

TAMR

HOTBOX

#141

SEPTEMBER/OCTOBER 1976

TV-10

Cover, Cover, who's got the cover...
Dale Madison moved, a South Bend office supply
store closed, leaving us with no way to get covers.
HELP!! If you can get electrographic stencils made
or offset publishing, let us know!!

THIS ISSUE:

- *Convention report
- *Run Lionel on AC
- *Train Orders
- *Editorial, and much more!

FROM THE CAB

I am very sorry we didn't see more of you at the convention--it was great but we could have used more of you. A report of the convention is in this issue. Do you want to sponsor next year's convention? It's not too early to think about it! Write Mark Solomon for information.

One particular problem of our organization is communication. I have heard recently of people unhappy because they haven't gotten a reply from me, further investigation reveals they buried their request in a letter to Mark, John, Doug or Ray or they think I live in Illinois. Please ask any officer any questions directly and get the address right! It's printed in every Hotbox. If you don't hear in a reasonable amount of time (a reasonable amount of time is equal to two weeks in case you were wondering) write again saying that the first letter must have gotten lost somewhere. Remember we are all busy at school, so give us time! If you still don't get a reply write letters to all the officers listing in them the dates of your previous letters and to whom, and we'll investigate. Failure to answer mail is considered cause by the new constitution for removal from office of a TAMR officer--it's your organization, make it work!

Finally help is always needed. In addition to the normal stuff, I have a few specific requests. First, if you have access to a process for making electrographic stencils or some sort of offset or litho printing, please contact me. Otherwise the cover of the Hotbox will remain as is--blank. (Typists note: The editor is mistaken the cover is not blank it is a picture of a white GP9 in a blizzard.) Even if you can't help all the time, it will be useful--for example I know have two (2) crosswords that can't be published unless someone speaks up! Second, do you want to be editor? A couple of people wrote in while I was on vacation, however, I can't seem to find their names and I forgot who! So you, or anyone else for that matter, please write in. This issue will be the last call--training must start at once if future issues are to appear!!

The following announcement is paid for by the Directors of the BORED on the Pecatonica & Pontoosuc R.R.

PECATONICA & PONTOOSUC RAILROAD
"The Route of the Tolling Bell"

For whom does the bell toll it tolls for thee, if you ride the P&P Railroad. You will always remember it because it will be your last!! Rates are as follows: \$40--First class, One way ticket. For this reasonable sum you get your choice of a red-velvet lined pine wood or birch wood box complete with embalming fluid! \$25--Tourist, One way ticket. For this mere pittance we just hang you up in the closet and let the vultures pick you clean. We specialize in one way trips! Mummies are half price! See your travel agent or call us direct (not collect), we are in the Directory. Master Charge, Carte Blanche, Bank Americard are all accepted. Mark Kaszniak--President and chief operating engineer. Our motto is: "We haven't had a complaint about bad trackage yet as no one lives to tell about it!" Railfan excursions every Saturday unless of some unfortunate accident, which always happens! We are the last road you'd expect to go to Hellenback!

ADVERTISING

How long has it been since you have seen a picture not a drawing on the cover of the HOTBOX? Would you like this extremely unusual process to continue? It can continue but not without your help! "How", you ask. The process is very simple; submit an ad! Ads help pay for photo pages and alike! You don't have to buy or sell, or even want to trade something; but if you want to complain about something, give your pike some publicity, or tell of an upcoming railfan/modeling/convention event that you think readers to know about, submit an ad. Another reason is that you see the cover on the Hotbox, suppose you take some publicity pictures for your pike, or maybe catch a rare diesel or steam locomotive and you send it in to share with all the membership but after you send it in you find we can't print it--lack of money! What can you do? Submit an ad, even if it's for your pike or a prototype railroad we will accept it. Now you are saying:"Where do I submit all these ads?". Why the answer is simple to me, your new advertising editor--Mark Kaszniak, 4818 W. George St. 60641 and also if you have any questions about advertising write me and I will attempt to answer them as soon as time permits. Now as you know the job of advertising editor is not glamorous, not even exciting, in fact it is downright dull! For illustration how many ads have you seen in the HB last year, you can count them on one hand but if you'd like to improve this situation fine with me. I just don't think you can do it! So send an ad. Rates are below. They are very reasonable, any additional money sent will be returned or donated to the TAMR if requested. So submit an ad--if you don't do it who will???

