

ISSN 1093-622X

# the Hotbox

*THE HOTBOX IS BACK!!!*

*The NEW Generation of Railroaders*

Issue 327

April 1999

## CONVENTION ISSUE 1999



**\*Complete Convention Information**

**\*A Word From the President**

**\*TAMR Back On Track!!!**



**The Official Publication of the Teen Association of Model Railroaders**

# the Hotbox



Issue 327

April 1999

## *The Hotbox People*

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The Hotbox is the official publication of the Teen Association of Model Railroaders. The TAMR is a non-profit organization created to promote, stimulate, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning and the preservation of the history, science, and technology thereof. The Hotbox is issued eleven times per year along with an annual Directory of Members.

### **TAMR Membership**

Membership to the TAMR includes an eleven-issue subscription to the Hotbox, the January publication of the Directory of Members, quarterly regional newsletters, and an invitation to attend and participate in all TAMR events. The available membership categories are as follows:

Regular (21 & under).....\$15  
Associate (over 21).....\$20  
Sustaining (Reg. or Assoc.).....\$20+

### **SEND MEMBERSHIPS TO:**

Hans Raab, TAMR Treasurer  
240 Staniford Rd.  
Burlington, VT 05401

**ADVERTISING:** For more information about advertising in the Hotbox, contact the editor. Advertising discounts available for members.

## **1999 NATIONAL CONVENTION: THE TEXAS EAGLE**

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This issue of the Hotbox was produced jointly by Ritchie Roesch and Ole Bye

### **SUBMISSIONS**

News, feature articles, drawings, and photo submissions are welcome and should be sent to the editor. Photos must be prints and have good contrast. Drawings should be in black ink. All submissions must include an SASE if material is to be returned. Please include captions with photos.

**Hotbox Editor**  
**Willie Roberge**  
13 Morse Avenue  
Wareham, MA 02571

### **On The Cover:**

Led by a GP30 still retaining its prime mover, a freight train pulls out of the large BNSF yards in Pueblo, Colorado, in July of 1997. Turn the pages for more info on railfanning BNSF and others in Texas this July.  
Photo by Ole Bye

## A Word From the Director

Texas, the second largest state in the union—the “Lone Star State”—is an interesting place, to say the least. Every imaginable culture, every imaginable element of scenery, can probably be found in the state. The large oil refineries in Freeport, the tall pines in Pineland, the desert mountains in Plateau, and the small farms in Valley Mills show that there is truth in the state slogan, “Texas—a whole other country.” And, in fact, it once was.

The state slogan also applies to the railroads of Texas—from Espee’s busy “Sunset Route” in south Texas to the Austin & Texas Central Railroad, a small line that hauls passengers behind their restored Mikado. There is some-thing for everyone—big time, 150 trains per day, railroading and small time, one train per week, railroading.

That brings me to the Teen Association of Model Railroaders’ 1999 National Convention, the *Texas Eagle*. My hope is that there will be something for everyone. If you like railfanning, there will be railfanning. If you like layout tours and operating sessions, there will be both. If you like railroad tours, there are several in the works, including BNSF’s Network Operations Center. If you like steam train excursions, there will be two. And if you like clinics and slide shows, there will be plenty of those as well.

My hope is that all will have fun, too. Even though there will be a detailed schedule, it will be fairly laid-back—you never know when there is a train we will want to chase or a locomotive we will want to photograph. And I sure won’t forget the pizza parties or the Denny’s.

When July 7<sup>th</sup> rolls around I hope to see every one of you here in Dallas, Texas. The *Texas Eagle* will be a great time of railroading fun, with inspiring layouts and informative clinics, lots of photography opportunities, two wonderful steam train rides, and much, much more. Join us for the largest convention in T.A.M.R. history—you’ll be glad you did!

—Ritchie Roesch, *Texas Eagle* '99 convention director.

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## TAMR: Back in Formation

If you’re reading this, you’re probably well aware of the woes that have hindered the production of the TAMR’s *Hotbox* (last year’s convention issue was number 323!). Because the *Hotbox* has been on the RIP track for the past year or so, it would not be surprising if the organization was headed for a pitfall.

However, we seem to be pulling through all right. You’re holding in your hands the first *Hotbox* produced in several months. With the National Convention coming up, things look good for the TAMR.

I urge every one of you to get involved and to help this worthy organization keep its balance over the coming years. The *Hotbox* is representative of the TAMR’s strength, so keep it coming and the organization will surely benefit.

During lean years like the past one (our calendar runs convention to convention), we all have to pitch in a little to keep the *Hotbox* on track, the regional newsletters coming (haven’t been too many of those either, reps), and the communication buzzing. The rewards are worth it tenfold.

Trust me.

