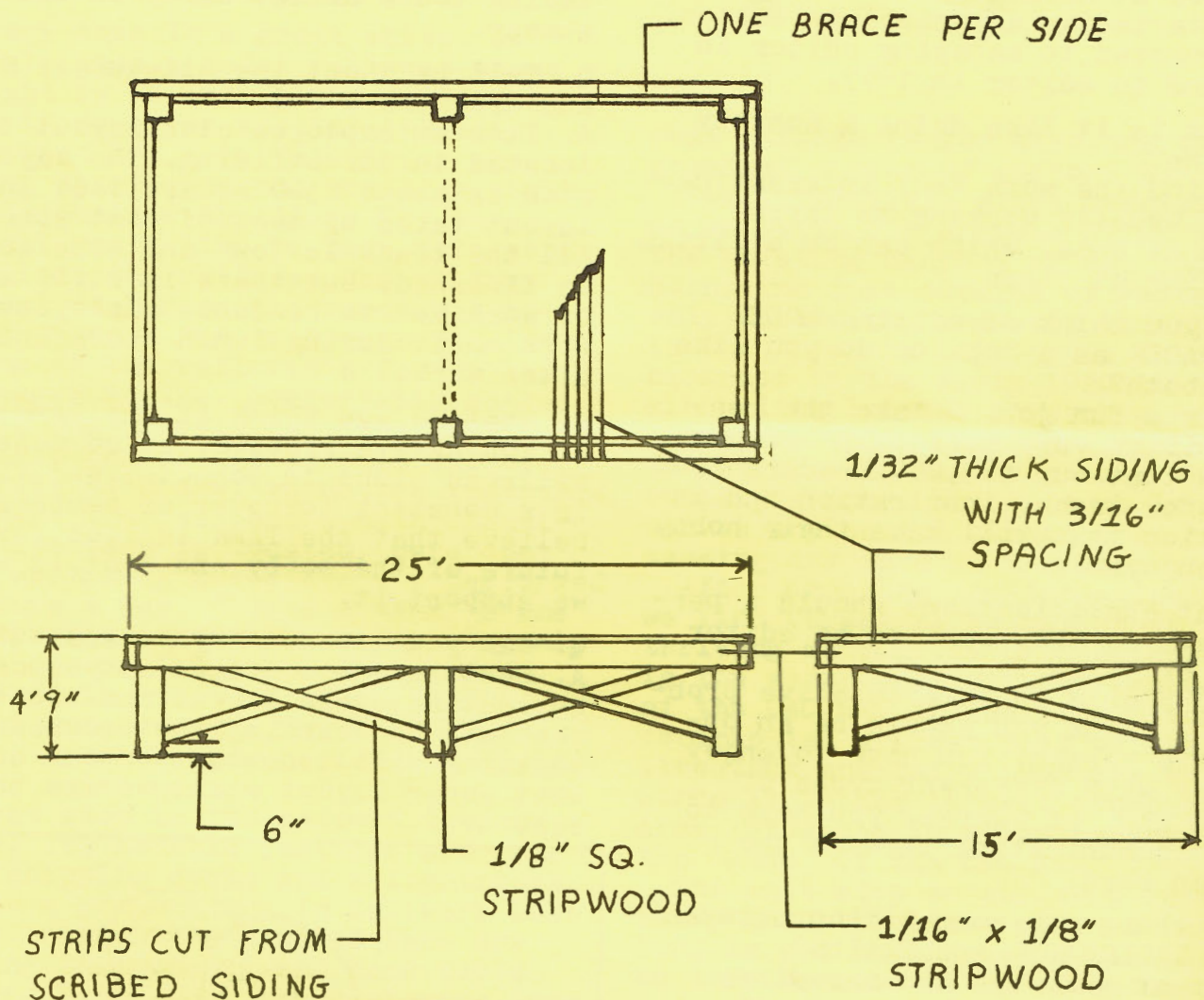
A. Don't be discouraged if you can't build that dream layout now. Concentrate on learning the necessary modeling skills now so you can build that super layout when you are through school.



