

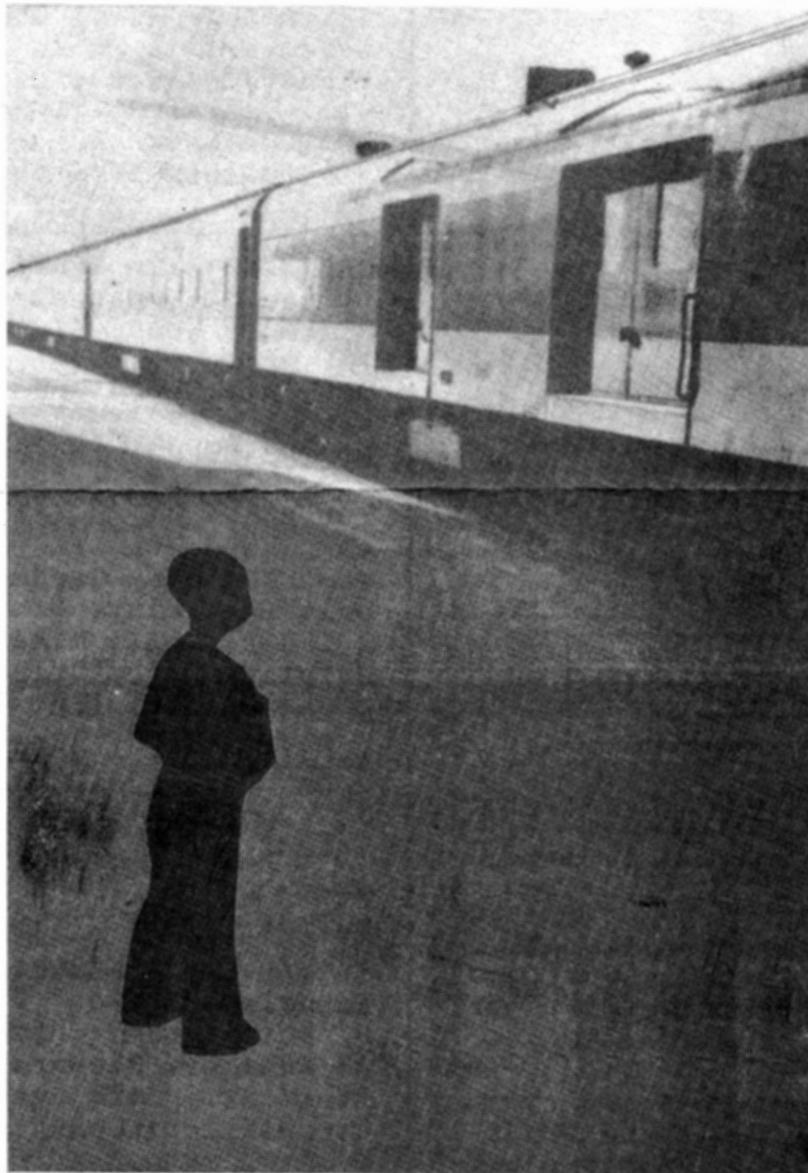


HOTBOX

"the Un-Magazine of Model Railroading"

May - June 1980

No. 161



FASCINATION



HOTBOX

OFFICIAL PUBLICATION • **Trans Association of Model Railroaders**

Issued every other month with an additional special mailing of a Directory of Membership during the summer.

Annual dues for the TAMR are as follows:

- REGULAR (under 21 years of age): \$5.00
- ASSOCIATE (21 years of age and up): \$4.50
- SUSTAINING (both Regular & Associate): \$10.00

Please address all membership applications, renewals, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

TAMR Secretary: Gerry Dobey
 145 E. Kenilworth Ave.
 Villa Park, IL 60181

All other HOTBOX business, except where specifically noted, is handled by the Editor. DEADLINE--All material for publication must be submitted for consideration by the first day of the first month of the issue (i.e. for May/June issue, material must be received no later than May 1st). The TAMR HOTBOX assumes that all material is contributed gratis and no payment will be made upon publication.

HOTBOX Editor: Mark Kaszniak
 4818 W. George Street
 Chicago, IL 60641

PASS LISTING

Send your request for the Pass Listing to: John Huey, 13819 Jersey Ave., Norwalk, CA 90650. All requests must be accompanied by a pass made out to John and a 3x5 card showing your railroad name, your name and your address PRINTED or TYPED.

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 Roger Arnold
 910 Third St; Box 201
 Wheatland, CA 95692

SHINING MOUNTAIN RR
 Mike and Mary Lucas
 1 Tristan Close
 Calshot, Southampton
 ENGLAND SO4 1BN

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If you have something to Buy, Sell or Trade, use the INTERCHANGE to get results. Your ad is seen by all TAMR members. Rate: 10¢ per column line (35 spaces), your name and address printed FREE. Send all ads to: Richard Sonoski, 219 First Street, Port Carbon, PA 17965. Rich will also accept ads for your pike too. Rate: 20¢ per column line, name and address printed FREE. If you want your herald or other artwork reproduced, the rate is 50¢ per square column inch. Send in those ads today and make your HOTBOX better tomorrow.

