

the TAMR HOTBOX

Issue #140

July/August 1976

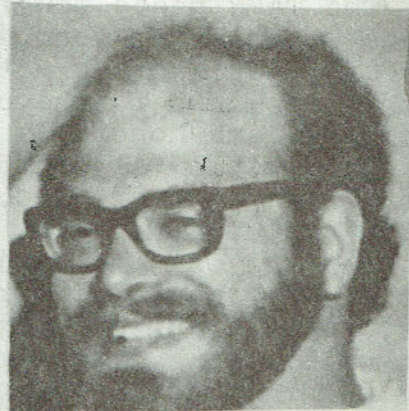
NO 2 in a series
PUBLISHER IN SOUTH BEND



Tim Vermande

Communication keeps the lines open, and what better way to accomplish that than to spend a Saturday with a friend, out watching trains? So here is Doug Johnson, TAMR publisher, coming up to trackside at the South Bend station with an envelope full of convention material to discuss. This communication helps keep us THE un-magazine of railroading---and makes for a great convention, as you'll read inside.

NO. 3 in a series
EDITOR GETS A HAIRCUT

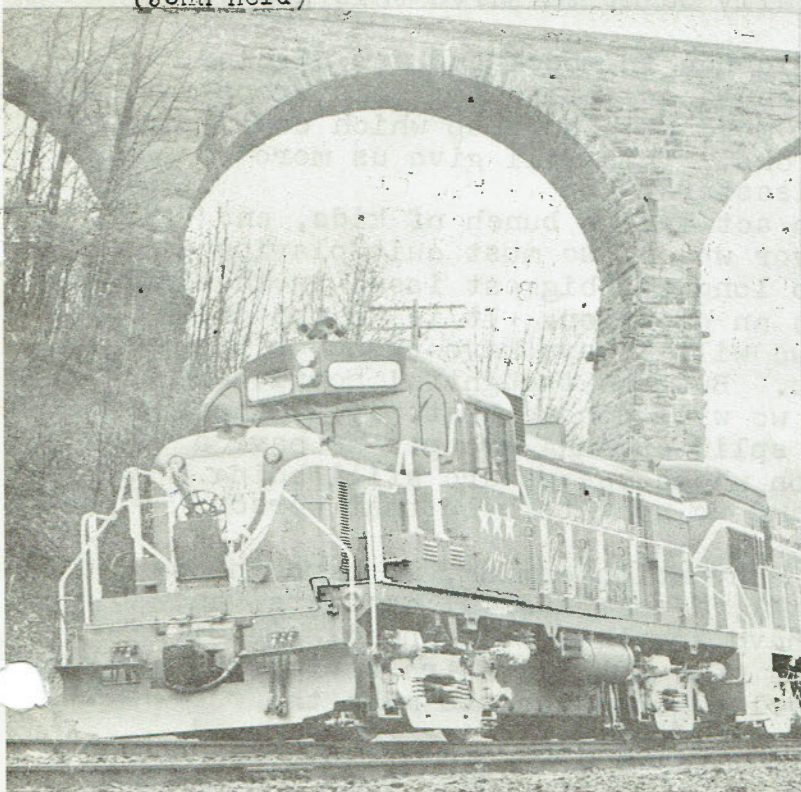


Barbara Basham

When the editor's brother got married, it was obvious, at least to a couple of young ladies, that his mess of hair HAD to go beforehand. So here he sits with a fresh cut. What does this prove? If he'll do this just for some girl, what won't he do to keep THE un-magazine of railroading coming your way on time, with interesting articles? So prepare to read this latest issue and see the haircut in person at the convention!

BICENTENNIAL, TAMR STYLE! Two Bicentennial locomotives, Rock Island's E-8 #652, taken 5/76 at Roosevelt Rd. in Chicago (Tim Vermande), and the D&H's RS3u #1976, taken 4/24/76 at Lanesboro, PA.

(John Held)



THOUGHTS ON THE CONVENTION IN CHICAGO. . . .
COMMENT AND A LETTER TO ALL OF YOU

As you've noticed already, this issue has details about the 1976 convention in Chicago. Unfortunately, it is rather small-scale, but with the short lead time and other complications we think it's a pretty good program. We're getting this issue out early so you can finish your plans.

There's always the cry for help, I guess. It looks like we'll have a publisher, but we still an editor (as I write this) and even so, help is always needed. There's currently a fairly decent supply of articles, but many of them are the traditional subjects.

Open letter to the officers and members of the TAMR...

