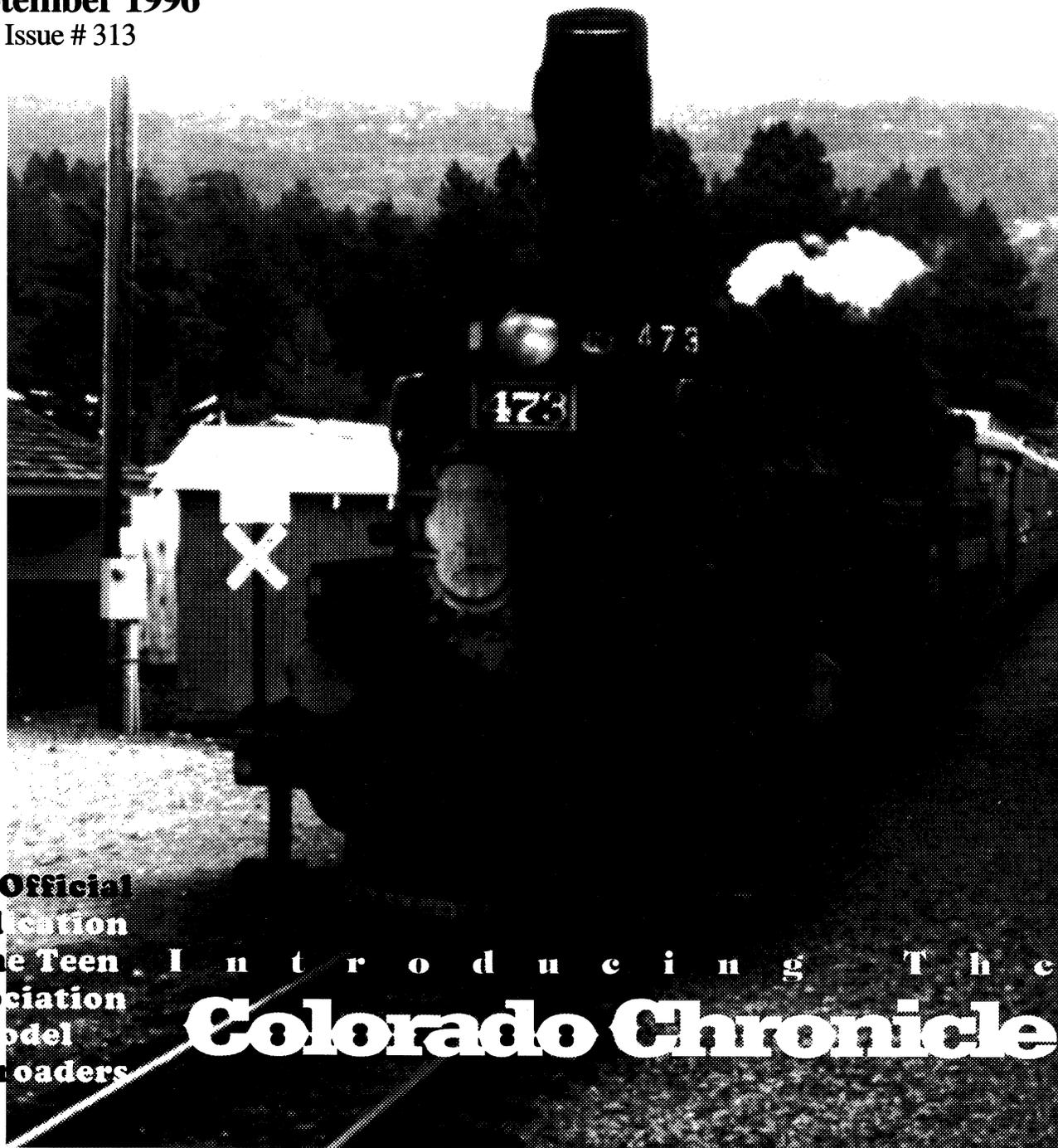


the **HOTBOX**

September 1996

Issue # 313



**The Official
Publication
of the Teen
Association
of Model
Railroaders**

I n t r o d u c i n g T h e
Colorado Chronicle

The "Un-Magazine" of Railroading

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On the cover: This view of the Durango & Silverton Narrow Gauge Railroad's D&RGW K-27 2-8-2 #473 passes another D&SNG train on a siding midway between Durango and Silverton. See page 4 for a comprehensive article on the Colorado narrow gauge railroads. Mike Riley photo.