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(cont'd)

New Tyco track: 9" straight and 18" curve with 1/3 curve pieces.
 I also have an Atlas selector and 45° crossing. Send SSAE for price lists and more information to: Steve Kahl, 4171 E. 160th St., Rosemount, MN 55066

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- TREASURER:** Richard Hoker, 1908 Henley St., Glenview, IL 60025.
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- Associate Editor:** Jim Kobrinetz, 4952 N. Nottingham, Chicago, IL 60656.
- Ad Manager:** Richard Sonoski, 219 First St., Port Carbon, PA 17965.
- Circulation:** Gerry Dobey (see Secretary)

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- MEMBER SERVICES:** Dee Gilbert, Box 132, Harrison, AR 72601.
- RECORDS:** Tim Vermande, Archivist, 51 Pond St., South Bend, IN 46637.
- CONVENTION:** Jeff Wilke (see President)
- PROMOTION:** Greg Dahl (see Auditor)

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

A NEW DIRECTION

Various means have been tried by various editors to make the TAMR HOTBOX a successful publication (i.e. one that keeps our members interested in the association so they'll renew their memberships). Tom Papadeas promised to make the HOTBOX more "Personalized." Mike Bonk attempted to make it "International." John Held tried to "Get it out" while Tim Vermande vowed to "Get it out on time, all the time." Each succeeded, in varying degrees, of accomplishing what he set out to do, but none could find the key to making this publication successful.

Therefore, I'm going to try a different approach that combines Tom Papadeas' philosophy of "make it more personal"; Tim Vermande's philosophy of "always get it out on time" and my own philosophy of "make it appeal to the TEEN modeler who is also interested in the prototype." That's right, the TAMR HOTBOX is going to go modeling! I realize that this might sound like an unconventional and radical approach, but nevertheless, it hasn't been tried with the HOTBOX (and after all, it has worked successfully for other publications in this hobby--so why not go with a winning formula?).

Now just how do I intend to accomplish this grand and glorious decree which I've just made? Well, if you saw the movie Citizen Kane, you might remember that Kane drew up a "Declaration of Principles" upon becoming Publisher of his first newspaper which set forth standards that his readers could expect. Thus, here is my Declaration of Principles (yet unlike Kane, I intend to abide

by them):

I. The main emphasis of the TAMR HOTBOX will be on model railroading. I want to print articles which show you ways and give you ideas on how to become a better model railroader and make your model railroad the envy of every other modeler on the block. Teens often have unique problems because there are very few places to turn for help. Some adults still refuse to take us seriously and many model railroad clubs around the country still won't allow teens to become members. My goal is to see that each HOTBOX contains articles that can help you. If not now, maybe a few months from now. For instance, Dee Gilbert's recent articles on derailments drew a good response from you and thus we intend to follow up with articles on scenery techniques, electronics and other areas where you have indicated you're having some problems.

However, this new found emphasis on modeling is not to be misunderstood as a desire to "compete" with the numerous other publications devoted to our hobby. The HOTBOX is mainly interested in capturing an area that has been largely overlooked by all the other publications, namely the creativity and experiences of TEENAGE modelers.

II. Our association is made up of people who are living and breathing and thinking human beings (at least it was the last time I checked) and each of you has his/her individual opinions and ideas. I want our members to meet one another through these pages. How? Through member layout stories, "Getting to Know You" features, our TRAIN ORDERS column and coverage of TAMR meets and conventions.

III. Since the HOTBOX is the primary publication of the TAMR, it has a responsibility to carry a certain amount of associational material. As in the past, election and convention materials will be given a top priority in these pages and I even hope to print reports from your officers from time to time. Yet, I will not allow the HOTBOX to become a "house organ" for the TAMR, it was tried once and it did not succeed.

IV. Member input for this publication is valued greatly, not only for all the articles, but also for your opinions on the HOTBOX itself. I want

to know what you think of this publication, good or bad. Is it serving your needs? Is its quality acceptable? Should we print more photos? What areas would you like to see covered in more detail? Less Detail? I want both your praise and criticism, not because I'm lonely and want to receive letters from the membership, but because I want to know how I can improve this publication to make it more pleasing and acceptable to you. After all, it is your publication--funded with your dues money--you have a say in how its being produced and what appears in it. My address will always be listed on page two, write if you care to. Incidentally, if you want to submit something for these pages, but aren't quite sure on how to go about it, you can write me and I'll provide a sheet explaining everything you need to know.

V. Just because the main emphasis of the HOTBOX will be switched to modeling does not mean that articles on the prototype will be banned from these pages. After all, the prototype is what we are trying to model and I believe that a good working knowledge of the prototype is necessary to construct a convincing model. Consequently, special features on the prototype will appear from time to time as well as articles showing you how to relate the prototype to your model (e.g. through structures, operations and concepts for developing a model from a prototype). Nonetheless, I will not print articles dealing with current rail news or the "what I did on my last railfanning trip" types. Too many have already appeared in these pages and unless the developments mentioned effect the whole (such as a government take over of railroads), only one section of the country will be concerned (who cares what SP does if you live in New York City unless your a rabid fan?). I think that these types of articles are better suited for regional newsletters where they can be better appreciated by members living in the same geographical area as the railroad. Therefore, if you live out on the West Coast and want the current dope on a railroad out East, subscribe to the appropriate regional newsletter as you won't find the infor-

mation you desire in these pages.