—Ole Bye

# **General Information**

## **Convention Site**

Harrington Library, Plano, TX. Exit 15<sup>th</sup> Street from U.S. 75 (Central Expressway) and go east into downtown Plano (approx. ½ mile). Turn north (left) onto Municipal Avenue (State Hwy. 5). Turn east (right) onto 18<sup>th</sup> Street (approx. ½ mile north from 15<sup>th</sup> St.). Harrington Library will be on the left (approx. ½ mile from Ave. K).

## **Maps**

Maps showing the location of the convention site and the convention directors home can be made available upon request.

## **Non-Railroad Activities**

Parents, drivers, and families attending the convention who would like more information on area attractions (and there are a lot!), please write the convention director.

## **Schedule**

The convention schedule is included with this *Hotbox*. It will also be posted at the convention site. As always, the schedule is subject to change between the time of publication and the convention.

## **Contests**

There will be a TAMR model contest and photo contest at this year's convention, open to all convention attendees. Ritchie Roesch and Tim and Sherrie Vermande will judge the contests.

## **Clinics**

Clinics will be given on a variety of railroad related topics. Anyone who would like to give a clinic should contact the convention director A.S.A.P. (there are only 12 clinic spots total). And those who have already contacted the convention director, they may want to do so again.

## **Layout Tours**

There will be several layout tours (and even a couple operating sessions!) at this year's convention. All of them will be top quality (some nationally known), and will be worth a visit to.

## **Excursions**

We will be riding the Texas State Railroad and Austin & Texas Central Railroad's *Hill Country Flyer*, both top quality steam train rides (the best in the south, in my opinion).

In the post convention we may be riding the *Texas Limited*, a beautiful train (led by F7's) that runs from Houston to Galveston.

## **Railroad Tours**

There are several railroad related tours in the works, but none have been confirmed as of yet. Included in these are BNSF's Network Operations Center and BNSF's Alliance Intermodal Yard tours, as well as others. They have been included in the schedule even though they are not official.

## **Board of Directors Meeting**

There will be a B.O.D. meeting at this year's convention if enough officers attend. Although voting is limited to officers of the TAMR, anyone may attend the meeting.

## **Post Convention Activities**

This year's post-convention trip will take us to Houston, Texas. It may include an operating session on Gill Freitag's HO Stony Creek & Western, as well as lots of railfanning.

## **Transportation**

The T.A.M.R. will offer transportation to and from Dallas Union Terminal (Amtrak), D/FW International Airport, and Love Field (Southwest Airlines). Convention attendees in need of these services should contact the convention director well in advance.

## **Lodging**

There are many very good hotels near the convention site, several are listed in this *Hotbox*. For those who cannot afford to stay at a hotel, lodging will be available at the convention director's home to convention attendees on a first-come-first-serve basis. Space is very limited (unless you don't mind sleeping in a tent ), so you should work this out with the convention director well in advance.

## **Reminders**

There are many good reasons to come to the *Texas Eagle '99*. Alcohol and/or illegal substances are not allowed at ANY TAMR event, nor is smoking cigarettes if you are under the age of 18 (Texas state law).

One other note, the weather in Texas in July is HOT, but it could (and is known to) change in a minute. Be aware of this when you pack your bags.

Come with an open mind and you'll have an experience of a lifetime.

## **Contacts**

### **Convention Director:**

Ritchie Roesch  
4667 FM 3364  
Princeton, TX 75407  
(972) 736-2843

Assistant Convention Director  
Tim Vermande  
10570 Stone Canyon Rd. Apt. 215  
Dallas, TX 75230-4411  
(214) 692-1455  
tsvermande@juno.com

# The Superior, Petoskey & Tahquamenon Village Railroad

The 1999 TAMR national get-together is slated for Dallas, Texas in July. There will be a number of wonderful sights, if all goes well: steam trains, the BNSF Network Operations Center, DART rail, and layout tours. Not to scare you away from coming, but among the layouts (and the first tour) will be a TAMR special: the N scale Superior, Petoskey and Tahquamenon Village, which, despite its Michigan name, currently resides in Dallas.

The SP&TV (the wise observer who hopes to get married to a person who will tolerate their train hobby will notice that these are our initials) is loosely based on the 34 mile long Kalamazoo & South Haven Railroad, on which construction was begun in 1836. It ran between its namesake cities (an oddity for a Michigan railroad). In 1871, it became part of the expanding New York Central empire. Alas, the coming of Penn Central brought abandonment. Today, the K&SH is the Kal-Haven Trail Sesquicentennial State Park.