Submissions

Submissions to the Hotbox will be accepted in any form, written or typed. Typed material is preferred, but not required. If you use a Macintosh with PageMaker or Quark X-Press, material on Mac-formatted 3.5" disks will be gladly accepted.

Articles should be model or train related. Model features need not be about trains, but anything that could be modeled.

Articles should be accompanied by photos or drawings or both. Drawings should be in dark black ink. The editor will draw artwork if you are unable to produce quality work. Photos should be prints, any size, slides will not be accepted. Photos should be accompanied by a description, name of the photographer, date and location of photo and any other information. They should have very good contrast, be more light than dark, be in focus, and have good composition. Write your description on the back of the photo, please.

Product Reviews should be accompanied by photos of the product, a brief description, steps of construction, any tips for construction or use, and the good

and bad points of the product.

Train Places need to be accompanied by a map of the area, directions to reach the site, a photo or two, a description of the area, approx. train frequency, good access locations, etc. For more information see the "Hot Spots" sections in *Trains* magazine.

A very welcome feature article is layout tours. Tours should be accompanied with a track plan, photos, a description of the layout, and any other information. If you want any material returned, include a self addressed envelope with proper postage.

About the TAMR

The Hotbox is published every month by the Teen Association of Model Railroaders. Membership to the TAMR includes a subscription to the Hotbox, an invite to all of the numerous conventions and outings we hold, and the opportunity to meet many new people and travel many new places.

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Send your fees to Brad Beaubien.

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From the Editor

Hello all,

A relatively new manufacturer of HO and N scale locomotives is the Proto 2000 division of Life-Like. When one mentions Life-Like, you automatically think of train-set quality locomotives with poor detail and even worse running characteristics. But Proto 2000 is out to change that cliché. And they have completely succeeded. We are all probably familiar with how the proverbial Kato locomotives perform, almost always better than the most expensive brass import. But just as good, if not better are Proto 2000 locomotives. All I can say is they run incredibly.

The mechanisms of Proto 2000 look almost identical to the mechanisms of Athearn locomotives, except that they are packed tight in weight and circuit boards. But don't judge them on how the motor looks. Up until about mid-speed, noise is not present in the motor or gears, and beyond there, it is at a very minimum, quite faint and not noticeable. The minimum speeds are incredible. I tested an SD7 and found that its lowest speed was not even detectable by the eye. The only way I could tell it was moving was to remove the shell and look at the motor. The flywheels were moving very slowly. It took the engine about thirty minutes to move a foot! We will never need speeds this slow, but it's nice to know they are possible.

The real kicker of the "P2K" locos is their external appearance. From cast on detail to paint, they are marvelous. Proto 2000 is the first plastic manufacturer to include details (grab irons, winterization hatches, rerail frogs, windshield wipers, truck piping, bells, horns, all-weather windows, etc. etc.) that are appropriate to the paint scheme and railroad. Overall, the appearance is almost better than some brass imports. And the price. The most expensive P2K unit is the E8, at \$85. For the price, detail, paint, and operation, that can certainly not be beaten and probably won't be for some time.

Happy Railroading

Colorado Chronicle

The Railroads

By Ole Bye



There is an entirely different philosophy surrounding the narrow gauges than that of the standard gauge lines. On narrow gauge lines, anomalies of the real world are common. On the standard gauge line you would be shocked to come upon thirty degree curves and five percent grades. Extremes such as these give the narrow gauges the likeness of a circus show, however, a narrow gauge railroad is no less a grimy, hard working line than a standard gauge line. They were built as the only practical means that would be better than a standard gauge in the same terrain could have. Because of their many oddities and anomalies, the narrow gauges themselves were looked upon as anomalies. The point I'm trying to make is people shouldn't look upon them like "Cool, but I'd never model them. Too different." They should say "Wow, the romance of the narrow gauge is what draws me to them." If I didn't make my point, well just bear with me. The narrow gauges were beautiful in a way that only they could be. Try to get beyond the initial "only a mother could love them" stage. ~Ole Bye

The Denver & Rio Grande Western

As gold was discovered in the Colorado wilderness, it became necessary to transport the valuable ore to places where it could be smelted, or refined. The earliest miners packed their ore out on mule trains, but this was an inefficient and time consuming method, for, at best, a mule could carry a couple hundred pounds of ore. Builders of the roads capitalized on the mule train's lacking by charging tolls on the horse-drawn wagons that passed over their newly-built roads. Although moving the pay dirt was a step up from the mule pack trains, the wagons rode roughly, often got bogged down in mud, and were slow if not equally so.