VI. I (as well as the rest of the staff) am dedicated to improving the quality and readability of this publication. All of us here will strive to improve the HOTBOX's grammar, illustrations and photos. In a certain sense, each of us is a perfectionist. We all want to see you get the best possible product for your dues money. Naturally, this means that we will be implementing a number of new ideas in the future and we would appreciate your comments on how we're doing. For example, I believe that the HOTBOX needs a couple of regular columns and a number of subjects immediately come to mind. First and foremost, our Member Services Committee must have access to these pages so that Dee Gilbert can tap the vast resources of our membership when a problem arises that neither he nor the other members of the MSC can handle. Second, the railfans in the TAMR are another neglected lot (and I know there are a number of you out there) and I'm going to try to persuade Tim Vermande to revive his photo column. Tim's column will show you how to take better prototype photos which can then be used as a basis for modeling or trade and with the price of film these days, you can't afford to waste as many pictures as you did in the past. Finally, I'd like to see some sort of product review column in the HOTBOX so that we can keep you informed on the latest hobby releases and their quality. I'm not talking about the latest advancements, as these will be covered in the major model magazines; but the less important, yet essential items, that are rarely reviewed. In these days of inflation, no modeler can afford to plunk down his/her hard earned money for junk.

Now for a few final, but important notes: Jim Kobrinetz, our Graphics Editor, has been promoted to the position of Associate Editor. He will still be performing the illustrative duties, but hopefully will also help out in the layout of some issues as well not to mention some article space when he comes up with an extremely brilliant idea. Also, as Editor, I take full responsibility for the HOTBOX Staff and the HOTBOX. Essentially that means if someone screws up or the HOTBOX is late, I'm the one to blame--so direct your letters accordingly. (cont'd)

In addition, I plan to have a regular editorial in these pages to keep you abreast of events as they develop or give you a good swift kick if you need it. Tim Vermande once said to me: "There have been too many one-year editors in the TAMR." All I will say is that I don't plan to be a one year editor. However, when I do leave, my replacement will be fully qualified to carry on where I leave off. This association has lost too many issues of this publication because some official up and quits and no one knows how he performed his job.

From where I sit, the future looks bright for the HOTBOX and the TAMR. Why don't you work with your officers and myself to keep it that way.

Jeff Wilke, TAMR President

From Our President's Pen

The Teen Association of Model Railroading will be conducting three national contests to run in conjunction with this year's National Convention. They will be open to any member who holds a Regular or Regular Sustaining membership.

MODEL CONTEST

To try and get more members involved in this year's model contest, members will be asked to send photos of their work so they won't necessarily have to be present at the convention to enter a piece of their work. The photos don't have to be professional, as the judging will be based on the craftsmanship of the model, not the quality of the photograph. On the accompanying entry blank, members will be ask to list all the products they used, all the work they did and the type of finish, etc. so the judges won't miss anything.

PHOTOGRAPHY CONTEST

The photography contest will be conducted by mail also. This contest features 12 categories and all work will be judged by a professional photography company.

PASS CONTEST

Self-explanatory contest features two

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categories for model railroaders who trade passes.

We urge each and every member to participate in this year's contests and to help make them a success. Prizes will be awarded for first, second and third places in each division of all contests. All interested members who would like copies of rule sheets and entry blanks should send 25¢ to Jeff Wilke, Contests, 38115 Park St., Oconomowoc, WI 53066. Be sure to specify which rule sheets you desire and the number of entry blanks you need.

GENERAL CATEGORIES

Photography Contest:

- 1) Roster shots, black & white print
- 2) Roster shots, color print
- 3) Roster shots, slide
- 4) Action shots, black & white print
- 5) Action shots, color print
- 6) Action shots, slide
- 7) Stations and structures
- 8) Night photography
- 9) Model shots, black & white print
- 10) Model shots, color print
- 11) Model shots, slide
- 12) Motion pictures

Model Contest:

- 1) Steam Locomotives
- 2) Diesel Locomotives
- 3) Passenger Cars
- 4) Freight Cars
- 5) Maintenance of Way
- 6) Structures

Pass Contest:

- 1) Prototype
- 2) Humorous

The Member Services Committee can help you solve your problems, both model and prototype. Help is just a letter away. Write: Dee Gilbert, MSC Chairman, Box 132, Harrison, AR 72601.

 Interested in promoting the TAMR in your area? If so, write Greg Dahl, TAMR Auditor, 1649 Euclid St., St. Paul, 55106 for further details. Help to recruit a new member today!

Layout: Ed Luzine, Jr.

