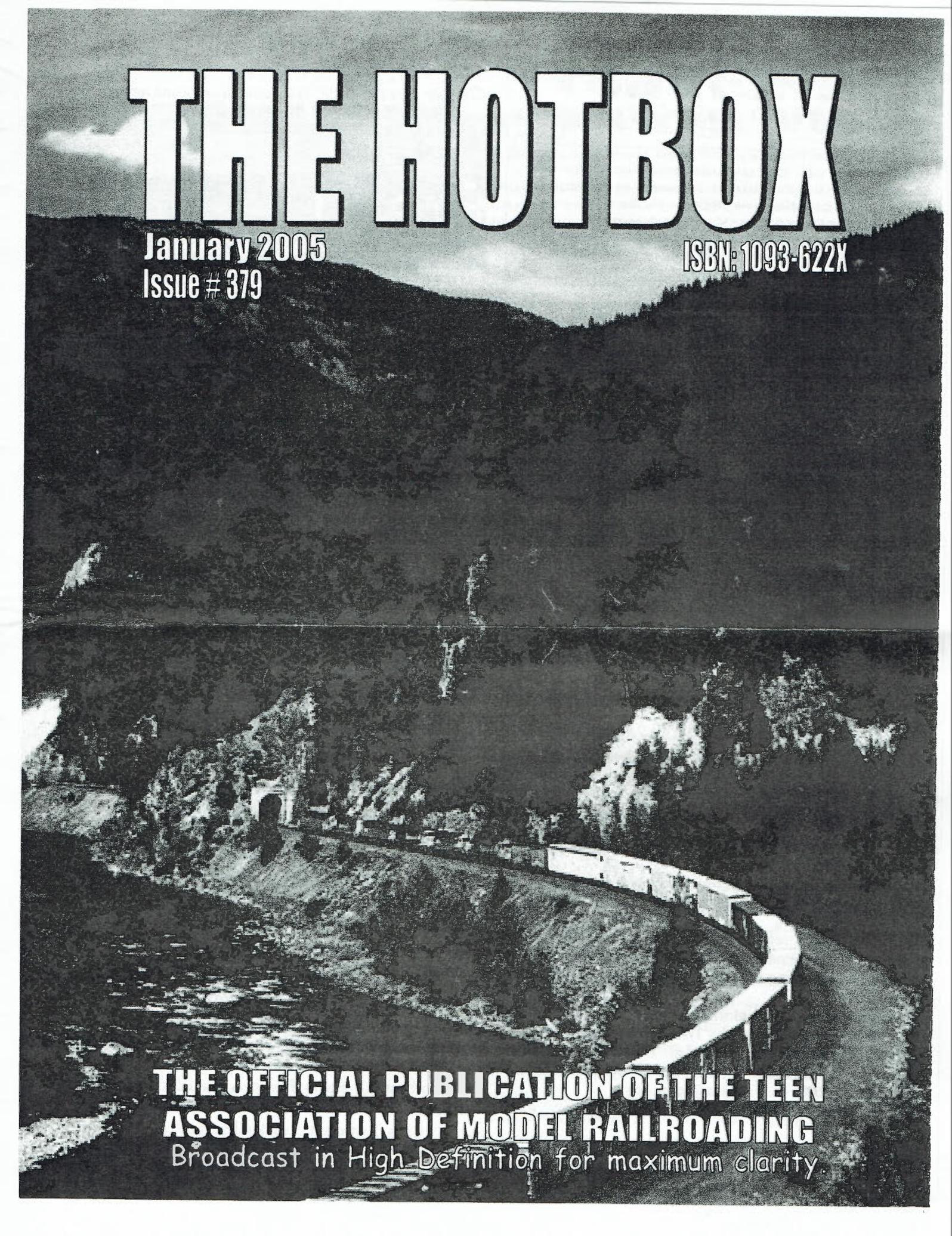


THE HOTBOX



January 2005
Issue # 379

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**THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADING**
Broadcast in High Definition for maximum clarity.