In the eyes of mine owners or independent miners faced with these realities, a railroad seemed and indeed later proved a key to economic boom, as the cars would hold many times the load of a wagon and could travel at a greater speed. And the first railroad builders also capitalized on Colorado's lack of efficient transportation. So it happened that from the early 1870's on the valleys and passes of the Sawatches and Uncompahgres and all the glorious mountain ranges rang with the echoes of narrow gauge steam whistles.

The Denver and Rio Grande Railway, although it was the first narrow gauge railroad in the state and the first to tap the mountain mining towns, was Colorado's fifth carrier at the time of its charter on October 27, 1870. The railroad was built narrow gauge as it would have required enormous funds to push a standard gauge railroad up the narrow canyons and across the high mountain passes that are so numerous in Colorado. In a year, General Palmer

had built his railroad seventy-six miles south to Colorado Springs.

When the tracks reached Pueblo, the population of that town promptly doubled. Now the D&RG had cre-

tinued on through Salida, over Marshall Pass, through Gunnison, the Black Canyon of the Gunnison River, over Cerro Summit, and down into Grand Junction in 1882. The union of the east and west lines took place on May 21, 1882 at Desert, Utah. A passenger train could now ride from Denver to Salt Lake City in forty-one hours.

In the following years, the D&RG reached such towns of Colorado lore as Leadville, Silverton, Aspen, Ouray, and Monarch.

In 1890, the D&RG built the Valley line, fifty-five miles of tangent running north from Alamosa to Villa Grove. The purpose of this venture was to connect the narrow gauge lines to the north with those of the south when the D&RG standard-gauged the line from Pueblo to La Veta Pass.

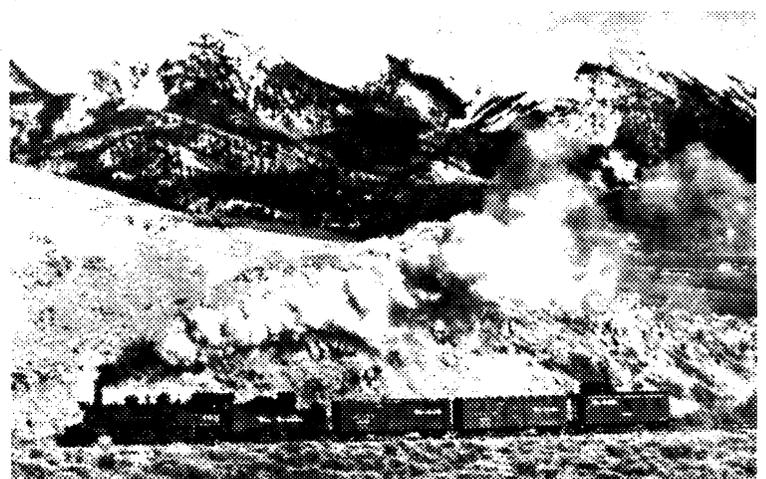
Running between Alamosa and Durango was the D&RG's famous passenger train, *The San Juan*. *The Shavano* ran

between Salida and Gunnison over the four percent grades of Marshall pass. These trains were very luxu-