"N scale sheep be blowed. It's white ants!"

HERE IS A FREIGHT PLATFORM
WHICH CAN BR EASILY SCRATCH-
BUILT AND PLACED ON A TEAM-
TRACK OR VARIETY OF OTHER
PLACES.

RAILROAD ARCHITECT



Notes: Use white glue; sand all parts before gluing; finish with a weathered brown stain. Add boxes, barrels and a man hard a work to complete the scene

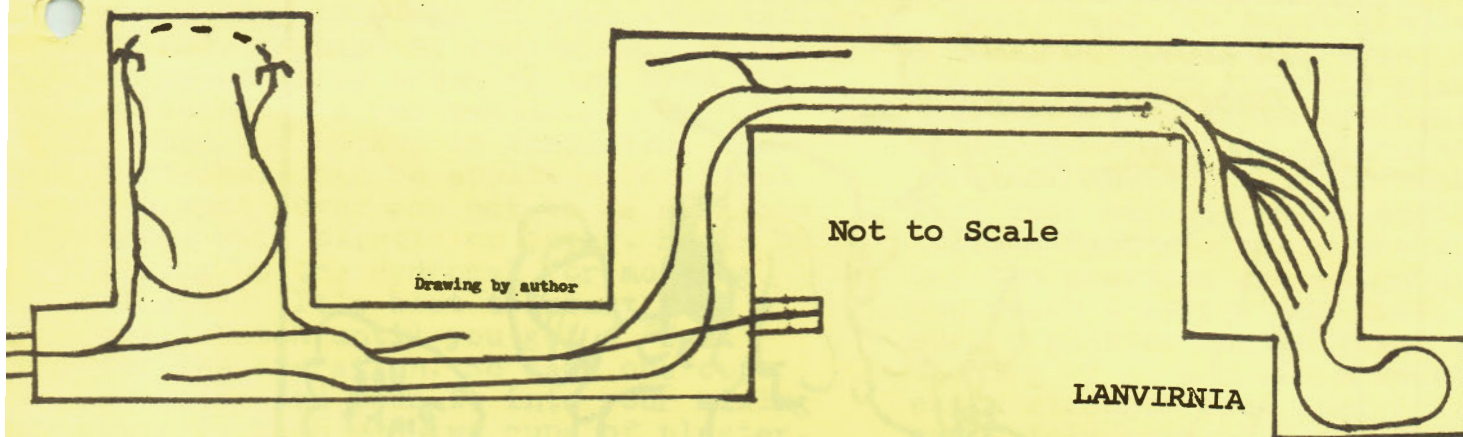
FREIGHT PLATFORM

SCALE: 1' = 3.5 mm. NO. 00112098010

DRAWN BY: Frank Rudowski

INDUS

REDELSVILLE



ISLAND

In the glory days of steam (1947 to be exact), the Erie Lackawanna's executive board purchased a small island off the coast of New Jersey and built a railroad to serve the small industries that were already there.

The Erie gave it the name, Island Transport RR. The ITRR wound up rolling in one-eighth of the Erie's profits for the next 20 years. Then suddenly the ITRR began declining along with the Erie. For nine years, both floundered until 1976 and the introduction of Conrail. With that event, the Island Transport RR regained its incredible money making ability.