Within that plan, we operate in a certain manner: the word "loosely" comes back to mind. The Office of Anachronism Inspector and Prototype Police would undoubtedly find much to cite on the SP&TV. South Haven looks more like Muskegon; this condition will only worsen when it gains a dock for the Grand Trunk Western's car ferry Milwaukee that takes trains across Lake Michigan. And then there's the equipment: a Chessie System U25B and New York Central GP7 (with lightning stripes no less!) pull a train of Front Runners and double stacks out of the yard, where it sat next to the local, powered by two SW9's, again in Chessie and NYC schemes. Even worse, there's a caboose at the end of the trains! As you go by the depot, there sits an EMC doodlebug, with a heavyweight observation car trailing, loading up with tourists. Winding along its way, this train (PIGLET, Piggybacks Ludington-Toronto) meets POOH (Petoskey

Overland Ore Hoppers), a C&O GP30 and NYC GP35 switching loads of sand and mine tailings used to make cement.

All in all, it bears a vague resemblance to a shrunken Lionel set of the sort that my brother and I used to fill the basement with. But it's fun, and we have enough equipment to operate in a prototypically correct manner if we want to. (FYI, PIGLET's counterpart is PIGTAIL, Piggybacks Toronto-Ludington). There's also a Grand Trunk Western GP9 pulling some grain hoppers waiting to enter the line and head to the local grain elevator.

Several (slightly more serious) technical points may be of interest to *Hotbox* readers. The layout sits along one wall of a room. It is 14 feet long, and most of it is about a foot wide. Bookshelves sit underneath it, making good use of space. The layout is constructed in four sections, similar to the domino method that's become popular lately. Therefore it can be disassembled, moved, and (hopefully!!!) expanded someday. The permanent buildings are mounted on .100 styrene bases, so they can be removed if need be for the trip. While we await money and time for the construction of permanent buildings, several structures are made of cardboard (cereal boxes work well for this), cut to the proper size, and with a printout of the planned permanent building on them. This relieves that Empty Great Plains look. It also helps in planning, because it's a lot easier and cheaper to throw away a cardboard building if we decide it doesn't work well. The layout is wired for 2-cab block control with Atlas Controllers.

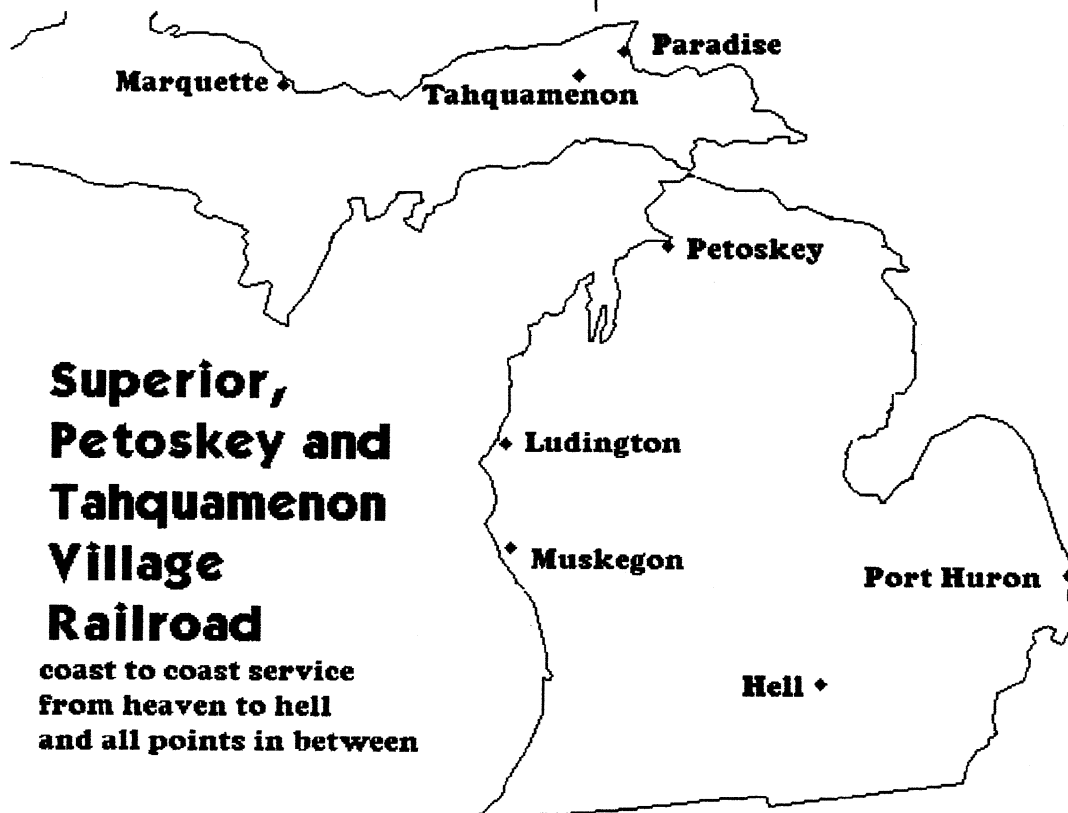
Industries on-line are typical of western Michigan: a winery/juice plant, a breakfast cereal manufacturer, a bakery that produces cookies preferred by Teddy Bears all over the world, wood products and furniture making, sand and aggregate mining, and agricultural products. The portion modeled right now is a city scene.

