

the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

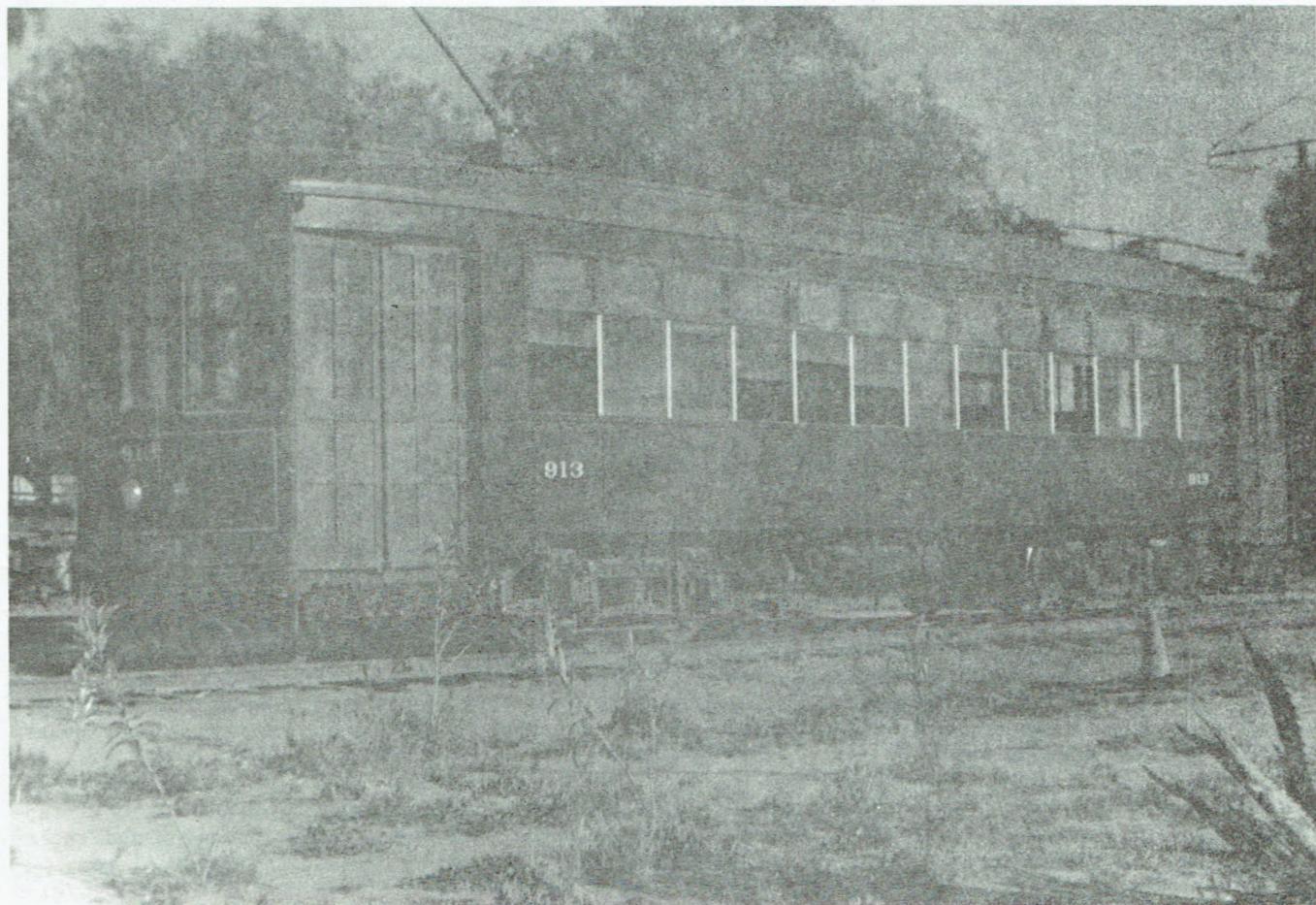
Vol. 8 No. 3

May-June 1972

MB-2

More on the Canadian Convention . . .

Details on the European Convention . . .



*NEW ORLEANS PUBLIC SERVICE, INC. No. 913 at Orange Empire Trolley Museum, Ferris, Calif.
Photo by Mike Bonk.*

Steam Today . . .

and the first HOTBOX Cartoon Feature!

INSIDE THIS ISSUE!

the Happy Hogger!

by Mike Bonk, Editor

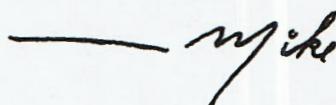
Thanks to a sudden increase in material, this issue should follow close behind the March/April issue. I have been getting an understandably large number of complaints on the lateness of the HB, but until now little material has been forthcoming. No matter how willing I am to work and get this material out, I can work no faster than the material comes in. Therefore I will ask that anyone who complains about lateness also include an article in his letter. With your help the next issue will be back on schedule: a condition desired as much by the HB staff as anyone else. Start writing!

Once again I'll ask you to note the deadlines when sending in material. Most of you ask to have your material in by the "next issue", but some have sent things in for certain issues after the deadline for that issue. Keep it in mind.....thanks!

Election time is rolling around again, and to keep things on schedule, nomination information is included in this issue of the HOTBOX. Ballots will follow in the next issue, which may not be a full two months away, so don't delay your nominations!

I know you've heard promises of an on-time HB for 3 years and as many editors, but I will go out on a limb and say that there WILL be a HB on schedule before the end of the summer. And as far as I can see, it will never be off schedule thereafter. How's that?

I don't feel too long-winded this issue, so I'll end with a note of thanks to all of you who loyally support the HB with your contributions of articles and ads. The entire staff thanks you with me. Do you really want to help? Then send us a short ad to help us pay the bills. Good reading, and have a happy summer!



DEADLINES

These deadlines are absolute, and material for these issues will not be accepted after the dates given, unless by previous arrangement with the editor.

<u>ISSUE</u>	<u>DEADLINE</u>
July/August	July 15
September/October	August 12
November/December	October 14

Material received after these dates will automatically be held over for the following issue.

Office Car

by Steve Harper, President

First of all, I'd like to extend a very special welcome to all the new members who have joined the TAMR as a result of the fantastic publicity given us in recent issues of MODEL RAILROADER. You probably constitute the biggest single influx of new members in the short history of the TAMR. I hope we do in fact have something worthwhile to offer every one of you as teenage model railroaders. I strongly urge you all to become actively involved in at least one of our many committees, programs, or regions. Or else get in touch with "that other member" in your area or the guy 3,000 miles away who is interested in the same things you are, or even just someone whose name you saw in the HOTBOX. The real worth of this organization comes not through the material or technical benefits you receive, but instead through coming into personal contact with other teenage modelers. So don't just sit there vegetating and complaining that you're not getting your \$3 worth, but take the initiative and DO something! I can assure you that you'll never regret it. And by the way, that goes for a lot of you "old-timers" out there also!

By the time you read this, the 1973 election process should already be well underway. If you are dissatisfied with the way things are now and want to change them, then seriously consider running for one of the four open offices. At the very least, be sure to cast an intelligent vote in the election. Your choice of officers will be doubly important this year as well, for if the proposed constitutional amendments are passed, the officers you elect will serve for TWO years instead of only one.

We now have available 1-3/4" buttons with a blue TAMR emblem on a white background for a mere 50¢ each, postage included. The profit from that "outrageous" price will go into the treasury to help finance the TAMR's activities. Order yours today from Lloyd Neal.

Jean Brisson has been appointed the regional representative from the Hudson Bay Region and is currently working on the second issue of the region's paper, aptly named the SNOWPLOW. Region dues are only \$1 per year, so write to Jean if you are interested in helping out.

I'll keep my remarks to a minimum this time, as I'm sure there are far more fascinating items than my own words of wisdom to fit into this issue.

PHONE NUMBERS

Send your phone number to the editor and BE LISTED!

Dale Madison (716) 877-1529

Mark Thompson (714) 828-2334

Secretary's Report

by Terry Burke, TAMR Secretary

Over the past year, you may have noticed some changes in my office, the most obvious being the new membership applications which are much more condensed and easier to use than the old ones. The whole filing system was changed because the previous system, created in 1966 by Steven Seidel when the TAMR was still very young, was suited to handling a small quantity of members not exceeding about 50. The new system is designed to handle the great increase in membership we are now beginning to experience. Two assistants have been added to the staff, one in Europe: Tønnes Bekker-Nielsen, and one here in Chicago: Douglas Johnson.

You may have noticed, if you have renewed since last January 1, that a series of numbers appears on your membership card. For instance, you may see 2-72-102A. This is a membership number unique to you that will remain yours for as long as you are a member. The first number in the series stands for the quarter you joined/renewed in; the second number is the year in which you first joined the TAMR; the third number is your own membership number. The alphabetical suffix on that third number designates Regular, Associate, or Honorary membership. The system took effect last January 1, so those of you who renewed before then have not been "processed" yet, and should just be patient (until renewal time) for your number. When you renew in the future, be sure to inscribe your number in the proper place allowed for it on the newly-designed membership applications.

How about renewing ahead of time? You do not need to wait for me to send you a renewal notice and application blank, but you have the option of renewing your membership at ANY time. Also, consider renewing for several years in advance to save yourself the bother of renewing every year. Many members renew for up to 5 years at a time, but that's not a rule either. If you choose to be bold, renew for more time! Just keep in mind that when you turn 21 you are automatically classified as an Associate member, and your dues are only \$2.50 annually.

