

THE HOTBOX



April 2007
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The end of an era...
1964-2007

**THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS**

"This publication was constructed in a facility containing peanuts."

Editor—Peter Maurath
Publisher—Peter McRath II
Contributing Columnists—
 Steven Goehring
Art Director—Duh Vinci
Photographer—Jay Vecce
Librarian—That's the gal with
 the books, right?

CONTRIBUTIONS

Send your check to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material. Here are a few examples:

FEATURE ARTICLES:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated.

COLUMNS:

Full of great tips on layout improvement? Got a million reasons EMD is better than Alco? Start a monthly, or bi-monthly column. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo collection you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration.

SEND ALL SUBMISSIONS, OR HOTBOX QUESTIONS TO:

Peter Maurath

OR EMAIL AT:

TAMRHotbox@sbcglobal.net
 It's a monkey mime!

GET WIRED

Check out TAMR on the web at:
www.TAMR.org

Or join our online yahoo news group, by contacting:

pivotpin@TAMR.org

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

If you have a web site relating to trains or model railroading, why not join the TAMR web ring. It costs nothing, and provides a link for all TAMR members to find other TAMR sites. To join, send your e-mail address and web site URL to:

pivotpin@tamr.org



TEEN ASSOCIATION OF MODEL RAILROADERS

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THE LAST HOTBOX

ON THE COVER: A cable car makes it's way through downtown San Francisco. Maikha Ly, photo.

FORM 19 A message from your editor in chief

Well, this is it. In your hands you hold the final Hotbox for the final month of the Teen Association of Model Railroaders. I had hoped we could have at least finished out the year, but sadly budget restraints made that impossible, so here it is.

It's with a very sad heart that I write this, as I love this group and I had hoped we could have turned things around. Even as the end approached I was still trying to stay positive and hope that this group could have recovered. This association has meant so much to so many people over the years (me included). The friends, the conventions, the newsletters, it was all a connection, it was all part of a family that provided encouragement, friendship, and even hope, hope that you were not the only teen who liked trains, that there were guys just like you all over the US, heck the world, who shared your hobby. Now sadly that family will break-up,

and this group will pass into history.

When I took over as Hotbox editor in August of 2003, it was after an especially rough time. The Hotbox by that point had been out of print for eight months. I had never intended to take over this position as I felt I didn't have the time, resources or expertise to accomplish it, but after seeing the damage that was being done by an awol Hotbox, I felt that none of that mattered anymore. What was important was the TAMR, and after all this group had done for me, the least I could do was make a go at being editor. Later on after the Treasurer post was vacated (easily the second most important job in the TAMR) I volunteered once again. All throughout this time I hoped that with me at the helm of the Hotbox and our finances, it would free-up our officers and members to focus on their actual duties as well as promote the group, and plan events. However this never truly material-



PHOTO: TIM VERMANDE

ized. It seemed that with me running the "month-to-month operations here, the officers could just rest on their laurels, knowing me and other adult members like Tim and Newton would get all the work done. It was like a sinking ship with most of the crew content to sit and watch us sink as opposed to picking up a bucket and helping bail us out. Well I hope you guys are satisfied, cause were sunk.

I can't believe this is it, this is the last time I will write here and bore you all with my rhetoric; perhaps now you see why. Thanks for the opportunity to serve as your editor, and I hope I'll see you trackside. God Bless!!!!



WELCOME TO AMERICA'S SOON TO BE FASTEST GROWING ARTICLE SENSATION. **RAILFAN RANTINGS**. IN THIS COLUMN I POSE A QUESTION TO OUR MEMBERS VIA THE TAMR ONLINE GROUP AT YAHOO. AND HOPEFULLY COME AWAY WITH SOME INSIGHTFUL, AMUSING, AND POSSIBLY SILLY ANSWERS. THIS MONTH'S QUESTION:

Name your favorite Railroad Terminal.

Jonathan Schoen, Simi Valley, CA- "Pardon me for being Captain Obvious, but my favorite has to be the Los Angeles Union Passenger Terminal. It was the last of the "Great Terminals" built (constructed in 1939), and done so in the middle of one of the world's great metropolises. The station handled only about 40 trains a day, but these were massive long-distance trains, between 10 and 20 cars each. It was operated by three of the largest railroads in the US (Santa Fe, Union Pacific, and Southern Pacific), meaning that from one location one could board a train to San Diego, San Francisco, Portland (OR), New Orleans, Chicago, or Salt Lake City. Even today the station is served by the continually expanding Metrolink, Amtrak, and various LA Metro services. Now THAT'S a great terminal!"

