

HOTBOX

"the Un-Magazine of Model Railroading"

September - October 1981

No. 169





HOTBOX

OFFICIAL PUBLICATION • Iron Association of Model Railroading

Issued every 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) \$10.00
- ASSOCIATE: (21 years of age and up) \$9.50
- SUSTAINING: (both Regular & Associate) \$15.00

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

TAMR Secretary: Gerry Dobey
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.

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

DEADLINES: The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.

TAMR HOTBOX PHOTOGRAPHY Contest

RULES:

- 1) Contest will be divided into two sections: prototype and model.
- 2) Only glossy black & white prints measuring at least 5x7" and no larger than 8x10" will be considered.
- 3) A description of the subject plus a brief description of the photo techniques used must accompany each photograph submitted.
- 4) Each participant is limited to a total of 3 submissions.
- 5) All participants must be TAMR members in good standing.
- 6) Awards will be presented to the 1st., 2nd., and 3rd. place winners in each section. In addition, the winning entries will be published in the TAMR HOTBOX.
- 7) Judging will be performed by the HOTBOX Staff and the decision of the judges is final.
- 8) Members of the HOTBOX Staff are prohibited from participating in this contest.
- 9) Photographs will be returned provided sufficient postage and/or an SSAE (large enough to hold the photos) accompanies them.
- 10) All entries are to be submitted to the Editor of the TAMR HOTBOX and must be received no later than December 1, 1981.

Notice of Change in Dues & Publication Rate

- 1) As of July 1, 1981, dues for the various classes of TAMR membership shall be as listed above.
- 2) All those who renew or join on or after July 1, 1981 will be required to pay the increased rate and will then be entitled to receive twelve (12) issues of the TAMR HOTBOX.
- 3) The TAMR HOTBOX will switch over to a monthly publication at the beginning of 1982. This will give the TAMR time to amass funds; change its prospectus literature; gather articles for future publication; revise mailing lists and establish new publishing and mailing procedures for the monthly schedule.
- 4) The remaining 1981 HOTBOXs--with the exception of the November/December 1981 issue--will be limited to twelve (12) pages in order to prevent either a drain on the TAMR's finances or the HOTBOX's article supply.
- 5) Starting in 1982, each HOTBOX will then be a minimum of twelve (12) pages unless membership figures and/or financial considerations warrant otherwise.

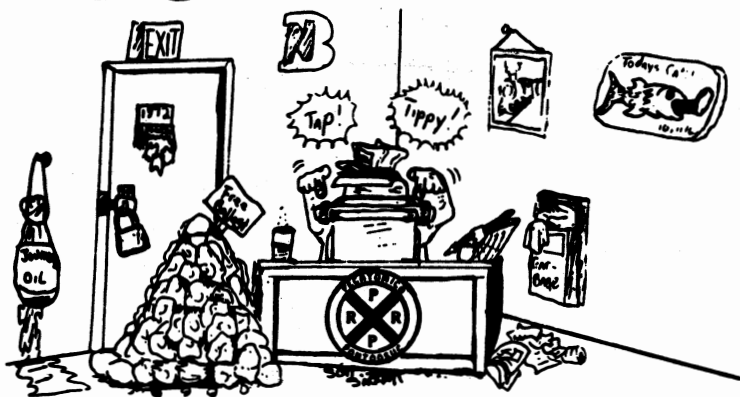
--Approved by TAMR Executive Board
June 6, 1981

PASS CONTEST

- 1) Two copies of each pass must be submitted for judging. Passes should be signed by the issuer, but the space for the passholder should be left blank.
- 2) Each participant must be a TAMR member and is limited to two entries.
- 3) Entries may be printed, typed, stamped, handlettered or reproduced by other suitable means.
- 4) Awards will be given to 1st., 2nd., and 3rd. place winners
- 5) Judging will be performed by Dave Ellett and Lone Eagle Payne on the

- 5) basis of the following: Esthetic appeal; balance and readability; color match and attractiveness and uniqueness of design. The decision of the judges is final.
- 6) Entries are to be submitted to: Dave Ellett, Pass Contest, 4277 19th Place SW., Naples, FL 33999 and must be received no later than December 1, 1981.
- 7) Winning entries will be published in the TAMR HOTBOX.
- 8) Entries can not be returned.

CRUMMY NEWS



BY MARK KASZNIAK, EDITOR

Contesting the Issue

Sometimes no matter how hard you try, things just don't work out. Take this year's convention for example. The bid for the convention was submitted on time, the Executive Board approved the site within the deadline set by our Constitution and initial planning steps were taken that should have resulted in a very good convention. Then Fate intervened and your officers were forced to cancel the show. As the unhappy news spread across the hierarchy of the TAMR, the reactions were of disappointment, but also understanding. The prevailing opinion seemed to be that it was a shame that it had to be cancelled, but that was better than putting on a poorly run event.

Descending on this gloomy scene is the rational mind of one Dave Ellett who suggests an idea that was apparently overlooked by everyone. Dave suggested that even though the convention was cancelled, that is no reason not to hold a few contests and thus salvage something of the entire affair. The idea was so obvious that Ken Keels, our President as well as the officer in charge of overseeing our conventions, approved it immediately. Now only one question remained: What contests do we hold? It was obvious that model contests were out due to the problems associated with shipping them. This left two highly portable items that normally are included in convention contests, namely photos and passes.