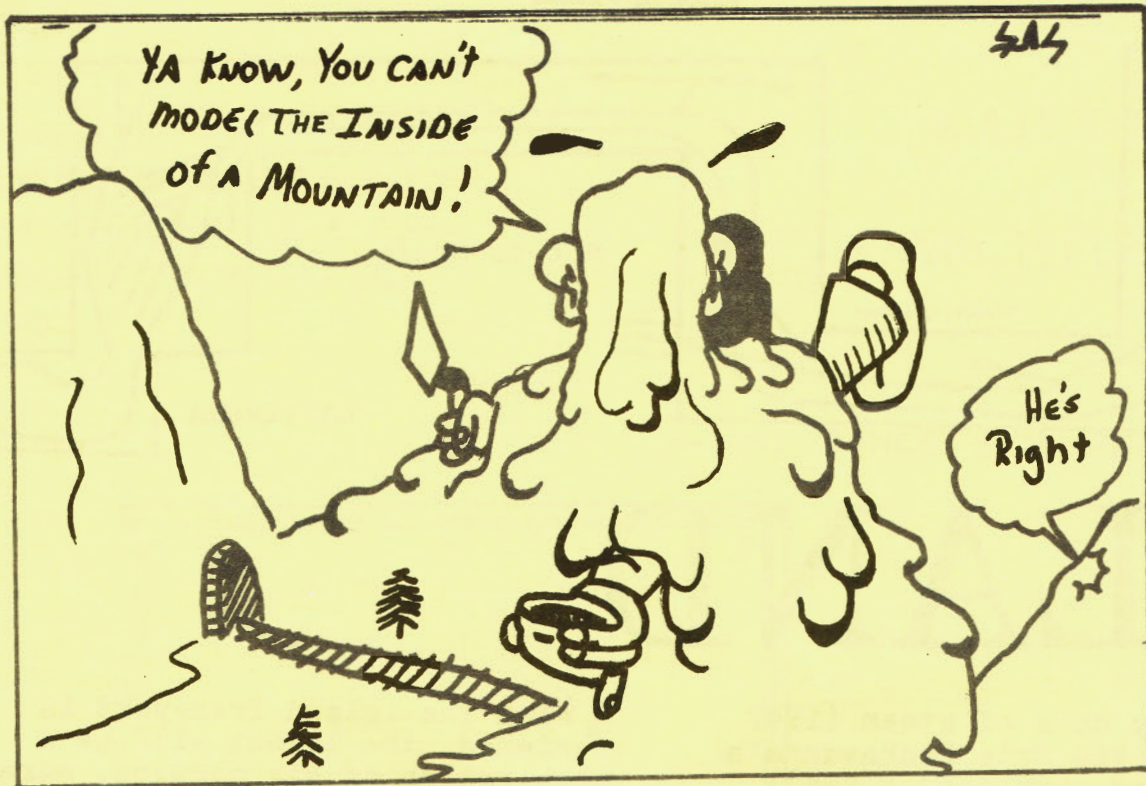
Enough history. The Island Transport RR is a 9 by 5 foot N scale layout in my cellar. Most of the rolling stock and locomotives are lettered for the ITRR, the rest are Conrail or mixed.

When the Island Transport is finished, the layout will be a combination of six modules, Ntrak style. The first containing the town of Indus (see trackplan) is almost completed and the second and third containing two-third's of the city of Redelsville are under construction.

The largest industry on my pike will be a sugar refinery, seeing as I love tank cars. Other industries include small ship parts, furniture, general manufacturing, boxes and a large printing company.

This railroad being on an island, car shipments are transported to the mainland by barges. Operation includes car order cards and all passenger operations are local trains. My operating sessions are governed by a strict set of rules obtained by reading Bruce Chubb's How to Operate your Model Railroad cover to cover several times. All the trackage remains as it was in 1947, except for a few repairs.

TRANSPORT



GETTING PLASTERED!

Believe it or not, this is actually an article on hard-shell scenery construction and not, as its title implies, a discussion on the consumption of alcoholic beverages and their apparent aftereffects. Why then did we choose such an obviously "loaded" title for this article? Well, if you've ever attempted hard-shell scenery, you'd know that the process is rather messy. Thus the title refers to the state of both the layout and yourself while the scenery is being applied and not the condition you should be in while applying it!