LIBERTY & MIDLAND

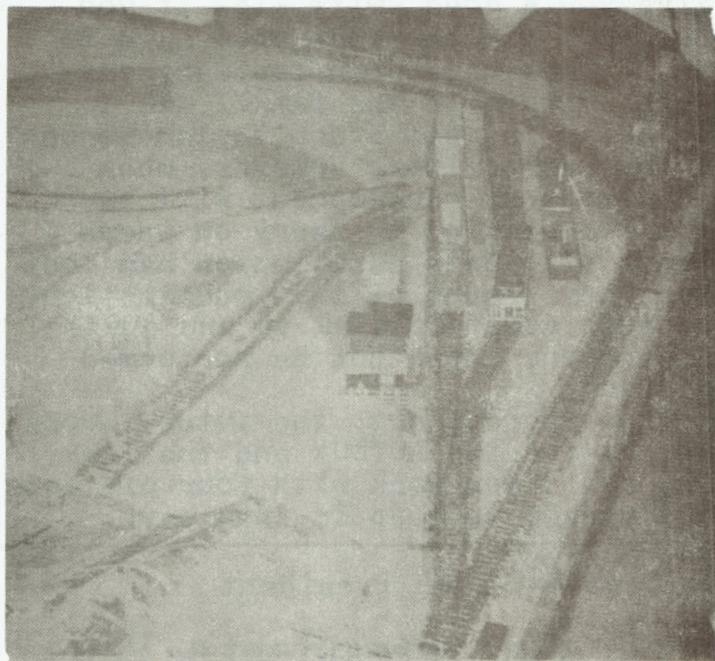
Even though my model railroad is restricted to a 4x6 foot space, it has a number of contemporary track-planning techniques to better its design. The model L&M has a yard, engine facility, industrial complex and two staging tracks packed into its small space. The area that I am modeling is that part of the L&M's mainline in southern Pennsylvania.

The trackplan is very simple-- a loop. It was designed in this fashion so a train can come out of the tunnel (staging track), pass through town and then go back into the tunnel without having to switch-back into the staging track. Each of the two staging tracks located in the tunnel performs a specific purpose. One is for a through freight that works the yard and the other is for a commuter train into the Harrisburg/Reading/Philadelphia area. The only town on the pike, Manchester, is the end of the commuter's run so the train arrives in town, picks up passengers and then goes back for other passengers.

The yard can hold a total of five cars which is exactly how many industries are located in the Manchester area. The engine facility consists of a single track with fuel and sanding facilities. Either a Geep or SW unit will be stationed here to do local switching work. A cabooses track was also put at the end of the house track and a cabooses serves as an office/house for the local section gang.

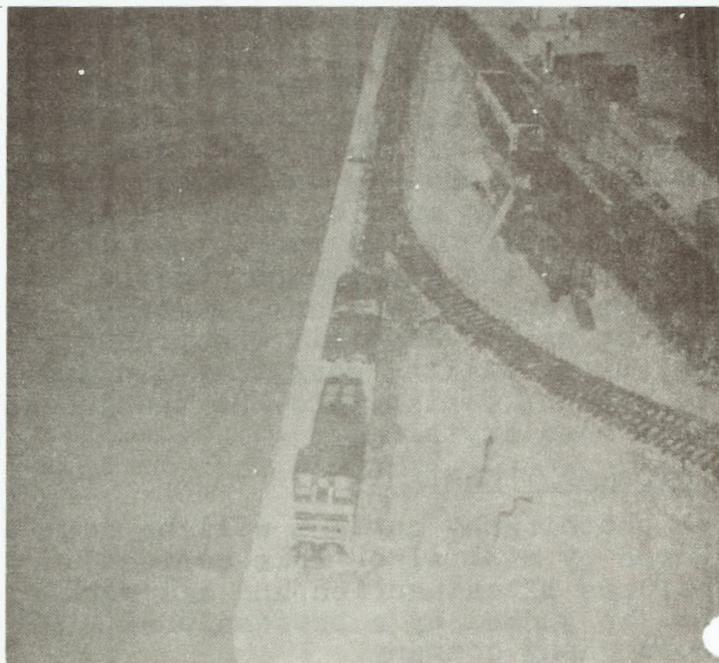
The control panel was put at the end of the layout so the operator can see all that is going on. If the layout was bigger, I would have adapted it for walkaround control so the engineer could follow his train as well as having easy access to flipping switches.

