

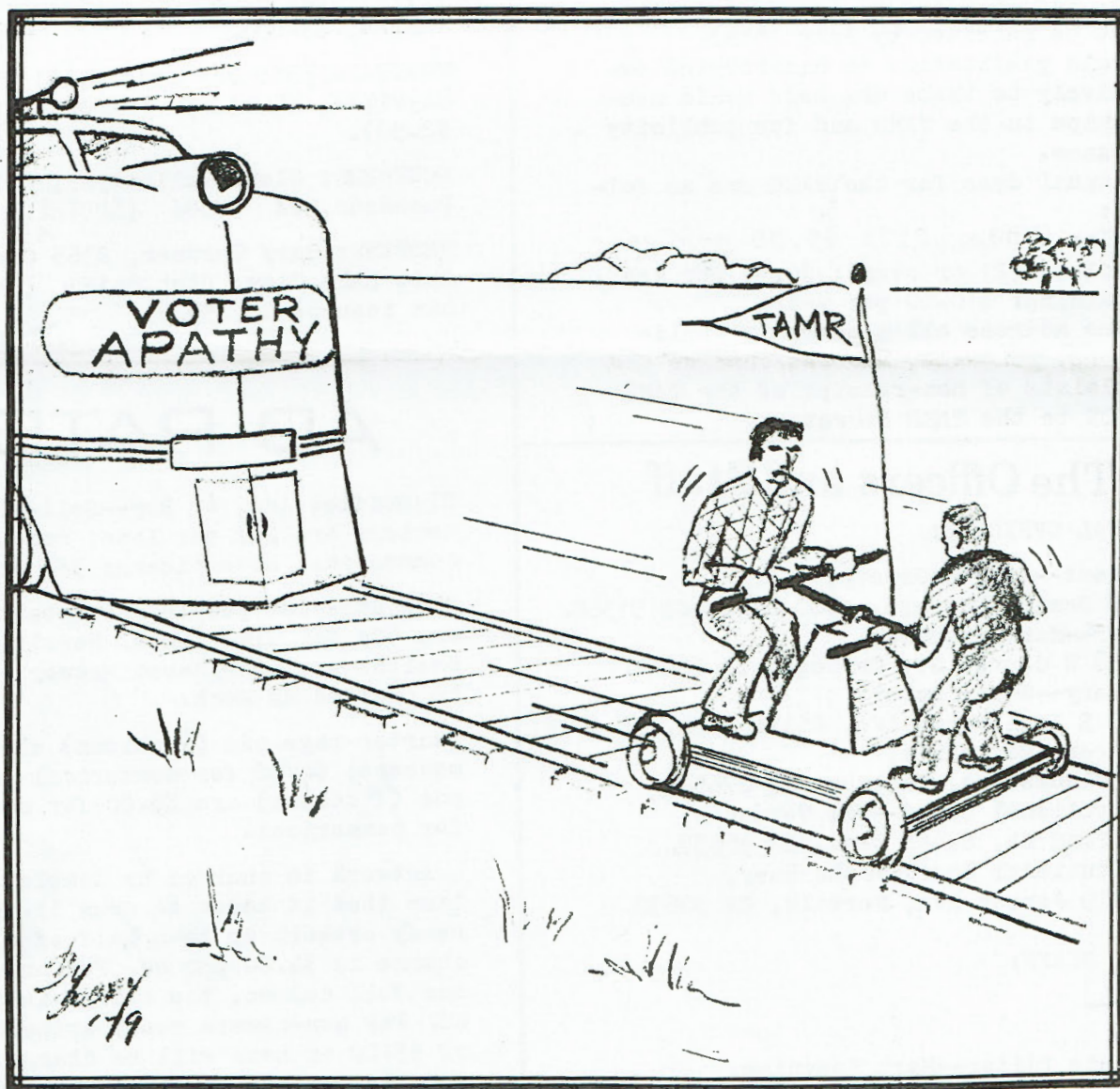


# HOTBOX

"the Un-Magazine of Railroading"

No. 153

Jan - Feb 1979





# TAMR HOTBOX

The TAMR HOTBOX is the official publication of the TEEN ASSOCIATION OF MODEL RAILROADING. The TAMR HOTBOX is issued every other month with an additional special mailing of a member DIRECTORY once a year. The TAMR HOTBOX presumes that all material submitted for possible publication is submitted gratis.