Steven Goehring, Nazareth, PA- "Galeton, PA, had everything a railroad could need: turntable, coal trestle, engine shed, main offices, maintenance buildings, and sand facilities. This small town was the main terminal for the mid-sized Buffalo & Susquehanna before that old early-1900's company was bought by the B&O. The Wellsville, Addison & Galeton took over from there, keeping their old diesel locomotives operational by being resourceful with the old infrastructure left over from the long-gone B&S. My two cents (ahem, three sentences.)"

Matt Martin, Fairport, NY- "My favorite railroad terminal.... this is going to be a hard one. I guess I would have to go with one place I really like on this one. Los Angeles and vicinity has some very nice scenery and tons of trains! BNSF runs out from Hobart Yard to San Bernardino and out over Cajon Pass. You have Metrolink serving many towns in the surrounding L.A. area, as well as Amtrak trains. Most of these include Surfliners to San Diego and some going North up the coast, and don't forget to add the Southwest Chief into the mix. You also have UP

which hosts a variety of patched power (yuk!), most of which are SP, with a little DRGW & SSW in between. Their major freight yard is in Colton which hosts a balloon loop, a hump yard, and a big diesel servicing facility. I like this area because you have sun, trains, location, trains, and did I mention TRAINS!!!!

Matthew Roberts, Leander, TX- "East Ely, Nevada (HQ for the Nevada Northern Railway): The following operable equipment: two steam engines (4-6-0 #40, 2-8-0#93), three diesels (SD9E #204, RS2 #105, RS3 #109), and a steam and a diesel rail-crane. It also has a two-story passenger depot, office, Engine House, Master Mechanic's office, coal and water tower, and a RIP Building. The best-preserved transition-era rail terminal in the United States!"

Charles Warczinsky, Sandusky, MI- "Name your favorite train station? What an easy question! Elkhart, Indiana. Norfolk Southern's Chicago classification yard, lots of trains coming in from the east, west, south and north (ok, eventually, the line south splits off down in Goshen, and the line north actually runs northeast for a while). Directly across the tracks from the station is the National New York Central Museum, complete with GG1. Wait. As much as I like Elkhart, there's also Fostoria. With the whole Iron Triangle theme they have going, I believe they actually may see more trains than Elkhart (hard to believe though). And more trains (especially moving faster than a crawl) means more fun. But what about Rochelle, Illinois? UP and BNSF's 'famous' double diamond, just outside Chicago. Lot of action there too. And speaking of Chicago..."

"Ok, honestly- my favorite is probably Elkhart, because the station means public land next to the tracks. But there're a couple of close seconds as well..."

Willie Roberge, Wareham, MA- "My Favorite Train Stations are New York City's Grand Central Terminal (although often referred to as Grand Central Station!!!) I love it's below ground terminal as well as it's beautiful Concourse and ceiling depicting the night sky with the constellations featured.

The constellations are depicted backwards as if we were seeing them from the "other side" of earth which was explained as the way God would see the stars if he was looking at Earth. There are many cool things to see there too, bits of history like : There is a small dark circle in the midst of the stars right above the image of Pisces. In a 1957 attempt to counteract feelings of insecurity spawned by the Soviet launch of Sputnik, Grand Central's Main Concourse played host to an American Redstone missile. With no other way of erecting the missile, the hole had to be cut in order to lift it into place. Historical Preservation dictated

that this hole remain (as opposed to being repaired) as a testament to the many uses of the Terminal over the years.

The other Station I like is the Cincinnati Union Terminal which is an Art Deco masterpiece. One thing I like is it looks like the "The Hall of Justice" as often seen in the 1970's-80's cartoon, The SUPERFRIENDS (which was basically the Justice League of America) seems to have a striking resemblance to it. This Station is now a museum and it seems likely that the animators copied the design from this or a similar building.

WANT TO JOIN IN THE RANTING? THEN JOIN THE TAMR ONLINE GROUP AT YAHOO GROUPS.COM. SEE PAGE TWO FOR MORE INFO.

One last memory before we go....

On January 25, 2007, the TAMR lost a legend and lifelong friend. Lone Eagle Payne passed away at the age of 99. For those of you not familiar with Lone Eagle, I'll give you a little background information. Lone Eagle was one of the forefathers of the TAMR. He was the Pivot-Pin and Advisor from the TAMR's early years up until the early '90s when he handed the job over to John Reichel. Lone Eagle was a WWII veteran and a retired US Mail carrier. He served as conductor on the White Water Valley Railroad in Connersville, IN. He was a founding member of the Mid-Central Region's Division 3 of the NMRA. In 1993, Lone Eagle was awarded the NMRA distinguished service award and Meritorious Service Award.