In our vague and mostly fictional history, the line was owned by New York Central, which didn't want it. Chessie did want it, but NYC didn't want to sell it to their archrival. The result was this jointly owned shortline that granted trackage rights to all Michigan railroads. The SP&TV has a few pieces of its own equipment,

road to Hell is not paved with good intentions—or much of anything else. ☺

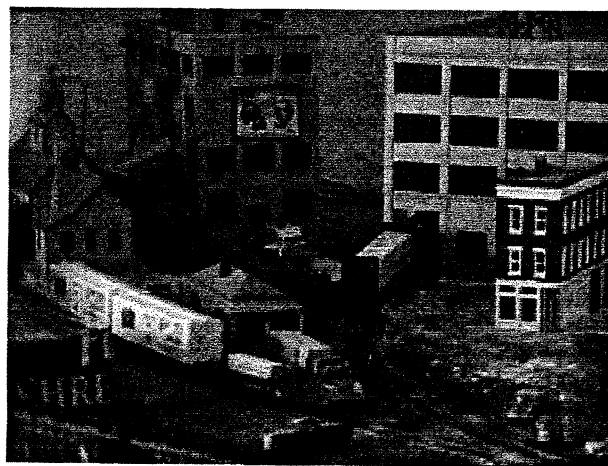
You can keep up to date on the SP&TV by visiting our web site at <http://www.geocities.com/heartland/flats/4267>.

—Tim Vermande



with which it operates passenger excursions to the famous cookie factory and to the juice producer, as well as for those who just want to enjoy the scenery—for it is always the peak of fall color season on the SP&TV. This being Michigan, along the lakeshore, we also have a snowplow, something generally unknown in Texas.

One interesting aspect of the SP&TV is its bus service. Two of Michigan's more famous towns are included in our slogan (see map), but not our name. As we have found out since our move, there is a Cool, Texas, but it is almost always hotter there than in Hell, Michigan. Paradise, however, is much cooler, being along the southern shore of Lake Superior. We haven't decided what to do about Paradise yet, although it's a short ride from the proposed car ferry connection to the Upper Peninsula. A bus runs from South Haven to Hell. This creates a jarring ride, as anyone who has been there knows, the



Here's a quick look at the SP&TV Railroad. The buildings help hide the 11" radius curves required on this layout. Photo by Tim Vermande.



How are you going to get to the convention? Dallas is pretty easy to get to (although not necessarily around in). You can fly to Dallas/Fort Worth International Airport from about anywhere, especially if you like American Airlines. If you make a connection in an adjoining state, you can also fly into Love Field, Dallas (this is generally a lot cheaper). And best of all, you can take Amtrak: the Texas Eagle, train 21, comes from Chicago; train 22 comes from Los Angeles and San Antonio. Please note: take Amtrak to Dallas, not Fort Worth! There are rumors about Oklahoma service, but right now it doesn't look like it will be running by convention time.

For those in these three groups, we ask that you let us know when you will be arriving and departing. We presume that you would like to be met on your arrival (if not, we'll be glad to give you directions). How much luggage do you have? Because the DART Light Rail line is also at Dallas Union Terminal, we'd prefer to use that to get out, especially since Amtrak arrives close to "rush hour" (which is neither rushed nor an hour).

For those who are driving\*, we want to make an effort to coordinate travel. If you are driving and would like to offer a ride, would like to get a ride, would like to join a convoy, or would like to find out what to see along the way, or if you have a sight to see along the way, contact us.

If you are driving from any point east of Dallas, Danny Schueth invites you to stop by Crossett, AR and visit the Fordyce & Princeton and Arkansas Louisiana & Mississippi, two local short lines. Danny's dad is general manager, so you can probably have a good time. He is 125 miles south of Little Rock, and there are plenty of nice accommodations. Crossett is 6 hours from Dallas, so this would be a great place to stop by before heading into Texas. Contact him at: dan47big77@juno.com=20 -Tim Vermande

\*If at all possible, I would like every convention attendee to be at my home on July 6 (the day before the convention) between 6 and 9 PM.

For those who will be driving, here are the **directions**:

**From the North**

Going south on U.S. 75, exit U.S. Highway 380 (University Avenue) in McKinney. Head east (left) onto U.S. 380 toward Princeton, which will be seven or eight miles down the road. There is only one signal in Princeton, it is for FM (Farm-to-Market Road) 982. Go south (right) on FM 982. Three or four miles down FM 982 you will come across FM 3364 (there is a Citgo gas station on the SE corner); turn east (left). Exactly two miles down on the left-hand side of the road is my home (4667). Note: my driveway will sneak up on you, for it is around a 90° curve. There will be a sign out front.