Since Dave Ellett suggested a pass contest would be a good choice for a mail-in contest, your officers

decided to let him coordinate that event (see the trouble you can get in when you volunteer an idea!). Thus you'll find all the necessary rules and procedures listed on page 2 of this HOTBOX. If you're a pass exchanger, I urge you to enter as some nifty awards are promised the winners.

The photo contest was a bit harder to plan. Someone was needed who could arrange it, judge it and then get the winning black & white photos to the HOTBOX for publication. At this point, it seemed like the whole situation was going to get out of hand. To bring things back to a manageable size, the HOTBOX Staff has decided to sponsor a limited contest. Limited in the sense that it is confined to black and white prints. All the necessary rules and regulations can also be found on page 2 of this HOTBOX. I envision this contest as an annual event designed to show off our member's best efforts. I hope that you will enter if your interests lie in any area of rail photography.

Furthermore, you've probably surmized that the HOTBOX has in essence spirited away a portion of the traditional convention photo contest. Technically this is true, but since I planned to publish the winning black & white photos of this year's convention anyway, little has changed. In fact, operations have been streamlined for the contest now has permanent judges and a central location for mailing your entries. Judging will also be fair since all members of the staff are active rail photographers--both prototype and model--and we are prohibited from entering our own contest. Of course, the color slide and print categories are still a vital part of our national convention contest program.

I know there are some very talented rail photographers in the TAMR, so submit your best so that the HOTBOX can display it for the rest of our members. Who knows, your shot might just inspire someone to construct an award winning model or diorama? Or get them interested in the hobby of rail photography?

Fishing in the Mountains

It is the mid-1950's. You are standing on the platform of Greer station waiting for the train that will take you to Alpine and the lakes and streams where you will spend the next two weeks fishing. Being a newcomer to the White Mountains of Arizona, you are unfamiliar with the railroad that operates in these parts. You notice that the track seems narrower than you remembered it back home, it's only about three feet wide. Presently, you hear the faint sound of a steam locomotive whistle. As you turn around, a plume of black smoke rises above the trees while the chugging sound of the locomotive becomes louder and louder. Soon the locomotive come into view from around the bend. You are struck with amazement; the locomotive is articulated, but barely the size of a standard gauge boxcar! Yet it sends steam and smoke like a locomotive twice its size.

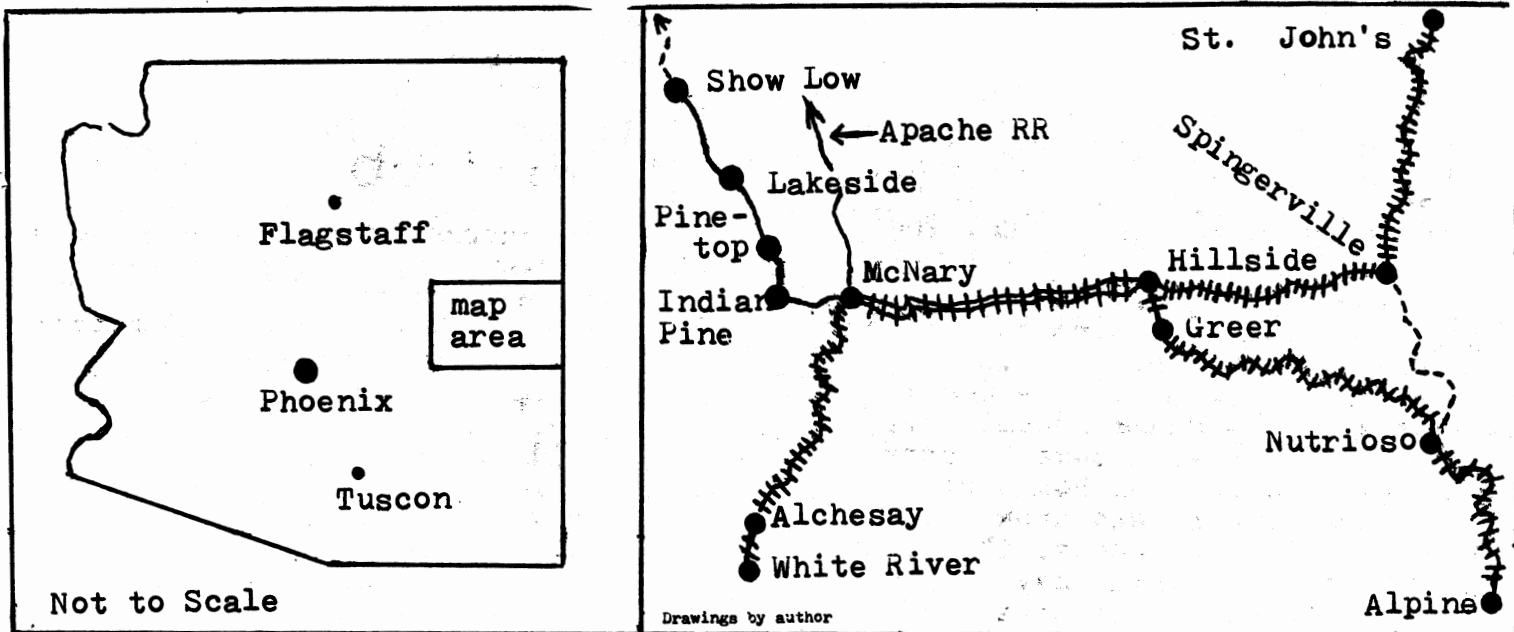
The small mixed train pulls into the station and you quickly climb aboard the combine and place your fishing gear at your seat. Then you return for another look at the locomotive while the crew fills her saddle tanks with water. You notice that the drive wheels are in a peculiar position, inside the frame, while the counterweights rest outside. You almost miss the train and as the conductor calls "All aboard!," you scurry back to the combine. The blasts of the whistle echo up the canyons, momentarily startling you. The train begins to move, slowly picking up speed. You can hear the rapid chuffing of the exhaust from the cylinders and you can see the locomotive rounding the curve. The combination of the smoke, sounds and the flailing machinery is a truly breathtaking sight. Suddenly, you get the feeling that this is a fascinating railroad.