My first memories of Lone Eagle, was attending the TAMR national convention with him in Detroit ('91 or '92??) The last time I saw Lone Eagle was at the November 2006 NMRA train show in Dayton, OH. It was hard to believe that he was 99 years old, the way he was still getting around. After attending Lone Eagle's memorial service, I realized that he touched a lot of people and his legacy will be here for years to come.

Brent Johnson



RAILROADING FOR FOOD

support the hobby and support a local charity!
(WHAT BETTER EXCUSE DO YOU NEED?!)

Hello everyone!

The date for the *Railroading for Food* display in Nazareth, PA, will be from 11:00 AM to 3:00 PM on Saturday, April 28th. It will be at Dryland UCC Church at 4415 Newburg Road, Nazareth, PA 18064. We will be able to set up in the church social hall after 8:30 PM the night before, or some time that morning. (If the evening before doesn't work for setup, contact me and let me know when you will want to start setting up the morning of the display.) So far, I have tentative "yeses" from a small Ntrak modular group, a large and beautifully scenicked HO scale portable club layout, a friend with a vast G scale setup, and a team effort between myself and another friend to get a large Lego train layout going. My family and other church members will probably collaborate to provide snacks for lunch to visitors at the display (maybe those of us who are working on it can get pizza or something-- there's a great pizza place nearby.)

Also, to any local railfans, (nudge, nudge MacDougall brothers,) if you'd like to get the TAMR members at the display together and go railfanning after we pack up, that would add a nice TAMR convention-like flair to the event. I'm not really a railfanning type myself, so I'll leave any railfanning brainstorming to someone who actually knows what he's doing! Hope to see you there!



even hamster's love it!

Follow your dream...

By Dimitrios Fradelakis

Some of you may know me, some of you may not. With that said, let me introduce myself. My name is Dimitrios Fradelakis, and I am from Astoria, New York. I joined the TAMR back in the summer of 1996, and have since been active with members from that time. Yes, I will be rejoining the TAMR in the near future. Moving on, it has always been my dream to work for a railroad. And that dream came true on the 27th of April. I had applied for a car man position with CSX in Oak Point Yard, and was given an interview. As nervous as I was I got the call 2 weeks later that I was a perspective candidate, and was offered the job. I took the offer and set up my appointments for the medical and strength test. The wait from the time I took both tests till the time I was notified that I passed was nerve wrecking. I was paranoid to the extent that I would check my application status more than 5 times a day! Once I received the email stating that I was going to Atlanta on the 14th of May I was overwhelmed with joy.

This whole ordeal has taught me one very important lesson in life. Follow your dreams, and they will become a reality Ever since I knew what a train was I wanted to work with them. I look back on the days of rail fanning with Newton, Willie, Andrew M. etc. and telling myself that one day I will be in that locomotive waving back. This is a new chapter in my life, and a very happy one at that. I would like to send a special 'thank you' to everyone who encouraged me to follow my dreams. Without this support and encouragement I would not be who I am today, a CSX Employee. The past few years have been rough, at times, but I managed to get through them. With the help of God, my family and my great friends who have stuck with me through thick and thin. For the record, I will not "vanish of the face of the earth" once I start training or working in Oak Point Yard. I promised myself this, and I intend to keep it no matter what.

In both your professional and personal lives, stay close to people who exhibit passion... They care deeply about life and will change their world for the better.... Learn to ask questions. Many of them... It will keep you ever young. Being curious might annoy some, but don't be deterred. Stay close to ordinary folks. I'm forever meeting everyday workers who are impressive and inspirational. The vast majority of them don't hold high corporate positions. They are average employees who have humor, commitment, and a good dose of common sense. These are people who struggle daily with the vicissitudes of life, and they do it all with valor and a profound sense of the sacred enveloped in the common. They also just happen to be the ones who do most of the work and make the business prosper.