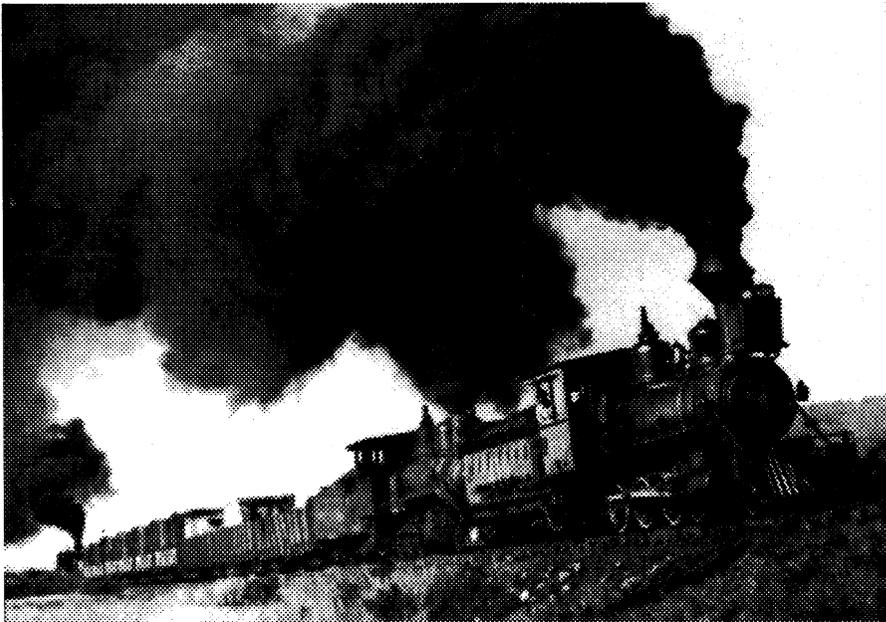
ated a north-south corridor over which traffic levels were quite profitable. The next phase of building was west from Walsenburg, fifty-two miles south on Pueblo, over La Veta Pass, at 9,339 feet high in the Sangre de Cristos, and down into Alamosa. At the time of its completion, the pass was the highest railroad pass in the world.

In 1881 General Palmer acquired property in Utah from Salt Lake City east on which he began building the Rio Grande Western, a line which was to meet the rails being built west from Gunnison and which would later be combined with the Denver & Rio Grande to form the Denver & Rio Grande Western, the company's name until the early 1900's.

While the RGW was being built, the D&RG pushed west through the Royal Gorge as the Arkansas, con-



K-36 Mikado #482 steams northward in the San Luis Valley in the very last days of the narrow gauge. Photo by Robert W. Richardson.



This 1907 photo by Fred Jukes shows a triple-headed freight led by 2-8-0 #419 attacking the 4% grade of Cumbres summit east of Chama.



A view of the D&SNGRR train headed toward the mountains. Ole Bye

rious even in comparison with their standard gauge counterparts. The dining cars had extensive wine lists and the smoking cars had velvet seats, polished brass, and carpeting.

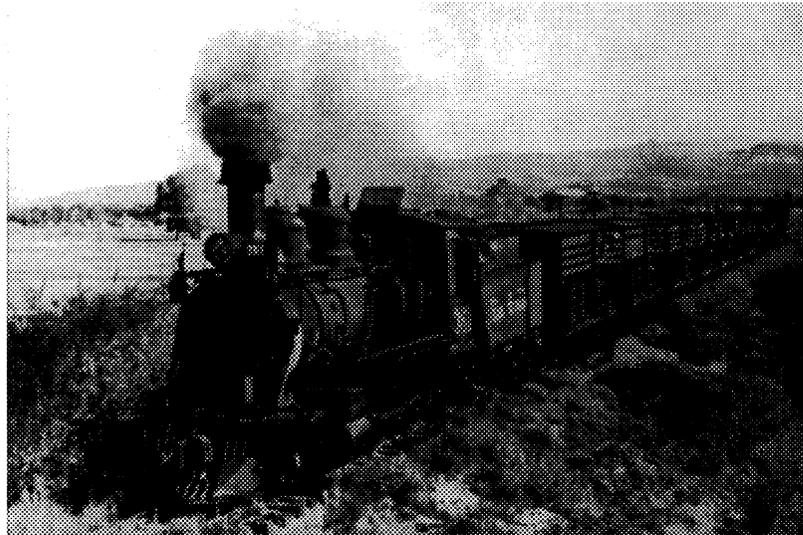
The branch built from Durango south to Farmington, NM, was for twenty-one years standard gauge, and then had the distinction of being the only line in the world converted from standard gauge to narrow.

Certainly the most celebrated and scenic portion of the D&RG was the forty-five mile Silverton branch, which has survived to this day as the Durango & Silverton Narrow Gauge Railroad. Another surviving portion of the D&RG is the

route over 10,015ft Cumbres Pass Sixty-Four miles from Antonio, CO, to Chama, NM, and is now the Cumbres & Toltec Scenic Railroad.

As the huge gold strikes of the late 19th century began to peter out, and as the D&RG expanded its standard gauge operations elsewhere, the narrow gauge, like all others at the time, began a steady decline, bottoming out in the postwar years of the late 1940's. By this time many of the unprofitable operations had been shucked off, and the other lines were awaiting the same eventual fate.