Enough explanation, let's get down to the hard-shell facts of actual construction. However, before we can do that, you'll have to run out and acquire the following unrelated materials: Hydrocal cement (made by the U.S. Gypsum Co. and sold through lime and cement dealers. If unavailable in your area, molding plaster may be substituted); Newspapers (a couple of weeks worth); paper towels (the kind that don't tear easily

when wet like Scott's); Supporting posts, wood screws and masking tape. Along with those materials, you'll also need the following specialized scenery construction tools: (1) A mixing bowl. A glass bread pan works fine because of its length and plaster can be removed easily; (2) A rubber mixing spatula like those used for cakes; (3) A couple of plastic 1 gallon buckets. One for mixing plaster, the other for tool cleaning; and (4) two one cup and one quart measuring cups. Undoubtly, many of these items can already be found around your home, but we suggest you purchase your own special scenery tools as plaster and edible foodstuffs were not intended to be mixed.

Now a supporting network of wood, masking tape and newspapers must be erected before the hard-shell can be applied. Your wood support posts should be placed every 18 to 24 inches from one another and a web of masking tape strung between them. Then use wads and sheets of newspaper to build

GETTING PLASTERED (Cont'd from last page)

a mockup of your proposed scenery. If the paper won't stay where you want it, a little spray of water should correct the problem. Now step back to see if the mockup conforms to your expectations. If not, reshape by adding more wads of paper or by breaking the tape and splicing in a new section.

When the mockup is completed, the hard-shell can be applied. Yet first you must cover any not to be scened areas with plastic or paper. Begin by mixing up the Hydrocal (or molding plaster). It's best to start with a small batch until you get a "feel" for the operation. So take one cup of water and pour it into your mixing vessel, then add two cups of plaster. Adding the plaster to water eliminates any lumps or bubbles. Allow the water to saturate the plaster and begin mixing with your spatula. The mix should be thick enough to coat a paper towel on both sides when dipped into the mix. If the plaster runs off

and the paper texture shows through it is too thin. Thicken it by adding some additional plaster. If the mix is too thick, add some water.

Next, tear the paper towels into a convenient handling size. Lower the towel strip into the plaster mix until both sides are coated and lift out. Place the plaster-coated towel on the top of your mockup and work your way down with additional towels. Each new piece should overlap the previous one slightly. When you reach a supporting post, make sure a plaster-coated towel touches the top of it and add a second for extra strength (see fig. 1). You can safely work with the Hydrocal mix for 15 minutes and it should harden in 20 minutes to an hour.

Once your mockup has been covered, step back and look at the surface. Unwanted features can be eliminated with a pointed saw or screwdriver. Additional features can be added with more plaster-soaked towels. Now remove all the wadded paper and masking tape underneath the scenery. It isn't needed because even though the hard-shell is very thin in some places, it's extremely strong. This is because Hydrocal and molding plaster are forms of gypsum rock with some water removed. When that water is added and the mixture is allowed to harden, the rock forms again. Only this time it's in a more useful form when it was dug up.

Weak spots can be found by placing a lamp underneath the hard-shell and dimming the room lights. Spots where the light shows through brightly should be covered with more hard-shell. Then add an extra layer around the edges or any other place a person may lean on. When adding extra layers, be sure to wet the layer already in place. This will help assure that the second layer bonds to the first and sets properly. When the plaster hardens, it gets quite warm so don't worry about the heat being evolved.

Well that's the complete scenery process in a hard-shell. Next issue we'll show you how to color that scenery surface with a technique called zip-texturing (and no, it wasn't invented by the post office



Photo by Jim Kobrinetz

Figure 1: Mockup of typical hard shell scenery construction. Notice the supporting posts, paper mockup and thin plaster shell.

ELECTION 1981

Note To All:

Here are the proposals and candidates for the 1981 election. As usual, it will be you, the member, who finally decides the direction which the TAMR will take. Please remember that all TAMR members can vote on amendments and for the offices of President and Secretary. However, only those members geographically residing within the boundaries of the Southern, Western or International Regions may vote for their respective regional representatives. Now your vote is needed, so stand up and be counted.