**From the South**

Going north on U.S. 75, exit Bethany Drive in Allen. Head east (right) onto Bethany Drive, and continue on it for seven or so miles (the road will change names several times, but it is the same road). In the community of Lucas the road will go around a right-hand 90° curve, and halfway through the curve is FM 3286. You will want to go east (left) onto FM 3286 (there is a Citgo gas station on the SE corner). Five or six miles down FM 3286 the road will end at a "T" intersection at FM 982. Turn north (left) onto FM 982. Two or so miles up FM 982 you will come across FM 3364, you will want to go east (right) onto it (there is a Citgo gas station on the SE corner). Exactly two miles down on the left-hand side of the road is my home (4667). Note: my driveway will sneak up on you, for it is around a 90° curve. There will be a sign out front. -Ritchie Roesch



# Schedule of Events

## **Wednesday, July 7**

07:00 AM Breakfast at Lake Lavon Dam, Railfan Kansas City Southern RR  
10:00 AM Railfan Union Pacific and Kansas City Southern in Plano  
11:30 AM Quick Lunch  
12:00 PM Clinic 1: Ritchie Roesch: Kansas City Southern RR Slide Show  
01:00 PM Clinic 2: Tim Vermande: Slide Show  
02:00 PM Clinic 3: Joe Bohannon: Slide Show  
03:00 PM Clinic 4: ?  
04:30 PM Layout Tour #1: Tim Vermande's SP&TV  
05:30 PM Dinner  
06:30 PM Railfan Dallas Union Terminal, Ride DART & TRE Trains  
10:00 PM Arrive Back in Plano

## **Thursday, July 8**

07:30 AM Leave for Palestine for Texas State Railroad  
11:00 AM Texas State Railroad Train Departs  
12:45 PM Lunch  
01:45 PM Ride train back to Palestine  
03:30 PM Texas State Railroad Shop Tour  
05:30 PM Quick Dinner  
06:00 PM Union Pacific's Palestine Yard Tour  
10:00 PM Arrive Back In Plano

## **Friday, July 9**

08:00 AM Clinic 5: Matt Silcox: Let's Get Realistic  
09:00 AM Clinic 6: Peter Marauth: History of the Penn Central  
10:00 AM Clinic 7: Rick Selby: ?  
11:00 AM Clinic 8: Jim Spavins: ?  
11:45 AM Quick Lunch  
01:00 PM BNSF's Network Operations Center tour  
03:00 PM BNSF's Alliance Yard Tours  
04:45 PM Railfan Tower 55, Quick Dinner  
06:00 PM Layout Tour #2: Lockheed-Martin Model RR Club Operating Session  
10:00 PM Arrive Back in Plano

## **Saturday, July 10**

08:00 AM Clinic 9: Peter Marauth: Layout on a Shoe String Budget  
09:00 AM Clinic 10: Joe Bohannon: ?  
10:00 AM Clinic 11: ?  
11:00 AM Clinic 12: ?  
12:00 PM Lunch  
01:30 PM Layout Tour #3: Metroplex Mainline Modelers' Operating Session  
04:30 PM Dinner  
06:00 PM Layout Tour #4: David Lunt's HO Scale Rogue River Valley Railroad  
08:00 PM Possible Late Evening Railfanning  
11-ish PM Arrive Back in Plano

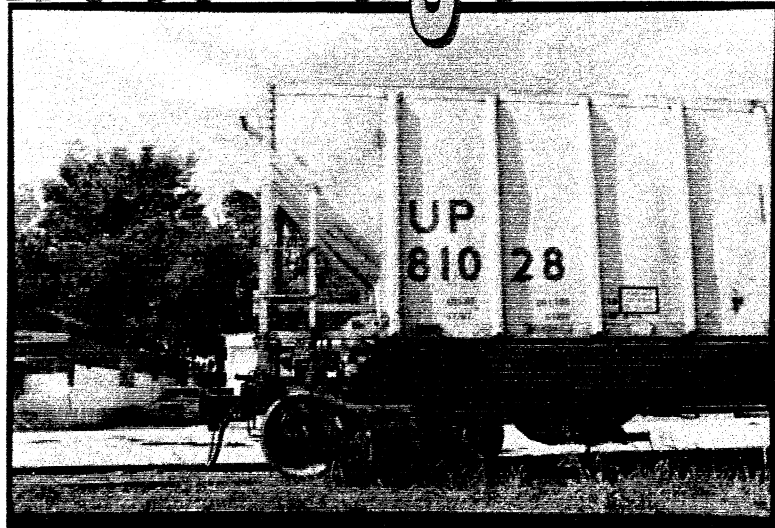
## **Sunday, July 11**

05:15 AM Leave for Austin & Texas Central Railroad  
10:00 AM Hill Country Flyer Train Departs  
Noon-ish Lunch  
05:30 PM Hill Country Flyer Train Returns, Quick Dinner  
06:00 PM Layout Tour #5: David Barrow's HO Scale Cat Mountain & Santa Fe  
07:00 PM Leave for Plano, Texas  
11:00 PM Arrive in Plano Convention Ends

Schedule is Subject to (and most likely will) change. Hopefully, though, all changes will be for the better ☺.