I would like to honor one of our members who has since the formation of the TAMR in one way or another held the organization together. This of course is our publisher, Dick Wagie. The work he has done for the HOTBOX is almost priceless because the TAMR could never begin to pay him for the time he has put in, had he been paid as a commercial printer. It was with this thought that we made Dick our first Honorary Life Member. Dick, by the way, was the fifth dues-paying member of the TAMR, and so the second longest member. The member who has been in longer than Dick is Associate James K. Harkins of San Diego, Calif.

While I am talking about old-time members, I have prepared a list of the 15 oldest continuous members along with the date inscribed on their first membership card. They are:

James K. Harkins	February 16, 1967
Richard C. Wagie	March 2, 1967
Douglas J. Kocher	March 4, 1967
Allen D. Maty	March 7, 1967
Lloyd Neal	April 1, 1967
Walter J. Rogers III	June 2, 1967
Lone Eagle Payne	September 12, 1967
Daniel E. Finch	December 3, 1967
W. M. Lightstone	February 17, 1968
Klaus G. Grunert	February 29, 1968
Dana Belton	April 2, 1968
Jay Franklin	April 13, 1968
Gary Tempco	April 30, 1968
Alan Gibson	May 20, 1968
Tom Papadeas	August 3, 1968

Prior to February, 1967 no record of dues was either made or kept, so that members like Jim Harkins and Dick Wagie could have been and most likely were members of the TAMR before 1967 or even 1966. But as far as my records show, the TAMR was begun on February 16, 1967.

P R I N T I N G !

Get your own passes, stationery, forms - whatever - printed without high cost to YOUR specifications! YOUR choice of colors and content; as many or as few as it appears you will need. No minimum or maximum order. Write for estimate....include a sketch and description of what you want. I can quote a price immediately!!!
MIKE BONK -- in the Directory***

BUTTONS ++ BUTTONS ++ BUTTONS

Yes, after six - count 'em - 6! years the TAMR now has Official Emblem Buttons! For YOU to wear! Great for conventions, or just to look at. Every button makes a profit for the

++++ TAMR +++++
Buttons are 1-3/4 " in diameter with BLUE writing on a WHITE background. COST: ONLY 50¢ each(4 bits, 1/2 dollar)

OR: 2 for 1 dollar.
WEAR YOUR EMBLEM PROUDLY!

[They make great gifts, too.]

Order from Lloyd Neal
He's in the Directory.

BUTTONS ++ BUTTONS ++ BUTTONS

First Membership Roster of the Photo Exchange Committee

by Bob Polasky

Below is the first list of PECT members for 1972. Response was not too good, however, since a total of nine members are all that have responded so far. Come on! Join the Photo Exchange Committee and see pix of the roads you like, both prototype and model: the ones that you can't see in person. For a list of PECT questions and rules, see the January-February 1972 HOTBOX, page 11.

There is no photo of the month for this issue since no one has mailed any entries to the PECT chairman. Let's see some good pike and prototype pix make the photo of the month! Mail your entries, either color or black and white, to:

Bob Polasky, PECT Chairman
17595 Trinity Ave.
Detroit, MI 48219

Choose the PECT member which seems to take pix that you would like to trade or lend the most, and write him a letter today. You'll be glad you did. Who knows, he may have that certain loco that you've been looking for!

PECT MEMBERSHIP as of May 12, 1972

Lawrence R. Kolka
26 Averton St.
Roslindale, MA 02131

[Larry is most knowledgeable in operation and railroad history. Favors the New Haven, Penn Central, and Boston & Maine. Uses Instamatic, with 126 color film. Will trade or lend pix.]

Michael Bonk
1442 Ashland Ave.
Claremont, CA 91711

[Mike knows much about building kits with wood. He takes and favors pix of locos of the SP, D&RGW, and other roads. Uses an instamatic, and takes black & white and color prints. Will lend pix.]

David Busse
675 W. Lockwood Blvd.
Webster Groves, MO 63119

[Dave enjoys painting models, and favors these roads: MoPac, CSS&SB, CR, IC, Illinois Terminal, and the North Shore. Uses an Aires Viscount, or a Canon FT, producing slides and black & white. Will trade or lend. Also would like to trade Super "8" movies and sound cassettes.]

Clem Dickey
1017 Islay St.
San Luis Obispo, CA 93401

[Electricity is Clem's thing. Favors the following: SP, AT&SF, WP, BN, UP, IC, and Southern. Uses an Argus C-3 and a Ricoh Super-Flex, and

takes slides and black & white. Will lend slides, sell b&w on approval.]

Mark Thompson
17292 Bergen Circle
Tustin, CA 92680

[Mark enjoys all phases of the hobby, and favors the D&RGW, AT&SF, UP, SP, and Colorado narrow gauge. Uses a 35mm, and takes black & white, slides, and color prints. Lend pix only.]

Craig Walker
3100 W. Rome Ave.
Anaheim, CA 92804

[Craig knows much about modern roads, and takes pix of AT&SF, SP, UP. Favorite prototype is anything. Uses an instamatic and an 8mm color movie camera, and takes color slides and movies. Will trade or lend.]

Paul J. Manton
29 Grove Ave.
Flourtown, PA 19031

[Paul enjoys working with locos, and favors the Reading RR. Takes pix of the Reading, PC, and SEPTA trolleys. Uses a Yashica reflex, for slides and b&w, and uses an Argus Auto 8 for color movies. Lend only.]

Steve Harper
330 S. Middletown Rd.
Media, PA 19063

[Steve's favorite is scenery, and likes the Pennsy, V&T, and any other short lines. Takes pix of PC, Reading, B&O, steam short lines. Uses a Hexacon SLR 35mm, slides and b&w. Will trade or lend pix.]

Dale Madison
342 Shepard Ave.
Kenmore, NY 14217

[Dale is most knowledgeable with prototype operation and passenger service. Favorite roads: NYC, CP, CN, TH&B, NKP, WAB, D&H, EL, LV. Takes pix of: CN, PC, EL, C&O, LV, B&O, N&W, TH&B, CP, GO Transit, Toronto Transit Commission. Uses a Hanimex Practica, and takes color pix. Trade only.]

Bob V. Polasky
17595 Trinity Ave.
Detroit, MI 48219

[Bob knows much about diesels (prototype as well as model), and plastic kits. Favorite roads are: PC, C&O-B&O, C&LC, DT&I, GTW, CN, and Detroit Terminal, along with the SP and Cotton Belt. Takes pix of: PC, C&O, C&LC, DT&I, GTW, and Detroit Terminal. Uses Instamatic, and takes slides and b&w. Trade or lend.]



European Region

Teen Association of Model Railroading



Postbox 51

DK-5260 Hjallese

Denmark

Giro 20 02 01

[Please reply to:]
 Mario F. Bernkopf
 ER-President
 8 München 90
 Bodenschneidstr. 7
 West Germany
 München, 25-3-72

Steve Harper
 TAMR-President
 330 S. Middletown Rd.
 Media, PA 19063
 USA

Because of certain recent actions - or lacks of same - which have shown the continuing failing of the TAMR to recognize the needs or even existence of the European Region, we feel obliged to send an official note of protest to the TAMR President.

The most eclatant example, which has only recently come to light, of this was wholly neglecting the nomination of several European members for the last elections. For instance, Mario Bernkopf was nominated - in accordance with the election rules - for the office of treasurer. Despite the fact that he accepted the nomination, his name or the article which he had submitted (on request) never appeared in the Hotbox.

Another reason for this protest is the recent boycotting of the right of European members to vote in the re-election of 1972.

This leads us to believe that the TAMR officers (which were not elected by the European members - and indeed by less than a third of the TAMR) prefer to deny the European members their rights for the sake of their own convenience.

We consider such behaviour - which appears to be a sort of nationalism - to be wholly unaccustomed to us or anyone who sees in the TAMR a democratic institution.

If this practice is not abolished, the only course open to the ER is to conclude that the TAMR is treating the ER as a "colony" and violating the age-old principle of "no tax without representation". As you may have learned from history, most colonies have, however, sooner or later found ways to remedy this situation. In other words, the ER members may feel themselves FORCED to effect a further separation from the TAMR if this policy is not discontinued.

Although the TAMR has previously regarded the ER membership as a charity or welfare case, claiming that the ER members consumed more revenue than they produced, this argument can no longer be considered valid. Recent experience has shown, firstly, that the mailing costs on the Hotboxes mailed to European members have been as low as, when not actually lower than, those on HBs mailed to American members. Furthermore, by virtue of their geographical and (railway) cultural remoteness from the American continent, where the administration evidently prefers to have its services remain centered, do not have the need or opportunity to use the services of the TAMR to the same extent as "home" members and therefore do not cause the TAMR the same degree of indirect expense.

Finally, the ER has had to take upon itself burdens such as purchasing advertising, getting publicity, printing recruitment materials and providing membership applications - burdens which are not laid upon the regions by the constitution but are named as specific duties of the vice president or secretary. This has been a great labour as well as economic load for the ER, and it has only been possible to finance the ER's membership campaigns through the acceptance of supporters outside the TAMR as members and with the cooperation of ER members who are not members of the parent organization. Despite this evident support from the non-TAMR regional membership (a minority) the TAMR has recently shown a surprising ingratitude by practically ordering the ER to eject these supporters from our cause.