ADVERTIZING RATES

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

Pike ads are 25¢ per 30-line space. If you want a box allow five spaces on sides (total) and one extra line.

Artwork is Extra--this means heralds, signatures and a like. There is a 50¢ charge for artwork. Things like boxes, circles, and underlines are not artwork and will not be charged as such.

Ads covering a half-page are available for \$4.50. Full-page ads also available write Ad editor for current prices.

If for any reason the rates for ads could possibly increase or decline they will be printed in the next issue of the HB and old prices will remain in effect until that issue. It is understood that these rates apply to members of the TAMR and any company wishing to place an ad is welcomed but if not a member must pay an increased rates available from ad editor.

Please print or type ads, as it is very hard to read hen scratching or ancient Egyptian, and if we get it wrong it will not be reprinted right in the next issue of the Hotbox without charge, so make sure I can read it.

Make your checks, money orders & bank drafts payable to TAMR, please. Do not send cash if at all possible--if you do, try to send by registered mail, as we are not responsible for cash lost in the mail.

Finally send an ad today and make the Hotbox better tomorrow!!!

Travel: Mark Morgan

I-10 - San Antonio to Yuma

Take a nice, leisurely drive from one coast to the other, and most likely you will go through Texas. At least, that's what it always seems like; I've heard of people doing an end run towards the North, but until I do it I won't believe it!

Take the extreme southern route through Texas, and you do run through some railroad country. San Antonio, home of the Alamo and five (count them) Air Force bases, is serviced by the Southern Pacific and the Missouri Pacific. From here these lines run south to the Mexican border and interchanges at Brownsville, McAllen and Laredo. Engines being delivered to various Mexican railroads often make stops at San Antonio.

Moving on west of Interstate 10, there is NOTHING! This is the part of Texas everyone thinks of when they do think of this state. As the Espee main line runs to the south along US 90, about all there is to do out there is count the tumblewoods and jackrabbits. If you drive through during the summer bring your air conditioner.

A word about Sonora: it is served by a branch of the Santa Fe. Another word: If you must stop don't eat at a place called the Big Tree restaurant. I did a few years ago and almost ended up being buried on the lone prairie! (It may have changed in the meantime, but it may have not!).

From Fort Stockton you can jog up US 285 to Pecos, which interchanges are located between the Santa Fe and MoPac for the ATSF's potash trains, which come through about three times daily. From here its on to El Paso, on the Rio Grande River and across the border from Juarez, Mexico. Also an international interchange point, it features a major Southern Pacific yard, a smaller MoPac yard, and a still smaller Santa Fe yard. This is MoPac's farthest point west.

Thirty miles or so up the road your in Las Cruces, New Mexico, and then its on to Deming and Lordsburg. These feature interchanges from copper mines surrounding Silver City and Morenci, Az. Also, a few miles to the South is what's left of the old El Paso and Southwestern railroad, which at one time was serious competition to the Espee. All that remains now is some roadbed and a few scattered buildings.

Take 80 out of Benson, and you arrive at Tombstone (yes, there really is a Tombstone). Not much railroad stuff here, but this is the sight of the famous gunfight at OK corral. Tucson features another large Southern Pacific yard, and downtown is the old EP&SW station, now being converted into a park. Pretty impressive if you like vanished railroads and old stations.

Its more Southern Pacific all the way to scenic Yuma, known for its sandstorms. A stop at Gila Bend will bring you to the northern terminus of the world famous Tucson, Cornelia and Gila Bend Railroad.

Agreed the scenery doesn't change too much on I10 between San Antonio and Yuma, but watching the Southern Pacific and other assorted lines, it has alot going for it!

San Antonio

Sonora

Ft. Stockton

Pecos

TEXAS

El Paso

(N. Mex) Las Cruces

Deming

Lordsburg

Benson

Tombstone

Tucson

(Ariz.)

Gila Bend

Yuma

PUT YOUR DIESELS IN THE FAMILY WAY :

In the days of steam, railroads often built many of their own locomotives. The engines that came "ready-to-run" were given appliances and fittings (feedwater heaters, reverse gears, etc.) that matched the roads specifications. Now that we're into the second and possibly the third generation of diesel power, that process is still going on. Even though an SD40 is an SD40 is an SD40, there are details that make SF's SD40's different from other roads. As in the days of steam, the power at the point has a "family" resemblance.