This year's convention presents us with a great opportunity, thoughts which were pushed by a letter from Terry Burke, a former TAMR secretary. Even though I am completing my activities with the TAMR for now, I would like to see the TAMR grow and get somewhere. So for this, I throw out some suggestions and challenges.

I think that if you look, you will see that most of our members stay as active as they can in this organization after their teen years end. Indeed, many of them have been our greatest asset. We ought to consider changing the TAMR into a teen and younger-adult modeling and fan club. While we must be careful to give the younger members their fair voice, such an inclusion will bring us a more stable leadership, more active members, and a better base for carrying on the friendships we make. Let's face it, the present generation's modeling and railfanning tastes are quite different from the older one's, and the TAMR really ought to serve this group, not just "kids".

The TAMR needs power and influence in model and fan circles, and it has practically none. If one could be active for this group for 10 years, not 4 or 5, we'd have a more stable group which could pass on what it knows to the upcoming one. This will give us more stability, and hopefully fewer disasters.

Our problem is that we often act like a bunch of kids, and that's how we're treated. Whatever we do, we must quit playing with trains and do some work. For too long the biggest issue in the TAMR has been the way the auditor runs an election. It is no wonder we must beg for members. Granted, we will always have turnover problems, and be viewed badly by some. But the thoughtful people who care will view us as serious if we will behave that way. Otherwise we are going to end up as a splinter NMRA group. We have a contribution to make to the person whose tastes are still being changed, who is just beginning, and we need to help that person find a place.

I say this because with the convention coming, we have an opportunity to present ourselves well, develop useful contacts, and impress younger members that we have something they need. But if we aren't serious about it, forget it. But if you're serious, come to the convention or get involved somewhere to make the TAMR a truly useful organization.

regions & committees

NEW ENGLAND--from a letter from Bill Bishop, NER boss: "I'm trying to organize the New England Region into workable shape again. I sent out nineteen letters to the NER in April and got two replies. I'd like to thank Biran Angeli and Larry Kokla for replying and offering their time and services." "Altho there are only three of us, the target date for the first publication is May 18. I hope the other 17 members of the NER take another look at the opportunity to join".

"Thanks also go to the people who got this region going by taking an interest in what we're doing here. Thank you--Tim Vermande, Paul Manton, Lone Eagle Payne, Ray Hakim, Mark Solomon, Dale Madison, and Betsy Summers--for you time, help, and comments".

If you want to join this region, whose first issue contained a listing of inexpensive steam locos, and plastic diesel models with color schemes, send \$1.50 to NER, 1772 Western Av., Albany NY 12203. Make your check pay to "Bill Bishop, NER Representative".

ALLEGHENY--New elections show Greg LaRocca is president of this erstwhile bunch of loonies. Despite former president Paul Manton's marriage on June 26, things continue unabated. In fact, his bachelor party was a wonderful opportunity for a weekend of railfanning, we hear.

NO WORD YET FROM THE WESTERN REGION, but John McGreevy is keeping things going.

AVIAION NEWSLETTER--John McGreevy keeps going! Write him for information, but he wants to start such a newsletter, and estimates \$2.00 a year. And, of course, it will be available to TAMR members only!

PHOTO EXCHNGE--Hoped-for publication has been delayed by sudden loss of printing facilities, says Ray Hakim. There may be a new chairman or co-chairman by the time you read this, but keep sending all PEC material and requests to Ray.

In addition to all this, if nothing interest you above, write to Mark Solomon and tell him what you'd like to see. To get your region going, see where you are in the Directory map and write to Mark Solomon in the Southeast, Tim Vermande in Central. No one has yet joined a region and been disappointed! (If you're in Canada, contact John Eull).

Any member not receiving a copy of the 1975 Directory or constitution may obtain one by writing the Secretary.

modeling; doug johnson

DUST THOSE BOXCARS

Just about every model railroad has a number of those easy-to-assemble plastic boxcars, reefers, hoppers, or whatever. While they provide great detail for the money, there are two things wrong with them. First, they all look more or less alike, and second, they have an unrealistic plastic shine. Weathering can take care of both of these problems, and I have an easy weathering method I would like to pass on to you.

Actually, I do not try to weather my cars so much as I try to give them a dusty appearance, typical of the car which has been out on the road for more than a day. The method itself is very simple. I dip my brush in a bottle of Floquil "Grime", and then paint it out until it is almost dry on some newspaper. The key is that the brush is dry, and will only dust the car. You can go over the entire car with the dry brush, concentrating on the lower half of the body, which is more likely to pick up dust from travel. You might wish to go over certain areas several times to achieve the effect you are looking for. Just be careful not to overdo it.