The above description is typical of the many experienced by visitors riding the narrow gauge Alchesay & White Mountain RR and it was repeated thousands of times since the railroad's

founding in 1899. The "Alchesay," as it was more commonly known, was built all narrow gauge near the turn of the century to connect with the Denver & Rio Grande RR, which was building south from Farmington to Gallup, New Mexico. The Rio Grande decided to meet the Alchesay half-way and built another extension to St. John's, Arizona. The Alchesay reached St. John's in 1902 and soon afterward the White Mountain region prospered with lumber, cattle, farming and mining products all being shipped over the line. In later years, a narrow gauge branchline was built to Alpine, AZ and a standard gauge branch built from McNary to Holbrook, AZ to interchange with the Southern Pacific. The latter branch was abandoned as the standard gauge Apache RR was providing fierce competition. The Depression dealt a heavy blow to the Alchesay and the railroad was forced to become a subsidiary line of the D&RGW to remain in business. This merger had a large impact on the Alchesay and this remained evident in the styling of the locomotives and rolling stock which would follow the Rio Grande's practices until the railroad's last days. In fact, the Alchesay "flying herald" which graced all rolling stock on the mountain railroad after 1940 was patterned after the Rio Grande's herald which was introduced in 1939.

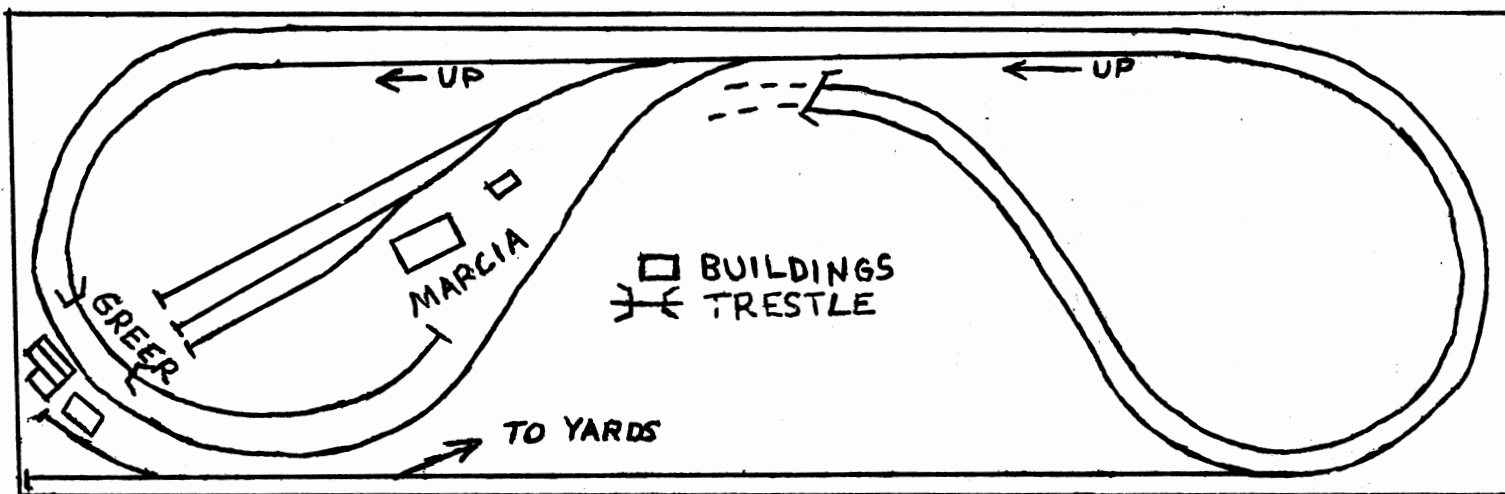
Soon after the outbreak of World War II, the merger was dissolved and the Alchesay was an independent railroad once again. In the years following the war, the Alchesay purchased a large number of cars and locomotives from the Rio Grande and Rio Grande Southern in order to replace their own aging equipment. Things went well until 1968, that was the year the Rio Grande was granted permission to abandon their narrow gauge railroad. Thus the Alchesay found itself in a tight situation when it's only link with the outside world was cut off. Left with no

(cont'd on page 6)



