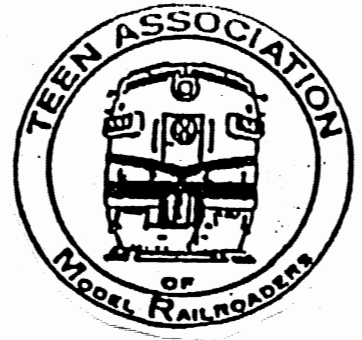


THE HOTBOX

A Publication of the Teen Association of Model Railroaders



December 1994

Consist:

Meet The New Hotbox Editor

Haulin' Coal Series Begins

Building a Layout on a Shoestring Budget

1994 Convention Revisited



THE BLUEGRASS LIMITED



June 23, 24, 25
1995

TAMR NATIONAL CONVENTION

THE HOTBOX

The official publication of the Teen Association of Model Railroaders

The TAMR Hotbox is the official publication of the Teen Association of Model Railroaders, a non-profit association created to promote, stimulate, foster, and encourage among youth and young persons, the hobby of model railroading, the activity of railfanning, and the preservation of the history, science, and technology thereof.

The Hotbox is issued monthly, twelve issues per year, along with the TAMR Directory of Members in January.

TAMR Membership

Membership in the TAMR includes a subscription to the association's magazine, The Hotbox, the January mailing of the TAMR Directory of Members, and a quarterly regional newsletter, as well as an invitation to attend and participate in all TAMR events. The following categories of membership are available:

Regular (21 and under).....\$15.00
Associate (Over 21).....\$18.00
Over Seas (Outside U.S.A.).....\$20.00
Sustaining (Reg & Assoc).....\$20.00+

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

Submissions

The TAMR Hotbox depends entirely on the association's members for its material. If you have articles for publication or want to respond to one of our columns, send your submission to the following people:

The Prime Mover.....David Hadley
TAMR Clinic.....John Reichel
Shoestring Budget.....Peter Maurath
Shortnotes on Shortlines...Aaron Marcavitch
Haulin' Coal.....Brent Johnson
All other submissions.....Hotbox Editor

Guidelines for Submissions

Style/Content- Your own writing style is fine with us; remember you are among friends. If you have grammar trouble, let the editor worry about that. The ideas of what you write are what is important. As far as content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to the majority of readers. The editor reserves the right to choose what gets printed and what does not.

Photos- Please send glossy photos only. Brighter photos with good contrast work best. Photos relating to your articles will enhance

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DECEMBER 1994

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Front Cover: FA-2 #306 leads a string of RS-3's at the L&N's Loyall, KY yard on the Cumberland Valley Division in February 1968. *Ron Flanery Photo*

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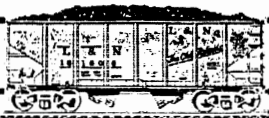
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them. Please send caption information with your photos. Include: Where, when, how, why, or any other essential information along with a photo credit. All photos will be kept unless a SASE is sent along with the prints. Cover photos should be 8x10 or larger with minimum grain.
Artwork-All drawings and artwork must be in

black or blue ink. Artwork relating to your articles is gladly accepted. The Hotbox editor is not responsible for lost or damaged artwork. Send SASE if you would like your artwork returned. Please send two copies if possible.



HAULIN' COAL

Conducted by Brent Johnson

Harlan, KY A Junction of Coal

The Louisville & Nashville Railroad's Cumberland Valley Division reached the small south-eastern Kentucky town of Harlan in 1911. Throughout the next twenty years, an amazing network of branches were constructed in the surrounding area, sending rails up every hollow. By 1921, a 17-track yard was built further up the Cumberland River at Loyall, KY for the classification of coal.

The Branches

The Poor Fork Branch extends up the Poor Fork River to Cumberland, KY where it splits and proceeds to Scotia in one direction and to Lynch in the other. Lynch was home to U.S. Steel mines which loaded trainloads of coal daily destined for the steel mills at Gary, Indiana.

At Harlan Junction, the Clover Fork Branch swings east and heads for Glenbrook, Kentucky. The Catron's Creek Branch charges south at Dressen to serve mine operations at Gulston, Liggett, and Yancy.

There are several other coal branches south of Harlan, but the Martin's Fork Branch to Norton, VA is the largest of all the branches. The Martin's Fork is, or was in pre-CSX years, more of a heavily traveled main line than a branch in the traditional sense. Southward, through the 6,244-foot tunnel (L&N's longest) at Hagans, the railroad reaches an interesting main line switchback. From there the railroad crosses above itself at a 90-degree angle and heads for Norton where it interchanged with the N&W, the Interstate Railroad, and the Clinchfield, via trackage rights on the N&W.



Above: CSX C40-8 and a B-unit at Baxter, KY returning to Loyall on April 8, 1994. Brent Johnson Photo.

This route from Corbin to Norton was favored highly over the original mainline ("The Old CV") which extended to Hagans via Middlesboro and Cumberland Gap.

Operations

Coal wasn't the only commodity seen rolling through Harlan. Corbin to Norton fast-freights ran throughout the L&N's history. The following are the crew assignments for mine runs operating out of Loyall in the mid-1970s:

First and Second Poor Fork Mine Runs (two crews): Worked Rhea, Nolansburg, Totz, Chad Yard, Scotia, and Benham.