You may also want to use a wetter brush on areas where heavy weathering is likely to occur, such as where rain would run off, and near the trucks. Make each car a little different. I have found that this method improves the appearance of my cars 100%.

ADVERTISING RATES FOR HOTBOX:

Classified ads on buy, sell, trade are 20¢ per full line for members (65 characters per line). Your name and address are printed free.

Pike ads are 25¢ per 30-space line, which is this wide. If you want a box, allow 5 spaces on the sides (total) and one extra line.

Artwork is extra--this means heralds, signatures and the like. Things like boxes and circles are not artwork. There is a 50¢ charge for this.

A half-page ad is \$4.50 for members. Why don't you get your board of Directors to put out some money for advertising and a bigger Hotbox--like with a cover photo page! While you're at it, have them approve some 3x5 publicity shots for the Hotbox too!

Make your check payable to the TAMR. The editor is temporarily handling advertising (if you'd like to, let him know.)

NEXT ISSUE GOES IN THE MAIL OCTOBER 1.

DEADLINE FOR ADS FOR NEXT ISSUE IS AUGUST 30.

DEADLINE FOR PHOTOS FOR NEXT ISSUE IS AUGUST 23

ARTICLE DEADLINE IS SEPTEMBER 7

railfanning;; bill bishop

NEW ENGLAND TRAINWATCHING

Welcome to the best trainwatching in the United States. I'm talking about the New England Region of the TAMR. Our seven states--New York, Vermont, New Hampshire, Maine, Massachusetts, Connecticut, and Rhode Island--present some of the best mainline and shortline service in the US. ConRail will be something of a disappointment if it doesn't get a classy paint job, but its components look great while the locos haven't been repainted. Grand old names like Reading, Lehigh and Hudson River, Lehigh Valley, and no so old names like Penn Central and Erie-Lackawanna are abundant on the steel rails.

ConRail brings several blessings with it however. The best is, of course, money to rebuild the plant and rolling stock of the member companies of Con Rail. The Delaware & Hudson has rights-of-way to run trains to Buffalo, Washington, New York, and Philadelphia, in addition to its present lines.

Amtrak runs many trains thru the New England Region; Buffalo, Rochester, Utica, Albany, Schenectady, New York City, New Haven, Providence, Boston, Worcester, Springfield, Hartford, and Montreal are all major cities which are served by Amtrak. In addition, Amtrak plans to add trains of the Turboliner style to New York State service. They will be American versions of the French built by Rohr Corp. The Albany-Montreal service is powered by genuine Alco PA's in D&H colors.

In our region we have some extremely rugged rail vs. mountain railroading. In addition to ConRail we have D&H, Boston & Main, Vermont Railway, Maine Central, Bangor & Aroostook, Canadian Pacific, Grand Trunk, Central Vermont, and the state-owned Long Island RR. Lines which aren't Class I, but have more than 40 miles of line are here also. The St. Johnsbury and LaMoille County RR has 96.1 miles, New York, Susquehanna & Western, 59.9, and the Niagara Junction Railway has 44 miles of electrified mainline.

In addition to the added service I mentioned before, the D&H runs mainly from Montreal to Albany, and south to Binghamton and Wilkes-Barre. The B&M runs mainly from Boston to Schenectady. It also has lines thru Massachusetts, Vermont, New Hampshire, and connects to Portland ME. The Vermont Railway runs from Burlington to Hoosick Junction. Main Central and BAR thread webs thru the state of Maine. CP and GT enter Vermont, New Hampshire, and Maine. CN also runs in Maine. The Central Vermont runs from St. Albans to White River Jct. The Long Island provides commuter and light freight service to Long Island from one end to the other. The St. Johnsbury & LaMoille County runs across the northern part of Vermont to Rouses Point, NY. The NYS&W runs from New York City to towns of northern New Jersey. The Niagara Junction runs electrified trains from Niagara Jct., into Canada.

For a different touch, Boston has trolley lines, and if nostalgia strikes you can visit Steamtown, USA. The location of steamtown is Bellows Falls, Vermont, and the place features steam locomotives (running and otherwise), and a museum.