THE HOTBOX

JANUARY 2005, ISSUE #379

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 ART DIRECTOR- VINCENT VANGOO
 PHOTOGRAPHER-MIKE "SHUTTERBUG" HINES
 LIBRARIAN- "IS ANNOYED BY MY NEW YEARS
 NOISEMAKER."

CONTRIBUTIONS

Send your check to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material. Here are a few examples:

FEATURE ARTICLES:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated. New officers are too

COLUMNS:

Full of great tips on layout improvement? Got a million reasons EMD is better than Alco? Start a monthly, or bi-monthly column.. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo collection you want to show-off? Got a notebook full of railroad cartoons, or layout_logos? Send them to the Hotbox staff for consideration.

SEND ALL SUBMISSIONS, OR HOTBOX

QUESTIONS TO:

Peter Maurath

OR EMAIL AT:

TAMRHotbox@aol.com

Hikeebal
GET WIRED

Check out TAMR on the web at:

www.TAMR.org

Or Join our online yahoo news group, by contacting:

pivotpin@TAMR.org

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

If you have a web site relating to trains or model railroading, why not join the TAMR web ring. It costs nothing, and provides a link for all TAMR members to find other TAMR sites. To join, send your e-mail address and web site URL to pivotpin@tamr.org.

2

ON THE COVER: BNSF 7141 leads an eastbound through the Rockies at W. Glacier, MT. Dave Honan, photo.



A message from your editor-in-chief
 [I apologize for the mailing delay. Due to delays in the transfer of the treasurer's office from Nick to myself, Hotbox production was halted till bills could be paid]

Happy New Year everybody! Here's hoping you have a great 2005! The start of another year offers so much potential, not just for yourself but for the TAMR. We survived one of our roughest years in recent history, and while we're far from out of the woods, progress has been made. The Hotbox sustained it's regular schedule, we held two major conventions, and celebrated our fortieth anniversary. We also successfully held an election (more on that in a minute). On the downside though, membership continues to slip (last count 75), more adults are running this group, as vacancies continue to plague the BOD.

This brings me to my next point. As of this issue I am now, not only the Interim Hotbox editor, but also the Interim Treasurer. Nick Wilson was forced to resign due to lack of time to perform his duties, and sadly no one has responded to take his place. I'll be taking on the duty because without it, this publication ceases. For the moment I have the time to handle this additional work, but as an adult I shouldn't have to be doing any of this. God forbid my life changes in some drastic way. This group would be left up "you know where" without a paddle, because one adult is supporting this publication. So, sorry if I sound like a broken record, but GET ACTIVE! The TAMR should not, and cannot revolve around a handful of people. What are you waiting for, an engraved invitation? Congressional approval? Quit being a chicken and join the fun!

Many more of these pep talks and I'm ordering a Vince Lombardi hat. Anyway, the election was a smashing success with the best voter turnout in years. Final tallies, and your official winners are posted on the next page●

Before I go let's welcome this new member from the The Rocky Mountain State! Welcome to the TAMR Peter!

Peter Riedo

Age: 14

Layout Name: Peter's Rocky Mountain Amtrak Express

Scale: HO

Equipment: Steam Engines, Transformer, Sound Equipment, Variety Of Diesels, Turntables, Passenger Cars, Switches, Track Cleaning Car, Track

FROM OUR STUDIO'S AT 6 PENN CENTER PLAZA THIS IS...

HOTBOX NEWS

WHEN NEWS BREAKS, WE FIX IT!