First, Second, and Third Roustabouts (three crews): These crews were "fill ins" and could work any of the assigned territories.

Martins Fork Mine Run: Worked Kay, Bennett, Three Point, Crummies, Mary Alice, Karen, Yancey, and Liggett.

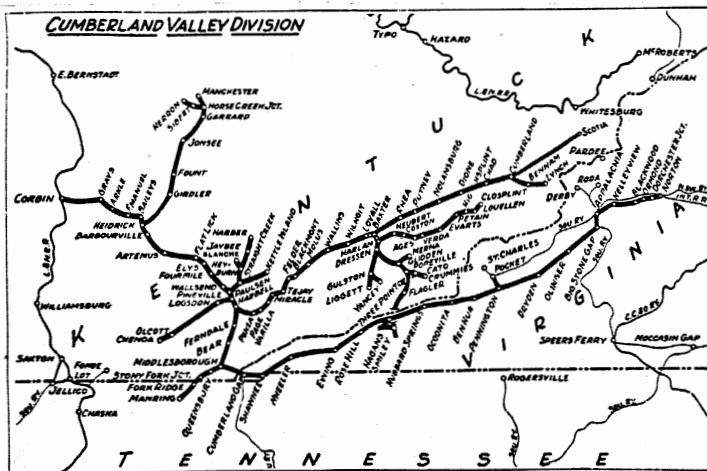
First and Second Clover Forks (two crews): Worked Brookside, Verda, Jack Hilo, Brenda, and Glenbrook.

Loyall-Varilla Mine Run: Worked Wilhoit, Low, Blanton, Sanborn, Alva, Fee, Balkan, and Whipple.

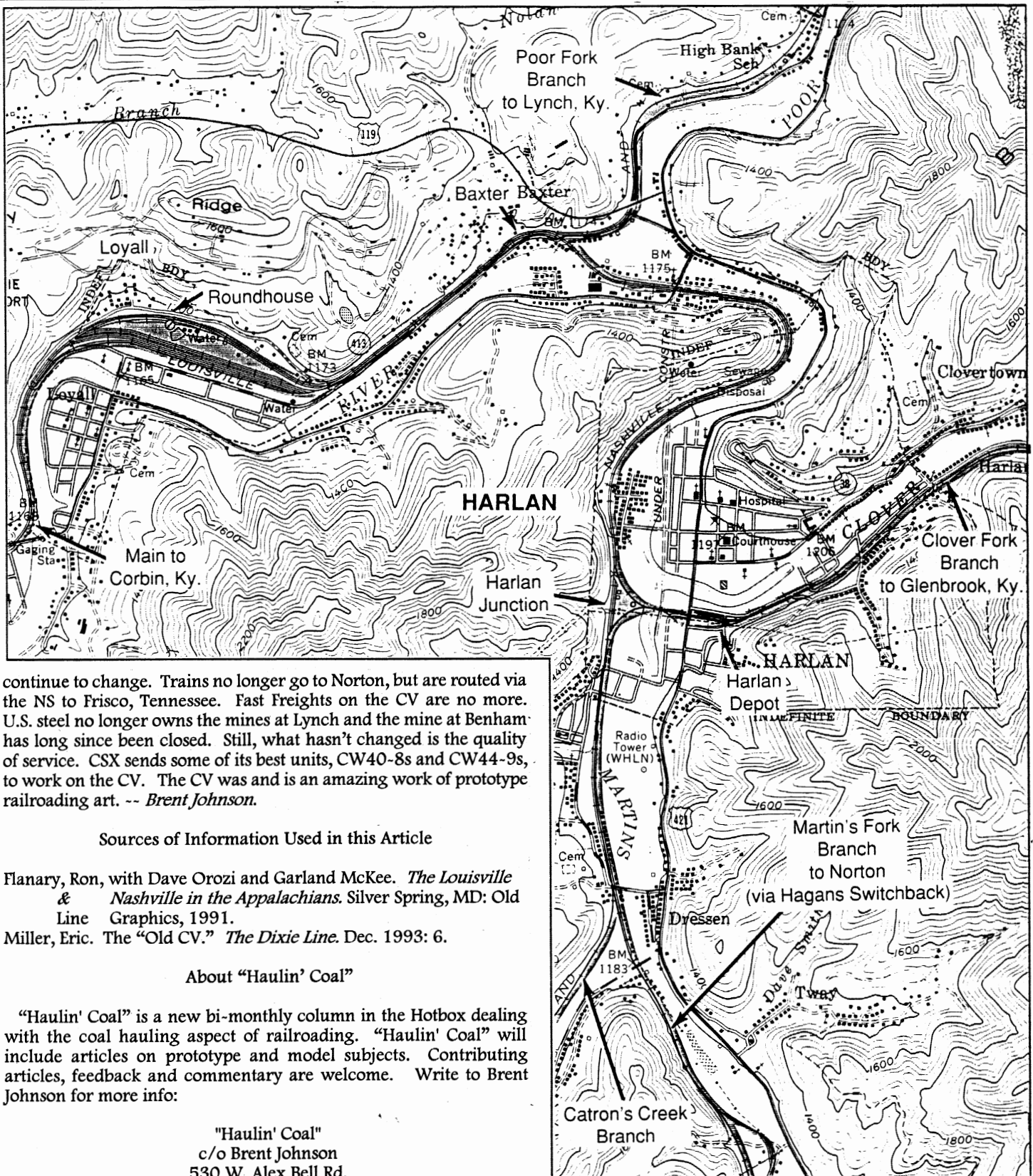
Two Lynch turns operated out of Corbin daily serving the U.S. Steel mines in Lynch and Cumberland, Kentucky. From Lynch the coal headed to the large preparation plant at Corbin and was finally sent to the steel mills at Gary, Indiana. Many other branches on the CV were worked out of Corbin and some out of crew stations along the line.