Alchesay and White Mountain RR

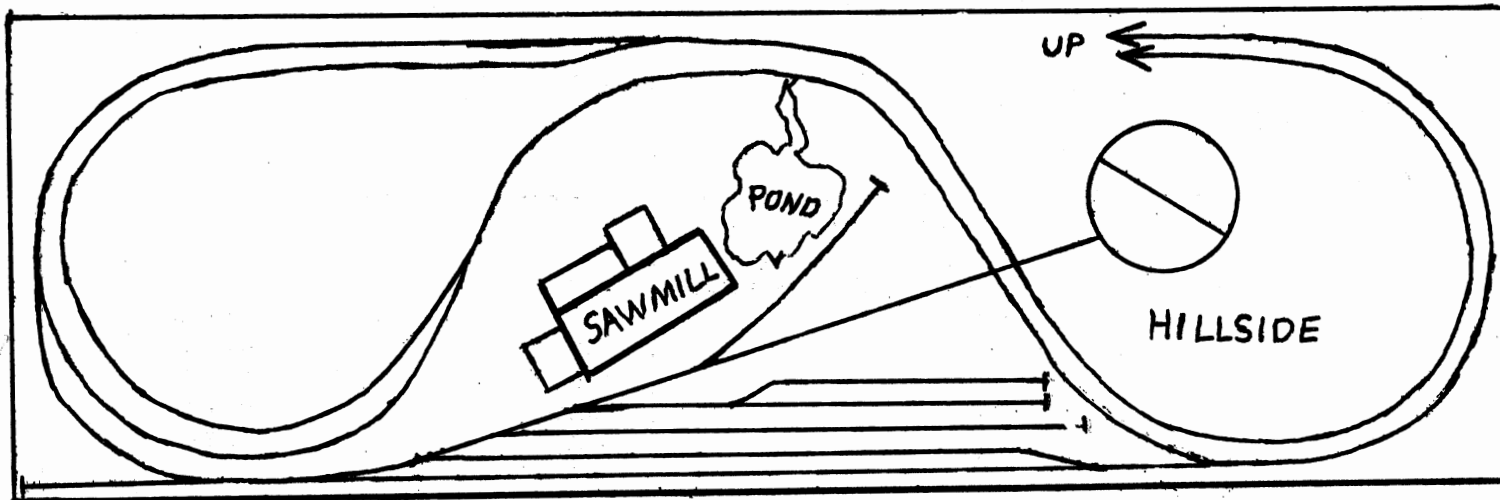
LEGEND	
	Narrow Gauge
—	Standard Gauge
	Dual Gauge
----	Abandoned trackage



Overall Size: 4 x 11 feet

Not to Scale

Lower Level



choice, the railroad was sadly abandoned in 1969. The standard gauge portion of the mainline to Show Low was sold to the Apache RR. Today portions of the railroad remain in secluded parts of the forest with a few cars here and there on hidden weed grown sidinings. Rumors have been circulating in the mountains that a few narrow gauge locomotives may be hidden away on some ranches or in secluded areas; although no one can say just where. Who knows, with ever increasing fuel costs, the possibility of shipping by rail may once again become a reality in these parts. Could it be possible that the lonely whistle of an Alchesay narrow gauge locomotive be heard again in the White Mountains?

Enough history, let's talk about the layout. My model of the Alchesay & White Mountain RR is situated in the White Mountains of eastern Arizona (see map). The time period is in the 1950's. The layout is presently in HO standard gauge, with an SW1500 (a pseudo NW2), an MDC 0-6-0 and a heavily modified AHM Berkshire providing the necessary motive power. I am a planning to convert to HOn3 narrow gauge after I complete more structures and scenery.

The layout is a 4x11 foot folded dogbone design with three primary towns: Hillside, the industrial town and home of Alchesay yards; Greer, a small resort town and Marcia, actually a logging camp belonging to the Timberline Lumber Company. Scenery for the mountains was made from window screen nailed to wood supports and covered with Webtex, a kind of patching plaster. It does a good job of representing rock because not only does it look as solid as rock, it is! This will unfortunately create a problem should I need to remove it. I used Woodland Scenics ground foam for ground cover and I think the appearance is quite realistic. Presently, I am planning to make pine trees from furance filters as described in an article from MODEL RAILROADER. Construction is proceeding at a leisurely pace and I hope to have most of the major details completed soon.

Teen - Club News

Some members think that the only thing Lone Eagle Payne does is to serve as a respectable front for our association. This is far from the truth, the Eagle--in addition to being our permanent mailing address--regularly promotes the TAMR at train meets and right now he's undertaken another complex project for us. That project is the gathering of information on model railroad clubs that do admit teens as members. The names of these clubs will then be published in the HOTBOX for our members to pursue if they so desire.

Thus if you know of any clubs that accept teens as members, please write to: Lone Eagle Payne, 1028 Whaley Road, R#4, New Carlisle, OH 45344 and please mark: Teen Club News on the envelope so that he won't inadvertently pass this information on to our Auditor.

Below is the first listing of clubs that allow teens to become members, as some clubs may have restrictions pertaining to teen members, we suggest you contact the persons listed below for further information:

Mobile Society of Model Engineers;
Donald Loper, Secretary, 865
Memory Lane, Mobile, AL 36608.

Chattanooga Model RR Club; Doug
Tungsberg, Secretary, Box 6305,
Chattanooga, TN 37401.

Nassau Model RR Club; George
Hatzfeld, Secretary, 174 Hillside
Ave., Williston Park, NY 11596.