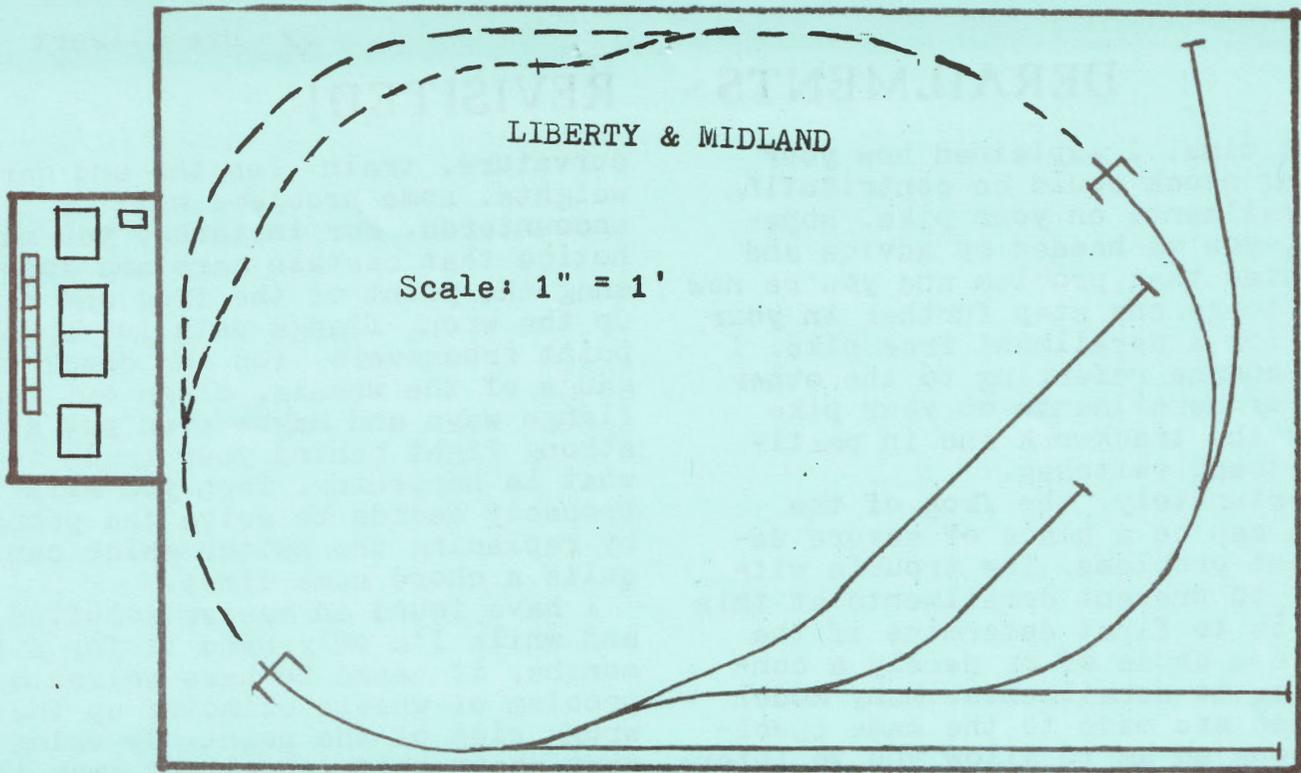
Note: A scale trackplan of Ed's pike appears on the next page.



(ABOVE) Overall view of the town of Manchester. Notice local wayfreight switching the industry in the upper left hand corner.

(BELOW) Close up view of the engine facilities and cabooses that local section gang works out of.





Trackplan drawn by Ed Luzine Jr.

Helpers: Doug Wagoner

Ghost Town ?

Do you know what almost every model railroad lacks? People! Even the railroads featured in the model magazines have few people. Figures add life and realism to any model railroad or diorama if used properly. Presently, there are many companies that manufacture figures to populate our scale sized towns; Tyco, Bachmann and Prieser to name a few, but as of the moment, the selection is better in HO scale than N.

Be sure to set your figures in realistic poses. Try to avoid active poses like a little league baseball game in progress, instead strive for passive poses such as persons sitting at the train station waiting for the daily local. Don't forget your equipment and rolling stock, either. Put engineers in your locomotives and a conductor or brakeman in the caboose. You could even have a hobo riding the rods! If your layout has a large yard, this can be an excellent place for figures. Place some switchmen around preparing to throw switches. Or maybe an inspector checking for bad orders?

If you don't like the poses of the figures you have purchased, you can change them by cutting off arms and legs and repositioning them. Installing figures is very easy, glue them to your scenery with white glue or plastic cement. You might want to remove the unattractive, toy-like base that comes with most figures to make them more realistic. You can then push a heated wire into one of the legs of your figure and the other end of the wire can then be inserted into your scenery. This will allow you to position the figure correctly once it has been installed on the layout and will stop the figure from falling over in case you apply some over-ambitious table thumping.

The next time you want a new piece of rolling stock, invest the money in some figures instead. It will be one more step to making your model railroad look more realistic.

Do you have any helpful hints for making your model railroad look more realistic that don't take a lot of time and/or money? If you do, consider submitting them to the HELPERS column. All suggestions are to be sent to the HOTBOX Editor.

DERAILMENTS

Last time, I explained how your rolling stock could be contributing to derailments on your pike. Hopefully, you've heeded my advice and corrected that problem and you're now ready to go one step further in your quest for a derailment free pike. I am of course referring to the other cause of derailments on your pike namely the trackwork and in particular track switches.

Unfortunately, the frog of the switch can be a place of severe derailment problems. The trouble with trying to prevent derailments at this point is to first determine if the frog is a cause of or merely a contributor to derailments. Many model switches are made to the same specifications so as to allow you to interchange different manufacturer's rolling stock and track components. Because these components can be interchanged, a reasonable set of tolerances have been established which allow the switch to be a good, trouble free switch on most pikes. Most modelers never have any trouble with these switches and some didn't know that they're having trouble. One of the problems with model switches lies in the placement of the guard rails (see fig. 3). Prototypically, the guard rail is supposed to press the INSIDE of the wheel flange back towards the outside rail when the wheel tends to ride away from it. However, on most model switches, the guard rail is there for show and is placed farther away from the outside rail than it should be. Why? Well, in order to hold down the costs of model manufacturing, certain tolerances in wheel molds are permitted and certain allowances are made for placement of wheels on axles. In most cases, the wheel will be slightly out of gauge, but too narrow. With wide wheels this doesn't cause much of a problem, but if track switches were designed with exact specifications, the flanges would constantly be riding over the guard rails or the frog.