--Greg Dahl, TAMR Auditor

Amendments:

Amendment 1: Proposal to raise the association's dues to \$10.00 per year for Regular members; \$9.50 for Associate members and \$15.00 per year for Sustaining members. In addition, the period of membership will be extended so that it will expire with the receipt by the member of the 12th issue of the TAMR HOTBOX (i.e. HOTBOX changed to a monthly publication). Appropriate wording changes are to be made in Article II, Sections A,B, C-1, C-2 and 2 of the TAMR Constitution if this amendment is approved.

Amendment 2: Proposal to issue the DIRECTORY every other year with yearly suppliments published in the TAMR HOTBOX during the summer months. Appropriate wording changes are to be made to Article 2, Section 3 of the TAMR Constitution if this amendment is approved.

President:

Summary of Duties: Preside at meetings of the Executive Board; Secure invitations for our annual Convention; Oversee the TAMR's regions; Act as the official representative of the TAMR and outline problems confronting the association as well as reporting periodically on the status of the TAMR via the pages of the TAMR HOTBOX.

TOM GASIOR, 20, of Hopkins, MN has been a TAMR member for a couple of years. He has written articles for various regional publications and is currently Editor of the Western Region's DAYLIGHT. Work is also proceeding on his HO North Western Pacific RR.

"Hello everyone. I'm Tom Gasior and I'd like to be the next President of the TAMR. I feel that I am well qualified for the job due to my previous experience in the TAMR. Basically, the role of the President in the TAMR has been ceremonial because many of the basic functions are performed by the other officers.

I'd like to bring more power to the position by becoming more involved in the TAMR and its workings. I feel that I know what most of you are looking for in the TAMR; either you are seeking help, or you want to share your hobby with others. I think that I can further these efforts by bringing back the TAMR to the member and getting you involved in the association.

Since many members have trouble getting their opinions heard, I want to help by organizing a group that will write to members and ask their feeling about our association. Hopefully, the comments obtained will help us to run the TAMR the way you want it to be. Charity begins at home, so I'm going directly to you for the opinions. The time has come to open up more responsive channels in the TAMR and if you elect me, I'll try to accomplish this goal."

ERIC HAGMAN, 14, of Dover, NH has been a member for over a year now. He is active in his region where he has written articles for its publication, and is currently the region's activities director. Work is also proceeding on his HO Spurwink River RR.

"The office of TAMR President is very important and since I feel that the TAMR is a very good association, I have decided to become active nationally now. I have belonged to the TAMR for over a year now and am a Sustaining member. I also joined my region and have been active there as well. I have written articles for the DEPOT and am now serving as activities director of the region. I also helped compile the new region constitution.

I have decided to apply myself even more if I am elected President. I plan to have a regular report in the HOTBOX discussing TAMR happenings. As President, I hope to get to know more people so that I will develop a better understanding of your needs and wants. Finally, remember that even if you decide not to vote for me, at least vote to help your association."

KEN KEELS, 17 of Rochester, MI has been a TAMR member for over a year. He has written articles for the HOTBOX and is active in his region. Presently, he is constructing two HO railroads: the Saugus & Pacific and Michigan Southern.

"The TAMR is currently in a rebuilding stage. Many things need to be strengthened and I want to strengthen the TAMR as much as possible. Here are my plans for what I'd like to accomplish while in office:

- (1) Make the TAMR more personal by creating more divisions in the regions. If the TAMR is active on a local basis, we'll retain more members.
- (2) Create special programs such as an acheivement program, so we can recognize the fine modeling skills of our members.

- (3) Increase our membership through increased advertising and personal involvement in the association.

- (4) Print larger HOTBOXes. We need to get more of our members active so they'll renew their memberships.

- (5) Rebuild defunct regions and work with others to make sure they don't collapse.