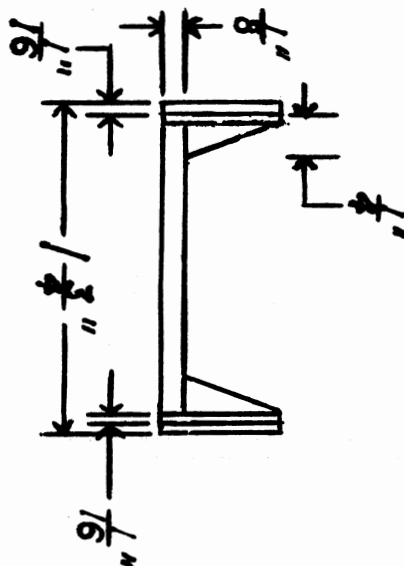
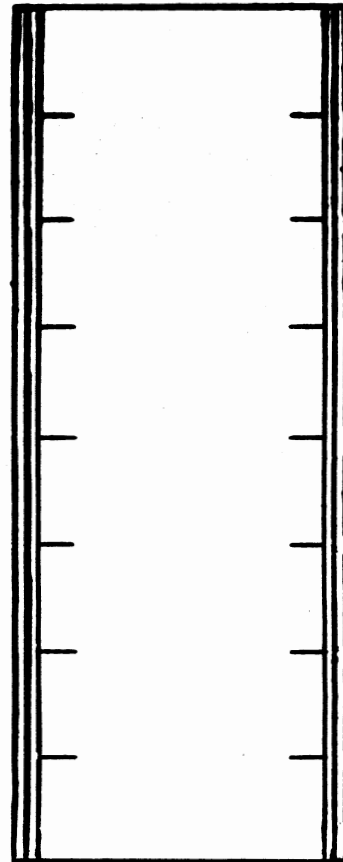
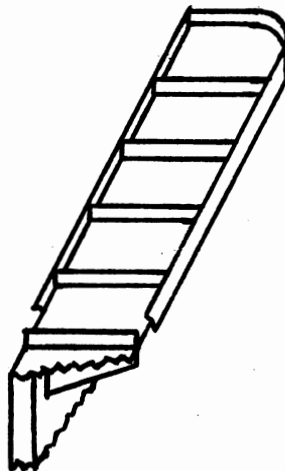
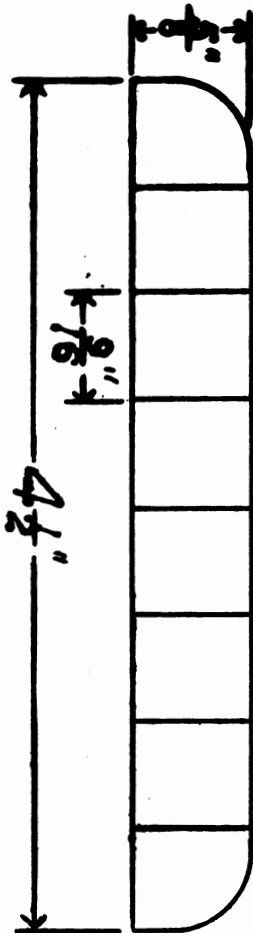
McKeesport Model RR Club; Bob Zoll,
Secretary, 2548 Buena Vista Road,
Rt. 1, Elizabeth, PA 15037.

Finally, the officers and officials of the TAMR would like to congratulate Lone Eagle as he was the recent recipient of the NMRA's Achievement Program Service Award for exceptional service to the national and regional achievement programs in the NMRA. We know you deserve it Lone Eagle!

The RAILROAD ARCHITECT is a column which presents scale drawings of railroad-related items. If you think you may have something to contribute to this column, please contact the Editor of the *TANK MODEL*.

RAILROAD

ARCHITECT



Build from smooth card, wood, styrene or brass. The floor should be 1/8" Masonite hardboard. Please note that the top of the braces are 1/16" wide and that the bottom braces are 1/16" and 1/4" plus the top cover plate overlaps the braces.

PLATE GIRDER BRIDGE

Scale: 3.5mm = 1'

No. 002438110

Drawn By: Frank Kudowski

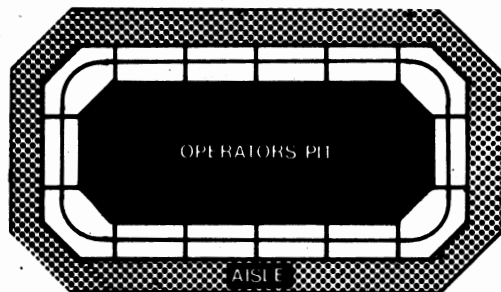
The Modular Concept: 2

Modular System Design

Paul Ingraham

As the modular concept has developed, two ways of organizing the layout have evolved. These can be classified as either CLOSED or OPEN.

The first type is the CLOSED system. This is the modular arrangement that most display-oriented systems presently use. In this system the modules are arranged to form a continuous loop of track:

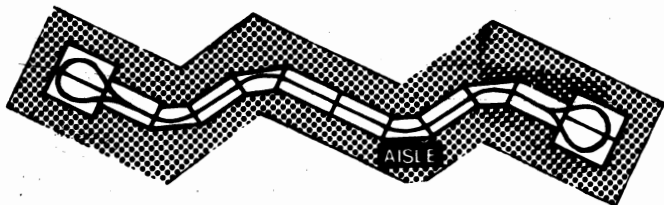


Viewers have access to the outside of the layout and get an unobstructed view of all the modules from one side. The operators are in the operators' pit in the center of the layout. This arrangement is well-suited to display running as there is continuous track all around the perimeter.