Today's CV

Even though the L&N isn't running the CV anymore, the tradition of coal hauling lives on. Things have changed and will



HAULIN' COAL



continue to change. Trains no longer go to Norton, but are routed via the NS to Frisco, Tennessee. Fast Freights on the CV are no more. U.S. steel no longer owns the mines at Lynch and the mine at Benham has long since been closed. Still, what hasn't changed is the quality of service. CSX sends some of its best units, CW40-8s and CW44-9s, to work on the CV. The CV was and is an amazing work of prototype railroading art. -- Brent Johnson.

Sources of Information Used in this Article

Flanary, Ron, with Dave Orozi and Garland McKee. *The Louisville & Nashville in the Appalachians*. Silver Spring, MD: Old Line Graphics, 1991.
Miller, Eric. The "Old CV." *The Dixie Line*. Dec. 1993: 6.

About "Haulin' Coal"

"Haulin' Coal" is a new bi-monthly column in the Hotbox dealing with the coal hauling aspect of railroading. "Haulin' Coal" will include articles on prototype and model subjects. Contributing articles, feedback and commentary are welcome. Write to Brent Johnson for more info:

"Haulin' Coal"
c/o Brent Johnson
530 W. Alex Bell Rd.
Centerville, OH 45459

Building a Layout on a Shoe String Budget

Conducted by Peter Maurath

Billboards for Budget Minded Modelers

They're big, they're huge, and they're occasionally irritating. Yes, they are those urban artist canvases better known as billboards, which can always be spotted near highways, streets, and buildings. In the modern world, it's become a science with fancy billboard supports sizes and designs. Most large billboards are held up by what is called a "unipole structure" or two I-beams.

Recently there was a *Model Railroad* article run on how to build these beauties. It was very helpful, but to a person like myself, it was out of my price range. So, I studied it for a moment and then came up with a simple cost cutting design.

Getting Started

First of all, you will need some plastic tubing. to fit your scale and a smaller wooden dowel. Take the plastic tubing and cut it to a height you desire, then drill a hole the size of the dowel at almost the very top. Next, cut the dowel to the desired length and insert it in the tubing to form an "L". This is the foundation of the billboard (Figure A).

Next, paint and attach small sections of spaghetti noodle to the top of the dowel to support the billboards (Figure B). You can make the noodles one size or change the sizes depending if you want to angle the billboard.

Billboard Designs

The billboard pictures are up to you. Most of mine are made from illustration board, with magazine clippings glued on and a jingle phrase added. Once you have the billboards, glue noodles vertically to the back and let them extend off the bottom, this will be where you attach it to the noodles on the unipole (Figure C). Then you can add lights by gluing little squares of illustration board to noodles

and attaching them to the noodles on the unipole extending out in front of the billboard. A walkway can be added on top of the light supports and then it's complete. Other details may be added like ladders, electrical boxes, etc. at your discretion. Next month: We'll build some fleets of a lawyers favorite moving object.

Supply List

- ◆ Spaghetti Noodles
- ◆ Illustration Board
- ◆ Paint:
 - Pactra Dark Lull Gray
- ◆ Elmers White Glue
- ◆ Drill
- ◆ Wooden Dowel
- ◆ Plastic Tube
- ◆ Picture of Chuck Zhener (Peter was too busy laughing to say "just kidding" - Ed)

About Building a Layout on a Shoestring Budget

BLSSB is a long running monthly column conducted by Peter Maurath dealing with cost cutting methods of model railroad construction. Send your questions or comments to:

Peter Maurath
3119 W. 100
Cleveland, OH 44111

Figure A

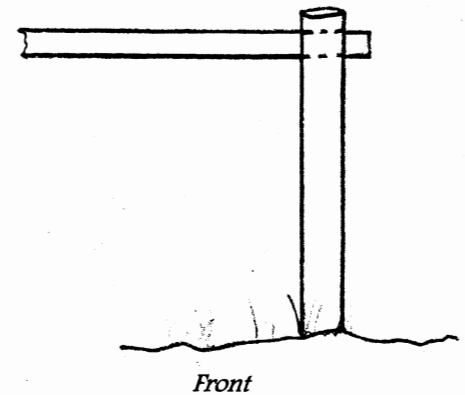


Figure C

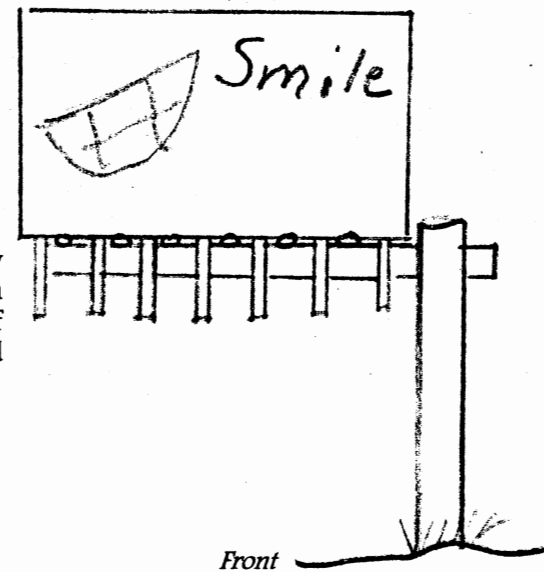
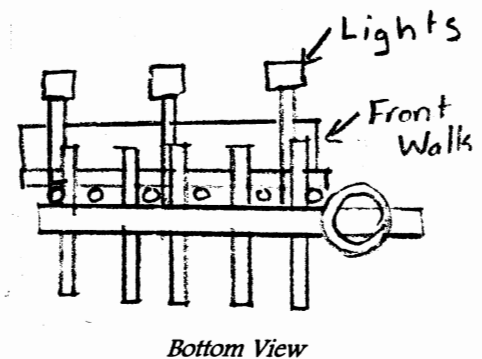
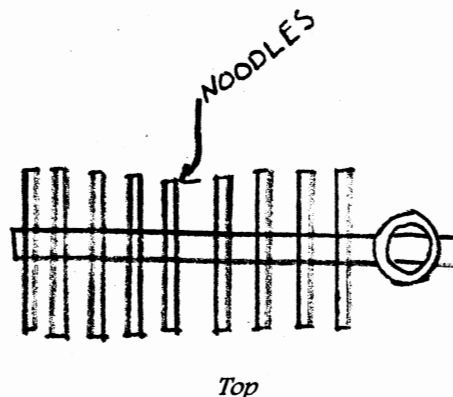


Figure B



WELCOME ABOARD ME...

SEE·S·X

TRANSPORTATION

DIVISION OF THE MESSIE SYSTEM, INC.

THE "STEALTH" PAINT SCHEME

I didn't know they ran slugs on this route!

SEE·S·X

SEE·S·X

SEE·S·X

HOWEVER, THEY HELP GREASE THE RAILS

THAT WASN'T EVEN FUNNY!

MST3000

SEE·S·X

Quality

THE MAINLINE TO SUCCESS

PROMOTION VIDEO

LOQUIL

#4344 SEE·S·X STEALTH GREY

LOQUIL

#4345 SOUTHERN PACIFIC DIET

THE TOP TWO COLORS WE DON'T NEED

THE LOQUIL MODEL PAINT CO.

SEE·S·X TRANSPORTATION

DIVISION OF THE MESSIE SYSTEM

A SURE·FIRE WAY TO SHIP GASOLINE!

HERE COMES A TRAIN, THE GATES ARE GOING DOWN!!

KIND OF LIKE THESE JOKES!

NEXT TIME IT'S....

CLOWNRAIL QUANTITY

DRAWN BY
MATTHEW J. SCHWERTZ

Were You at the 1994 TAMR Convention?

What you did if you were

What you missed if you weren't

by Brent Johnson, Editor

"If you hold it, they will come." These were the words going through my head when I first thought of planning a TAMR national convention. It was October 1993 and I went in front of the local NMRA division meeting to ask for help with a model railroad convention for teens. Dayton has been a popular spot for railroad conventions, so I was not amazed at the response I received.

This was the beginning of what turned out to be a very exciting convention. Let's take a look back at "The Dayton Limited."

Day One - Friday June 24

Matt Schwerin and Peter Maurath arrived the evening before and helped set up our huge switching layout at the Holiday Inn. Peter had

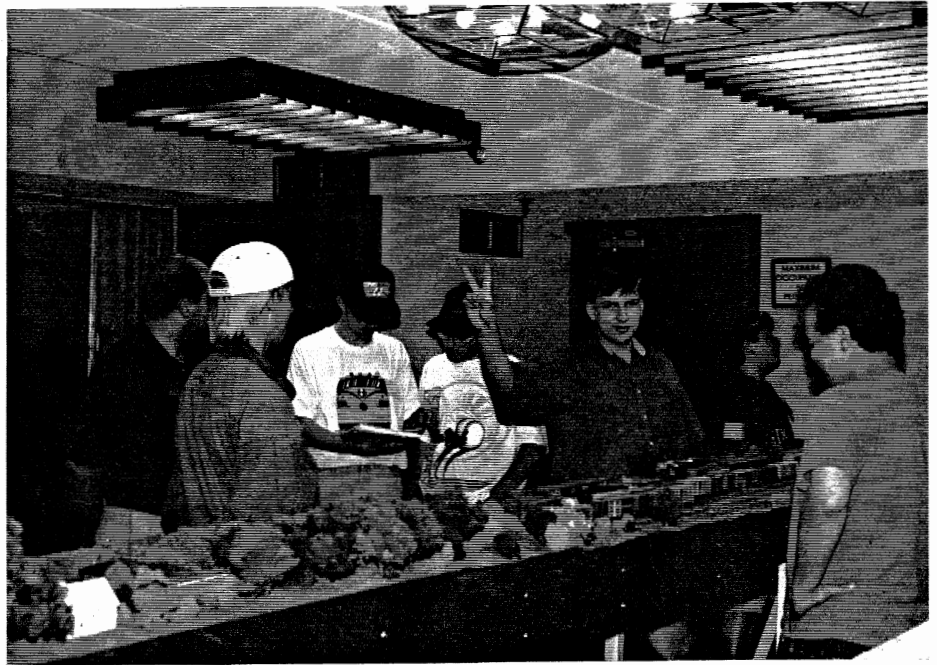
the honor of holding the first clinic of the night, and of the entire