LAYOUT: RAY HAKIM

Lehigh & Hudson

My railroad is supposed to be a model of the Lehigh and Hudson River between Warwick NY and Maybrook NY. It is a 4x8' double oval with a small yard and an industrial section. Warwick is a focal point on both the prototype and model. All freights to Maybrook originate here and there is an engine service area and an outdoor car shop. Warwick is also the interchange with the southern division of the L&HR which at present no one else is modeling. The cars handled at the interchange are then switched to their appropriate places. With the freight ready to go, CB-1 leave town behind L&H diesel with a L&H caboose on the rear. It normally runs straight thru to Maybrook and then switches the various interchanges and then heads home with NE-9. Upon arrival at Maybrook the engines cut off and work the interchange of the EL, Maybrook Terminal, and Newburgh & Orange (my connection with All Tillotson's layout, somewhat similar to the Family of Lines.) After switching the connection NE-3 runs around the caboose and heads back to Warwick. This process is repeated as many times as necessary every day but CB-2 and NE-3 always run. Other symbol freights include NB-74, PB-97, AT-2, RH*1, WM*2, MW-1, OA-1, HO-6, and LV-1. Also special excursions sponsored by the Bergen County Railfan Society run on the line every two weeks. Where does all the freight come from? Well, I'm modeling back before May 8, 1974, which is when a vital PC bridge burned (it is still out of service) which has caused considerable rerouting of freight. Most freight hauled is bridge traffic.

Motive power for the line consists of an ABA set of F7's and an SD24-GP35 set. At the current time we are looking for another AA F7 set for use on run-thrus and for leasing. However, all of the above power is presently being repainted. So, since we are in a power bind, the Newburgh & Orange leased us an SD45-GP35 set. Actually these units are equalizing miles as our units frequent the N&O main. The paint scheme is the correct blue and gray. The cabooses are exactly like those on the L&HR except for less weathering.

The future of the L&H looks bright. A new, high-speed crossover to the River Jct. siding has been added to speed up movements. Track 2 may be completely rebuilt soon and rumors are that an extension will be built to the South allowing us to serve the Ogdenburg mines. The industrial section at River Jct. is almost completed allowing for more traffic. Local freight RJ-2 currently takes care of lineside industries. The local is powered by an SW7 making this roster 100% EMD 567. This is quite a contrast to the L&HR which owns 6 Alco C420's. So what if I freelance a little?

The line is not signaled but Form 19 and 31 train orders do the job. The Lehigh and Hudson is truly an operation that you have to see to believe (and after you see it I can't guarantee you'll believe it). If you plan on visiting, please call in advance so I can post "Railfans Keep Out" signs.

PS. While the line is all EMD, you can see an PA1, owned by the railfan society, powering excursions of gondolas, baggage and observation cars.

muscum: Mark Kaszniak

STEAM IS ALIVE AND WELL AND LIVING IN SAINT LOUIS!

Look! A STEAM LOCOMOTIVE! What railfan doesn't jump at those words with a camera in hand, no less, no matter how cheap. Well, there are steam locomotives are you, you just have to look for them (look harder than you have been, you might be surprised!). I found some just one mile off I-270 on Barrett Station Road on the outskirts of St. Louis at a place called the National Museum of Transport (NMOT), but this place is not easy to find--in fact if you miss one little sign, you missed it! I heard about NMOT while in a hotel in the St. Louis area over the Memorial Day weekend. The reason we went down there was to get away from the city (I live in Chicago and if you spend any considerable length of time in that city you know what I mean--in fact, Chicago is the reason I go railfanning!) I persuaded my parents to take me there (day and night nagging did the trick), which wasn't easy--they don't have the same enthusiasm about trains that I do.

Now let me tell you about the NMOT and what it has to offer. By the way, if you do not like steam that doesn't move, don't bother reading the rest of this article, but if you want to take pictures no matter what, read on! The locomotives out there just sit around all day in the sun for you, and look pretty. The NMOT is a non-profit organization boasting 700 members, located on 40 acres formerly owned by the Pacific railroad. The organization started when a group of historically minded citizens learned of a mule-drawn streetcar that was going to be scrapped and they came to the rescue and saved it.

Let me give you a few examples of the locomotives they have. There is a UP "Big Boy", one of the eight that have been preserved, #4006, which holds 28-35 tons of coal, 24,000 gallons of water, has 68" drivers, 135,375 lbs of tractive effort, and could generate a maximum of 6900 hp at 70mph hauling heavy freights thru the Rocky Mountains between Green River, WY and Ogden, UT. They also have an ATSF 2-10-4 #5011, assigned to the old Pecos Division operating between Belen, Clovis, and Carlsbad, NM. They have a C&O 2-8-4 #2727 "Kanawha", used in heavy freight service thru the Allegheny Mountains in West Virginia and Virginia. This locomotive contains a letter from D. Stewart Baals, an engineer, telling some of his experiences at the throttle. There is a C&NW 4-6-0, #274, class D4, transferred from the CNW to the St Peter & Winona Railroad in Minnesota in 1882, then back to CNW in 1900. A Reading 2-2-2 "Black Diamond" inspection locomotive with observation room for the brass hats, had to use small boys as firemen because of the small amount of room behind the firebox. This locomotive measures only 22'9" long and 11'5" high. They also have an SP 4-8-4 #4460, a GS6, which used to head the Cascade and Klamath passenger trains between Portland OR and Oakland CA.