We should very much like to see this letter published in the HOTBOX, where it would be of value in a further debate which could clarify the status of the overseas membership in the TAMR - in theory as well as in practice.

Against normal business procedure of the TAMR, we would very much desire a reply to this letter - to the above address - within six months.

[Signed,]

Mario F. Bernkopf
 Tønnes Bekker-Nielsen

[Please turn page for
 President Harper's reply.]

April 3, 1972

Gentlemen:

I must first apologize for the slight delay, but I found I needed a few days to check on a number of points that were brought up in your recent letter of protest concerning the European Region. Much of your letter I must take strong exception to as will be fully explained below.

First of all, you point out that the nominations of several ER members in the last elections were wholly neglected, naming Mario Bernkopf as one example. Quite honestly, this is the first I have heard of this exclusion, despite having exchanged many letters with ER Secretary Tønnes Bekker-Nielsen. At this time, I cannot offer any explanation why this happened but I will write to Gary Tempco who was the 1972 Election Chairman to find out what his side of the story is. I can assure you that this exclusion was not deliberate and was probably due to a clerical mixup someplace along the line.

Incidentally, who are those other European members whose names were left out as is implied in the word "several"?

Secondly, the TAMR did not deliberately boycott the right of the European members to vote in the recent re-election. At the time we prepared the ballots, I distinctly remember addressing all of the overseas letters and separating them from the domestic ones to insure that they all went by airmail. This was back in January and as far as I know, those ballots were mailed. I even sent a number of extra ballots to ER Secretary Tønnes Bekker-Nielsen to distribute to the new ER members whose names we did not have at the time.

I might add at this point that the TAMR went quite a bit out of its way to insure that the ER members did have the right to vote. As you remember, in this year's first election many members, including most in the ER, did not receive their Hotboxes containing their ballots and thus were unable to vote. Over the protests of the past officers and some of the present ones as well, who were content to let things stand as they were, we went ahead with the re-election in order to guarantee that every eligible TAMR member was able to vote.

I believe that you must make a distinction between this years' TAMR administration and others in the past. I will agree with you that our overseas members have long been neglected, but things are rapidly changing. I'll quote a letter from Tønnes Bekker-Nielsen: "...there has been a marked increase of good will since the new officers were elected to the TAMR and have shown an intelligent interest in our region..." Through your suggestions, we have voted to lower the dues substantially for overseas members due to a new mailing system, have established an assistant TAMR Secretary in Europe, and have granted approval to the ER to work on their own versions of the CXC, MSC and MSC Library.

Perhaps the reason why the ER has been pretty much neglected by the past officers is that formerly only a very small number of TAMR members lived outside the North American continent. Thanks to publicity work done by the ER, work that would have been difficult for the officers to do otherwise, this number has greatly increased over the past few months. But the TAMR's services and programs are all "centered" on the North American continent for the simple reason that that is where the majority of the members reside. All of these have always been open to overseas members, although granted they are at a disadvantage because of postage costs, etc. With the cooperation of the European Region, I hope to be able to make the TAMR more useful to European members.

You further claim that the European Region has had to take on the burden of printing its own membership applications, providing publicity, etc. Has anyone in the ER ever bothered to suggest that the TAMR as a whole help out the ER in these matters? I don't recall ever being asked by any official of the ER whether the organization could assist them in their work. Perhaps you were turned down before, I don't know, but why don't you at least try again before protesting that the officers aren't helping a bit?

Granted, the officers probably should have had the intelligence to take on this responsibility in the first place, but we're only human, too, and rely on other members to give us that "push" we so often need. If you don't like something or want to institute some new program, for goodness' sake, TELL us about it! Don't just sit back and complain we're not doing enough for you. Occasionally we do manage to get some things accomplished, but it has to be a joint effort.

You go on to say that "...the TAMR has recently shown a surprising ingratitude by practically ordering the ER to eject these supporters..." I don't know who you are talking about when you say "the TAMR", but it sure as heck ain't me! While some other officers may hold this view, it certainly is not established TAMR policy, at least not so long as I'm president. I believe I've mentioned to Tønnes Bekker-Nielsen in my correspondence with him that I fully supported the idea of taking non-TAMR members into the ER.

In light of the above, I think it is fairly evident that the officers are concerned with helping the ER overcome its many obstacles. I sincerely hope we can learn to work together to accomplish this. To have the ER split from the rest of the TAMR would not be beneficial to either party concerned.

I will forward your letter to Mike Bonk, Hotbox Editor, along with a copy of this letter.

Sincerely,

Stephen Harper
TAMR President

Convention Transportation

by Dale Madison

Coming to Toronto? Wonderful!! There's an action-packed program awaiting you that will ensure that you have an enjoyable time. And if that's not enough, there's plenty to do in your free time (and there will be some of that!): riding the TTC subway and PCC's (two routes of which pass directly in front of our hotel), Ontario Place, and much, much more.

But first, you have to get to Toronto. That's where I come in as Transportation Coordinator for the 1972 TAMR Convention. Direct all questions about getting to and from Toronto to me:

Dale Madison
342 Shepard Avenue
Kenmore, NY 14217
(716) 877-1529 [NO collect calls!]

Toronto is easily accessible from all directions via all modes of transportation. It has the honor of being the Canadian terminus for the sole (at this writing) passenger train between the US and Canada. Union Station is a short 3-block walk from the King Edward Sheraton. The bus terminal (if you choose to come on such a cruddy thing as a bus) is a quick bus ride (Bus #6 - Bay Street) away. Malton International Airport is easily reached by an express bus/subway combination.

We are all railfans of varying degrees and as such choose the train as our prime mode of transport. Right? Of course!

Train schedules for arrival in Toronto are given below. [All times given on a 24-hour clock.]

TO/FROM NEW YORK

<u>Amtrak Tr 71</u>	<u>Amtrak Tr 78</u>
0900 dp NYC	ar 2145
1720 ar Buffalo	dp 1325
<u>TH&B/CP Tr 371/322</u>	<u>CP/TH&B Tr 321/376</u>
1730 dp Buffalo	ar 1300
2035 ar Toronto	dp 0950

[Notes: Direct across-the-platform transfer between trains 71 and 371/322 and 321/376 and 78.

Fare: \$26.10 including AMTRAK 10% fare reduction on NYC/Buffalo.

Thru tickets available.

TH&B 371 will be held 30 minutes at Buffalo for a late 71. Gray coach buses are available later between Buffalo and Toronto if PC screws things up, or you might want to stay overnight at one of the Frontier Division member's places and take the CN Railiner from Niagara Falls at 0645 the next morning.]

TO/FROM CHICAGO

Amtrak Tr 360

Wolverine

1030 dp Chicago ar 2015

1620 ar Detroit dp 1430

CN Tr 148

1810 dp Windsor ar 1300

2230 ar Toronto dp 0840

Amtrak Tr 363

St. Clair

[Notes: Detroit is on Central time, Windsor on Eastern. That is, when it's 1620 in Detroit, it is 1720 in Windsor. When it's 1300 in Windsor, it's 1200 in Detroit.

This gives you an added time cushion to make the transfer between Detroit and Windsor. Bus/GTW taxi available for making that transfer, costing about \$2.40, and taking 60 to 90 minutes. Taxi also available costing \$5 and taking 45 to 60 minutes. Bob Polasky has also offered to drive TAMR members across the border if they are going when he is. Coordinate your movements with Bob and contact him for more details.

Fare: White days \$22.40

Blue Days 23.10

Includes AMTRAK after reduction of 20% between Chicago and Detroit.

CN does not have one set tariff, but rather three: red, white, and blue, each applicable only on red, white and blue days.

14, 15, 16 August are white days

17, 18, 19, 20 August are blue days

21, 22, 23 August are white days

Thru tickets are not available.]

These are the present rail routes to and from Toronto. If New York/Montreal and Seattle/Vancouver service is reinstated (per rumor), you will also be able to use those routes. But don't hold your breath.

These schedules would require that you arrive in Toronto one day in advance. That's no problem, though. There's enough to do in Toronto to spend 3 weeks there. And you'll be able to get the same low rate of \$6 per night, four to a room, for lodging at the King Edward Sheraton.

A couple of words about customs. Canadian customs/immigration people will want proof of citizenship, so bring along your voter registration card, passport, visa, Justice Department ID, birth certificate, baptismal certificate, etc. A passport and visa are NOT required. They also might want proof of "sufficient funds". Every convention-goer will receive a certified receipt from the chairman that should take care of this. You'll probably have more trouble getting back into the US than out of it. US Customs people

[Continued on next page]

Add Steam to Your Pike . . . Run a Fan Trip!

by Steve Harper

Now that you've finally gotten that ultra-modern pike of yours into fairly decent operating shape, (with the latest SD-45's and hi-cube boxcars,) you wander into your local hobby store one afternoon to look over their newest stock. And there, sitting on the display shelf, marked down to half price yet, is the most beautiful little steam engine you've ever seen. You promptly mumble something to yourself like, "I've just got to have that!", and plunk your \$19.95 down.