If elected, I will represent the TAMR to the best of my abilities and strive to acheive these goals. We need cooperation between members and officers in order to make this association work for you. It is your association and what happens to it depends on you. So do something very important, VOTE!"

Secretary:

Summary of Duties: Keep in permanent form all records of the association; accept and record new members and renewals; keep an up to date roster of our members; solicit renewals and prepare mailing lists for the association's official publications; be responsible for the distribution of all materials which go to the entire membership; handle all TAMR supplies and report periodically on the status of the TAMR's membership.

Cont'd Next Page

GERRY DOBEY, 18, of Villa Park, IL has been a TAMR member for at least five years. Currently, he is our Secretary as well as Editor of the Central Region's WAYFREIGHT. In addition, he has written numerous articles for the HOTBOX and various regional newsletters. When he finds the time, he is slowly progressing on his HO Geneva Southern Lines.

"Once again, I have decided to run for another term as Secretary. Through the efforts of past and present officials, we have been able to turn the TAMR into a stable, effective association catering to the needs of its members. However, we must now make our purposes known to the thousands of teen modelers that don't know about the TAMR. Still, much work also has to be done to increase the benefits of our members. Improvements to our many publications, increased activities on the regional (and divisional) level and better coordination and cooperation among our members are all goals we must strive for. If re-elected, I will work to achieve these ends and continue the basic services we already provide. It's time for the TAMR to firmly establish its goals so as to be able to help the next generation of teenage modelers. With your continued support, I will work to see that these goals are met."

Gerry DobeY is running unopposed for the office of TAMR Secretary. However, a space has been provided on the ballot for write in candidates.

REGIONAL REPS.

International Region

Due to the fact that no nominated candidate decided to run for elective office in the International Region, the TAMR Executive Board has reappointed Mike and Mary Lucas as acting representatives of the region. They will serve the normal two year term as representative and it is hoped that when the regional representative is again up for election, the members will be able to provide some viable candidates to choose from.

Southern Region

Summary of Duties: Maintain a liason between the TAMR and the region; Communicate such recommendations made by the regional board; provide information on region activities to interested members and act as chief executive officer of the region.

STEPHEN MCDONALD, 13, of Spring, TX has been a TAMR member for about a year. He is currently constructing an HO railroad based on the Southern Railway.

NO PLATFORM SUBMITTED BY DEADLINE

TALMADGE CARR, 20, of Tyler, TX has been a TAMR member for a couple of years. He served briefly as our Publisher and has been active in revitalizing the Southern Region. Currently, he is building an HO RR called Cuyahoga Western.

"If elected, I plan to structure the Southern Region around the districts now in existence and revive the region's newsletter to provide information on region happenings. At present, I am serving as the acting representative and have taken initial reorganization steps by appointing a secretary, treasurer, editor and assistant representative. These people are willing to hold their positions and work to revitalize the Southern Region until the members can elect permanent officials. After elections, I feel it would be appropriate to adopt a constitution so that a permanent structure pervails in the region. With your vote and support, I hope to accomplish all these objectives."

Western Region

ROGER ARNOLD, 20, of MSVL, CA has been a TAMR member for a couple of years. He has contributed articles to the DAYLIGHT and is currently constructing an HO RR called the California Northern.

"I accept the nomination for Western Region Representative and if elected, will try to strengthen and unite the contacts between individuals and groups interested in western U.S. railroading. I will strive to produce a better regional newsletter which reflects the needs of our region members.

I will carry out the job of representative as a strong leader and great friend to all those involved in establishing a new Western frontier which will include services and aid to new modelers and railfans. I have a strong desire to unify the Western Region and I hope that I will be much help to those who use utilize its services. I feel that I am a well qualified candidate for this position and thank you for nominating me."

KEVIN GARRETT, 16, of Pueblo, CO has been a TAMR member for at least two years as well as a contributor to the HOTBOX. Work is also proceeding on his HO Golden RR.