How can the modeler duplicate this? If you are following a certain prototype, they've already done the work for you. What about the freelance modeler, particularly one on a low budget?

There are several things that can give your diesels that "family" look. None of them are really very expensive, either in terms of money or time.

a) Some railroads (like WP) don't have any six-motor diesels. Some don't have any four-motor power.

b) Favor one manufacturer over another. Large roads are rarely entirely exclusive, but small roads often are, even to the point of only one model. The Durham and Southern has only GP38-2's.

c) Purchase your diesels, at least road power in the same horsepower range. This will take some research on your part, but your pike will be more credible because of it.

All these suggestions are very inexpensive if you still plan to add units to your roster. What if the Chairperson of the Bored says that no revenues are earmarked for forthcoming road power, their are still things that can be done to existing units.

d) Paint your loco's in your roads own colors. The paint scheme doesn't have to be complicated (Take PC's, please) nor even all the same. If you like paint the earlier units in an older paint scheme. Again more research, but hopefully, more fun.

e) Add snowplows. Details West, among other firms, makes a full line of diesel accessories in HO. In other scales, details can often be fashioned from scraps of styrene and wood. Just study the prototype, take your time, and don't be afraid to throw it out if it doesn't meet your standards!

f) Equip your diesels with the same style of lights, MU standards, and/or air horns. Put your air horns in the same place, too. They aren't always on the cab roof!

g) Give your diesels dynamic braking, or don't. The bulges are a little easier to remove than to add, but if you have a mountain road, leave them on.

h) Booster units are a whole set of possibilities in themselves. Use them, or don't use them which ever your preference! Number them in pairs with the cab unit. (1 & 2) or as part of the cab unit (101A & 101B. Or number them separately.

i) Use or don't use high short hoods. This will often take some kit-bashing, but more patience is involved in getting the parts to fit than skill or money. Converting to a high hood is easier than converting to a short one.

Now that you've read this far I'll tell you in one line what I've been trying to say in the last thirteen paragraphs (Ed.-Lucky number). The way to put your diesels in the family way is to be consistent in their detailing. Like an unknown sage once said. "No matter what you do, be consistent, and people will think you're right."

Railroadiana: Ray Hakim

COLLECTING TRAIN ORDERS

What do you do when you're at the tracks? Just take pictures? Well I do the same but I also play the role of "garbageman", searching the cans in yards, looking for crumpled up train orders. Next time when you out take notice, and you'll probably find some orders.

If I'm in a yard, I take pics first, then if I have time, I look on the ground for TO's and clearances. Example: Last year I was at Elizabethport terminal (when they were friendly) and spotted an order. Then another, and another... until I picked my way through weeds getting the last of the orders. After I thought I found them all a hostler gave me a few more. My friend watched me during this time and said: "Don't plan on bringing that 'junk' in my car". Of course I gave him a few so he'd shut up.

You may ask, "What's the point in collecting them?" Well, it diversifies your interest, and gives you something else to collect and trade. I found when I recently went through my stack of TO's, I found the following listed: 1 EL Bi-Centennial, 1 (new wrecked) CNR SD40, 1 (new Conrail renumbered) L&HR C420, 1 (now scrapped) B&O F7A (in old paint too) and 1 very late Antrak Montrealer. I enjoy getting TO's from different roads, finding out what engines are where and where the slow orders are. (The latter is especially helpful when chasing, or trying to catch up to a train.)

I also like collecting orders from tower men. If you get to know them they'll save orders for you. (as is the case with me) They can also give you blanks (unused) orders and clearances. In my "blank" collection, I have a whole pad of EL Rwy. TO's, a few EL R.R. (rare), CP (orders and clearances), CN orders, RDG orders, Tenn. Cen. orders, EL clearance B, and brand new Conrail orders and clearances.

About this time I would like to point out the differences between TO's and clearances. The most common TO is the Form 19. The order(s) normally written before the train arrives and is taken on the "fly" by the engineer and conductor, without the train stopping. With the Form 31, it (in most cases) must be signed by a crew member of the train(s) listed.

With clearance forms, the form A is the most common and used almost all the time. Form B is used when: a signal can't be cleared, for operating against current of traffic, proper interlocking signal indication can't be displayed, when the means of communication have failed, etc. This is according to the EL Form B.