# Photo Page

A Union Pacific covered hopper waits on a siding in McKinney, Texas, for the Plano Local to pick it up and haul it back down to Dallas. B&W photo taken and printed by Ritchie Roesch.



Union Pacific's Plano Local heads south from McKinney toward it's namesake city in November 1998. B&W photo taken and printed by Ritchie Roesch

A Burlington Northern SD50 leads a mixed freight toward Santa Fe's Alliance Yard in 1995. Photo by Dan Pope



## Lodging

There are approximately 30 hotels and motels in the north-Dallas area. It would be impossible to list them all, so I narrowed the list down to four. All of them are national chains, in good neighborhoods, reasonably priced (for Plano), and close to the convention site. All prices listed are for rooms with two beds, so people can room together if they'd like (the hotels hold the right to change their price). It is always a good idea to make reservations early. All hotel money should be sent to the hotels, not to the convention director.

Remember that there will be room at the convention director's home for those who cannot afford a hotel, but room is very limited. If you would like to stay at the convention director's home please let him know A.S.A.P.

### Motel 6

\$48.58 per night.....(972) 578-1626

### La Quinta

\$55 per night.....(972) 423-1300

### Days Inn

\$65 per night.....(972) 633-8200

### Holiday Inn

Sunday-Thursday: \$99.99 Friday-  
Saturday: \$69.99/night.....(972) 881-1881

## Convention Tips

Having been to three TAMR National Conventions, I can offer a few helpful hints to make the convention more enjoyable.

When planning expenses, add up the total you think the whole trip will cost, then put in an extra \$30 or \$40. You never know what unexpected expenses may arise.

Pack clothes for every weather condition imaginable. Texas in July is HOT, so plan for that, but the weather around here can literally change in a minute.

Bring photos, drawings, models, etc, to the convention. They are great conversation starters.

Bring a camera and plenty of film (I find slide film to produce much higher quality pictures than print film, but that is just my opinion).

Smile a lot .

Participate in all planned convention activities.

And, last but not least, bring at least one tribute to the Penn Central.

—Ritchie Roesch



## A Word From the President

This summer the TAMR will enjoy the National Convention, Texas Style. The old saying "Everything is bigger in Texas" goes right along with this convention being composed by TAMR member Ritchie Roesch of Texas. I am inviting you to my state of my birth and were all my Summer trips always seem to take me. Join Me this Summer as we take to the Lone Star state and maybe get to do a little railfanning along the way. When you are in the home of the Cowboys and Western folklore, remember to bring your film, as we shouldn't be let down by the Big New Santa Fe (BNSF) or the Uncle Pete lines (maybe they can keep them rolling this time!). Add a little Amtrak and some shortline action,

# Excursion Information

## The Texas State Railroad

Since 1896, trains have rolled along the tracks of the Texas State Railroad, passing through the beautiful pine woods and hardwood creek bottoms of East Texas. Today, the historic railroad still runs—with a 2-6-0, 2-8-0, 2-8-2, 2-6-2, 2-10-4, 45-Tonner, RS-2, MRS-3, and 70-Tonner! The railroad includes a large restoration and maintenance shop, two restored railroad depots, and several other restored railroad structures, as well as their large collection of restored railroad cars. Also, passengers can leave all their cares behind and fall fast asleep to the rhythmic clickety-clack of the train, which is easy to do as it travels through 25 miles of forests, crossing 24 bridges on its trek.

The Texas State Railroad is one of the nations largest and most unique steam-train operations. The TSRR is the only standard-gauge steam railroad in the United States that runs two steam train simultaneously each day. The eastbound and the westbound trains meet twice daily at a siding halfway through the run.

Riding the Texas State Railroad will be a big treat for convention attendees. No, it doesn't run through high mountain passes, or cross raging rivers, but it has a flavor of its own that is very hard to beat. You won't want to miss this one!

## The Austin & Texas Central Railroad

Austin & Texas Central Railroad's *Hill Country Flyer* runs from Cedar Park to Burnet, Texas, passing through Leander, Liberty Hill, Bertram, and Summit. The motive power is a restored Mikado, all 143 tons of her, built by the American Locomotive Co. in 1916. She is former Southern Pacific No. 786, and sat on display in an Austin park for many years before being restored by the Austin Steam Train Association. She pulls a train of restored heavyweight coaches that were built for the Pennsylvania Railroad in the 1920's, on an unforgettable 66-mile round trip through the Texas "hill country". The train travels through some of Texas' most beautiful scenery, crossing over many creeks and rivers as it winds its way towards Summit.