convention. It dealt with his long running HOTBOX series. Peter's clinic was perhaps one of the best at the convention because it was given by a TAMR member and it showed the work from several of his recent articles.

An area NMRA member, John Larsen, gave the next clinic on kit bashing rolling stock. His teachings might have inspired some of us to go home and start splicing our freight cars.

Saturday June 25

Bright and early Saturday morning, thirteen TAMR members headed for the operating sessions. The group was divided in half where one section left for Don Santel's Ohio, Michigan & South Shore Railroad and the other for Steve Hood's, Cumberland Southern Railroad.



Above: Former editor Aaron Marcavitch flags down the cameraman next to the convention switching layout at the Holiday Inn. John Reichel is in the foreground with Brad Beaubien to the left, John Wagner behind him, Matt Schwerin and Peter Maurath in the back, and Mike Hood to the far right. Brent Johnson Photo.



Above: Peter Maurath in the foreground and Matt Schwerin prepare for Peter's clinic on none other than "Building a Layout on a Shoestring Budget." Peter gave the only clinic by a TAMR member. Brent Johnson Photo

Operating with fast clocks and schedules, conventioners ran trains for three hours. Amazingly no real damage came to the beautifully detailed layouts we operated at. The group that operated at Steve Hood's layout was lucky enough to board a real train after the session.

Saturday afternoon clinics were given by Allan McClelland, Andy Sperandeo, and Bob Fink. Bob answered our questions about computers in model railroading with his clinic on that subject.

The convention would not be complete without a cookout. What better way to get railroaders together but with food and door prizes. Matt Schwerin unluckily won the prize in which he donated.

Sunday June 26

Layout tours of four Dayton model railroads began Sunday morning. Tours of Steve Hood's Cumberland Southern, Allan McClelland's Virginian & Ohio, Harry Haag's M&H RR, and Don Santel's OM&SS were included.

For most of the conventioners, the tours ended the convention, but not for others. A few of us, John Reichel, Matt Schwerin, Brad Beaubien, and myself, decided it would be a good day to railfan. So we headed for Cincinnati, found a low priced hobby store and did some shopping. The fun and excitement didn't stop there. A short drive away was the ex-L&N Decoursey yard. Being an L&N fan I couldn't resist going to what was the railroad's largest yard.

Decoursey was not what it used to be, still the railroad police were at work. If it wasn't for Matt's Lionel Club card, I don't know who would have bailed us out of jail. In the end everything turned out fine.

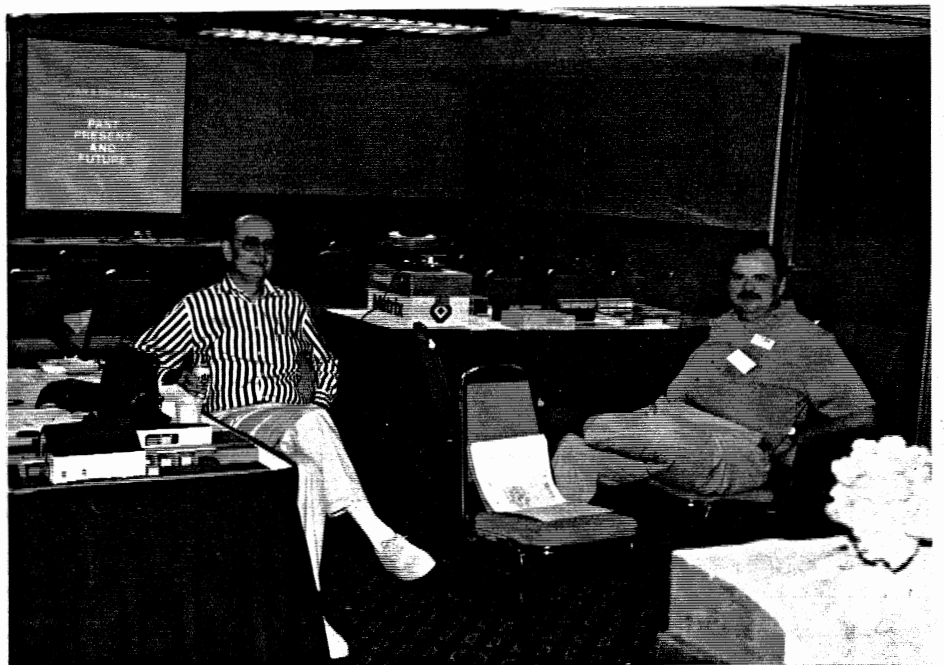
Upon arrival at Dayton, we discovered Peter was still in town. Apparently his plane couldn't make it to his connection in Indianapolis and was returned to Dayton. We agreed that he should have taken

Amtrak, but it would have been elected NER Representative and difficult since the Dayton train important topics were discussed. station is now a parking garage. So are you going to be at the 1995 I would consider the convention a TAMR National Convention? Start smashing success. Ole Bye was planning today!