TAMR Decision 04'

FINAL ELECTION RESULTS. 100% OF PRECINCT'S REPORTING

FOR TAMR PRESIDENT:
JONATHAN SCHOEN-16

FOR TAMR VICE-PRESIDENT:
JOHN SOMMER-6
JOHN POWELL-1
MARK MACDOUGALL-1
ANNA HARDING-1

FOR TAMR TREASURER:
JOEL FLASSCHOEN-1
PHILLIP CAPON-1
JONATHAN SCHOEN-1
ERIK ROMATOWSKI-3
NICK WILSON-1
KALEY DAVIS-1

(ERIK HAS REFUSED THE POSITION AS HE IS ALREADY SERVING AS TAMR AUDITOR, PETER MAUARTH WILL SERVE AS INTERIM TREASURER)

FOR TAMR HOTBOX EDITOR:
JONATHAN SCHOEN-1
LOUIS GRANATO III-1
SARAH CRABILL-1
AUSTIN MACDOUGALL-1
PETER MAURATH-4
NICK WILSON-1
KALA GREEN-1

FOR TAMR NORTHEAST REGION REPRESENTATIVE:
MARK MACDOUGALL-4
CHRIS BARNAY -5

FOR TAMR CENTRAL REGION REPRESENTATIVE:
DAVID CENCI-5

FOR TAMR SOUTHERN REGION REPRESENTATIVE:
NO BALLOTS RECIEVED

FOR TAMR WESTERN REGION REPRESENTATIVE:
BENJAMIN HAWKEN-2

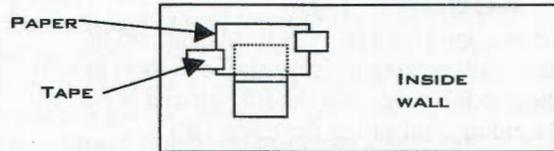
FOR TAMR INTERNATIONAL REGION REP.:
NO BALLOTS RECEIVED

The Hurd's Monthly Tips!

By: Andrew Hurd

TIP #10

PUTTING ANY WINDOWS IN A CAR OR BUILDING? TRY COLORED CONSTRUCTION PAPER (WHITE, YELLOW, TAN) AND CUT IT TO GO PARTIALLY OVER THE WINDOW AND GLUE OR TAPE IT ABOVE THE WINDOW (INSIDE THE CAR OR BUILDING). TRY IT!



TIP #11

BLACK SEWING THREAD WORKS WELL FOR TELEPHONE POLE WIRES, AND MANY OTHER THINGS!

TIP #12

OIL AND LUBRICATE YOUR LOCOMOTIVE EVERY THREE HOURS OF OPERATION OR ONCE A YEAR.

The Top 7

BY: PETER MAURATH

"From the Home Office in Cleveland, OH, here's tonight's Top Seven List..."
TOP SEVEN WAYS TO GET TO THE WINTER NATIONAL CONVENTION.

- #7. WIN A NEW CAR ON *THE PRICE IS RIGHT*.
- #6. JUMP OFF YOUR ROOF, WHILE FLAPPING YOUR ARMS REALLY HARD.
- #5. DISGUISE YOURSELF AS A PIECE OF LUGGAGE ON A GREYHOUND BUS.
- #4. FAKE A SEVERE INJURY THEN INSIST THEY FLY YOU TO A SPRINGFIELD, MA HOSPITAL.
- #3. GATHER-UP EVERY STRAY DOG YOU CAN FIND. MAKE YOUR OWN SLED TEAM.
- #2. TAKE AMTRAK (I'M SORRY HOW DID THAT ONE GET ON THERE?)
- #1. TWO WORDS...WIENERMOBILE CONVOY.

2004 SUMMER CENTRAL NATIONAL CONVENTION REPORT, PART II

By: David Cenci

DAY TWO: AUGUST 14TH

We were awakened by a loud horn of a CN westbound..off to Elkhart for breakfast(well, picking up some stuff at a local grocery store)..and, right next to the store...was the Elkhart and Western's 'yard'..a main and a siding..and sitting there was GP7's 911&1000..and a string of car's on the siding.

We also snapped some quick photo's at the fuel pad at the Elkhart yard..and we are off to Southbend, and Polaski park..at the site of the west end of the joint CN-NS main through downtown Elkhart..a busy junction. We caught 5 NS freight's and a Westbound Amtrak..but we didn't see a CN, till an eastbound stopped us on our way out. While in Southbend..we also chased the South Shore electric interurban, but nothing was moving..though the line is layed with 90lb rain..block signal's and a passing siding!!!!