How can you obtain orders? Look, but, don't go breaking railroad safety rules or your neck! If you happen to see a train crew coming off duty ask them if they have any TO's. The worst they can say is no, and they should be glad to get rid of them; they're going to throw them out anyway.

Also, watch passing freights. If the crew sees you in time, they may throw down some orders. This happens frequently to me: two weeks ago the conductor on a TV10 threw a whole bundle of orders from the train. Some were from Chicago and also others picked up along the route.

I'd like to continue writing this but it's about time someone else said something.

If you would like to continue this further, drop me a line. I'd like orders from where you are and I'll do my best to get you orders from this area. Hopefully, at a later date, I can describe the primary uses for TO's. As for now, get those orders!!

Editors Note: Rumor has it Mr. Hakim wants to start a new faction in the TAMR called the TAMR-TOA. (TAMR- Train order association) for the benefit of collecting and preserving train orders. Write him about it.

Layout operation: Mark Kaszniak

SWITCH THOSE CARS JUST DON'T RUN THEM IN CIRCLES!!!

To me the fun of operating a layout is to do it prototypically, but I am basically a lazy person (Ed: Amen!) so I don't want to go through all the paperwork involved with doing that--for instance, in just switching cars you have switchlists, card requests, bad orders, and clearances and all that, it just takes more time away from running the layout, thus in turn creating more problems with dust and the like. The prototype railroads can do it because they have the manpower and computers for it while all I have is myself and I certainly can't afford a computer! Now I have heard and read about many systems of freight car forwarding but all had something wrong with them in one way or another so what I did was combine all those ideas and refined them into one very good system that has worked extremely well for me. First and foremost I don't want to modify my cars in any way so a system using tacks is out, so I do like the prototype used to before ACI I read the the car's reporting marks. The only trouble you will have is if you run two cars with the same reporting marks (which you shouldn't be doing anyways) and in that case I suggest either omit one or more letters on one of the cars (the easy way) or apply a whole new set of reporting marks (the best way).

The materials for my system are simple, inexpensive and can be purchased at any well-stocked office supply store. The materials are: 3"x5" index cards, a pen, Scotch tape, and paper clips.

At first my system may seem to you to involve a lot of work but once it is done it provides very satisfactory operation with very little effort. In fact if you want you can make up permanent switchlists for your pike and never bother with this system again! The first thing you do is make up a card for every car on your pike except passenger cars, cabooses, and locomotives. Make up the cards in the following manner: on one side put the car's name, its type, and its reporting marks, on the reverse put all the places it may be spotted on your pike avoiding those places it would look ridiculous--like a cattle car at a sawmill for example. Also list your yard(s) on the card as its destination could be a yard. Then after you are finished with that take five to seven extra cards depending on the size of your pike's spotting places and put "vacant" on one side and on the other list all the places where you can spot a car on your pike. These cards are used to create unused sidings as if the industry did not need a car today which is very prototypical and creates variety in operations.

Next you will make up two cards for every place you can spot a car on your pike excluding the yard(s). For the yard(s) you will make up one card telling its name and listing its capacity as to avoid putting another car in an all ready full yard. If perchance an industry on your pike can hold more than one car make separate cards for each car it can hold and label them accordingly. For example--warehouse loading door 1, warehouse loading door 2, dock track 1, dock track 2, etc. etc.

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Finally the fun part comes, you take one of the two industry cards you made plus the yard(s) card and tape them together into sort of a playing board. The secret of this system is you can automatically tell where a car has been and where it is going for example--lets suppose a car is at your sawmill you would then find that car's card and clip it onto your extra sawmill card you have left over and you do this with all cars that are spotted at industries but those that are sitting in the yard have no card attached so you know they are in your yard now you gather up all the car cards and deal them to every place on your playing board being sure to deal one to the yard(s) after dealing about five or so industries, then deal any left over cards to the yard making sure not to exceed its capacity and if you have any cards left over those cars that they represent should

layout operation: Mark Kaszniak (con'd)

be taken off the layout and be hidden in appropriate facilities if they are available.

You can now make up your switchlists and the like for your cars telling their destination and you are ready to go. One important point after a car has been spotted at its new industry its old industry card should be taken off that car's card and the new one put on in this way it is easy to tell where every car is on your layout just by looking at that car's card!