So of course then you're extremely contented with your purchase and the world in general. However, you have overlooked one small detail. Namely, that steam engines just aren't used anymore by any self-respecting Class 1, prototype, real-life railroads in regular service. So, to fend off any possible sneers or snide remarks from those guys whom you call your friends, you have to figure out some logical way of fitting steam into your modern pike.

Well, how about running a fan trip? These are becoming increasingly common on prototype roads and are extremely popular with railfans. Almost every type of engine, with the possible exception of the lightest switchers, has been used at one time or another for these excursions. Locomotives such as ex-NKP 2-8-4 #759, ex-Reading 4-8-4 #2102, and UP's 4-8-4 #8444 have been seen by millions of people in their rambles all over the United States. And now that the earliest diesels, PA's and FA's, for example, are becoming increasingly scarce, they are also being used more and more on fan trips. The locos are usually left in their original paint schemes, but some are relettered for the operating company (High Iron, for instance). Ornamentation such as American flags are often seen, and the engines are usually kept in immaculate condition, which is good news for those who detest weathering on their rolling stock.

Any type of equipment is logically correct for excursion service, from the newest stainless steel coaches, to open air gondolas, to standard "heavyweights". Most will be plain coaches, of course, possibly leased from another railroad, but also re-equipped baggage cars are often used for refreshment service and as a power source for tape recorders. Private observation cars tacked on the end are not uncommon either. Walther's makes a kit for an HO scale "Railfan's Car", which would be an interesting addition to a consist.

Facilities? Since the real railroads now running fan trips all over their lines have long since torn down their water and coal towers, you don't have to bother with such details on your modern pike, either. Often times, though, an extra tender is placed between the regular one and the rest of the train to carry the fuel and water needed on a longer trip.

The actual operation of a steam excursion on your model layout can be extremely simple, yet still be perfectly prototypical. Just assemble the cars you'll be running, couple the engine onto the train, and run it wherever and whenever you want. That's about all there is to it, which is nice if you happen to be one of those weirdos who doesn't care for a lot of switching, intricate meets, etc. Some variety can be added, however, by scheduling photo run-bys where, after the railfans all get off and assemble in the nearest field, the engine and train back up and then come charging past clicking shutters at 40 or 50 mph. "Accidents" can be simulated when your engine decides to derail at that balky switch or stall on a stretch of dirty rail. Explain that away by saying [a] "the engine blew a cylinder head", [b] "they just ran out of fuel" or [c] "that's the end of the trip, folks!" Regardless, it'd be time to dispatch a more reliable diesel and/or wreck train.

So for a little excitement, run a steam fan trip!

[CONVENTION TRANSPORTATION, Continued]

do a lot more searching than their Canadian counterparts. They are the Establishment and can be narrowminded types who are itching to give you a hassle. Keep your cool if they do. But don't give them anything to get upset about in the first place (outside of your personal taste in dress, which is nobody's business but your own).

Changes in the above information are indeed possible. Those of you who got the Whirlie with this information will note that corrections and changes have already occurred. Discard the info you got from the Whirlie and abide by the above information.

More information and answers to specific questions can be obtained by dropping me a note.

Come and join in the fun!

1972 European Convention

by Tønnes Bekker-Nielsen

CONVENTION SCHEDULE

FRIDAY, March 24: The last conventioneer arrives by train (what else?).

SATURDAY, March 25: Official opening of the convention and meeting of the ER Executive board. At this meeting it was decided to file an official statement of protest with the TAMR [see elsewhere in this issue].

SUNDAY, March 26: After a day of discussing TAMR and ER policy, the official banquet was held at the Bernkopf home, followed by a giant international slide show covering several countries and continents.

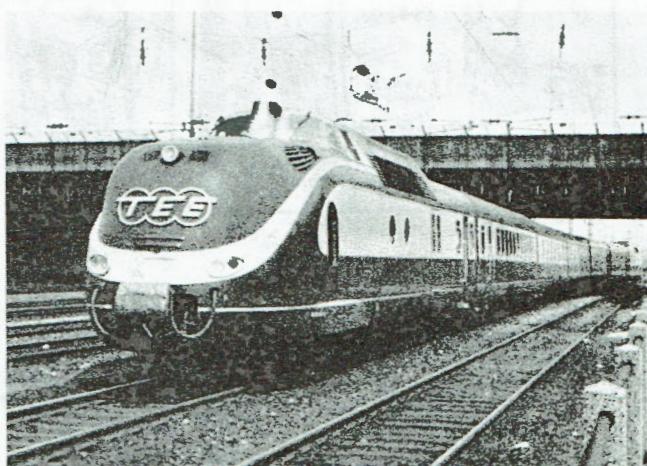
MONDAY, March 27: The conventioneers went on an official tour of the Ausbesserungswerk (shops) München-Freimann. The sketch for the new ER constitution was also made up.

TUESDAY, March 28: Trip to the engine terminal at München Hbf., Deutsches Museum, and the museum library. After dinner the new ER constitution received the endorsement of the convention.

WEDNESDAY, March 29: After some final discussion over regional policy, the convention was officially closed. Next convention was set for July 1973 in Odensee, Denmark.



ABOVE: Werner Schwarz was the only person attending the ER Convention who was not a regional officer. So the ER executive board decided to bestow upon him the only title for which he was qualified: Dumbest Member in the ER. Here is the newly-ordained Werner in the official vestments of his office.



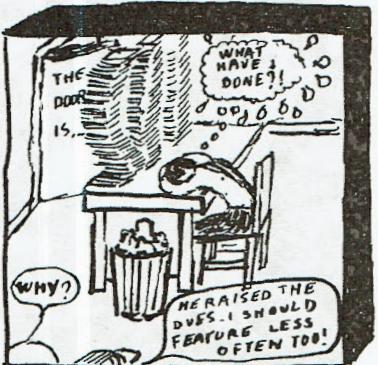
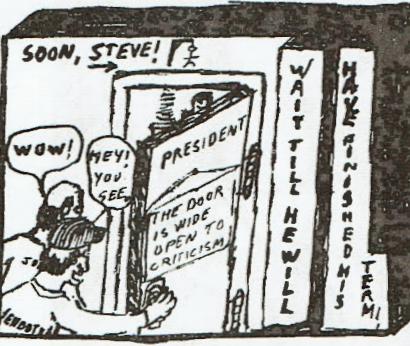
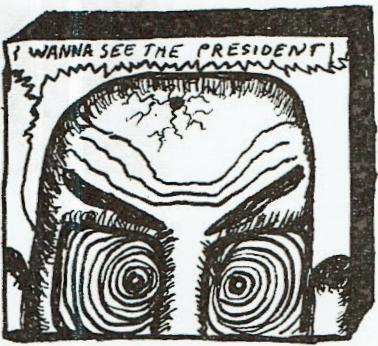
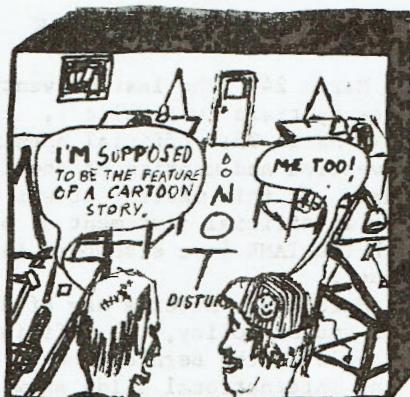
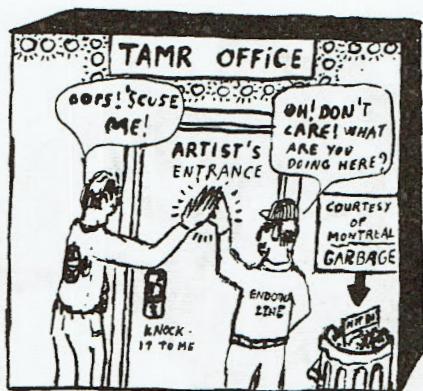
TOP OF THIS COLUMN: A typical convention scene.

CENTER: The fast and luxurious TEE "expense account express" runs between many European cities. This unit is a Deutsche Bundesbahn M.A.N.-built railcar with diesel-hydraulic traction. TEE trains are first class only.

AT LEFT: Tønnes Bekker-Nielsen, ER Secretary, handing Mario Bernkopf, new president, the official 1972 Election Transcript.

The Inside Story . . .

A Fun-Filled Look at the TAMR from the Pen of Jean Brisson!



Rinky-Dink Railroad

by Mike Matejka

Familiarly known to us at Lewis College as the "Rinky-Dink Railroad", this interesting short line makes daily trips through the college.

