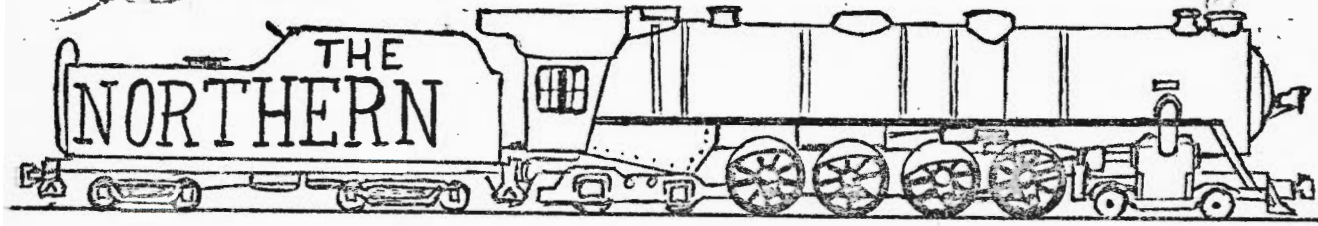


Issue
#2

June -
July



Lehigh
Valley
C-628

12 April 1976

To regular contributors:

To Hotbox staff:

After the delay of the last issue, I have a couple things to say which will help that this doesn't happen again. First, we need more help. Second, if you can't do your part by the date indicated below, let the editor know. This is imperative; we are counting on you to do your job. I don't care why if you can't, but don't sit there and not say a thing.

The Hotbox is mailed around the first day of the even-numbered months. Under certain circumstances, emergency changes can be made. You must telephone the editor (no collect) no less than 4 days before the first of the month. There is no guarantee your change can be made after that, before that it will be done only if the editor, publisher, and circulation manager agree. This applies only to sudden major changes, not to stuff that you just missed your deadline on.

The Hotbox is delivered to the publisher the second Saturday before mailing date. After this date, the above procedure applies. Before that date, the editor will place emergency changes if notified by phone or letter. Once again, this applies only to changes, not to missed deadlines. If you can't make your deadline, let the editor know and arrangements can be made. Columns are due one month before the mailing date; also regular features such as the Philly trollies. Business material such as new members, reports, and the like are due three weeks before. The deadline for feature articles is also four weeks, but only rarely are these printed in the next issue after received. If you are writing a timely article, let the editor know and it can be put in the next issue. I reserve the right to make changes in these deadlines after letting you know. Certain deadlines apply specifically to other material, if you have one, it is noted below.

I dislike being so mechanical about this, but we cannot tolerate delays in the Hotbox. This seems to be the only way to accomplish this.

Please disseminate the appropriate parts of this information in your regional publications and to those you write. I ask that the procedures for emergency change be kept confidential with the staff and heavy contributors only. Thank you.

Tim Vermande
Hotbox Editor

SOMETHING TO TICKLE YOUR FANCY DEPARTMENT
a railquiz....

- 1) What agency was given the responsibility to develop Conrail?
- 2) Who is Roger P. Lewis?
- 3) Which was the first common-carrier railroad in the U.S.?
- 4) Which was the first railroad to receive Federal land grants?
- 5) Where is the Virginian Railroad now?
- 6) Who was James Hill?

TROLLIES MAKING TRACKS?

"Sometime this year, the clang of trolley cars will be heard once again in Detroit. The streetcars will rattle along new tracks on once-fashionable Washington Boulevard between a cluster of hotels and the city's convention center."

So begins an article reprinted in my local paper from the Christian Science Monitor. The article went on to state some information about American trolley systems that have survived.

"Dayton, Ohio, has asked the U.S. Department of Transportation for \$48.2 million to finance a new trolley system."

Also mentioned are the plans of tiny Aspen, Colorado and Seattle. The former has applied for Federal aid to build a Ten-mile line for moving skiers, while Seattle, with 50 trollies and 30 miles of track wants to add 35 more miles and 50 electric buses.

Trackage of trolley lines in the U.S. has declined from 80,000 miles in 1917 to 500 miles now.

But trollies have important advantages. Cost for one. It has been pointed out that while trollies cost from \$4 to \$8 million per mile to build, subway lines soar to a whopping \$50 million per mile to construct.

San Francisco, Boston, New Orleans, Pittsburgh, and Shaker Heights, Ohio are the cities which have kept up part of their trolley systems over the Years of decline. Of these, the first two are planning to expand their systems and have ordered new cars to run on their lines. Here too, the trollies hold a deadly advantage over the subway. While trollies may cost anywhere in the near vicinity of \$300,000, a subway car costs \$800,000. Nine other cities are considering trollies as a strong alternative to the pollution of buses and the cost of subways.

EXHAUST FROM THE EDITOR

Wherever we are, we're here. This is the second issue of our region newsletter and so far it has been a personal journal of my interests for all practical purposes. I would appreciate something in the manner of written material from our members in New England proper. We need participation. Let's hear what you guys are doing, have seen, or have done.

- 7) In what year was the Erie-Lackawanna formed?
- 8) Which city is the world's largest rail center?
- 9) Which is the only federally-owned railroad in the U.S.?
- 10) What three American, Class I railroads enter Maine?
- 11) Which railroad once painted its locomotives "Big Sky Blue"?
- 12) Which is the world's oldest model train maker?
- 13) What was the true name of the Nickel Plate Road?
- 14) What year did Union Pacific and Central Pacific link up?
- 15) Who or what was "Chessie"?

Answers next issue

THE NORTHERN is the official of the New England region of the TEEN ASSOCIATION OF MODEL RAILROADING. It is a bi-monthly, non-profit venture which often seems doomed to failure.

Bill Bishop
Temporary Region Head

BILL BISHOP
1772 WESTERN AVE.
ALBANY, NY 12208