In this paragraph I hope to answer a few questions that might arise while using my system. Now lets suppose that you have to spot a "vacant" car at an industry and there is one car already at the industry well you will pick up that car regardless if you have to spot it further along on your trip or not, if not you will pick up that car and when you reach the nearest yard you will deposit it there and let another crew worry about its destination. Now suppose there is a car already at a siding and you have no place to spot the car there further on your trip then you just leave it there unless you are requested to pick it up and bring it to the yard for it to go out in a different train on a different route.

This system is very adaptable to changes in the amount of cars or industries you have, you just put in or remove the appropriate number of cards and you're ready to go. This system also plays not favorites, now we all have our "pet" cars and "industries" and if you can control a system your pet cars end up at your pet industries but not so with this system.

This system operates purely by chance but you say: "That's not prototypical!". Well to that I say: "Who Cares!". This system is not prototypical but it looks prototypical and that's what counts if you want truly prototypical operation you have to do all that paperwork, that I was trying to get away from in the first place, that takes up all the time away from operating the pike. This system does not include the switching of passenger trains, cabooses, or locomotives. I'll let you figure that part out as I'm having so much fun operating now!!

QUESTION & ANSWER COLUMN

This introduces our question and answer column. If the TAMR hasn't been answering your questions now you can just ask. We will answer them in the Hotbox. This is to be a regular column and we will attempt to answer any or all questions you have about railroading, railfanning or about the TAMR itself! We are presently putting together a panel of experts. Send you questions to: John McGreevy, 738 Camino Durango, 1000 Oaks, Calif. 91360.

WESTERN REGION

The Western Region lives! Just completing our first year. Join us for number tew! We can boast up to 20 pages of rail news, modelling tips as well as photos. Our cost is \$2.50 a year, third class mail or \$3.25 first class. Send subscriptions to: John McGreevy, 738 Camino Durango, 1000 Oaks CA. 91360

Lionel on DC?

Run your Lionel AC motor on direct current--Impossible!?!--No, improved! It's true, your AC motor can be run and it will operate better on DC; plus you have the advantage of using DC throttles with momentum and brake effects. While AC throttles with these features can be rather costly. Larger models (As any O gauger will insist) appear more realistic to begin with, and the added operating features of momentum/brake produce the real "feel" of railroading.

The only modification to the motor is a slight reconnection of the leads and the addition of a full-wave bridge rectifier mounted in the loco. Figure 1 shows the normal connections while figure 2 shows the changes to operate on DC. Figure 3 is the electrical schematic drawing.

Be sure the current rating of the rectifier is greater than the draw of the loco motor. Most Lionel engines draw less than three amps. The exceptions are larger steam locomotives and the twin motor units.

There is only one drawback to this system, the whistle and horn units must be disconnected from the track power since they operate with DC and would blow continuously.

I have designed and built my own momentum throttle and am still refining the circuitry. The basics of it are shown in figure 4 for anyone who may want to try experimenting along these lines has a place to start.

All questions sent to me at the following address will be answered and the most interesting ones will appear in this column. Pete Zawaly, 680 Lafayette Ave. Palmerton, Pa. 18071