And now, almost fifty years later, all that remains to attest the vast narrow gauge empire that once existed in the Colorado mountains is the previously mentioned D&SNGRR and C&TSRR, the old and sometimes muddy black and white photographs, and the inconspicuous eroded roadbeds high on the mountainsides upon which the pines and quaking aspen now grow, their roots going down through the cinder-flecked soil.



In 1942, D&RGW 2-8-0 #361 heads a train of stock cars a half-mile west of Gunnison. The D&RGW handled much of the region's sheep transport because sheep were less crowded in narrow gauge stock cars and so brought higher prices at market. Photo by Otto Perry.

Thank You:

David Hadley, 1996 convention director would like to thank

Lloyd's Landing
Amtrak

Indiana Trans. Museum
Indiana Railway Museum
Central IN Div., NMRA
U.S. Navy
The Alibi

Renner's Screen Printing

Big Boy hobbies

Varry's Trains

The "N" Scale Shop
Delphi

Hoosier Railcars

Model Railroader mag.

The Broadway Press
Lionel

Woodland Senics

Berkshire trains

Wangrow Electronics

Hadley Management

Overland Models

The Conyers

Martin Rusin

John Wilson

My parents, John and
Joanne

My grandmother Kate

Mellenthin

Jack Person

Dave Beck

ITM and IRM crews

Paul Moran

Mike Riley

Tom Mathews

Dave Webb

Jack Simpson

Dave and Pat Newby

Bob Trueblood

Marvin Crim

Jim Willhite

Those who gave clinics and everyone else who attended the Hoosier Special. -David Hadley

TAMR Top Seven:

Top 7 Uses for Duct Tape on Your Layout:

7. Helps control flames if you don't get that wiring quite right.

6. Stick a piece on your Kadee coupler and you've got a factory one!

5. Wrap it around a diesel to create a "stealth" paint scheme.

4. Budget Benchwork!

3. Use it to hold track joints together when hands callous over from solder burns.

2. Crumple it up, paint it black, and you've got the Hudson River!

And the number one model railroading use for duct tape:

Helps keep your Amtrak trains on the track. -Peter Maurath

New Products:

Athearn has officially announced that they will be producing the SD50, SD60, SD60M, SD70, SD70MAC, and SD75MAC locomotives in the near future. Also to be released very soon is the GE AC4400CW.

Atlas will be releasing an N scale wide-vision caboose that is already popular with HO scale modelers. They will also be making an HO scale ACF 3-Bay cylindrical hopper.

Life-Like Proto 2000's latest release will be an HO scale 40 foot stock car. It will undoubtedly be up to the incredible detail level of their previous cars. New roadnames have also been added to their 52' drop end mill gondola.

Cannon & Company has released a limited run series of EMD long-hood ends to build totally correct models of otherwise unavaliable EMD units such as the SD75, SD70, and some Dash-2 rebuilds.

Floquil-Polly S Corp. is making special airbrushes designed to spray enamel and acrylic paints.

Bowser is introducing new paint schemes for their HO Roadrailer. They include ATSF and Amtrak.

New Members

Chris Thompson
5 Jewett Rd.
Cape Elizabeth, ME 04107

Brad Beaubien
1464 Vandenburg Circle
Sgt. Bluff, IA 51054
this is his new address

Letters

Hi,

My name is Steve Imfeld and I'm a new member of the TAMR. I like the N&W, RF&P, and the Virginian railroads. I am fourteen years old and a lifelong train "freak."

I live on the right-of-way for Chesapeake & Ohio coal trains, so anyone wanting pictures or info on the C&O contact me!

Steve Imfeld
755 Depot Rd
Loiusa, VA 23093

???What???

While riding the Zephyr between Oakland and Denver last week, I got to know a man named Darryl Van Nort who is heavily involved with the Illinois State Railroad Museum. As our conversations became more informal and ludicrous, we started inventing menu items for the Railroad Kill Cafe, a rail version of the already famous Roadkill Cafe. Here is a list of what Darry and I came up with.