We also toured Notre Dames campus..and looked over their small coal operation's..a steam shovel crane..self propelled on rail's..that shoves a couple of coal hopper's to the power house..the coal is trucked in and the crane load's the car's and pushed them. The rail's still go from the power house to the NS main(via the South Shore)..but is inactive.

We then headed north..to Michigan, and the town of Niles..a stop on Amtrak's 110mph corridor between Gary Indiana, and Kalamazoo MI. It's beautiful stone depot overlook's the mainline..and the base of the MOW crew's for this corridor. We toured the depot..and looked around toen..and on the west side of town..there is a high tressel over a river. We also looked around at what's left of the PRR live from Niles to Southbend..1/2 mile remain's..and 'street runs' to it's current end of track..and is used to service a local logistic's plant. We then toured Edwardsburg MI..and folowed the CN main back to Granger..and between the 2 town's..we spotted CN local train 509..with a consist of GT blue and red diesel's.... we raced to Granger..and stopped briefly at a small local hobby shop..then to Burper King for lunch, and while I was ordering..a westbound freight came by, lead by a SD75I and C4409w..both CN.

After we were finished eating..the 509 pulled up to switch a lumber yard..the power..GT GP38-2#4909 and GP9R 4629....it paused to wait for a eastbound Consumers Power coal train, lead by UP 7111(a GE unit), and an SD90Mac, and the 509 departed soon after. We decided to head down to southbend..but ran rand into the 509 again..switching another industry, and a westbound freight lead by a CN SD75I and SD40-2W.

We visited Hobby Land..in Southbend..near Bethel College..where Charles attend's durring the year..a nice stock of HO scale stuff..and magazines! We then stopped into Elkart one more time..caught am eastbound NS at the crossing next to the museum..and another eastbound, lead by a UP GE unit(and the conductor noticed my Michigan cap...and pointing to me, shout's"yeah..go blue!!").

We stopped into Durand again on our way home..nothing again..now to home..for some much needed rest.

I had a lot of fun on this trip..as did the other 2 fella's..just wish other's could have come as well...maybe next time...at Fostoria OH???

TAMR in 2005

A Message from Your President Jonathan Schoen

Greetings all TAMR members. As your newly elected president, I'd like to say a few words. First off, I would like to welcome in the new officers to the board. By the time you read this, Chris Barany will have been elected to the position of the Northeast Region Representative. The job of our largest region is not an easy task, and I give Chris my best wishes that he will lead the region and help it to continue to grow as Mark MacDougall did in the year 2004. Also, Benjamin Hawkin will have been elected as the new Western Region Representative. I pray that Ben will enjoy writing *The Daylight* and leading the region as I had the privilege of doing in 2004. John Sommer is taking over the job of Vice President. Already, John has shown himself to be willing to help the TAMR and I know I will enjoy working with him. Lastly, welcome back David Cenci as he continues the job of Central Region Rep.

As new officers come in, we also say good bye to a few members as they leave office. Mark MacDougall, by now a good friend of mine and valuable part of this group, is signing off as Northeast Region Representative. I encourage all you NER members to drop Mark a line and thank him for he service. Also, member Charles Warcinsky is stepping down as Vice President. Again, thank you Charles for your service to the group through all the ups and downs of your time as an officer.

Lastly but certainly not least, Chris Burchett is handing me the job of president. Almost 20 years old, Chris is a veteran member of the TAMR as has served multiple positions in the past. He has lead the group for many years, has helped to coordinate all the workings of the group during his time. Now, as a good and valued friend of mine and of Peter Maurath's, his is stepping down from the presidents job handing over the responsibilities. Thank you Chris, for your years of service and faithful leadership. You have mad an impact on the TAMR that is hear for the life of the group. We will never forget you and what you have done.