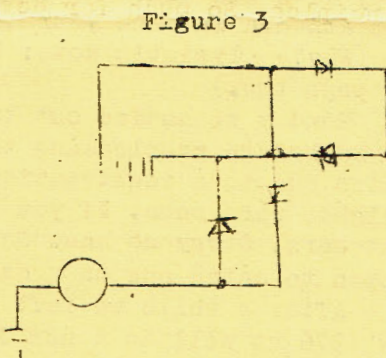
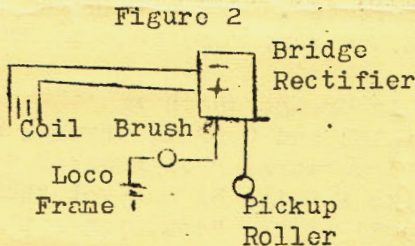
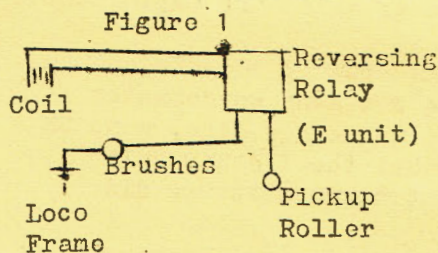
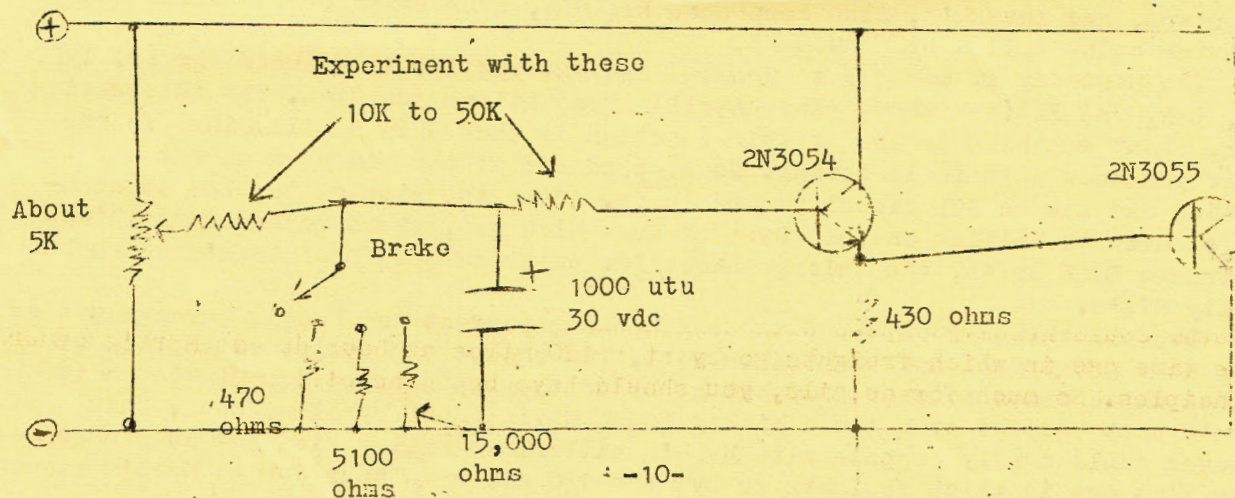


Figure 4-- Throttle

Note: A third transistor (2N3694) has been tried in front of 2N3054.



Conventions: John McGreevy

TAMR--CHICAGO CONVENTION '76

As the saying goes--you should have been there! They called it a convention but it really was a railfanning trip.

The turnout wasn't trilling (in fact because of the low turnout the Joilet trip was cancelled)--a big six (6) people including myself. The editor, Tim Vermande was present so was the Secretary and former Publisher, Doug Johnson and Hotbox Typist and Ad. editor Mark Kaszniak, a guy named Mike a Conrail employee on suspension showed up and former secretary, Terry Burke presented his company one of the days. These guys are great. (Ed. Of course we are all TAMR members) I felt comfortable from the first minute as the joking and insults flew rapidly--back and forth.

After I arrived Sunday, we headed without delay toward the Soo yard (as it happened to be on the way back) and there was an F7 and some Uboats. We also visited the Bensenville yard (Milw. Rd.) and the Proviso yard (C&NW). These yards are great. One advantage is that the diesels just sit there and don't try to escape from your camera!

From there we went to pick up Mike coming in on the Chicago, South Shore and South Bend or as he calls it the Bounce, Rock and Sway. He works for Conrail and I don't think their track is much better.

Returning to "Convention Headquarters", Doug's house, we got to view his almost famous Paulina Central and it turned out that Mike's DD40 was able to make it around Doug's 18" radius curves, needless to say the president was very happy with his trackwork. By the way Mike's diesel is a great one too it is a HO Athearn in case your interested. Mark refused us an inspection of his layout (Why?) (Typist's Note: HE had very good reasons some of which are explained on page two.)

Monday we headed out to La Grange which was the best spot of all. We sat on the BN bridge overlooking the IHB and Conrail tracks. We saw many BN commuter trains due to a construction crew working on some of the trackage. Also, some BN freights were seen. If you like E units Bn has got them but the IHB has only switchers. Sorry no know Conrail engine "can opener paint schemes but we did happen to catch one on a caboose,

After a while we left La Grange and went to the BN's Clyde yard where we saw 1976 as well as a new UP diesel not yet delivered and in the enginehouse a GM demonstrator and an old paint scheme Burlington diesel.

Between 5 and 6:30 we were on the Roosevelt Road bridge to catch the rush hour traffic out of Union Station and things are really jumping there--Many BN commuters, and Amtrak's, Also seen were RI, N&W, ATSF switchers as well as a commuter being pulled by a GM&O F3.