But the system does impose certain limitations on module design. In order to complete the loop it is necessary that module length increments and track location at interfaces be specified so that offsets do not occur which would make joining the sections on opposite sides of the oval impossible. To avoid impinging too greatly on either the operators' pit or the outside aisle, module width is also restricted. While these limitations will insure a neat display presentation, they can restrict creativity in track planning and overall concept.

Operational limitations also seem inherent. Certainly plenty of sidings and spurs can be provided which would permit prototypic operations patterns, but closed systems are seldom actually used in this way. The public display orientation of these systems seems to compel the operators to just let mainline trains run. The switching seldom gets done. A more serious drawback is communication with the viewers. The whole idea of display systems is to present railway modeling to the viewers. Naturally they are going to have questions about it. Experience - and good manners - suggest that it is better for the operators to be "out front" where they can talk with interested people rather than be isolated behind a backdrop board in a pit. And there are the added practical advantages of being where one can reach derailments and keep an eye on overenthusiastic youngsters who reach for the trains.

The second type of modular system is the OPEN system. Here the modules are joined together in free form layouts. The layout can branch out in any direction to accommodate varying operations plans and room shapes. An infinite variety of layout arrangements is possible from strictly point-to-point to continuous running or any combination of schemes. Continuous running is easily accomplished by adding return loops at each end of the layout.



As in the closed system, viewers have access to all the modules, but from ALL sides. The operators are out with the trains at all times. The isolation of the pit is eliminated. Because the concept is linear, there is a greater feeling of spaciousness. A variety of routes is possible and, because access is better, a balance of operations and mainline running is encouraged. There is no need for restrictions on size and shape of modules; ANY module can be used in the layout - including modules built to closed system specifications.

A couple of other important advantages show up when similar sized layouts are considered side by side. Let's compare our two illustration layouts.

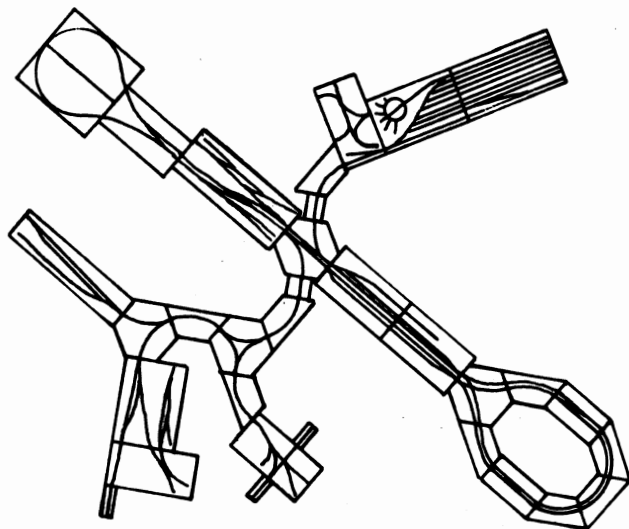
Each is composed of 14 modules and arranged for continuous running.

Counting the crossing of each module as one unit, a train on the closed system will travel 14 units before repeating its route. A train on the open layout travels 24 units before it begins retracing its route. That's 1.7 times the run for the same number of modules! And we have the added pleasure of seeing our train pass through the modules in both directions.

Providing a long mainline run has always been a problem on any layout. The open modular layout creates the sensation of greater length.

With the continued growth of the modular concept, there have already been times when the limited space available for a meet has made it necessary to restrict the sizes and numbers of layouts that could be displayed. Here again the open format system can help alleviate some problems. In our two sample layouts, the rectangular modules are each 2 units long by 1 unit wide. An aisle of at least 1 unit must be provided all around each layout, as shown. The closed system layout, with its pit and aisles, will occupy 107 square units of space - of which 35% is occupied by the operators' pit. The open layout, with aisles, will cover only 77 units, a saving of 28% over the closed system. The larger the layouts become, the greater the space savings will be.

For all these reasons the open system offers greater flexibility and variety in both individual module design and layout arrangement. In the long run the greatest satisfaction with any concept will be derived from the system that most encourages creativity and imagination. Modules are no exception. Here is a layout that demonstrates some of the potential of the modular concept:



In the next article we will look at modular benchwork and begin to build a module. Start planning a scene for a module to be used in your own layout, with your club or in display with your area modular group.

For more ideas and background on modules, send for the Modular Coordinator's Report. It's \$5.00, postpaid, from Paul Ingraham 3304 Maybelle Way, No. 1 Oakland, CA 94619

A PETITION

The Saga Of Gilpin

GILPIN WROTE A BROCHURE
HE WROTE A LETTER TOO,
HE WROTE THEM ON A BIFFY
WHILST LOOKING AT THE VIEW.

HE WROTE ABOUT THE SLIMMERS
HE WROTE ABOUT SOME STAMPS
AND WHILE HE WASN'T LOOKING
A GRIZZLY STOLE HIS PANTS.

HE FLEW INTO A TEMPER
HE FLEW INTO A RAGE
AND STREAKED ABOUT THE RAILROAD
STILL CLUTCHING TO A PAGE.

GILPIN WAS A TERROR
GILPIN MIGHT BE MAD,
WE GOT GILPIN'S HISTORY
FROM GILPIN'S DEAR OLD DAD.