If you need an excuse to come to the convention, the *Hill Country Flyer* could be that excuse, for it is an absolutely wonderful steam train ride. The scenery is really hard to beat, and you do get a lot for your money. -Ritchie Roesch

you should get your fill for the real thing. For what the real things don't fill, you should enjoy the model railroads that we will get to view, such as the renowned "Cat Mountain and Santa Fe" by Dave Barrow. Sure when you leave this convention, you will agree "Everything is Bigger in Texas".

-Joe (GeepM) Bohannon, TAMR President

# **Texas Eagle Registration Form**

THE 1999 NATIONAL CONVENTION OF THE TEEN ASSOCIATION OF MODEL RAILROADERS

Please check the appropriate boxes and fill out the form completely. Then send it to: Ritchie Roesch, Convention Director, 4667 FM 3364, Princeton, TX 75407. Thanks!

**National Convention Fee\*:** \$6

**Texas State Railroad:** \$15

**Austin & Texas Central RR:** \$24

**Total:** \$ \_\_\_\_\_. 00

Note: none of these costs cover food, lodging or other personal expenses.

\*This is the only required fee. The other fees are for the two steam train excursions, which are optional, although highly recommended, activities.

Your Name: \_\_\_\_\_

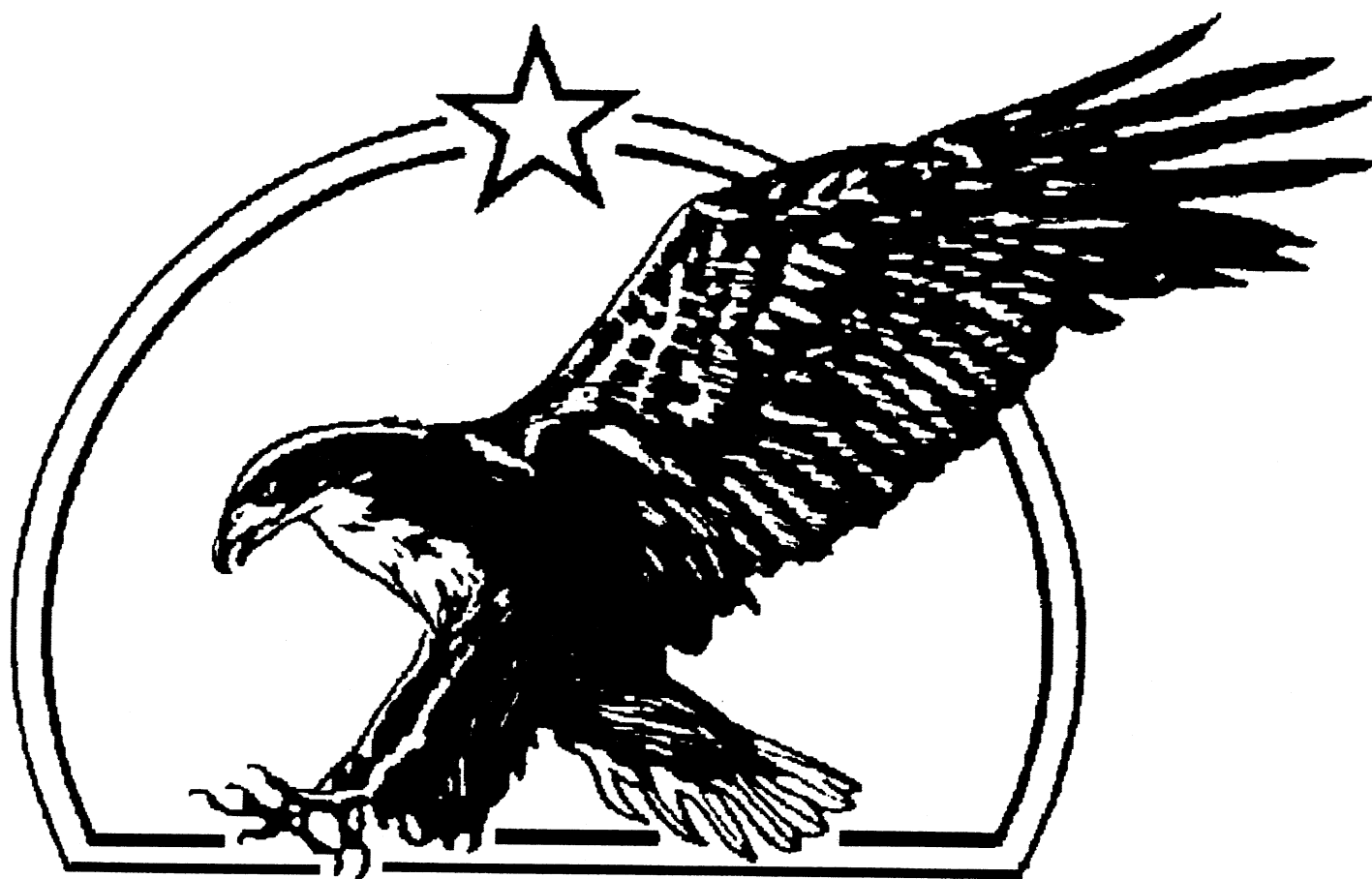
Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Email: \_\_\_\_\_