The next day it was off to Hammond and Whiting IN. At Hammond the PC, IHB, N&W, L&N, and EL (abandoned since April) cross at one junction. The interesting thing about watching trains at this junction is that when a bell rings in the tower you know a train is coming. We stopped off at the L&N yard on our way to Whiting and saw an SCL diesel parked there. After the stop at the L&N we highballed down to Whiting on the shore of Lake Michigan, where we saw such things as orange EJ&E units, the Chicago Shortline units as well as Amtrak's sharp but snelly RTg's.

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Overall things were great the weather was perfect and Doug's parents put up with us a great deal and treated us well. Tim showed his entire collection of slides which comes to over 2000 but he broke them up between two nights so it wasn't that bad! We even saw a Mickey Mouse movie courtesy of Doug. This however could hardly compete with Mark's hilarious rail movie shot in Hammond some time ago in which freights go by at a 120 miles an hour due to Mark's camera principles. So much for details, you should have been there!!!

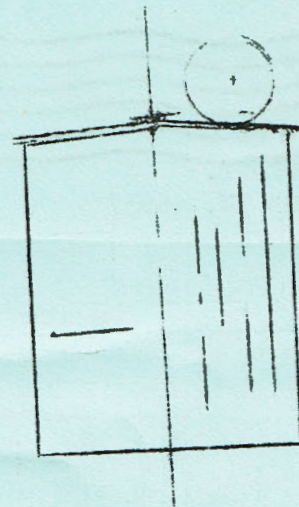
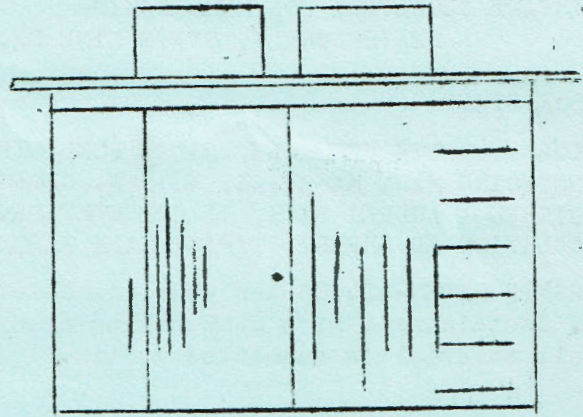
Car Project: Mike Brunner

BUILD A WASH CAR

This car is an old model I built from scratch about 4 years ago. It's narrow gauge, in this case On2 $\frac{1}{2}$. Here's a little history to go with it:

The car was built some in the 1860's or early 70's. It served in regular work train service without anything unusual happening, until sometime in the winter of '79 when Julio Zuggenfuss, a sureveyor's assistant, had a little too much booze. He bought a large supply of whiskey and took it to the car, where he proceeded to drain it into the water tank. He was found the next morning, pronounced dead, and his body sent back in a freight, after being placed in the first car behind the engine. He wasn't dead, though but woke up 35 hours later, climbed out of the train and scared the engine crew, who then wrecked the train, killing all.

Now for construction which is fairly simple. I used HO roof end and floor stock, but cut the end stock to size in the plans. I used individual boards for the rest of the body construction, including the roof. The roofwalk and water tanks are then added. The water tanks are pieces of brass dowel. Then the details are added: for handgrabs I bent wire into the proper shape, drilled holes, dipped them into glue and put them in place.. Doorknobs are pinheads. My car has link and pin couplers, which I made by bending a strip of sheet brass into a C shape, with holes drilled in the top and bottom. Since it was On2 $\frac{1}{2}$ I used a six wheel HO Central Valley passenger trucks, which I glued directly to the bottom. The car is painted reefer gray with black lettering. Don't forget to add weathering, especially the rust color. The car had no brakes so don't worry about them. This car is simple to build, and even easier if you use scribed siding, and it makes a good conversation piece wether on the pike or the shelf!



SCALE: $\frac{1}{4}$ " = 1'

TEEN ASSOCIATION OF MODEL RAILROADING

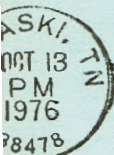
OFFICER'S ADDRESSES

PRESIDENT MARK SOLOMON, 6 BAYBERRY BRANCH, CASSELBERRY FL. 32707
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