I would also like to thank Peter Maurath for continuing to take on responsibilities. I have to say, Peter does so much and yet doesn't get nearly enough credit. Peter reliably publishes *The Hotbox* each month, writes our column for *Model Railroad News*, and is now taking over the job of treasurer until someone steps up to take the position. What does he get in return? Usually nothing. But he keeps it up without fail. Thank you, Peter. You do so much more than anyone in this group and you are a real blessing to it. Where would we be without you.

Anyway, I thank all the TAMR members for electing me. Lets make 2005 a year that counts. So, the signal is clear, the reverser is in forward, and the brakes are released. Lets highball!

The GRAFTON AND GREENBRIER RR.

One of Ohio's best kept secrets

By: Chris Burchett

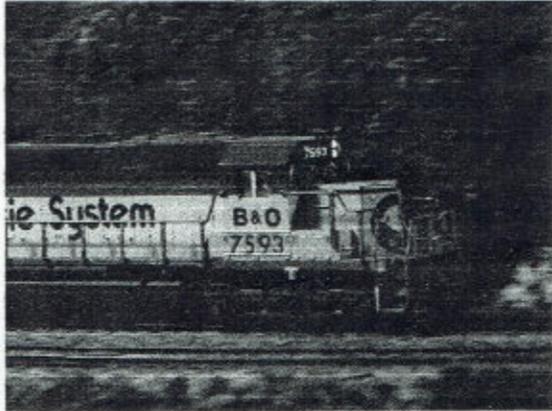
ALL PHOTOS BY AUTHOR

"A RIDE ON THE TYGART VALLEY LOCAL"
PART II

[author's note: Please use some semblance of an imagination with this article, as many times within there are references to real-life experiences, etc. The "ride" actually took place during the September 15, 2004, operating session on Lin Young's HO-scale layout.]

After calling the dispatcher, we learned that the 3900 (the same one we had an order to protect against at Couch) had received orders to move on south toward Slaty Fork. We were then instructed to wait for X3900 South, the Trivett Shifter, to pass by and then notify the dispatcher when the X3900 was by us. So there we waited for a good half-hour before the X3900's head-end was seen coming down the Couch street trackage. The lead unit, C&O 3900, was a rare GP39-2 that had been assigned to the G&G just two weeks prior. Amazing to see it still in C&O blue, albeit battered, since the Chessie System had been around for a good twelve years or so.

Once the X3900 South had passed, the dispatcher was notified that the train was by. Upon such notification, the order board quickly changed to a "high green" and we were once again on our way. As the GP40's lumbered slowly forward in Notch Four, the 5713 at Couch was called to get an idea of his whereabouts. He said that



they were in the clear and to "come on down." Creeping through the town of Couch and the street trackage there, we were met by Mr. Again, checking up on the train movements in

his territory. He waved a friendly hello, turned toward to the police station, and went on in the building. I later learned that Mr. Again and the Couch police chief are good friends.

Anyway, as we came through the Couch industrial district, I spotted the 5713 waiting on the Team Track lead. What a sight to see an old, battered C&O GP7 still at work, even though she was in Chessie paint. Her days were numbered though, being scrapped not more than a couple years later. Not that I wanted to get sidetracked with that information about the GP7, we did set-off five cars for Couch and picked up four for Beverly. After doing another air brake check, we were on our way.

It was 1:17 P.M. when we passed by SS Cabin at Smith Summit and began our downhill descent to Beverly. I looked to the left as we rounded the curve and saw the old mainline tunnel bricked up. This tunnel had been bypassed and closed by improvements the B&O had done on the line during the 1960s, much like the Southern had done on the "Rathole" during the same timeframe. Pig trains were definitely making themselves known as the new form of transportation for truck trailers and freight in general. The old main track at Smith Summit had been downgraded to a side track and used to store coal hoppers for the mine nearby.