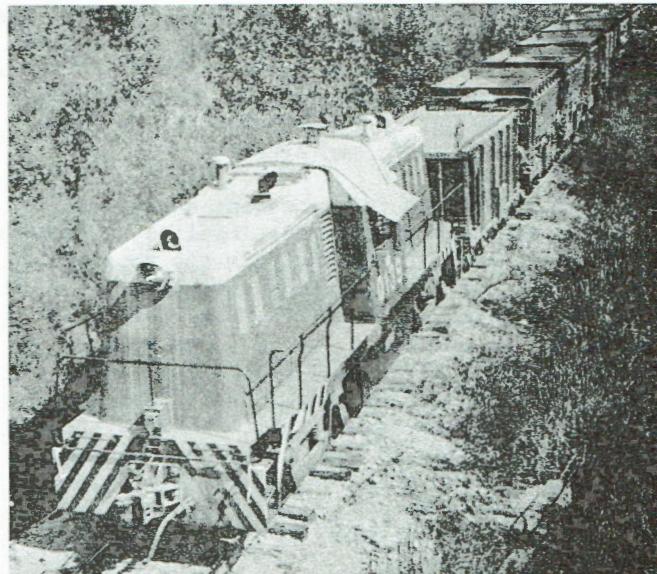
Owned by General Services Corporation, a subsidiary of General Dynamics, the line moves rock from its quarry to the Chicago Sanitary District Canal, where it is loaded into barges and made into concrete and various concrete construction materials such as bricks and tiles.

The trains start out in the morning with their empty cars, have them loaded at the quarry and then return backwards to the loading operation. Usually there are two trains on the line, and there is a passing siding in the middle. At least one engine switches the quarry and another two the unloading operation, in addition to the two on the line.

So far I have seen seven locomotives, lettered from 0136-0154. I am not sure if there are engines for all the numbers between those two, and I doubt if there would be. Also I am not able to identify the maker of these engines, as they aren't to be found in the "Diesel Spotter's Guide".

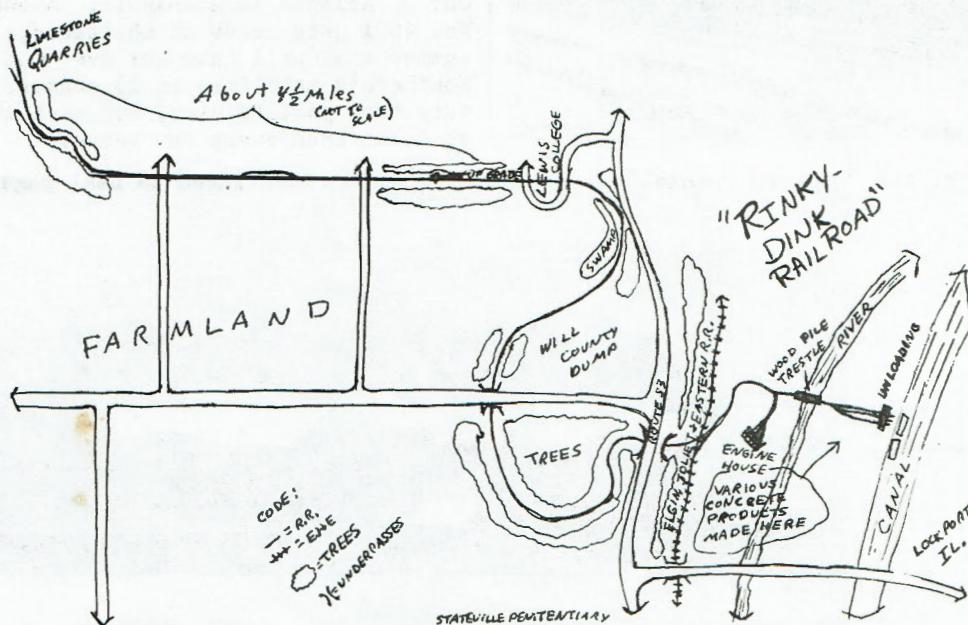
During the cold winter days the line shuts down. One engine is sent out every weekday morning to make sure the track is clear. It is left at the quarry and on Friday you will see a train of 5 to 6 engines returning to the enginehouse to wait until Monday morning.

The rolling stock is all ore cars, which I doubt would pass AAR regulations for interchange. They are drop center and a rusty brown. The official colors seem to be red and yellow, with the engines well maintained but the cars so rusty the paint can only be occasionally seen.



There are also a few flatcars that are used to bring road graders and tractors to the quarry. Some of the ore cars have "tiger stripes" and lights on the rear, and they are put on the end of a train, for when the train returns to the unloader the ore cars are in front. Some of these cars also have their trucks painted in a "barbershop pole" design so they make an interesting picture as they roll by.

This line has interesting model possibilities. It rolls through scenic farmland and is a simple operation. It could make a shortline subsidiary for your mainline. So get yourself a few diesel switchers (or steam), a number of ore cars (avg. train length is 8 cars) and some track which will be poorly laid so the train wobbles and shakes just like "the real thing"!



Steam Over the Southern — in the 70's

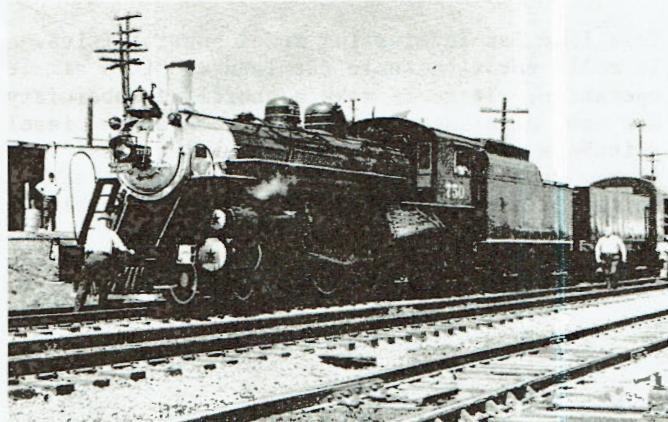
by Lloyd Neal

As the decade of the 70's continues, railfans are flocking to the Southern Railway and her famous steam specials. Southern has more mainline locos under steam than any other Class 1 railroad: 5. Each year they put in thousands of miles, more than Nos. 8444, 2102, and others.

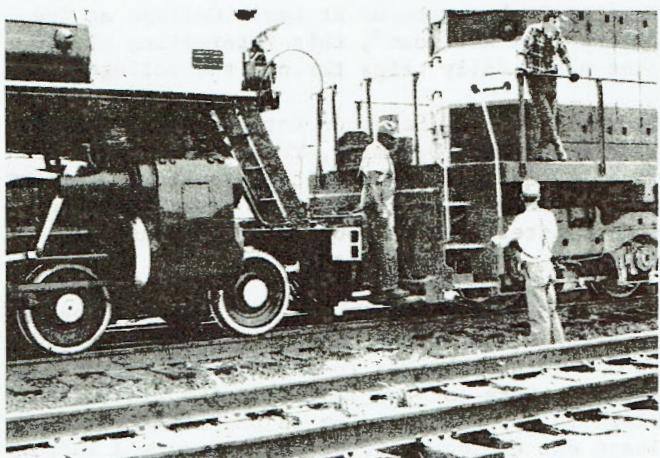
But this has been a fairly recent occurrence. Southern was fairly early to dieselize completely on June 17, 1953. Many engines went to scrap but several survived by being sold or given away, such as No. 1401 in the Smithsonian. Southern's first Mikado No. 4501 was retired in 1948, but the coal-hauling Kentucky & Tennessee purchased her for their use. As K&T No. 14, ex-4501 gained fame among railfans since the K&T was among the last of the short lines to dieselize. But the K&T also dieselized in 1964. Paul Merriman of Chattanooga, Tenn. saved her the next month by buying her.

With a good operable steamer that he wanted to run, Mr. Merriman had a problem. He asked permission of the Southern and with the help of VP-Law W. Graham Claytor, Jr., he got it. Within a few weeks Southern was in the fantrip business!

The Atlanta Chapter-NRHS joined quickly with permission to run their Savannah & Atlanta No. 750, a Pacific originally used on the FEC.



No. 750 on the "Dogwood Special".



Giving 62-year-old No. 750 some help to wye her train.

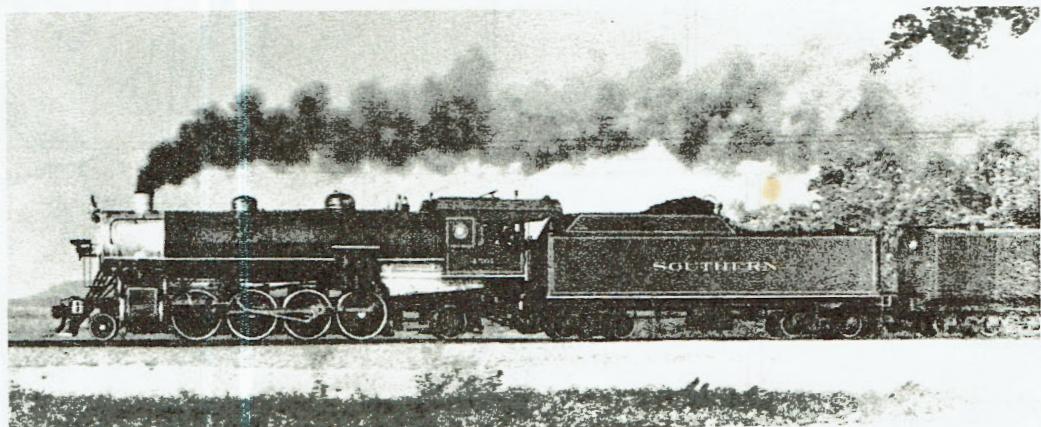
During the next few years these trips grew in popularity and frequency. So in 1967 Mr. Claytor now President of the Southern, traded two diesel switchers to the East Tennessee & Western North Carolina (TWEETSIE) in return for two ex-Southern 2-8-0's, Nos. 630 and 722. These locos had also gained fame operating on the ET&WNC as Nos. 207 and 208 in SR green and gold until 1967.