Above: Lucky son-of-a-guns. The group which operated on Steve Hood's layout for the operating session activity got an extra treat. It just so happened that a train was parked next to the Dairy Queen (a likely railfan hangout) and the TAMR members were welcomed aboard. The train was a GTW, powered by CSX locomotives, running on Conrail trackage. From left to right: Brad Beaubien, Peter Maurath, Matt Schwerin, and Curtis Tate. *John Reichel Photo.*

Below: Resting before the next presentation is Virginian & Ohio builder Allan McClelland (left), and the editor of *Model Railroader* Magazine, and TAMR member, Andy Sperandeo. Allan gave his clinic, "The V&O Past, Present, and Future" shortly after this photo. Andy followed with a clinic regarding his future layout, "The Cajon Pass in HO scale." *Brent Johnson Photo.*



1994 TAMR Election Statements



Due to problems with the November ballot and election statements, a new ballot has been issued. All former ballots are void. Please vote again with the new ballot inserted in the HOTBOX.

Office of Western Region Rep.

-No Candidates

A new bill has been passed through the Board of Director. It allows the TAMR to elect a vice president. The vice president is on a separate ballot from the president's, therefore there are no running mates for those positions.

Voting Instructions

- ♦ Cast a vote for each candidate on the ballot with the exception of regional representatives.
- ♦ For regional representatives, vote only for the representative in your region.

Office of Presidency

Peter Maurath
-No Statement Provided

Office of Auditor

Eric Boone
-No Candidates

David Hadley
-No Statement Provided

Office of
Canadian/International Region
Representative

Office of Vice Presidency

Matt Schwerin

-I would like to become vice president. The reason that I would like to hold this position is because I'm interested in the area of public relations and plan to go into that field after high school, and Asbury College. Also, as a senior in High School next year, I feel I can be a better vice president over being Secretary. I feel I can fill this position because I also have worked as TAMR Secretary for over a year and have a good understanding of the operations of the TAMR.

Office of North East Region Rep.

Ole Bye

-I'll do my best to bring existing members together through things like conventions, a layout, and railfan trips, while also increasing membership by attending shows with a switching layout and the usual brochures.

Office of Southern Region Rep.

-No Candidates

Office of Central Region Rep.

John Wilson
-No Statement Provided

Office of Treasurer

Brad Beaubien
-No Statement Provided

TAMR Regions

Canadian/International.-all countries outside of U.S.A. including U.S. territory.

Central- IA, IL, IN, KS, KY, MI, MN, MO, NB, ND, SD, AND WI.

Northeast- CT, DE, MA, ME, MY, NH, NJ, NY, PA, RI, VA, VT, WV, and the District of Columbia.

Southern- AL, AR, FL, GA, LA, MS, NC, OK, SC, TN, and TX.

Western- AK, AZ, CA, CO, HI, ID, MT, NM, NV, OR, UT, WA, and WY.

Write-ins

Write-ins allow anyone eligible for a TAMR position to be elected. If you or someone you know would like to be elected, but is not on the ballot, the name of the member can be "written in" and have a chance at election.

Vote in the 1994 TAMR Elections

Late Breaking News

Peter Maurath's Election Statement

As a candidate for presidency, I realize that this position entails a lot. There will be many important decisions that I will make. I will do my best to make correct decisions and choices that will most benefit the TAMR. I will work with other persons and organizations to help us grow and enter a new level so that we will be known by other railroaders as more than just a small group. I hope to get this organization into the twenty-first century with the addition of better equipment so we can reach our members spread out across the country. Also I hope to improve the TAMR *Hotbox* with more articles and better organization with the help of our editors and the advice of our members.

1994 TAMR ELECTION BALLOT

Instructions:

- Vote once for each of the positions listed.
- Vote only for the representative in your region.
- Mail ballot to John Reichel

Mail to:

John Reichel
1800 E. 38th St.
Oakland, CA 94602

Office of President

___ Peter Maurath

___ David Hadley

___ Write In _____

Office of Vice President

___ Matt Schwerin

___ Write In _____

Office of Treasurer

___ Brad Beaubien

___ Write In _____

Office of Auditor

___ Write In _____

Office of Canadian/International Region Representative

___ Write In _____

Office of North East Region Rep.

___ Ole Bye

___ Write In _____

Office of Southern Region Rep.

___ Write In _____

Office of Central Region Rep.

___ John Wilson

___ Write In _____

Office of Western Region Rep.