Finally at 1:46 P.M., we arrived at Beverly. The power was cutoff from the train and moved through the crossovers in order to run around our train. Once we passed the south switch on the other end of our train, the head brakeman aligned the switch and we moved on to the train to get the caboose. After placing the caboose on the other main track (there are two main tracks here), we moved in to get the cars to be taken back to Slaty Fork. There were about eight pick-ups, which were coupled onto the caboose. At this point, I had gotten off to get some photos of the work from the ground. I should also mention that the head-end crew had moved to what was the trailing unit, N&W 4155. What a difference that short-hood makes in terms of visibility and lighting.

After depositing what was our original train on the two yard tracks, we moved back to the Number One main and tied onto our "new" train. We performed the third air inspection of the trip before calling the dispatcher for a train order to return to Slaty Fork. During all this, I had walked to the bay window G&G safety caboose to ride it back to the terminal.

The second-trick dispatcher quickly shot a train order off to us, which was copied thusly: "Order Twelve, date 09/15/84, to C&E of engine N&W 4155 at Beverly. Line One, after arrival of Extra 4198 South. Line Two, engine N&W 4155 run extra Beverly to Slaty Fork. Line Three, Extra 4155 South meet Extra 6811 North at Smith Summit. Extra 6811 North holds Smith Summit No. One. Line Eight, Extra 4198 South is ahead Beverly to Slaty Fork, dispatcher DCM." With a made complete time of 3:29 P.M., we awaited the passing of X4198 South, the technical call of manifest train B&O 350.

We waited at least an hour, if not more, before 350 appeared around the curve. B&O GP40 No. 4198 was the leader for today's 350 with a six axle as the trailing unit. Before he started up the hill, the dispatcher asked the 4198 if he had sufficient power for the climb, to which the 4198 responded with a "negative." After a Line Seven addition to his order from the dispatcher, the helper crew moseyed out of the Beverly office and climbed onto their motors—two B&O four axles. Once they had attached to 350 and tested the air brakes, 350 was once again on its way.

Once 350 had called a green board at Smith Summit, we began pulling out of Beverly, headed south to Slaty Fork. Since we had ample power to tackle the 2.5% grade, it was nothing to reach Smith Summit within forty minutes. Meanwhile, the conductor was sorting his waybills and making additions to his reports before having to do it all over again at Couch. Our quick approach to Couch was stopped abruptly, as we encountered a red board at SS Cabin.

TRACKSIDE FANS

BY JONATHAN SCHOEN

This month, we continue Shane Schabow's story about his experience on the Georgetown Loop Railroad in Colorado.

On the downgrade trip, the conductor on the train gives information on the history of the railroad as well as on the towns of Georgetown and Silver Plume. They also talk about the rebuilding of the railroad and the equipment used on the trip, such as the locomotive pulling your train and the cars you are riding in. By now, I probably have this memorized, and could recite it in my sleep, word for word. It almost seems to be comforting to hear this historic information, for it makes me truly realize that I am on the "Loop" once again. The downgrade trip is also the best time to listen to the echoing of the locomotive's whistles off the canyon walls and filtering its way down through the canyon. This time, my dad taped part of the downgrade trip and the whole upgrade trip. As the train was going downgrade past the Devil's Gate Viaduct, #14 whistled for the road crossing just before the Low Bridge, which crosses Clear Creek for the fourth time going downgrade. It echoed all around us and then filtered away as the conductor explained what the whistles meant (the road is a small dirt road that leads to a building that the tracks pass that I think is called the "Powder House"). But an even BETTER echo of #14's whistle awaited us at the Devil's Gate Boarding Area. As #14, with bell ringing came to a full stop, she whistled short and loud for the stop. In real life, as on the video my dad took, the sound left #14's whistle and came back a fraction of a second later as an echo, having been bounced off the steep canyon wall surrounding the boarding area and High Bridge. I have watched that part of video over and over again, as that is the single most BEAUTIFUL echo of any whistle that I have EVER heard.