(continued at middle of next page)

AVAILABLE: limited number of
copies of the following issues
of the Hotbox: Sept 1974; #133;
#134; #135; #137, and #138.
Cost is 50¢ each, from the
Secretary. First come, first
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THE PAULINA CENTRAL RAILROAD
Doug Johnson, President
"Steam or diesel, passenger or
Freight, our trains are almost
never late"
America's Poetic Railroad

We are regretfully announcing temporary suspension of all service
except via Volkswagen. You see, we got a new piano here and the
layout won't fit on top of it any more. So until we figure out
how to make it fit, our PCC will sit unproductive. Come visit
us at the Chicago convention. THE SOUTHDOWN ELECTRIC RAILWAY.
Tim Vermande, President and Chief Nonoperating Officer. Located
just 3 miles north of the Indiana Troll Road.

The Hotbox IS accepting photos
for consideration for publication.
Please send 3x5 or 3x3 black-
and-white glossy prints to the
Editor. Or maybe you'd like to
be a photo editor?????

ARTICLES ALSO
NEEDED FOR HOTBOX.

Kasziak, continued

Now I suppose I hear a few rumblings out there to the fashion
of "But I don't like steam". That is no reason not to go, there
is diesel. "Like what?" I hear you say? They have CB&Q #9908,
the Silver Charger which ran the fast, 5 hours, General Pershing
Zephyr between St. Louis and Kansas City. There are the Rock
Island Aerotrains which took care of suburban service between
Chicago and Joliet IL, but because of poor ride, lack of flexi-
bility and maintenance problems, were replaced in 1965 with
double-deck cars.

There are also some rather interesting passenger and office cars,
for example, MP parlor-observation #750 which for 20 years brought
up the rear of the Missouri River Eagle.

For people interested in trolleys, they have saved some from
the St. Louis area.

Those who are interested in busses, horse-drawn carriages,
automobiles, trucks, trailers, aircraft blimps, aqueducts, street
sweepers, elevators, motorcycles, and roller coasters, come on
down to the museum. Spend a whole day, bring plenty of film and
\$1.50 for admission. Take pictures and enjoy yourself!

rail travel: Mark Morgan

Interstate 40 Amarillo to Williams

Remember the old "Route 66" series about fifteen years ago? Route 66 used to be the major East-West artery in the United States, taking you from Chicago to Los Angeles on a fairly improved, two-lane blacktop. Who knows, you might have even spied a white Corvette in your rear-view mirror.

Anyway, these days the old Route 66 has been mostly replaced by Interstate 40, and along it roll a good number of railroads and places for the railfan to stop and sightsee.

Amarillo, TX is in that rare part of the state in which it takes less than four hours (in Mark's Fiat X1/9) to cross, distinguished from I-10 which takes 2 days. Thru it go the Santa Fe, the BN line to Houston, and the Rock Island. Amarillo is probably the farthest point in the southwest that you will actually see active Rock Island power, due to its bankruptcy.

West to Tucumcari, New Mexico, where the RI and SP meet and interchange. At least, that's what happened before the Rock had its problems, an agreement was made where RI units continued on to El Paso, but the SP put an end to that.

Twenty miles southwest of Santa Rosa, is Vaughn, which features the crossing between SP and ATSF. From here the Santa Fe winds its way down thru Abo Pass into Belen, while the SP continues south past Sierra Blanca.

As you continue toward the Sandia Mountains, you will begin to see numerous billboards telling you that it's worth the extra 120 miles from Tucumcari to stop in Clines Corners. All fine and dandy, except when you get to the bustling metropolis, you find one motel and two gas stations, and that's it!

Albuquerque is New Mexico's largest city and the site of a large Santa Fe yard, which is unfortunately mostly fenced off. The railroad stores a lot of examples of their older engines in one of the engine houses here for use in a future ATSF museum. Belen, 26 miles south, also has a large yard for interchange. Abo Pass, on US60, is a great place for pictures.