___ Write In _____

Activities At 1994 TAMR Convention

Featuring Allen McClelland's HO Scale Virginian & Ohio

- Registration: Register at convention sight from 6-9 PM Friday and 7-8 AM Saturday
- Clinics: Wide range of clinics given by area NMRA members from 1-4 PM Saturday
- Operating Sessions: An activity in which convention attendees operate on an area layout from 8-12 AM Sat.
- Switching Pike: Huge switching layout of Dave Decker which takes 8 hours of switching time to sort out
- Self Guided Layout Tours: See some of the area layouts Sunday 10 AM to 2PM
- Raffle: Purchase raffle tickets "by the arm" to win an assortment of model railroad prizes
- Model Contest/Swap Meet: Bring those great projects you've been working to be judged and bring any railroad items you want to sell at the swap meet
- Cookout Supper: a cookout at the TAMR presidents house rounds up Saturday along with contest awards and raffle prizes being given away
- BOD Meeting: Meeting for TAMR board of directors to discuss future plans of the organization

Railfan trips are currently self guided but group trips may be arranged on the 26th . Dayton has a CSX and a Conrail yard. Ask permission in the yard offices before proceeding with any picture shooting to avoid incarceration.

If attending the 1994 convention, offer to carpool with TAMR members in your area

Hotel Information

Signature Inn @ Byers Rd 1-800-822-5252 - 2 DB @ \$55. Includes free continental breakfast, free local phone calls, and free Cable and HBO *** Red Roof Inn @ Byers Rd 1-800-043-7663 - 2 DB @ \$44 *** Residence Inn - Marriott @ Prestige Plaza 1-513-434-7881 - 1 Bedroom @ \$89, 2 Bedrooms @ \$115. Rooms include kitchenette *** Holiday Inn @ Prestige Plaza 1-800-465-4329 - 2 DB @ \$74.

Suggested accommodations are located at I75 & I675, adjacent to the Dayton Mall. Many restaurants, fast food to fine dining. This location provides easy access to almost anything or place.

If on a limited budget for the trip and need alternative lodging (For teens only), ask Brent Johnson for more information

Please list the hotel where you will be staying (if available) _____

Would you like information on alternative lodging? _____ Traveling by ☐ Car ☐ Airplane ☐ Train

Time of projected arrival Friday _____ Are you carpooling with any area TAMR members? _____

Maps will be mailed to registered attendees

Activities For Persons Not Attending Convention

Such as drivers, parents, etc.

Check if you would like more information on other area attractions

____ United States Air Force Museum
Located at Wright Patterson Air Force Base

____ Carillon Historical Park

____ Dayton Art Institute

____ Kings Island
Paramount's giant amusement park

____ Imax Theater
Six story high theater located at the USAF Museum

____ Cincinnati Zoo

Convention Timetable	FRIDAY										SATURDAY										SUNDAY				
	PM										AM					PM					AM		PM		
	1	2	3	4	5	6	7	8	9	10	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
Registration																									
Clinics																									
Operating Sessions																									
Switching Pike																									
Self Guided Layout Tours																									
Model Contest/Swap Meet																									
BOD Meeting																									
Cookout Supper*																									
Awards & Raffle*																									

*Denotes activities not held at convention sight

See Reverse Side For Activity And Hotel Information

TEEN ASSOCIATION OF MODEL RAILROADERS 1994 NATIONAL CONVENTION DAYTON, OHIO JUNE 24, 25, 26 REGISTRATION FORM

Name _____ TAMR # _____

Address _____

City _____ State _____ Zip _____

Fees - \$10.00 per member (includes all activities). _____

- \$15.00 per non-member (includes all activities and 3 month TAMR membership) _____
3 month membership begins in June

- \$25.00 per non-member (includes all activities and a year TAMR membership) _____
Year membership begins upon arrival of registration form

- \$20.00 per non-member over 21 (includes all activities and 3 month membership) _____
3 month membership begins in June

- \$28.00 per non-member over 21 (includes all activities and a year membership) _____
Year membership begins upon arrival of registration form

Include check or money order payable to the Teen Association of Model Railroaders (Convention) for correct fee class

NOTE: All registrations and fees must be received by June 17 to guarantee operating session space
Mail to "TAMR Convention" c/o Brent Johnson 530 W. Alex Bell Rd., Centerville, OH 45459

TRAIN ORDERS

Conducted by Brent Johnson

Where Are the Articles?

Happy holidays to the TAMR from the new editorial staff. I am currently the only member of the HOTBOX editorial staff, so I have a lot of responsibility.

I have to design every issue, print, labels, lick stamps, and seal the envelopes for each HOTBOX, which gives me little time left to write articles. This is why I need your help. The HOTBOX article file is dangerously low on articles. We do, however have an abundance of photographs. That is not to say that we don't need any photographs. My point being, I can easily produce a twelve page photo album, but it is very difficult to produce a twelve page magazine. So, please send in articles.

Don't worry about grammar trouble, I'll let the editor worry about that. An article can be easily enhanced by sending photos or artwork along with the article to give readers something to look at so they can understand what you're explaining or writing about.

Feature articles should be somewhat long and are great if they include photos or drawings. If you don't want to write an entire article, send in feedback on articles that were written by someone else. I will reserve the "Train Orders" department for "letters to the editor," questions or any kind of letter that you would like published. Tell us about your layout or ask how you can get more involved in the organization. Just write something.