After the ten-minute station-stop, the train backed under Devil's Gate Viaduct so that you can say that you have been completely over the "Loop". As we were backing under, the conductor made a joke that was, "Well, if we go too much further we'll be the first train in Georgetown since 1939. So we'll be coming to a stop here pretty soon. When we do, it'll be two blasts from the whistle and we'll collect your tickets once we cross over the bridge above." When the train came to a stop, the conductor said, "And whistles please." The engineer responded with two loud blasts on #14's whistle, pulled out the throttle, and #14 started, very slowly, to climb upgrade. When #14 started to go uphill, the sound of her starting up a respectable grade of about 3%, at first, sounded like a rod engine. But, as #14 accelerated, the chuffing increased in speed and in volume. When #14 really got going, the chuffing sound had gone and there was only a continuous roar as the exhaust roared out of the stack, and #14's pistons and gears pounded as she climbed upgrade. Just before the train passed the Devil's Gate Boarding Area, #14's whistle blew strong and true. Unfortunately, the echo of this loud whistle was swallowed up by the tremendous roar coming from #14 (this is why the conductors give the history on the downgrade trip, as on the upgrade, it is too loud!).

As we passed the boarding area, my dad, video taping the BEST part of the trip, decided to focus the camera on me. Before I saw this, the expression on my face was flat. Evidently I was enjoying the trip SO MUCH, that I had no energy for my face muscles to move. When I did see that he was taping me, I gave him the thumbs-up sign and smiled. Now, on the tape, you can see that I was truly enjoying the trip as much as I always do, a lot!!

Stay tuned for the final part of Shane's story about the GTLR. Until then, send your story to JonathanHTD@yahoo.com or

Trackside Fans

THE PUZZLE LAYOUT

Conducted By: George Baustert

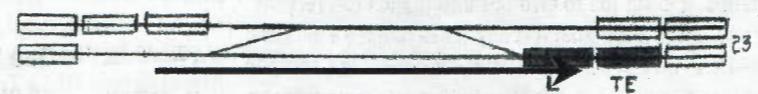
Hi, my name is George & I've been modeling railroads for over 60 years. I'd like to share with you, a small layout (4" x 64"), that is called The Puzzle, because it takes 54 moves to complete the operation, due to the restrictive size of the layout, using 40' cars and an SW switcher. The operation consists of swapping the cars of a four car train, on the main, with four cars spotted on the two stub sidings, at the rear of the layout & ending up with those cars and the loco reassembled into a train that is headed in the opposite direction from the start position. Let's start with last month's final move.

move no. 22 (Corrected from Last Month)



After spotting the cars at the right end of the mainline, the loco backs up through the right hand & the left hand crossovers, to get onto the main line, again not coupling onto the refer car spotted on the right hand end of the mainline. (Move # 22).

move no. 23



The loco moves forward, down the mainline & couples onto the empty tank car (TE). (Move # 23).

move no. 24



The loco backs up with the empty tank car & spots it on the main, in the center of the runaround area. (Move # 24).

Can you figure out what the next move is? Find out in January!

It's Here!

THE 2005 WINTER NATIONAL CONVENTION

Jan 28, 29, 30 2005

It's that time again! That's right, we've gone national, as the TAMR will hold its annual convention around the unbe-cool-lievable Amherst Railway Society train show. Come join us for three days of layouts, clinics, slide-shows, and enough pizza to bury Boston. Meet TAMR member's Peter Maurath, Chris Burchett, Dave Hadley, Newton Vezina and other's. Be a part of the TAMR table at the show (featuring a working layout)! You could even wind-up in the convention music video!