"I fell very honored to have been nominated to the position of Western Region Representative. If elected, I will do my best to improve an already fine region as well as supporting it in every possible way. I will also promote the TAMR and model railroading in general within the region's boundaries. Please elect me as your next regional representative."

CLAUDE MORELLI, 14, of Albuquerque, NM has been a TAMR member for over a year. He has written articles for the HOTBOX and is trying to organize a narrow gauge group in the TAMR. Work is proceeding on his HO N3 Rio Grande, Santa Fe & Pacific RR.

"The Western Region does not seem to be as closely knit as our other active TAMR regions. This is, in some ways, due to its size. The region is large and although its membership is also large, it is spread over hundreds of miles. This is why I want to promote the region to the fullest extent in order to gain the needed membership. I will also try to improve our already great newsletter, the DAYLIGHT. I will work to my limits to keep the Western Region rolling in great shape."

1981 ELECTION BALLOT

Please see directions on pages 10 & 11 of the March/April 1981 TAMR HOTBOX before casting your ballot. Copies and/or improperly marked ballots will not be tabulated, so read the instructions carefully.

	<u>YES</u>	<u>NO</u>
Amendment 1:	<input type="radio"/>	<input type="radio"/>
Amendment 2:	<input type="radio"/>	<input type="radio"/>

NATIONAL OFFICERS: (All TAMR members may vote)

President (Term 1981 - 83) (Vote for one)	
<input type="radio"/>	Tom Gasior
<input type="radio"/>	Eric Hagman
<input type="radio"/>	Ken Keels
<input type="radio"/>	_____
(Names in alphabetical order)	

Secretary (Term 1981 - 83) (Vote for one)	
<input type="radio"/>	Gerry Dobey
<input type="radio"/>	_____
(Names in alphabetical order)	

REGIONAL REPRESENTATIVES: (Only those members geographically residing within the boundaries of those regions holding an election may vote. Please indicate your region in the space provided)

Southern Region (1981 - 83) (Vote for one)	
<input type="radio"/>	Talmadge Carr
<input type="radio"/>	Stephen McDonald
<input type="radio"/>	_____
(Names in alphabetical order)	

_____ Region Western Region (1981 - 83) (Vote for one)	
<input type="radio"/>	Roger Arnold
<input type="radio"/>	Kevin Garrett
<input type="radio"/>	Claude Morelli
<input type="radio"/>	_____
(Names in alphabetical order)	

DEADLINE: May 30, 1981

No ballots will be tabulated after the deadline has passed.

MAILING INSTRUCTIONS: Mark your ballot, place it in an envelope, address the envelope to: Greg Dahl, ELECTIONS, 1649 Euclid Street, St. Paul, MN 55106, affix a first-class stamp and mail by the deadline.

FRONT COVER: You might say that this issue's cover started with a dare. The Secretary and I were discussing just which of the articles in this issue should be featured on the cover when I mentioned that we were running this great April Fools spoof for an imaginary railroad. Naturally, the HOTBOX, in keeping with the spirit of April Fools, should have the trackplan of the railroad on the cover. To this our Secretary responded: "You wouldn't dare!" As you can see, I took him up on it. Incidentally, the trackplan was conceived and drawn by our Associate Editor, Jim Kobrinetz from details supplied by your Editor.

MARKERS:

IN THE NEXT ISSUE: The HOTBOX is happy to present the "Pride of Dixie" more commonly known as the Cickamauga, Shiloh & Appomattox RR being built by Dave Ellett and David Watson. Our scenery series continues with a feature on zip texturing and Luke Frerichs illustrates the advantages of a railroad museum on your pike. All this, our usual columns, plus election results will be coming your way in the May/June 1981 issue of the "Un-magazine of Model Railroading."

Every Vote Cast Counts — — Even Your's!

TAMR HOTBOX,"the Un-Magazine of Model Railroading"
145 E. Kenilworth Ave.
Villa Park, IL 60181

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