Now comes the modeler who wants his wheels gauged correctly, buys hadee wheel sets and precision gauged locos. Again, under most conditions, no problems will be encountered, but with certain conditions of grade,

REVISITED!

curvature, train lengths and car weights, some problems will be encountered. For instance, you may notice that certain cars and locos snag the point of the frog and ride up the wrong flange path in facing, point crossovers. You can check the gauge of the wheels, clean out the flange ways and maybe even put a strong light behind your train to see what is happening. Then you will probably decide to solve the problem by replacing the switch which can be quite a chore some times.

I have found an easier solution and while I'm only used it for a few months, it seems to have solved my problem of wheels climbing up the wrong side of the point. By using a very sharp knife, I sliced away the tip of the point (see fig. 2) to make a new point which is just out of the way of the wheel flange so now the guard rail can do its job in keeping the wheel flange from hitting it. At the same time, I made this cut at a long angle so when the flange does come in contact with the point, it is guided gently along its flange path rather than being abruptly pushed back. It is this abrupt movement which causes your wheels on light cars to tend to bounce up and derail.

I suggest that you use this trick ONLY on those switches you normally have problems with and after you have made sure the wheels of your rolling stock and the track is in proper gauge. This trick is especially useful in yards where trimming the point of the switch can actually increase the number of cars you'll be able to push.

Switches that have been in use for a number of years have another problem and that is dirt accumulation in the flange path. This can also cause the wheel flange to pick the point and derail. To solve this problem, you should gently run a sharp pointed knife through the flange path to remove any black gummy dirt that was knocked off the wheels when they bumped through the switch points and then packed in by the wheel flanges.

Still another problem with most model switches is having smooth movement through them once they have

(cont'd next page)

become worn, the approach ends of the throw rails have blunted down and the pivot ends have become loose. Looking at figure 1, we notice several places where derailments can occur, namely points C and E. At point C, the rail should have a sharp tip or smooth feel as your finger runs onto the edge. If they are blunt, thick and snag your finger, you can be sure that the same thing will have to the wheel flanges on your rolling stock. At point E, misalignment of the two rails, resulting in a bump, can also cause wheel flanges in one direction or the other to catch and derail (or with Kadee wheels, the bounce can be sufficient to uncouple the cars).

One of the first things to do is to check the pivot, point B, to see if there is any excessive play that lets the rail wobble from side to side. If there is, some corrective measures can be taken. If a rivot is used to hold the throw rail and act as a pivot, we can tighten the rivot with the following procedure:

Using a small nail punch, with a flat top the size of the rivot, hold the switch so that the bottom of the rivot rests on top of the nail punch when held vertically. Now using another nail punch on the top of the rivot, tap lightly and carefully check the firmness of the throw rail between taps. Hard taps may pinch the rivot too tightly.

If a split rivot is used, then the following method should be used for tightening: Using your small nail punch, position the bottom of the rivot over the nail punch and while holding the switch down, push the rivot through the switch as much as permitted. Then pinch the rivot together being careful to exert equal pressure on both sides. Otherwise, you may break off half the rivot.

Now if there is still a rough joint after you've tightened the rail, use a small sharpening stone and gently work over the joint until no bump is left. Gentle rubbing and a little patience will take care of the problem. If you have a Dremel or other such tool, this job can be accomplished easily by using a stone which is fine in grade and triangularly shaped.

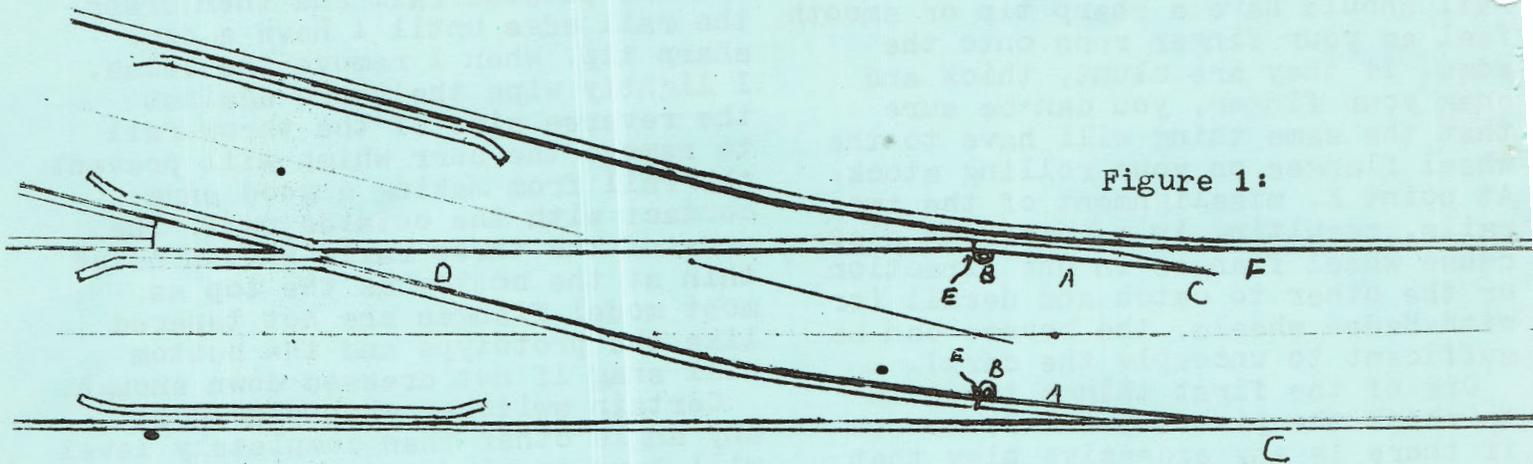
At point C, the end of the throw rail, I prefer to use a stone to dress the end down. I first place a piece of balsa, quarter inch square, between the back of the throw rail and the outside rail and then dress the rail edge until I have a nice sharp tip. When I remove the balsa, I lightly wipe the stone against the reverse side of the throw rail to remove the burr which will prevent the rail from making a good snug contact with the outside rail. The ends of the throw rails should be as thin at the bottom as the top as most model flanges are not tapered like the prototype and the bottom will snag if not dressed down enough.