In 1971 the fifth engine was added, the ex-Mississippi No. 77, a 2-6-2 owned by the North Alabama Chapter-NRHS.

The steam season begins in late March as Nos. 4501 and 750 depart Birmingham for Chattanooga and Atlanta. The Birmingham shops do all major steam repair work, and every winter all but No. 77 return there for light repairs and painting.

No. 750 starts with the annual "Dogwood Special" out of Atlanta in mid-April. About the same time No. 4501 gets ready at Chattanooga for a busy summer that will take her over much of the Southern's mainlines in 13 states. Her travels vary from year to year, but most areas see her at least once every few years.

[Continued on next page.]



No. 4501 going home.

[Steam Over the Southern, Continued.]

1970 was notable since No. 4501 traveled from Birmingham to Cincinnati and St. Louis, then to Washington, D.C., and from there to Charleston, S. Carolina. From there she went to W. Virginia on the B&O to make the movie "Fools Parade" then back to Birmingham in B&O paint for a much-needed rest which lasted over a year. She returned home April 8, 1972, but will be out again traveling this summer.

No. 750 normally takes it easy until her big trip on the 4th of July weekend, the "Georgia Peach Special". In 1971, Nos. 750 and 722 traveled the Southern while No. 4501 was repaired. No. 750 usually runs only a few trips out of Atlanta each year.

Nos. 722 and 630 travel alone or teamed up with each other or with No. 4501 or No. 750 for doubleheaded trips. No. 77 runs a couple of trips per year in her area.

These trips are of two types: regular (my term), or ferry (official term). Regular trips start at one city and go to another returning the same day. Ferry runs are to get the locos somewhere else, and often are one way only, though a diesel return is offered at times.

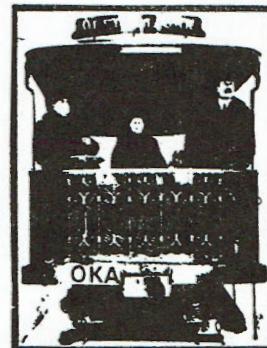
Regular trips are usually about 200 miles total distance traveled and cost about \$13. The NRHS chapters sponsoring the trips make money for their museums so your fare is for a good cause. Some trips are advertised in TRAINS magazine



No. 750, rolling in to the delight of many.

but some are not. Membership in one of the NRHS chapters that has these trips helps. I can keep you informed, though I often only know just a month or two in advance. It is well worth the effort as I hope my photos will show.

These trips should be around for a long time since they are profit-making and bring the Southern free advertising worth millions. All five engines are kept in good repair and have many miles left. They will likely outlive many of their human friends.



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gave the O.K. for
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"Route of the
Dandy Dancer"

The Importance of Good Benchwork

by Ralph DeBlasi

One can say that there are four stages to building a model railroad. The first is benchwork, followed by the trackwork, wiring, and finally scenery. Looking at these four, one is tempted to say that trackwork is the most important, since our trains run directly upon the rails. One might also infer that benchwork is the least important.

If you are thinking along these lines, you are wrong. I learned the hard way and because of major faults in my benchwork I had to dismantle my pike. Remember: Your trackwork can be only as good as the benchwork that supports it! Let's take a look at the faults of my benchwork as an example of how not to do it.

When I built my benchwork I was without the services of what I consider to be the most important tools at this stage: a level, square, and drill. Now one might dispute this last item, but its reason for inclusion will become obvious later.

The reason for the square is obvious: to get everything perfectly at 90° angles. The level comes in mainly when checking the alignment across the subroadbed and to check for a steady grade. Without this tool, you will find in your subroadbed many dips and bumps that will cause derailments galore. These types of problems are corrected only by redoing the supporting risers. A dip of 1/16" is enough to derail most rolling stock, and if you plan to run long wheelbase locos, you might as well throw in the towel: they'll never stay on "dippy" track.

The only way to build benchwork is with screws - LOTS of screws! Benchwork for most people is the least enjoyable of the four stages. At this stage one is ready to speed through the benchwork so he can lay track to get the trains to run. The temptation here is to use nails more than screws to speed things along. If you lack a drill the job becomes more tedious.

Screws make the framework rigid. It is this rigidity which fights the forces of expansion and contraction. If you fail to fasten the framework together strongly enough these forces will play havoc with your trackwork. The only solution here is to tear it down and start over. This has happened to me but I am happy to say I have learned my lesson. On my new layout, which I planned to start this May, I am going to build my benchwork like a fine piece of furniture.

So remember: Take care when building the benchwork. You'll be glad you did!

Transpo '72

by Bob Sprague

The week of May 30 thru June 4 saw "Transpo '72", the International Transportation Exhibition, at Washington's Dulles Airport. I attended on May 30, the opening Saturday.

It was a beautiful day, warm but not hot, and the transportation to the site was well organized enough so that we had very little time waiting to get in. The site was a 2-mile stretch of ground near a runway of Dulles. It contained hundreds of exhibits and displays, as well as many full-scale mockups of future transportation possibilities.

Of course, the exhibits were mostly of aircraft (yecch) and motor vehicles (double yecch), but there were some interesting rapid transit ideas and AMTRAK had a large geodesic dome all its own.

The AMTRAK exhibit was a walk-thru affair including movies, models of modern equipment, and examples of new developments in track and other systems. One model was of a linear-induction type of propulsion system. There was a long track and a futuristic-looking model that ran back and forth. As luck would have it, it wasn't working too well....back to steam!

Outside was the Turbotrain. Visitors could walk the length of the train, and through the dome. It was quite impressive, but it has unfortunately just been taken off the Washington to Parkersburg (W. Va.) run and I doubt that I will be able to ride it.

We also visited a number of rapid transit exhibits. One of the most prevalent ideas is the PRT, or Personal Rapid Transit. This is a small car, seating 5 or 6 people, and run by a variety of systems. The idea is to have hundreds of cars guided by a computer, so the rider can select his destination and be rapidly carried to it. The highlight of the afternoon occurred on one of these systems, the air-supported, linear-induction propelled Otis-TTI system. We were next in line for a ride along a short length of track when one of the cars caught on a loading dock and shorted out the system. This may actually be a plus for the system, in that no one was hurt, and they were able to restore the system in about 10 minutes. Our ride was pleasant and smooth, and would certainly be faster than walking or driving through city traffic.

The Transpo exhibit was mainly intended as a trade show, not just for the public. It was very entertaining, however, and has aroused a great deal of interest and publicity for the transportation field.

The Detroit Edison Unit Coal Train

by Bob Polasky

[Credit is due to Ken Borg and Detroit Edison for supplying much of the following material.]

Today, most power plants all over the United States supply electricity to millions of homes and businesses throughout the country, and the majority of these huge plants operate with one main fuel supply: COAL. Since coal is very bulky, and surprisingly heavy, an efficient means of transportation is needed to carry the coal to the power plants. Detroit Edison, serving all of southeastern Michigan, has developed one of the most proficient coal transportation operations in the nation. The Detroit Edison Unit Coal Train is the backbone of this operation.

As of January, 1972, Edison's Unit Train fleet consisted of about 5 EMD SD-40's, lettered for the Detroit Edison Co., 634 general interchange service coal hoppers, 188 black unit gondolas with red ends to indicate their swivel couplers, and 446 silver unit coal hoppers, with blue ends to indicate swivel couplers. The general service interchange cars were built by various manufacturers. All of the 188 gondolas were constructed by the Penn Central in Rochester, New York, except for the 10 that the Thrall Car Co. built. The 446 silver cars, which are our main concern, were constructed by the Fruehauf Corp. They are of aluminum construction and can carry 130 tons of fresh coal. However, for safety reasons, they are restricted to loads of not more than 110 tons. Not all of the cars have rotary couplers, since dumping the cars while they are coupled requires that every other coupler be stationary. The even-numbered cars have rotary couplers on both ends, and the ends are painted blue. The odd numbered cars have stationary couplers, and are all silver in color. These cars were intentionally built for serving the River Rouge-Edison Power Plant and the Monroe-Edison Power Plant, but also now serve the St. Clair and Trenton Power Plants in Michigan.

The unit coal train begins its trip with the loading of coal obtained from large strip mines in Pennsylvania and W. Virginia. Coal for the River Rouge Plant comes from a total of 4 different mines located in these two states. Penn Central diesel units and crews haul the train to Toledo, Ohio, where the train then leaves the PC main and begins to travel on the Ann Arbor for the trip through Toledo. Upon reaching the north side of Toledo, the train enters Detroit, Toledo & Ironton territory. DT&I crews then use Penn Central units again and guide the train to the River Rouge Plant. There the train is broken into large sections in the Detroit Edison yard. Detroit Edison No. 214, an EMD SW-900 built in 1955, next takes the cuts of cars (approx. 20 cars each) through the indoor rotary car dumper. DE No. 214 is usually operated by radio remote control when bringing a cut of cars through the dumper. However, when obtaining another string

of cars for the dumper, a crew must handle the entire cut. The usual crew consists of two men, but when regular hoppers without rotary couplers are handled, a crew of four is required.