GILPIN SHOT THE POSTMISTRESS
THEY HANGED HIM BY THE NECK.
SAID GILPIN, CLUTCHING HIS THROAT
"THAT SURE DID SMART, BY HECK!"

WE MADE A BIG APPEAL FOR HIM
BELIEVE US THIS IS TRUE,
WE CAN'T AFFORD TO MAKE IT,
SO NOW IT'S UP TO YOU.

THE GRIZZLIES DO ACT FOR HIM
TO THEM PLEASE SEND YOUR SUB;
THEY SPEND IT ALL ON POSTMENS' LEGS
'COS THAT'S THEIR FAVOURITE GRUB.

THEN GILPIN FOUND SOME TROUSERS
THEY CAUSED HIM MUCH DISTRESS
FOR THEY DID HAVE NO SEAT THEREIN
AND LOOKED A FRIGHTFUL MESS.

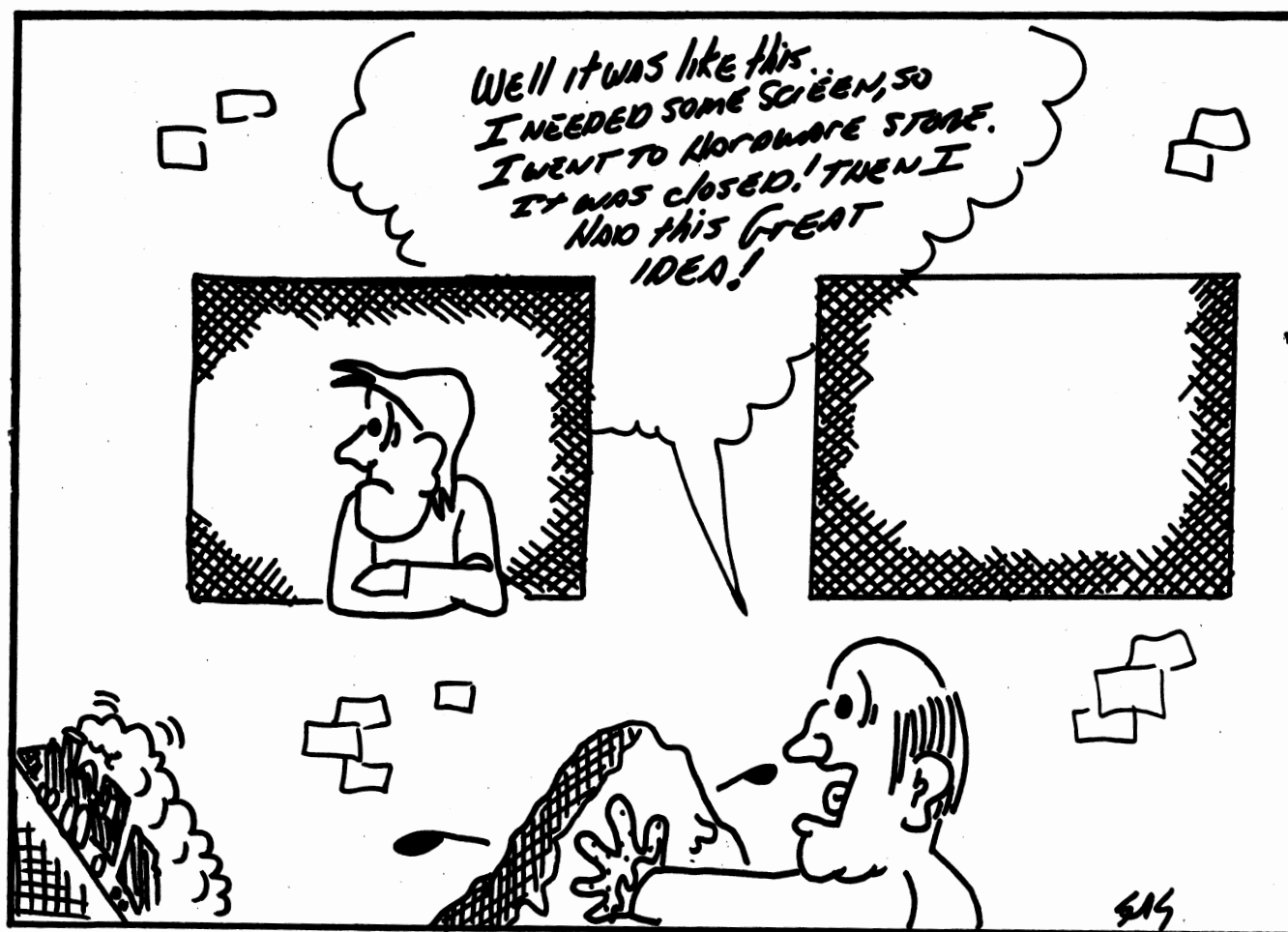
GILPIN'S TATTY TROUSERS
CAUSED A LOT OF JOLLITY;
WE THINK THEY HAD BEEN GOT AT
BY THE SILENT MINORITY.

SO GILPIN LOOKED FOR COMFORT
BUT THOUGHT OF SCHOOLS AND CANES
AND THEN HE WENT TO CHESHIRE
FOR A BOOK TO SHIELD HIS PAINS.

BUT THE GRIZZLIES FOUND HIM TREWS
THEY BOUGHT THEM IN A SALE
AND WHEN OUR GILPIN PUT THEM ON
THE MINORITY DID WAIL.