Certain switches when placed at any angle other than completely level will tend to bind and certain procedures must be observed to prevent this from happening. For instance, I have switches on a grade which has a one quarter of an inch rise per foot. I needed to change the grade from one quarter inch per foot of rise to three eighths inches per foot. However, I made sure that I did not change the grade until I was six inches away from any switch.

Prototype switches which have a mainline route straight through, but a route off either right or left to a spur or yard, usually have a grade drop due to a lack of proper roadbed preparation (a means of reducing building costs) and this is often duplicated in model railroading. When you start to make this kind of drop, watch your switch's throw rails to see if they tend to dip up or down as you lower the grade. Any such movement of the throw rails will cause snags and bumps on your car's wheels and flanges which will lead to derailments. Make sure to alter your grade drop so there is no raising or lowering of the throw rails.

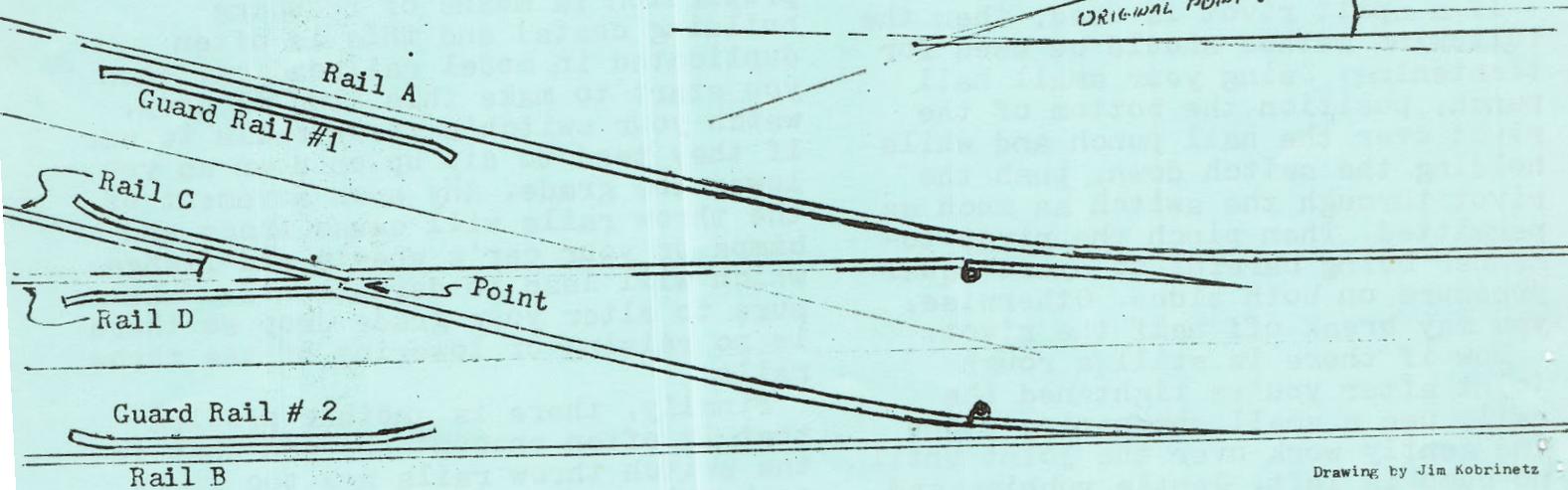
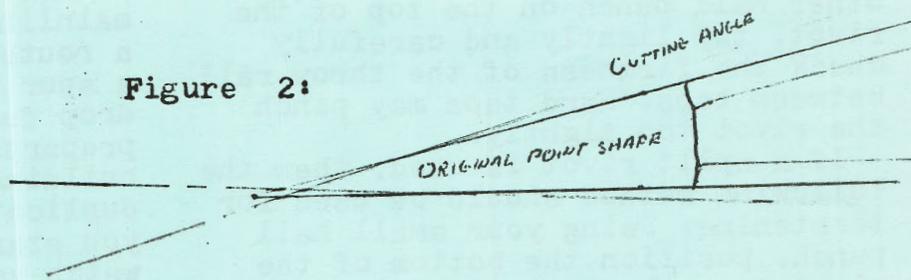
Finally, there is another problem that is often encountered and that is the switch throw rails are too light to handle heavier steam engines and thus bend outward from the wheels pushing against them. All you can do in this situation is to bend the rails back to their original position and be patient or replace the entire switch. If you purchase quality switches and perform these simple maintenance chores, you'll be on your way to derailment free operation

DERAILMENTS REVISITED! (cont'd from page 9)



- A. Throw Rail
- B. • Pivot
- C. Approach
- D. Stationary Rail
- E. Meeting point of throw and stationary rails
- F. Trim outside rail for throw rail meet.