- Rattle Snake on a Tie Plate
- Ditch Light Delight
- Tender Meat bu Uncle Pete
- Heifer under Zephyr
- Dog on a Switch Frog
- Cutting Lever Liver
- Duck in a Truck
- Tight Lock Pig Knuckles
- Nathaned Squab (bird in the horn)
- AmSpam
- Beaver in Ballast Sprinkled with Traction Sand and Garnished with Traction Motor Toast Points
- Pet on a Pilot
- Snow Plow Cow
- Thumper al la Tamper
- Diseled Weasel
- Flangeway Fritters
- BN Hen
- Highball Meatballs
- That'll do Stew (?!?)
- Hot Dog in a Hotbox
- Challenger Chuck
- Santa Fe Souffle
- Katy Kitten
- Veal on a Brakewheel

I found this in my article pile and have no idea where it came from. I got a laugh out of some of them and figured I'd share them with you. Wierd, huh? -Mike Riley

The Shutterbug

A new column about model and prototype photography
Conducted by Mike Riley

Welcome to the Art of Photography, wherein I will "dissect" photography techniques and provide tips to improve your photography skills and pictures. If anyone else has some photography tips or an article about photography, send it to me and it will be published in this column. I will discuss cameras and lenses, and accessories first, as these are the most important tool in creating good photos.

Most people probably have a camera of some sort in their family, most likely an "insta-matic" or "point-n-shoot" type. These cameras are fine if you only intend to take quick roster shots or have no need to control the exposure, focal length, f-stop, etc.. These cameras prevent us from being creative beyond the composition of the picture. If you are even mildly interested in photography, sooner or later, you will want to purchase a better, professional camera. Nikon, Cannon, Minolta, and Ricoh all make great professional cameras. Cannons are normally the choice of amateur photographers, and Nikkons are above and beyond the preferred cameras of intermediate photographers. All manufacturers have auto-everything, and manual-everything cameras available. Some of these cameras are able to switch from automatic to manual to let you practice difference skills. The price ranges for these manufacturers differ greatly too, but the higher the price, the higher the quality. Minolta and Ricoh cameras run anywhere from \$250 to \$400 for a complete outfit with camera body, lens, and a cleaning kit. The same basic Cannon kit

would be between \$400 and \$700. Nikon doesn't sell "kits" with a body and lens together. An average Nikon body alone costs between \$400 and \$1200, depending on which one you get. I have very high regards for Nikon cameras. I use a Nikon N6006. I recommend for your first camera you go with something from Nikon's "N" line, or a Cannon EOS.

The next vital tools for photography are lenses. For this hobby, I recommend you get a good 28-70mm or so lens for your "normal" lens. If you like model photography, this and or a macro lens is necessary. You will want lenses with a low F-stop, such as f22, f32 to get the required depth-of-field to make models look real. For railfan photography, the normal lens will work, but to avoid being mauled by a train, a larger zoom (or telephoto) lens might help. This also comes in handy when you can't get very close to the tracks, or the train is a block away. The lenses I use are a 28-85mm "normal" lens with macro-capability (can focus up to 1 1/2" from subject), a 70-210mm zoom, and a 200-400mm zoom. These fill my needs very well. A company called Tamron makes excellent lenses at excellent prices for most major brands of cameras. My 200-400mm Tamron lens cost about \$700; the same Nikon lens is about \$3200! Big difference!

A tripod is always necessary for some types of photographs. If your exposure time drops below 60, you will require the aid of a tripod; your photo will become blurry if you hand hold the camera. Many people think that if you

1 1/2" from subject), a 70-210mm zoom, and a 200-400mm zoom. These fill my needs very well. A company called Tamron makes excellent lenses at excellent prices for most major brands of cameras. My 200-400mm Tamron lens cost bout \$700; the same Nikon lens is about \$3200! Big difference!

A tripod is always necessary for some types of photographs. If your exposure time drops below 60, you will require the aid of a tripod; your photo will become blurry if you hand hold the camera. Many people think that if you have a steady hand you can hand-hold the camera. Don't even try to, no matter how steady of a hand you have. Even your pulse will ruin a shot! When choosing a tripod, don't go only on price, as important as it is. A good tripod won't vibrate or jiggle and has a steady footing. To go with your tripod you will need a shutter release cable, about 12" long or so. This is a cable that screws in to the shutter button. Using this eliminates any camera shake if you were to press the shutter button on the camera. Other times a tripod/shutter release would be necessary is for model photographs, night exposures, portraits of your family (with or without you in it), using extremely long focal-length lenses (upwards of 600mm), etc..