In addition to coal deliveries for the River Rouge Plant, the yard crews also handle a chlorine tank car which comes to the plant about every 6 weeks, and an occasional car consisting of parts and equipment needed for plant operation. Plant railroad equipment consists of DE No. 214, and also an American Diesel Electric Crane, No. 327, four ash gondolas, two tank cars used to store oil, and one flat car, used for various odd jobs. All seven cars are banned from interchange service, and thus are used only around the plant itself. [The plant tracks connect with the Penn Central main and the Detroit, Toledo & Ironton mainline.] The Edison SD-40's never see service on the plant trackage anymore, and are currently not in service, although two of them will soon be rented to the DT&I for a period of time. The River Rouge plant burns about 7,000 tons of coal a day, depending on the local demand for electricity during the week. By 1976, however, the River Rouge plant will be converted to crude oil operation, and the rail operations will steadily fade out as the conversion is completed.

Edison also has rail operations and in-plant switching at the St. Clair Plant, the Marsville Plant, the Conners Creek Plant, the Trenton Plant, and the Monroe Plant. The Edison Delray Plant recently converted to oil, and all rail operations, except for a single flat car, were gradually phased out.

[Plans for modeling the black and red unit gondolas of the Detroit Edison appear in the March, 1972 issue of RAILROAD MODEL CRAFTSMAN.]

WANT SOME INFORMATION?

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Steep Hills vs. Long Trains

by Bob Sprague

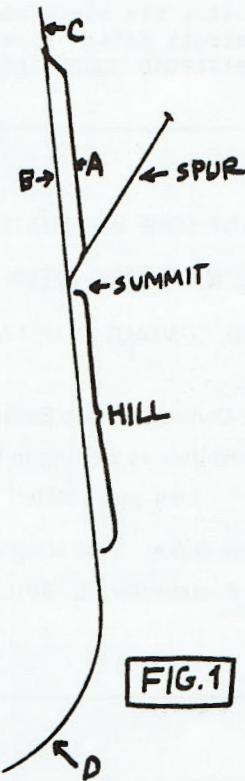
Model railroads are notorious for their steep hills. We can use them, just as we use ridiculously sharp curvature, because of the variations in the laws of physics applying to different sizes.

Of course, the laws of physics aren't advantageous enough to let a medium-size HO locomotive pull anywhere near what its prototype would up a steep hill, at least at present efficiency. I have had trouble pulling 18-car trains up 2-1/2% grades with a Mikado.

But in the face of these problems, the prototype didn't always limit itself to shorter trains, and what they did do to remedy them can provide a fascinating set of action for any fairly advanced pike.

One fairly easy method requires only a hill with a passing siding at the top [see fig. 1]. When the train reaches the bottom, the train is cut in half, and the locomotive takes the front part from "D" and leaves it at "A". The locomotive then passes switch "C" and returns to "D" via "B". Then it brings the rest of the train and leaves it at "B", and then reassembles the train, now all at the top of the hill. This method is called "doubling the hill", and while it requires only one locomotive, it does tie up the mainline for a while.

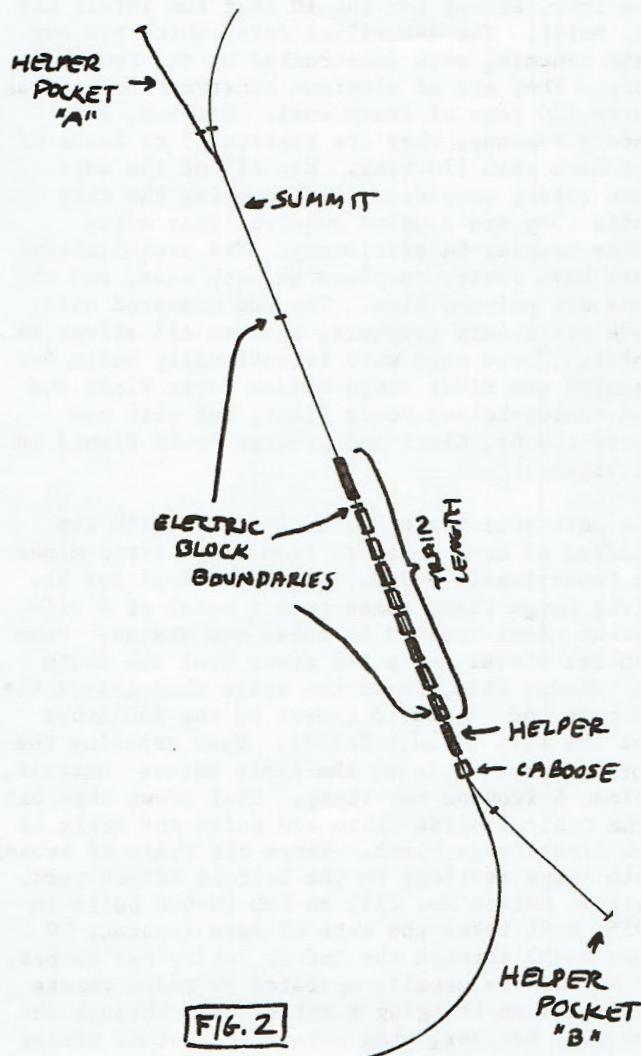
More interesting is helper service. This was more typical on the prototype, for while a single locomotive can easily get a train rolling across a level area, it may take several to get it up a



long hill. Usually the prototype would either put both locomotives in front, or both in back, or one in front and one in back. Southern Pacific commonly ran huge trains with several articulated spaces through the trains.

On the model, helper service is easily simulated with two locomotives that will run at about the same speed off one throttle. In this case it is best to put both either in front or in back, since any minor speed differences will not cause problems with too much coupler slack or tension. Also, more reliability could be expected with the locomotives up front.

Another way to do it, which can be used with locomotives that don't run well together, is to put a locomotive at either end of a train long enough so that the locomotives will always be in different blocks [see fig. 2]. With a cab control system, each locomotive can be connected to a separate throttle, and adjusted to run at the same speed. With one person working the throttles, and another flipping switches, you can take a train up a hill this way. If you're weird, you can do it all yourself, like I do.



Testimonial to a Shelf Layout

by Phillip Simmonds

It seems as though that a requirement of being a teenage model railroader is the creation of at least one ridiculous pike. It isn't enough that it be just bad, but it has to be a major disaster. There are many things that can create such a situation. Among the most popular are poor location, bad track plan, poor electrical methods, inferior rolling stock, lousy track laying, and a total lack of realism. My first pike suffered from all of these and was soon replaced by a second. This was better, but the track plan had almost no switching possibilities. When I could operate it I noticed these faults, and thus decided to build a third pike.

This time, before rushing blindly into anything, I reviewed my problems and my desires. First, I wanted a lot of spurs and sidings for freight operation. I also wanted at least two small yards, a turntable with a roundhouse, and a pike that would readily accept scenery. All of this had to fit into a small area.

I finally hit upon the idea of using a small shelf pike measuring 2' by 16'. This included everything I wanted in a space no bigger than a 4' by 8'. The only thing I couldn't have was

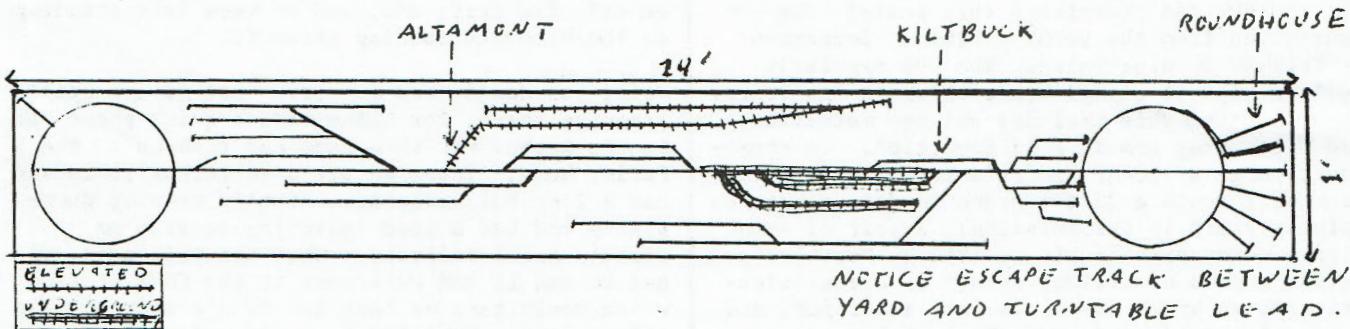
continuous operation. However, through careful planning I managed to come up with an even better system. By connecting the yard with the turntable by an escape track, I could leave the train in the yard lead while reversing the engine. The switcher could then make up another train, go out, and place it behind the engine. The whole thing could be done in 15 seconds.

Passenger service was a problem that was solved by purchasing two RDC's. These could run a shuttle between the two cities without having to turn around.

A shelf railroad is perfect for scenery because high heights can be obtained with gentle grades, thanks to the great length of the pike. Scenery can also be easier to build: if you decide to create a mountain you only have to shape one side because most of it is cut off against the wall.

A shelf pike can therefore be perfect for the modeler who can liberate only one wall of a basement or attic. Considering all that you can do with one it's surprising you don't see more of them around. Why not be the first one on your block to build one?

KILTBUCK + ALTA MONT (via Bennercut....)