Oh, and one final thing. You'll also endure pain and suffering. You'll be overlooked, unrecognized and taken advantage of at times... Keep your optimism intact. And always keep moving forward.

recent update-

Sorry for not updating sooner, but I've been busy with work, friends, registering my car etc. Training in Atlanta was great, the instructors, the facility and of course my class mates. Their we're 12 of us, but only 11 graduated. Moving on, I graduated on the 16th of June, and started work at Oak Point Yard in the Bronx on the 19th. After working a week in the Bronx I was sent to Selkirk (where I am now) for 5 days of training. So far it's going good, I'm either in the shop or watching videos (boring!) On the first day I got a tour of the yard, and let me tell you this, it's AMAZING!! The first time I visited Selkirk was in the summer of 1997 with Newton and others. It was great to finally be able to get an "insiders look" on Selkirk yard. As I sit here and type this I have to admit that I see trains in a totally different light after being on the inside. The work and time put into repairing, inspecting and being able to send them back out on the road is very serious and demanding. I wake up every morning and I'm happy to go to work. Knowing that I'm part of a team of great individuals who keep CSX running day in and day out. Our hard work makes it possible along with the track workers, signal maintainers, engineers, conductors etc.

While on the tour, a few spots were pointed out where "rail buffs" usually hang out and take pictures. I look back and think to myself "I was at that exact same spot 9 years ago, and how much I wanted to be on the inside" The time has passed and I am proud of myself for making my dreams a reality. A lot of people made this possible, they know who they are and my deepest thank you's go out to you guys. Well, it's that time again where I must sign off, take care everyone, keep in touch!!

Over and out,
Dimitrios Fradelakis
CSX Car man

THE FINAL HOTBOX FUNNY NAME OF THE MONTH

PULLED AT RANDOM FROM THE SOUTHERN REGION
TELEPHONE DIRECTORY OF THE PENN CENTRAL
TELECENTRAL PHONE NETWORK, "THERE IS ALWAYS TIME FOR
COURTESY."

M.C. GRIMME

THIS CONCLUDES THE HOTBOX FUNNY NAME OF
THE MONTH, PROVIDED BY THE PENN CENTRAL,

The Top 7

By: Peter Maurath

"From the Home office in Cleveland, OH, it's tonight's Top Seven List!"

Top Seven changes we'll see with the TAMR gone.

#7. Bo the TAMR wonder dog has to get off his butt and get a real job.

#6. The NMRA achieves their goal when they replace their own "parts" logo with ours.

#5. Our website remains up, unchanged for another ten years (sorry wrong list, that was meant for 'Top 7 things that stay the same').

#4. Newton Vezina can finally get some sleep.

#3. WGH still doesn't get any more teen members.

#2. Our table at the Amherst Show replaced by a Hobo Soup stand.

And the number one change we'll see with the TAMR gone...

No more Top Seven

From all of us at the Hotbox, to all of our members:

Thank you everybody for 43 great years. Myself and the rest of us will always cherish the friends and the memories we've made.

To all the columnist's who helped support us through the years, tirelessly giving their time, and the countless donations from so many great people and organizations as well as all our members who were kind enough to join and renew year after year. Thank you again, and don't lose that passion for this hobby. This may be a setback, but it's not the end. Thank you, goodbye!

Trains to Nowhere

BY: STEVEN GOEHRING



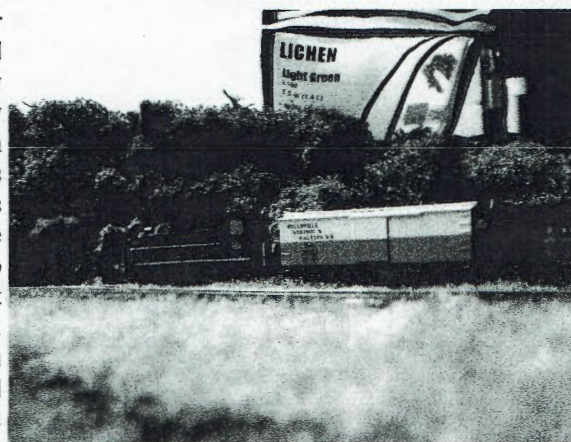
Likin' the Lichen

budget scenery using fewer trees

Talking about trees and scenery takes this column back to its roots of about a year and a half ago, when articles on my recently discovered tree-making tips ran about every other month. The column has branched out into other aspects, even plenty of "model railfanning" to give my camera's close focus function some exercise! Of course, this column wouldn't be called Trains To Nowhere if I made a visible progression from one subject to another, so here I am, back at square one, talking about trees. But before everyone leaves, you model railroaders out there should take a moment to leaf through this month's column. I might be going out on a limb to say this, but I have a real trunk-full of ideas on how to make fewer trees cover more area, and that means less money spent on scenery!