**Note: please make personal checks payable to:**

**Ritchie Roesch,  
Texas Eagle '99 TAMR National Convention Director**



# **TEXAS EAGLE '99**

**Teen Association of Model Railroaders' 1999 National Convention**

**Dallas/Fort Worth, Texas July 7-11, 1999**

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# Green Mountain Flyer '98 Photos



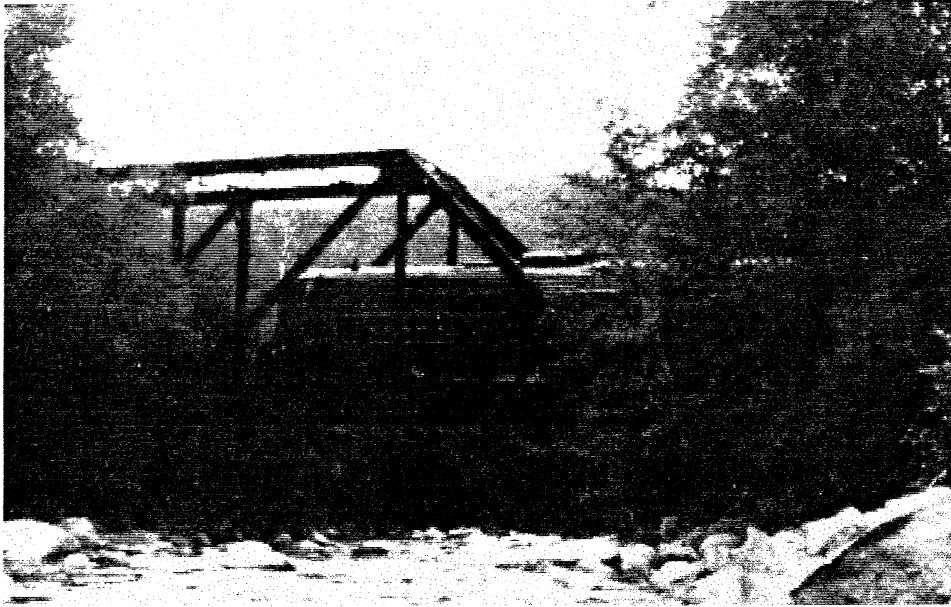
We chased this Green Mountain Railways train, a short mixed freight, halfway up the state of Vermont. It was fun to catch this train at several different locations and seeing it in so many contrasted scenery elements. Photo by Ritchie Roesch

A look down the yard track shows an Alco switcher making it's way toward you. It also shows a wonderfully nice man making his way in your direction, as well. This man, a Green Mountain Railway employee (employer?), arranged for us to get two cab rides. Couldn't ask for more. Photo by Ritchie Roesch.



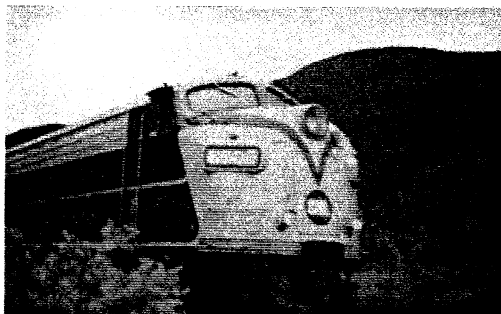
Here's the whole group at the Flying Yankee. We actually got to go inside of it and see what it looks like on the inside. Afterwards we were given cab rides in a GE 44-Toner, a slide show, and pizza. Photo by Ritchie Roesch.

# GMF '98 Post Convention Photos



During the post convention we railfanned and rode the Conway Scenic Railroad, which really is scenic. I caught the train crossing over a river on one railfan outing. If you missed the GMF post convention, you really missed a lot. Photo by Ritchie Roesch

Here's Crawford's Station, a beautiful structure. This is the end of the line for the Conway Scenic Railway, but it is really only halfway through. After a short pause here, the train heads back down the pass, through some of America's most beautiful scenery. Photo by Ritchie Roesch.



Here's a Conway Scenic Railway F-Unit somewhere in New Hampshire on it's way to Crawford's Notch. If you ever are in New England, be sure to stop by the Conway Scenic Railway.

Also, just as a reminder, I am working hard to make the *Texas Eagle '99* National Convention just as fun as the *Green Mountain Flyer '98* was. Be sure to come and join in on our fun. Photo by Ritchie Roesch.