Using Smoke Generators

by Steve Harper

A great deal of interest can easily be added to a model layout by the use of smoke generators. Here are some possible uses:

- industrial smokestacks
 - forest fires*
 - bonfires or campfires*
 - house chimneys
 - steam (even diesel) engines
 - ash pits (where steam locos dump their unburnt coal, thus producing clouds of dust)
- * Use red cellophane or grain of wheat bulbs here to simulate flames.

A good source for these smoke generators is the

Miroslav Kefurt Company, 12032 Hartsook Street, North Hollywood, CA 91607. Their catalog is free, and the service and prices are very good. They offer an extensive line, including specially made generators for steam engines which "puff" instead of emitting a constant stream of smoke. There are also several different "flavors" of smoke fluid, various-sized generators in the shape of chimneys, and other accessories available. The fluid, by the way, does not actually burn but instead evaporates, so that the generators are perfectly safe to use.

Modeling on a Large Scale

One of the greatest controversies in model railroading is the argument about which scale is best. More are appearing all the time, and currently common scales include Z, N, HO, S, O, 1/2", and full scale.

Now, articles are common dealing with many of these, though Z is too new to be known well, but one scale finds itself ignored most of the time. This article will consider the merits of 12"=1' scale: full scale!

I'm not talking about prototype railroading - that's something completely different. I mean a private, backyard, non-revenue railroad. Who wouldn't want their own lokie running on their own track? Imagine the thrill as you open the throttle wide, either manually or by remote control! Sitting in your tower (assuming you have a tower) you can run your mainline - not too practical in the city, though - or switch cars around your yard. No more problems with poor electrical contact, no lack of detail, no more hand rerailing (you use your 100 ton crane).

Where are you going to get equipment and supplies? How can you afford this scale? The answer comes from the DoDSS - the US Department of Defense Surplus Sales. The DoD regularly sells equipment of all kinds which it no longer needs. Often this includes railway materials, and often they are in good condition. In thumbing through a recent bidder's form I have lying around, I found a 25 ton crane in fair condition (broken shaft in transmission), a pair of 4-man diesel motor cars (built in 1952 by Northwestern) in good condition, a pair of diesel-electric lokies by GE (1944) in fair condition, and a ton of unused parts for the last 2 engines.

Since the DoD sells by mail auction, I don't have prices for these, but I'd say that the motor cars (\$2364 new) would bring no more than \$900, if that. Auction prices are unbelievably low, but of course they don't include transportation. At least you're sure they'd go by rail.

Now I expect there to be a rash of full-scale modeling, and a run on DoD sales. Therefore, I will offer to supply the gold spike for the "layout" of the first person who buys himself a used lokie - 56-1/2" gauge.

Be the first on YOUR block.....!

A Day with the Chicago Division

by Doug Johnson

For me at least, May 20th started out normally enough. I don't know what frantic last-minute repairs were being made by host Glenn Farley in preparation for the upcoming Chicago Division meet, but I just went ahead and cut the grass like I do every Saturday morning. The Chicago Division's third meet was about to take place, though, and something was different.

I soon found myself out on a bus headed out to Des Plaines, where the meet would take place. Out at the Des Plaines station of the C&NW RR I met the other hardy adventurers who would take part in the meet...host Glenn Farley, Pat Golden, and Greg Rabchuk. Terry Burke could not make it due to another engagement which he could not break.

We walked down the track a ways, studying all the items of railfan interest, including an old EJ&E caboose which was parked on a siding. When we got tired of this, we went in to one of the local hobby shops and looked around for a while. Everything seemed to be going well, but....As soon as we stepped out of the hobby shop we saw the green and yellow C&NW commuter train which we were supposed to take to Glenn's house heading into the station. The race was on! Who would make it to the station first? The train or us? The train did, and we were left standing on the sidewalk looking after it.

Well, you don't need to worry that we are still standing there, for Glenn made a quick phone call to his mother who then came and took us to the Farley home. There we ate a delicious lunch and had a long bull session. Finally we went downstairs and had a good operating session on Glenn's model railroad. When the time came, we had to end it and walk over to the C&NW station which would take us home (we didn't want to miss this train). Thus ended a very enjoyable day.

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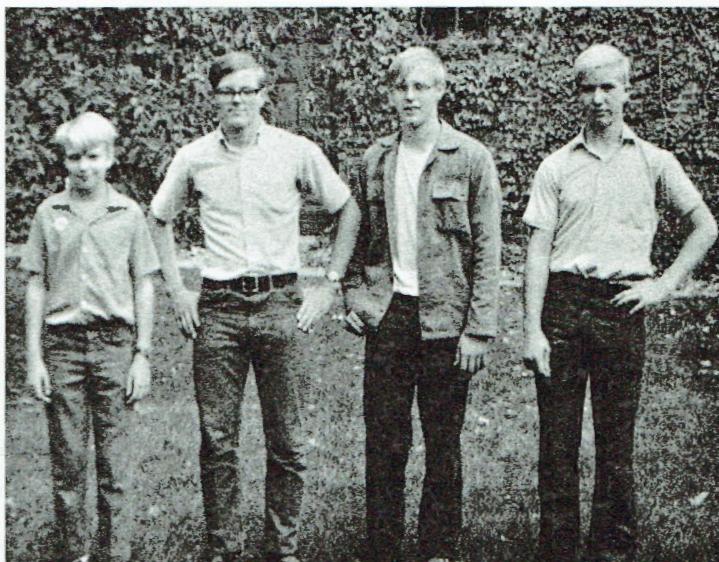
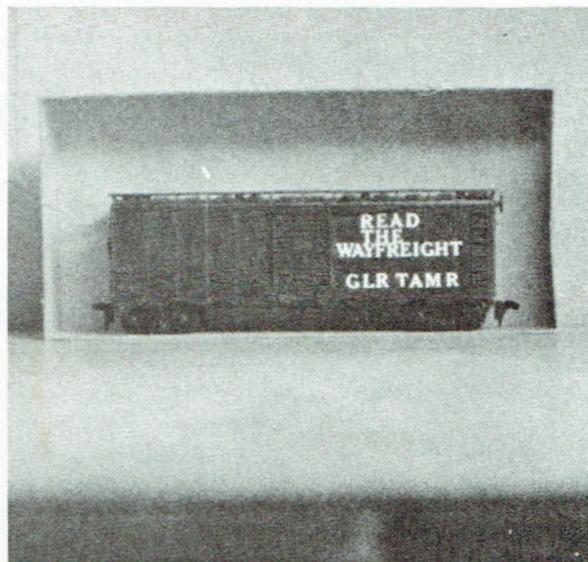
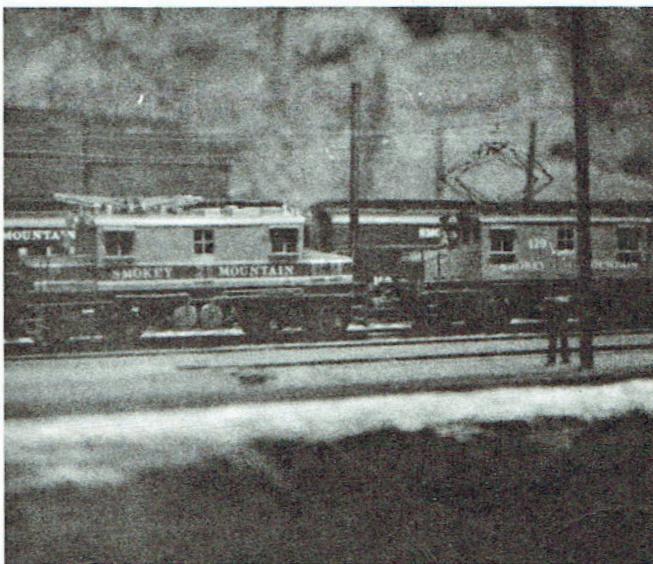
The MEMBERS' Page

SUMMERTIME CHANGE OF ADDRESS: Jean Brisson wants all of his cartoon fans to write and tell him how they like his offerings, but notes that they should send their letters to him at this address until September 15:

Jean Brisson
C/O Richard Hender
20 Chichester Place
Apartment 1207
Scarborough, Ontario, Canada

After September 15, Jean will resume his former address. See it in the TAMR Directory.

HERE ARE A FEW late returns from the GLR's Chicago Division Meet last October 2. [For a report on the May 20, 1972 meet, see article by Doug Johnson in this issue.] In the group shot, which is the best way we know of taking attendance, are Doug Johnson, Dave Kratowsky, Mike Matejka, and TAMR Secretary Terry Burke. The famed "GLR Car" was also in attendance at the meet, instructing all who see it to "Read the Wayfreight". The Smokey Mountain Lines was visited during the meet, and shown in the third photo are the so-called "juice jacks". All three photos are by Mike Matejka [even the first one?].



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Write Bob Polasky, 17595 Trinity Ave., Detroit, MI 48219

The Waybill

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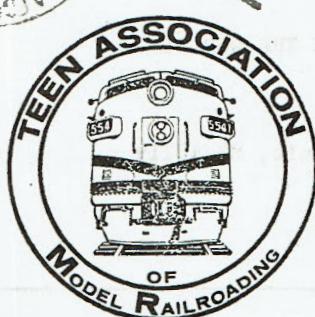
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