To reserve your discount hotel space at the convention, set-up a clinic or for more information contact convention director Newton Vezina at

TAMRVideo@aol.com, or
Newton Vezina

And now a word from the Convention Committee Winter Convention Code of Conduct

A Code of Conduct is not very new to the convention scene and now that we've gone to "national" the Winter Convention is no exception. Every year the recommendation of a few convention rules has been in discussion. As the winter convention hosts, and on behalf of the Winter National Convention Committee; it is our job to give this information to everyone in advance so there's no question of what it really takes to have a successful convention. This will also give people who feel these rules don't apply to them the opportunity in advance to not even bother attending this convention as there will be no tolerance unacceptable behavior. There are some pretty 'heavy weight' policies listed this year to protect our organization. Fortunately we have not had to deal with most of these problems and hopefully our good record continues.

Winter Convention Code of Conduct:

Respect for all persons attending the convention is the rule and not the exception. If a dispute arises between two or more attendees, the disagreement must be resolved immediately. If the conflict persists, ALL parties involved will be dismissed from the convention. Petty, childish arguments have no place at a TAMR function.

Profanity or foul language will NOT be tolerated under any circumstances and will result in immediate dismissal from the convention.

There's absolutely NO smoking, or drinking of alcoholic beverages of any kind at all of the convention facilities. This includes all TAMR hotel rooms, vehicles of transportation, the convention center, restaurants where TAMR members are dining, during railfanning trips, homes of TAMR members or Convention layout tours, etc. Any incident will result in immediate dismissal from the convention, local police authorities, and parents will be contacted if the person in possession of these substances is a minor. If you are over 21 and feel you must smoke or drink, don't even bother to attend the convention.

There will be NO use of illegal drugs of any kind allowed anywhere on or near a convention facility. ALL incidents will be reported immediately to local police authorities and parents will be notified if the person in possession of these substances is a minor.

Any form of pornography is prohibited which includes publications, movies, disks, Internet, television in any form, etc.

Bed time "lights out" at all TAMR hotel rooms will be 1:00am to allow conventioners adequate amount of sleep. It is simply ridiculous to see members sleeping at the promotional table during the show.

There will be no roaming the hotel after midnight per hotel policy. We will be at a new hotel this year and hotel security will automatically take care of this situation for us if we cannot.

Contests: If there is a contest, all contest rules must be followed per the contest director. Example: Out of box models, or photos by anyone other than the contestant will not be accepted. All contest entries MUST be the submitting person's own work, and not the work of parents or adult friends, enough said.

Due to the length of the show and closing activities, railfanning is not an official winter convention activity and has always been conducted by individuals. The TAMR, it's officers, convention directors will not be held responsible for injury, or violation of railroad rules. If you are railfanning, be sure you are not violating and rules of the railroad. Railroad "no trespassing" policies have changed drastically since September 2001.

Have a fun and safe convention!

The 2005 Winter Convention Committee

THE TAMR IS A NON-PROFIT ORGANIZATION CREATED TO PROMOTE, 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.

MEMBERSHIP TO THE TAMR INCLUDES AN ELEVEN MONTH SUBSCRIPTION TO THE HOTBOX, THE ANNUAL DIRECTORY OF MEMBERS, QUARTERLY REGIONAL NEWSLETTERS AND AN ELECTION TO PARTICIPATE IN ALL TAMR EVENTS. THE AVAILABLE MEMBERSHIP CATEGORIES ARE AS FOLLOWS: REGULAR (UNDER 21)-\$15, ASSOCIATE (21 AND OVER)-\$20, INTERNATIONAL (OUTSIDE US)-\$18

TO BECOME A PART OF THE TAMR, OR TO RENEW, SEND YOUR INFORMATION TO:
NICK WILSON, TAMR TREASURER, ;

OFFER GOOD WHY SUPPLIES LAST, NEGATIVE EQUITY APPLIED TO NEW LOAN BALANCE, MUST TAKE DELIVERY OF DEALER STOCK, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTUARANTS IN LILBURN, GA SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THIS HOTBOX, PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!

COMING SOON TO **THE HOTBOX :**

- The truth behind the legend of Alto tower.
- The Grafton and Greenbrier, a TAMR exclusive, continues.
- A President says goodbye.

COMING SOON TO **THE TAMR:**

- Hope to see you in West Springfield!