Getting Your Money's Worth

Coming from experience by being TAMR President for the last term, I've discovered that the only people really involved in the TAMR are the officers. And it's those people who are involved that are getting the most out of the organization and are having the most fun. If it takes giving every member of the TAMR a position on the Board of Directors, so be it.

Those of us who attended the 1994 TAMR National Convention had the most fun anyone could have in the TAMR. We're still talking about it.

Let's not dwell on what you *could* have done, but what you can do to have more fun, or -get your

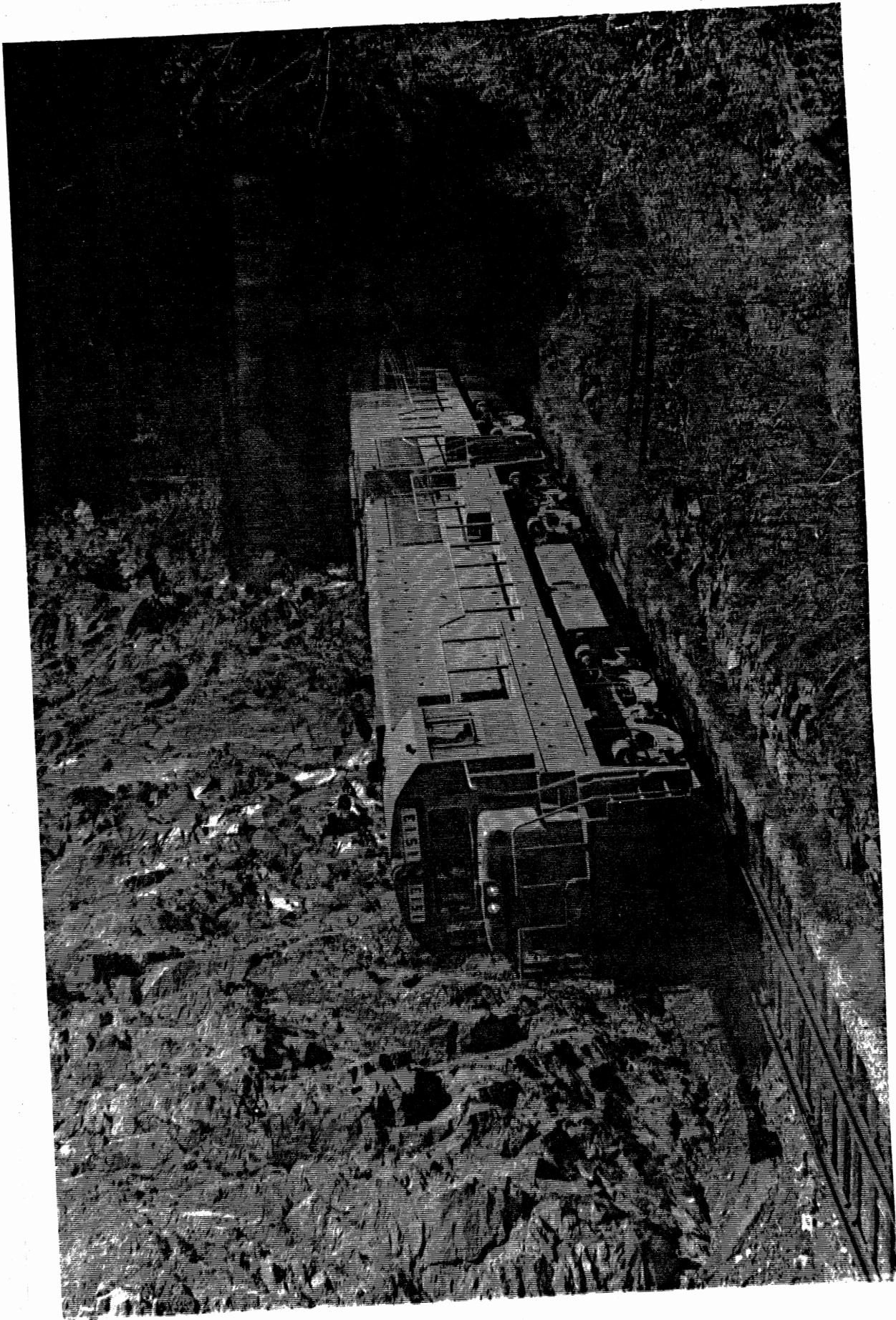
money's worth- out of the TAMR.

- Write articles for the HOTBOX
- Find an active TAMR position
- Write to other members and meet
- Attend TAMR Conventions
- Run for an office

I have touched on a few ways to get you more involved. A large focus in the TAMR is to bring in new members. Why would someone want to join the organization, are we having fun? If, you don't think your getting your moneys worth, then get more involved, then ask yourself if your getting your moneys worth. The TAMR turned 30 in 1994, let's get to work on the next 30 years, and have fun doing it. -Brent Johnson.



Above: A post convention railfanning trip led John Reichel and Brent Johnson to follow a Conrail coal train to the Dayton Power & Light power plant. The brakeman who was hanging on the rear of a cut of hoppers did not want his picture taken as he yelled some words not to be published in the HOTBOX



Above: L&N Corbin to Norton fast-freight No. 66 at the north portal of Hagans Tunnel on the Cumberland Valley Division in 1966. *Ron Flanery Photo*