All goofy tree references aside, I really have been doing plenty of experimenting with my scenery lately, and I've got a few mountainsides to show for it. I began my major experimenting over

spring break, where I had lots of time on my hands, but it was still too cold to open up the basement windows to let me vent glue fumes and make trees. So, I was stuck with the time to make real progress on my layout scenery, but limited materials to do so with. At least, I was limited until I picked up two more bags of Woodland Scenics' green lichen at my local hobby store. Lichen (pronounced like like-in, for all of you non-modelers out there,) is a sort of swamp moss that has held a key place in model railroad scenery for decades. Good pieces of lichen look a lot like branchy trees, or if you use the really fine stuff, it can even look like bundles of leaves. Coarser lichen



THE WAG'S LEASED ROCK ISLAND 75DEB LOCOMOTIVE RUNS PAST A LICHEN-COVERED MOUNTAIN WITH A BAG OF THE COLORED MOSS LOOMING ABOVE."

stems resemble some large ground-covering plants. Woodland Scenics produces at least six colors, including four shades of green, a variety of fall foliage colors, and natural, uncolored lichen. The bags are fairly cheap considering how much the ground foam from the same company can cost. So if

the price of layout scenery is getting you down, remember: *Always look on the bright side of life.* You can really save money with different approaches to ground cover.

I selected three colors: Dark, Medium, and Light green. Light green is reserved for ground cover or new tree growth due to its very light shade rarely seen on Pennsylvania's forested hillsides. The Medium and Dark greens blend together nicely with the occasional ground foam to give a great 3D look to mountainsides **with no trees underneath the lichen.** Even one coating of lichen can hide the flat ground underneath and give a mountainside a natural and realistic look. I planted the lichen with tacky glue, and added trees on the sides of my lichen mountainsides just to give the appearance of tree trunks in the forest. I also found that I could use a single evergreen tree to represent multiple trees on the layout. By cutting the tree into thirds, I planted it in three different places, just poking up a little bit above the lichen canopy. Because the ground is close to the canopy, a very short pine will look tall in a lichen forest. Unless you're one of those annoying people who can identify different types of trees from *quite* a long ways away, then the lichen look should work great on your layout.

Making realistic scenery shouldn't be as hard as chopping down the tallest tree in the forest with a herring. Using lichen is an easier, cheaper, and surprisingly better looking root* to covering bare mountains. So, if your scenery is on an overly expensive track, make the switch to use more lichen before you hit a financial bumper. You'll like the turnout*.*

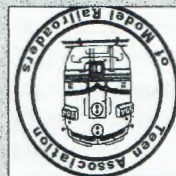
Editor's Note: Due to a file mess-up, the intended photo of the LEGO SW-1500 got replaced by one of a guinea pig. Apologies for any inconvenience.

IF YOUR READING THIS THEN YOU'VE BECOME CURIOUS AS TO WHETHER-OR-NOT THIS IS REALLY THE VERY LAST HOTBOX AND THE END OF THE TAMR AS WE KNOW IT. WELL, GUESS WHAT, YOU'VE JUST BEEN DUPED BY THE ANNUAL APRIL FOOLS ISSUE. THE HOTBOX IS NOT CEASING PRODUCTION NOW, AND THE TAMR IS NOT DISBANDING. IT'S MERELY A WARPED CREATION OF MY TWISTED SENSE OF HUMOR.

THOUGH TO BE HONEST, THIS HOTBOX YOU HOLD IS NOT FAR FROM REALITY. WITH OUR FINANCES STILL FALLING ALONG WITH OUR MEMBERSHIP, YOU MAY SEE THIS FOR REAL IN THE NEAR FUTURE. AND BELIEVE ME WHEN I TELL YOU, THAT IF YOU EVER SEE THIS AGAIN, IT WON'T BE A JOKE. THIS GROUP NEEDS ACTIVITY AND IT NEEDS IT NOW, AND THAT COMES DOWN TO YOU, WITHOUT OUR MEMBERS THERE IS NO GROUP.

I CAN'T STRESS ENOUGH HOW IMPORTANT THIS IS, IF YOU'RE WAITING FOR SOMEONE ELSE TO DO IT, FORGET IT! THERE IS NO ONE ELSE. SO BE A PART OF SOMETHING GREAT AND HELP OUT BEFORE IT'S TOO LATE AND I'M DOING THIS FOR REAL.

OFFER GOOD WHY SUPPLIES LAST, NEGATIVE EQUITY APPLIED TO NEW LOAN BALANCE, MUST TAKE DELIVERY OF DEALER STOCK, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTAURANTS IN ADA, OH SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THIS HOTBOX, PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!



Teen Association Of Model Railroaders
"Putting the future of model railroading on the right track"