Gallup, the self-proclaimed "Indian Capitol of the World" has a minor yard used mostly by helpers. Fifteen miles past and you're in Arizona, and except for the interchange with the Apache Railway in Holbrook, it's all Santa Fe. Flagstaff, located at the base of a mountain, has the ATSF branch to Phoenix. Take 89 South a ways and you're into Oak Creek Canyon and the red rocks of Sedona, which are impressive.

At Williams, the line runs north to the Grand Canyon, and anyone who takes I40 and doesn't stop here is crazy! The pictures don't do it justice.

That pretty much explains what can be found along I40, and what you can see in New Mexico and Arizona. The north belongs to the Santa Fe, while the south is SP country. And being the west, the motive power comes in one size: BIG.

AMARILLO

TUCUMCARI

SANTA ROSA

CLINES
CORNERS

ABO

BELEN

ALBUQUERQUE

NM GALLUP

AZ

HOLBROOK

FLAGSTAFF

WILLIAMS

← N

RAILFUN '76!

Since this year's convention is to be a joint one with the National Model Railroad Association, it is appropriate that we devote some space to the activities they have planned. The convention will be held in Rosemont, Ill., near Chicago's airport on Tuesday, August 10th, through Sunday August 15th. Two hotels, the Holiday Inn O'Hare-Kennedy and the Regency Hyatt O'Hare, plus a convention center, all within the space of two blocks, will provide the convention headquarters.

Among the activities are a choice of five prototype yard tours, tours of the finest layouts in Chicagoland, and an all day trip to the Illinois Railway Museum, featuring vintage steam, diesel, and electric operations. Also included are 80 hours of clinics by some of the best model railroaders in the country, 4 panel discussions, 5 contests, and 2 auctions. Concurrent with the NMRA festivities, will be the famous N-Track layout, the Model Railroad Industry Association Show, and a swap session. Activities for raillettes, children, and teens not interested in model railroading are also planned.

A large variety of registration plans are possible. Altho the cheapest overall is the flat registration fee, if you cannot afford, or cannot stay for the whole thing, one of the other plans may interest you. Full registration is \$39.00. All activities EXCEPT the prime rib banquet is \$29.00. All activities EXCEPT prototype and layout tours (but including the Ill. Rwy. Museum tour) is \$29.00. All activities except banquet and tours is \$24.00. One day only registrations (no tours or banquet) is \$10.00 per day. Saturday and Sunday only, including the banquet is \$24.00. Extra tours (2 layout and 1 prototype tour are included in the full registration) are \$3.00 each.

At the Hyatt Regency O'Hare, the cost is \$35.00 per day for a twin room for three (rollaway is free). At the Holiday Inn O'Hare/Kennedy, a double room for four is available for \$37.00, plus \$4.00 for rollaways. Both hotels have Color TV, swimming pools, etc.

Any further inquiries ~~xxxx~~ on activities, hotels, or camping information should be directed to: Registrar

Railfun '76

P.O. Box 1976

West Chicago, Ill. 60185

I (Doug Johnson) can attempt to answer your questions myself, but you would be much better off getting the straight dope from the NMRA. I also have a limited number of NMRA registration forms on hand.

The TA R HOTBOX is the bi-monthly publication of the Teen Ass'n of Model Railroading. Membership, which includes the Hotbox is \$4.00 for those under 21, and \$3.50 for those 21 and older, yearly. Sustaining membership is \$8.00, overseas airmail is \$7.00.

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layout;; ~~bad~~ price

BURLINGTON NORTHERN

The Burlington Northern is an HO scale railroad based on the prototype BN. Actually starting out with the CB&Q about 8 years ago, I was bitten by the merger bug in 1970. Since most of my equipment is in Q paint, I model the early few years after the merger when not everything had been repainted. This also allows me to sneak in a few GN Goodies.

The railroad itself is small and compact. It features one major yard, one division yard, one branchline, and a two-track main. The division yard rests at the end of a six-foot single track spur, upgrade! At times it takes several locos to get a train up there. Wiring is your standard two-train control with a full night scene which is something I really like. Scenery is at its least, but someday. . . . !