Filters are an excellent way to modify your photograph. Several manufacturers make filters, the most popular is Cokin. The most useful for us model photographers is the blue-sky, grey-sky, star, and fog filters. These do basically what their names imply. Cokin filters slide into a special adapter that screws onto your lens. All of these filters are also excellent

Greenline

..... Photos

Railroad Photographs, any size, mounting, matting, and framing also done. Burlington Northern, Norfolk Southern, Canadian Pacific, Green Mountain, Durango & Silverton, CSX, and many others. Coming soon: Conrail, Amtrak, more CSX, and Conway Senic RR. Also 33-slide set of the 1996 TAMR National Convention.

Send for prices and *The Traveling Catalog*.
Greenline Photos, C/O Ole Bye,
RR2 Box 425,
Chester, VT, 05143

for railfan photography. The star filter is one of my favorites. They have lines etched into them that "stretch" points of light to create a star around them. They produce very dramatic results.

Now you will require something to carry and protect your camera equipment. Don't just plop everything into a duffle bag or a backpack. Go out and invest in a good-quality camera bag. Don't get the cheapest one you can find; chances are it is just that: cheap. Camera bags are made with special compartments to hold all of your accessories like the body, lenses, film, filters, and so on. They are also made with padded sides so if you drop the bag the equipment inside will be protected. Expect to spend about \$100 or more on a good bag.

That about does it for the first installment of the Shutterbug. Next month our topic will be film and composition. See you then! -Mike Riley

The TAMR Video Exchange Program

N E W T O N V E Z I N A

Just when you thought the excitement of our recent national convention is beginning to wear off, the Hoosier Special will be featured as our 2nd annual convention highlights video. Only days away from completion, the time has come to start planning how we're going to make the video available to any TAMR member who is interested in viewing it.

I'm presently in the process of editing over 12 hours of raw footage provided by our convention site camera crew. This finished product will be as intense and action packed as the event, itself. This year's convention video will feature pre-convention, post-convention activities and all of the "potpourri" of four days packed with pure "rail-fun." A killer video and a must see!!! All the TAMR members who attended the Hoosier Special are the success of this project. An event that will be for sure be documented as one of the best conventions ever! And will go down in history as a national meet that the members of the TAMR can be proud of. Ole Bye said it best in his regional newsletter, "The Depot" when he used the word *fantastic*

to describe the convention experience. Our Indiana members did a phenomenal job hosting conventioners who either drove or flew in from nearly a dozen states. Hats off to all of you!!!

The release date for the 1996 national convention highlights video is scheduled for October 1st. From that date, the plan is to get the video(s) mailed (in the order of requests) to all who are interested before December 31st. This year's convention video will be available as a double tape set, recorded on SP speed and reproduced on studio, master quality VHS tapes to ensure the the best picture and sound possible. The length of the double tape set will be approximately four hours.

There are three options in receiving a copy of the video:

OPTION 1: You can participate in the "postal pass" program. Tested successfully with the 1995 convention video, members who choose this method simply receive the videos via the friendly U.S. Postal Service and have two weeks to watch and copy the tapes before mailing them off to the next recipient listed in

the enclosed mailing instructions. The cost for postage is \$3.00 (Priority Mail). However, this method will only work if everyone cooperates and mails the videos out *on time* to the next person on the list.

OPTION 2: The second option is to purchase your own copies directly from "TAMR Video" for a total price of \$24.00. The price will cover 2 studio, master quality full size VHS tapes of convention footage (\$10.50 ea.), 2 hard plastic cases for the tapes, and the cost of shipping (\$3.00). If you choose this option, please refer to the video exchange mailing address at the end of this article. This is an added option and it is not required that you purchase copies of the videos if you are participating in the more economical "postal Pass" system. Allow 4 to 4 weeks for delivery if you decide to purchase the tapes.

OPTION 3: The third option will be the test program for the '96/'97 video. Anyone who can duplicate and distribute copies of the video to at least 3 other TAMR members will get their convention video set for *free*. Under this plan, you will be dubbed as a "regional captain" and your "mission" (should you choose to accept it) will be to team up with 3 fellow TAMR members and work out a plan to make 3 copies and mail out to 3 recipients before Thanksgiving. This arrangement can be ideal in division bound states such as Ohio, Indiana, California, and Massachusetts, where there are more than 3 TAMR members close to one another. However, you are not limited to one particular area.