Figure 2:



Drawing by Jim Kobrinetz

Figure 3:

Office Car

By Greg Dahl, TAMR Auditor

First, I want to thank you for electing me to the position of TAMR Auditor. I hope that I will live up to all you hopes and expectations. Next, I'd like to thank the Constitutional Board in their handling of the last election with such speed and accuracy. Finally, I'd like to thank Mark Kaszniak, outgoing Auditor, for all the help he has given in preparing me for the job, all the work in getting the materials and know how up to me so I could run the office and all the questions he helped answer when I needed help.

As I come into office, I notice that the TAMR has improved greatly within the last two years. Our HOTBOX is now offset printed and I see that our membership roles are the highest they've been in a long time. I will try to keep this upward trend going and hopefully help to improve the TAMR even more.

If any of you have any ideas on promotion, I would encourage you to write and tell me. I have many posters and promotion booklets that you can write for if you want to help promote the TAMR in your local area. Remember, the larger our membership, the more benefits and services we can provide our members. The proof is right here in front of you. If you have a HOT-BOX from two years ago, I'm sure that you will note some significant changes when you compare it to this issue.

I hope that you will stick with us, as you can see we are already on an upward trend and we can continue with your help.

Secretary's Notebook

By Gerry Dobey, TAMR Secretary

TAMR Membership (5-15-80): 295

Breakdown as follows:

<u>Region</u>	<u>Amount</u>	<u>Percentage</u>
Canadian	26	9%
Central	100	34%
International	2	1%
Northeastern	89	30%
Southern	30	10%
Western	48	16%

Special Limited Offer--

In an effort to make various TAMR supplies more attractive to our membership, we are introducing the following limited summer time offer:

TAMR Buttons

One and three-quarter inches in diameter with our famous logo in blue on a white face. Professionally made. Now buy one for a \$1.00 and get a second free!

TAMR NAME BADGES

3-1/4 by 1-1/2. White on blue with the TAMR logo hot stamped and your name engraved on the face are now available to TAMR members for only \$2.00 each. You have your choice of two styles: (1) Name only, with first name or initials on top line, last name on bottom line or (2) the above with a third line of your choice. These badges are great for TAMR conventions and regional meets.

All orders for the above items should be placed with Gerry Dobey, TAMR Secretary, 145 E. Kenilworth Ave., Villa Park, IL 60181. Please allow one week for delivery and those ordering right away will receive a special free gift.

INTERCHANGE (cont'd from page 2)

Wanted: Back issues of Model Railroad Magazines. Will pay 75¢ - Dec. 1978 Model Railroader. \$1.00 - Jan. 1980 Railroad Modeler. 75¢ - Feb. 1980 Railroad Model Craftsman. Mutilated issues will not be accepted. Issues without cover deduct 25¢. Write to: Frank Martin, 1205 N. First Place, Hermiston, OR 97838

N scale Used: Atlas Davenport Switcher Excellent condition, TrO. \$12.00. 19" Quarter Circle Track \$.80. WANTED: Used HO#3 rolling Stock. Send List, state condition and price. Please write to: Mark Miter, 8216 Parkland, El Paso, TX 79925

FRONT COVER: When a rail enthusiast, either modeler or railfan, tries to explain his/her fascination with railroading, he/she is often at a loss for words. In my opinion, this picture by Tim Vermande says all there is to say on that subject. Who knows, perhaps this is a future member?

Markers:

IN THE NEXT ISSUE: Looking for an industrial switching district for your pike? If so, then Luke Frerichs has some ideas for you based on John Allen's famous "Timesaver" concept. Thinking about a western prototype for your next pike? If so, Bill Craig shows how the now defunct Colorado Midland could be just what you are looking for. Interested in a pike with a Burlington heritage? If so, then you don't want to miss Greg Schneider's Wynot Central Rwy. All this, plus our HELPERS column will be coming your way in the July/August issue of the Un-Magazine of Model Railroading.

A BIG THANK YOU: Now that elections are over and the new officers are settling down to business (see the listing on page 2 of this issue), we wish to take a little space to give a big thank you for a job well done to our outgoing Treasurer, Ray Hakim. It's because of Ray's smart money managing coupled with his good judgement on just when to spend our available funds that has kept us in the black and given us a more secure financial position and greater membership.

1980 TAMR NATIONAL CONVENTION: This year's convention will be held on Long Island, NY., August 15-17. Many activities are being planned, including club layout tours and area railfanning plus our traditional banquet. Further information and registration can be received from Ted Tait, Convention Registrar, 16 Evergreen Drive, Syosset, NY 11791.

TAMR HOTBOX, "the Un-Magazine of Model Railroading"
145 E. Kenilworth Ave.
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