Of course, I don't operate all alone (altho it is nice) as my younger brother, Rich models the Soo Line, and a friend, Dave Homer, handles Amtrak and Santa Fe passenger trains. My dad, who also is a railroader, occasionally operates, making congestion even worse, and pointing out all the repairs needed. When things do start, it's everybody for himself. Ever try finding one loco when you're the last guy in? Some generally scheduled trains include Amtraks westbound "Bomb" from Maple Shade. This train is always ironic as its motive power always consists of two or three F units, yet only pulls one passenger car. It also has a tendency to stop at every hick town in the state. Next is the BN/SOO/ATSF interchange train running to Clair Jet. Problems do arise here as the SOO and ATSF are not completely Kadee-ized yet. This in itself usually screws up other trains for half an hour as nobody knows what cars have what couplers. The last major train (and my favorite) is the peddler from the South Franklin division to Union Industrial Park. This area has tight clearances and radii, so two SW1500's were originally used for the run. However, with the recent acquisition of a new F7/FBB/F3 lashup, the switchers are remaining at South Franklin for switching only. Other trains will come and go as I see fit and can find the motive power. I have no comment on daily derailments except that Penn Central is still ahead of me.

The future has grown dark, as this current railroad will be dismantled to make room for a new, larger pike for all of us. But until then, my BN will be mainlining it and keeping me happy.

NMRA REGIONAL CONVENTION:::MARK KASZNIAK

WITH HOPES FOR BETTER WITH THE TAMR IN CHICAGO!

I recently attended an NMRA Regional Convention in Alsip IL, a southwest suburb of Chicago, on April 31 and May 1, with Doug Johnson, who is, as you all know, the secretary of the TAMR.

The convention started at 7pm on the 31st, which was a Friday, but due to traffic problems we arrived at 7.20. We went in and presented our registration cards at the desk (well, I did, Doug forgot his) and received our tickets for the banquet and door prizes. We then decided to go on some layout tours because we weren't interested in the clinics they were giving, so we got the maps for the tours (it was a go-on-your-own affair) and were standing in the parking lot until about 8 planning our strategy. Trying to find the houses we wanted was not easy, as there are hardly any street signs in the suburbs, but we finally arrived at the first house, but in order to see the layout we had to duck under the benchwork, which is not very enjoyable when you are 6' 1" and weigh about 240. We got to two other layouts that night, one of which was a duckunder. I would like to comment that on the layouts we saw the owners seem to have mountain scenery down pat but their towns and cities do look not very realistic, and everyone seems to have a Ramsey Journal building which looks like four pieces of styrene put together to form a house. That concludes what happened that night, except for tolls, which cost us \$3.00, for two days, a hefty sum.

On Saturday, May 1, we arrived on time at 9am and attended a clinic which was very interesting and informative. After the clinic was over we decided to see some more layouts. We saw one which was very nicely done compared to the ones we saw the night before. We got back to the hotel in time to catch the bus to take us to a tour of the IHB yard. What can I say about a supervised yard tour which has not been said? To sum it up in two words it was Very Dull. We got to see the computer room and the yard towers, the engine, ready tracks, and the operation of the hump. The only things that were interesting: an Amtrak unit on its way back into service, an IHB switcher in Bicentennial colors, a scale test car, and homemade slug units which have a top speed of 7mph. After that we decided to take a ride out to Blue Island crossing of GTW, B&OCT, IHB, ICG, RI and PC where we saw 5 trains in half an hour, and the usual thing happened: it started to drizzle. We left to get back for the banquet. We found seats in front on one side of the dias so we got to see all that was going on! The first course, cream of chicken soup, did not go any faster when one person at the table said it tasted like basswood ties. The other people at our table were making jokes all night, they managed to make complete and utter fools of themselves. The awards came, with countless awards. Speeches were made by almost everyone on the dias, including an NMRA presidential candidate, and slides were shown by Jim Hediger of Model Railroader. After the banquet there was an auction, but we decided to watch a film on John Allen's famed Gorre and Daephetid. We left about 10:50 and had another encounter with the tollways.

I sure hope the Chicago convention is better run, and if nothing happens to me before that, I will be attending, and hope to see you in August. (EDITOR'S NOTE: Rumor has it that Mr. Kaszniak went railfanning with a secretary and editor one recent weekend and freaked out at taking 60 pictures in one afternoon. We hope he recovers).

TAMR CONVENTION

Plans for the TAMR Convention in Chicago are now nearly complete, altho we would like you to remember that change is still possible, depending on availability of releases and the like, including changes in equipment for the fan trip.

The format of the convention this year is a bit odd. We will have two activities--the Joliet trip and dinner--during the NMRA convention, and two days of railfanning after NMRA. Most potential attendees expressed a desire to have things done like this. (There will be a possibility of 4 days of railfanning for those coming only to the TAMR, altho you'll miss the dinner and trip). The Joliet trip is scheduled during NMRA's EMD tour (which, as we all know, is a minor disaster), the dinner during the eating break and layout tours. Because of this format, we will not provide housing or transportation, except as noted.