SO PLEASE SIGN THIS PETITION
TO SET OUR GILPIN FREE
AND HE WILL WRITE A BOOK FOR YOU
... THE LOUD MAJORITY.

(Editor's Note: This is the first in a whole series of fantastic brochures from the Shining Mountains RR (July-August 1981 HOTBOX). I am presenting them--with original artwork when available--not only for their apparent entertainment value, but also because they aptly illustrate how a modeler can invent a credible (?) history for his/her freelanced model railroad.)



The Conventional Approach

So far, we've presented a number of varied scenery techniques, all of which can produce excellent results. Still there is one technique that we haven't discussed although it has been around since model railroaders decided their trains would look better if they ran through a realistic setting. That technique is what we call the conventional approach to scenery making and it requires the following materials: plaster (any type), screen wire, nails, cardboard and/or newspapers.

As in most scenery techniques, your first step involves making a mock-up of how you want your scenery to look when it's completed. To accomplish this, you should use the cardboard and newspapers. Cut the cardboard so that it resembles a profile of the features you want and nail it to your benchwork. Wadded newspapers

can then be used to fill out the rest of the area. Or if you prefer less rugged terrain, just use wadded newspapers held together with masking tape.

Next you should cut the screen wire to the approximate dimensions of your scenic feature and nail the edges of the screen to your roadbed after the mock-up has been covered by the screen. Of course, you should use the appropriate shears when cutting the screen and gloves when handling it to avoid any nasty cuts.

After the screen has been nailed down, be sure to work it down into your mock-up so that the features you desire will be reproduced after the plaster has been applied. The extent to which you work the screen down will determine the ruggedness of your scenery. (cont'd next page)

Now it's time to mix the plaster. Remember: always add plaster to water to eliminate the lumps and bubbles. After mixing, your final plaster-water consistency should be something like pancake batter. The idea here is to keep the plaster thick enough so that it won't ooze through the screen, but thin enough so that it spreads over the screen easily.

Special features can be introduced by using rock castings, rubber molds or even real rocks in various places throughout your scenery. Determining where and when to use these techniques depends on what special features you want to stand out in any particular area. Still it is important not to crowd special features too close together, otherwise many are likely to go unnoticed by those who view your handiwork. Spacing these features at appropriate distances also makes your pike look more detailed than it actually may be. The key here is to experiment and remember that any feature you don't like can always be removed.

Coloring of the plaster can be by the zip-texturing or water-soluble methods previously discussed in this series. Try both techniques to see which one gives a better result. For that matter, try all the different methods of scenery construction as well. Don't limit yourself to one technique, others might work just as well or even better. Experimentation can help you produce a more realistic model railroad.



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

FOR SALE: Tyco hoppers and boxcars. Train Minature boxcar and Lifelike gondolas, all for \$1.50 each. Life-like lights plus maps of the Norwood and St. Lawrence RR. Write for free price list: Chris Gore, 15 Canterbury Court, Clifton, NJ 07013

TAMR HAPPENINGS:

Things are really hopping at the regional level with two inactive regions coming back to life. That makes five of the TAMR's six regions active with the International Region remaining the only inactive region due to its small and widely scattered membership.

Our Canadian Region has changed the name of its publication to the INTER-COLONIAL and you can get a one year subscription (6 issues) for \$3.50 US or \$3.00 Canadian from Bob Huron, Editor, 16 Lambton Court, Brampton, Ontario, CANADA L6V 2A9. Also Tim Canfield, CR Rep., has a new address (#23-2951 Craigowan Road, Victoria, British Columbia, CANADA V9B 1N1) and asks that all correspondence be sent to him there, even though his university address remains unchanged.

Another region pulling itself out of the depths of despair is the Southern Region and oddly enough, it too has changed the name of its publication. The new name is the Southern CRESCENT and you can get a year's subscription (6 issues) from Dee Gilbert for \$3.50.

**ON THE
POINT:**

Did you think the HOTBOX would neglect Amtrak on its 10th birthday? We wouldn't dare! It's just that on May 1st, we were rather uncertain whether Amtrak would make it to its 11th birthday. So we held off our celebration until the Federal budget was approved. Now that the suspense is over and Amtrak will be running in 1982, although not without service cuts, we thought it would finally be a good time to celebrate. We do so with this photo by Gerry Dobeey of Amtrak #378, an F40PH, on display at Midway Station in St. Paul, MN for Twin Cities' festivities in celebration of Amtrak's tenth anniversary on July 23, 1981.

MARKERS:

ARRIVING NEXT ISSUE: Don Leitch tells how he developed his Blue Grass Eastern RR. Paul Ingraham gets into the nitty-gritty of module benchwork. Richard Topeka discusses layout modifications. Ken Keels provides some methods for improving Athearn locomotives. Dave Ellett returns with some hints on making camera-ready decal art for custom decals and Tim Vermande comments on winter rail photography. All this, our usual columns, plus the Editor playing Santa Claus will be coming your way in the Christmas issue of "the Un-Magazine of Model Railroading."

Model Railroad Month: November has been designated as model railroad month and it is indeed the perfect time to start promoting the TAMR. With the approaching holiday season, more and more people will be investigating our hobby. See what you can do to show them what we have to offer. Help promote model railroading and the TAMR in November so others can be "turned on" to the magic of model railroading.

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

PLACE
POSTAGE
HERE

Issued 10-7-81

FIRST CLASS MAIL