You may notice that the Video Exchange now has its own mailing address. This address is for the video exchange *only*, as Attleboro is where the editing studio is located and will further improve efficiency. Send all other mail to my home address in Springfield, MA. Both addresses will be listed at the end of this article.

Video exchange is an all TAMR effort and is not limited to only the national convention video. Since the "Video Exchange" was first introduced in October of 1992, there have been a good number of regional activity videos in circulation, ranging from home layout tours, railfanning trips, and regional mini-conventions. If you have any events on video that you would want to share with the rest of the group,

there's no better time than now to get into the action. It does not have to be long or elaborate, as it is usually the candid, unedited videos that are fun to watch. Let's have FUN with this! The convention video such as the one to be released this fall will be without a doubt a powerful promotional tool and will give TAMR members who have not attended a national convention a firsthand look at what really takes place at a national level. There are some "Hoosier" attendees out there who made their final decision to travel hundreds of miles to Indiana after watching a 2-3/4 hour-long video titled "The Bluegrass Limited: 1995." And like the BGL, the retrospective of our most prized moments of the Hoosier Special will inspire members to attend the next national function to be held in Denver Colorado during the last week of next June. There are also about a dozen "veteran" TAMR members who have been in this organization before most of us were even born. What a thrill it must be for them to have the opportunity to see just how far this group has come along in its 32 year history. I'm sure that the "founding fathers" and now "big kids" who lead the TAMR during the 1960s, '70s, and '80s, back when there was no Video Exchange, would be pleasantly surprised to realize

that what they started decades ago is progressing very well as we head into the next century. And although we don't give it much thought, I wonder what will our future members, decades from now, will say about our "veteran" TAMR leaders who ran the organization during the mid 1990s. Perhaps those comments would follow a few chuckles and wisecracks about those "ancient SD80MACs they saw while watching the "big, black video tapes" with faded, yellowed labels that read "The Hoosier Special." Capture a piece of history! Get involved in the Video Exchange!!!

I'm looking forward from hearing back from all of you. Keep making those videos!!! Until next time, this is the "cab" here, signing off... over and out!

Mail videos and orders for videos to:

"TAMR Video"

P.O. Box 3582

South Attleboro, MA 02703

****This is for Video Exchange ONLY!****

Send all other "rail Mail" to:

Newton Vezina

76 Roy St.

Springfield, MA 01104

Happy Railroading,



Conrail GP40-2 #3326
roars through Anderson,
Indiana during the 1996
national TAMR conven-
tion. *-Mike Riley,
photo*

A Pandrol-Jackson
contract rail
grinder smooths
the railheads and
displays an impres-
sive show of
sparks along the
Conrail mainline in
Miamisburg, Ohio.
-Mike Riley, photo



New River Electric
Railway and Lighting
Company ALCo S2 num-
ber 8 switches cars on
Mike Hood's HO scale
Cincinnati & Toldedo lay-
out. *-Mike Riley photo.*



Two Conrail EMD GP15-1s
switch cars on the north
side of Indianapolis,
Indiana. -Mike Riley photo

Two brand new
Conrail EMD
SD80MACs #4100
and 4101 show
off the new
Conrail livery in
Anderson Indiana.
-Mike Riley photo



Here we see a Conrail
SD45 leading a now
retired Southern Pacific
GP30 and train through
the west side of Altoona,
PA, several years ago. -
*Photographer unknown,
collection of Mike Riley*

Election Time

This November the TAMR holds elections for all elected offices. It is very important for you, yes **YOU**, to vote. If you like us, vote for us, if not, run against us and vote against us. This is **YOUR** organization. This is also your chance to get involved. If you want to run for any office, contact editor Mike Riley with a short campaign speech to be published in the Hotbox. Everyone under the age of 21 can run for office, and everyone, regardless of age, can vote. This time I will also be setting aside a day in November on which you can call in your vote, rather than hassle with mail. This number will be published in the election issue of the Hotbox. Please, people, vote!!! This is democracy at work-God's greatest gift to man!-Brad Beaubien

Elected positions are: President, Vice President, Treasurer, Regional Reps. If you wish to run for one of these offices, campaign speeches **MUST** be recieved by the editor by November 9, 1996 in order to be eligible. The schedule for the election issue of the Hotbox is very tight, so please hurry!-Mike Riley