Monday and Tuesday will be our own activities. We will travel by car, and stay in member's houses, camp, or make other arrangements. Because of work schedules, it will be difficult for you to stay beyond Wednesday morning. If you are coming for Monday and Tuesday, try to arrive late Sunday. If you'd like to come for the whole weekend also, if you're only going to TAMR activities, send the registration to Tim Vermande and indicate this. Otherwise, send the form to the person indicated. If you want to arrive Aug. 6-9 for railfanning, indicate this also. These options will be entirely at your own expense.

ACTIVITIES: Tuesday, August 10: Fan trip to Joliet IL by Turbo or Amfleet, possible return on Rock Island. Leave about 8am and return in midafternoon. Food is on your own, but we'll take you to Burger King if you like. Bring 1 04 2.36-exposure rolls with you. It will be difficult to purchase film once you've arrived in Chicago.

Thursday, August 12: Club tours in the afternoon, on your own, and "banquet" at the Paradise Restaurant on York Road in Elmhurst. We will make reservations for you, but we can't get our own room, so we'll order off the menu. Cost from \$2-7. Afterwards, slide show/business meeting at the convention center. Bring about 100 slides from your area only, please.

Monday, August 16: We will go out after the NMRA closes to take the Mannheim Road Tour of IHB, MILW, SOO, CNW yards, and BN, IHB action. We will then go to Roosevelt Road bridge over Union Station's throat for the afternoon and rush hour. We'll travel by car, and try to put you all up in member's houses or campsites. Same for Tuesday.

Tuesday, August 17: Hopefully, a tour of the South Shore's Michigan City facilities, and go to Hammond crossing of PC, IHB, N&W, L&N, Amtrak, and/or Blue Island IL (PC, IHB, B&OCT, GTW). The convention will then return to bases in Chicago and South Bend and break up. Figure 5-6 rolls of film.

REGISTRATION: \$6 for Joliet, \$3.50 for Monday and Tuesday. Reservations for the dinner are free, but you must request them. If you are going ONLY to the dinner, we may ask for a deposit. You will be notified of this when we acknowledge your registration, but this will depend on the restaurant. This will pay your transportation cost. Food is on your own--bring it with you or we'll stop at Burger Whatsis. We'll arrange activities for the two weekends, but costs are on your own.

convention, cont'd

HOUSING: Space in member's houses is extremely limited, and is available only for Monday and Tuesday unless you have an urgent need or are interested in a weekend. Camping space will also be available. While we will try to put up as many people as possible, it will be first-come, first-serve, and we can't promise you a particular member. Camping will be more flexible. Considering transportation costs, you will be as well off at the convention hotel or a nearbymotel as staying at a member's house 100 miles out. Because of this and the fact that we'll be working at the convention, we'll only provide housing for Monday and Tuesday and possibly the weekends.

If you need some special arrangements, or desire further information, please let us know. For routing information, write a separate letter to Tim Vermande. For details on NMRA activities, write Doug Johnson.

We look forward to seeing all of you there!

NOTICE: This notice is considered agreement between the member and the Teen Association of Model Railroading, and its Convention Committee, agreed to by submitting a Registration Form for the 1976 Convention:

The Association's part in this activity is solely as an agent, arranging transportation and other activities as noted. Therefore, it cannot be responsible for problems of delayed or missing connections, personal loss, accident, and is not liable for the member's actions while at the convention.

A proportional amount of increase or decrease in cost will be charged the member, however, he has the option of withdrawing and receiving a refund if this should occur. Not all the money goes for transportation, some is for administrative costs, so that listed amounts will not necessarily agree with your own fare computation.

Refunds may be made up to 48 hours before the event occurs. After this time, none will be issued, altho your registration will be transferable upon request.

Please submit the registration as soon as possible. We will accept your registration fee at the convention, with a 25¢ charge. In this case, make your check pay to Doug Johnson, TAMR Convention Chairman. However, we need working funds, so try to pay with the registration.

PLEASE HAVE FORMS IN IN ANY CASE BY AUGUST 1. AFTER THIS DATE IT MAY BE NECESSARY TO ACKNOWLEDGE AND GIVE DIRECTIONS BY COLLECT TELEPHONE CALL. NO COLLECT CALLS TO CONVENTION CHAIRMEN.

We thank you for your consideration, and patience, and hope you enjoy your stay.