All material for publication must be received by the editors of the TAMR HOTBOX by the 15th of the first month of the issue in which it is to be included (i.e. For July/August issue, material must be received by July 15th).

This publication is distributed exclusively to those who hold valid memberships in the TAMR and for publicity purposes.

Annual dues for the TAMR are as follows:

Regular (Under 21): \$5.00 per year

Associate (21 or over): \$4.50 per year.

Sustaining: \$10.00 per year.

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

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(Here are the names of the representatives for the various regions in the TAMR. If you wish to join a region, or just wish additional information, please write to the people listed below. Also included in parenthesis is the name of the regional publication, if any, plus its frequency and the annual dues)

CANADIAN: No representative (no pub)

CENTRAL: Gerry Debey, 145 E Kenilworth, Villa Park, IL 60181 (WAYFREIGHT; six issues; \$3.00).

NORTHEASTERN: Ted Bedell, 11 Hilltop Dr, Bayville, NY 11709 (DEPOT; six issues; \$2-50).

SOUTHERN: Glenn Vallantyne, 817 Robison, Pasadena, TX 77506 (SOUTHERN EXPRESS; six issues; \$3.25).

WESTERN: Gary Gardner, 2365 Campus Dr, Salt Lake City, Utah 84121 (DAYLIGHT; six issues; \$3.25).

## AD RATES

Classified Ads, or Buy--Sell--Trade, for members are 20¢ per line; non-members and commercial advertisers: 35¢ per line.

Pike Ads--Let people know about your pike--are 50¢ for five lines. Heralds and special designs are considered artwork and will be charged as such.

Quarter-page ads ( $\frac{1}{2}$  column) are \$3.00 for members; \$4.00 for commercial Half-page ads (1 column) are \$5.00 for members; \$6 for commercial.

Artwork is charged by complexity and the time that it takes to draw it. For camera ready artwork up to a half of a column, the charge is \$4.00 per ad. For artwork up to one full column, the charge is \$8.00 per ad. For non-camera ready artwork a charge of \$5.00 an hour will be charged for preparation of the same. All charges will be billed and must be received before publication.

These rates are subject to change after publication in the HOTBOX. Please send all ads to the Associate Editor.



John McGreevy, TAMR President:

FROM OUR PRESIDENT'S PEN

Hang in there. I hope you all enjoyed our fully offset issue (Sept/Oct 1978). We can look like that all the time, but we need your support. The TAMR is the only association for young modelers. Lets keep it strong!

Get out there and meet a local member. Call or write, there is no reason why you can't have a nearby modeling friend. Join your region. Find more things, closer to home, that interest you. Work on that layout and watch the real trains do their stuff for further ideas.

Get involved. Be a part. Write an article. Raise a question. The HOTBOX is your model railroading bulletin board. Don't just sit there! My thanks to all of you already involved. Lets Keep on TRACKING!

Part I (Introduction): John McGreevy

QUALITY in Model Railroading

Are you a successful model railroader? I am not, from the standpoint of having fun. I have succeeded (not without much frustration) from the standpoint of accomplishing my goals.

TIME is one of the most important factors in this hobby. Just when you think you have the money--you don't have the time; they seem to trade off. Model railroading is a "true blue" American hobby and like the typical American living "beyond his means", we model railroaders stretch our limits too. Or is it just me?

I think that a common desire of the expanding modeler is to have a bigger layout. It's amazing how the introduction to railfanning can bring this about. Suddenly, you want Cajon Pass, Chicago Union Station and Tehachapi Loop all on your four by eight foot layout. Dreaming about this isn't too bad, but the trouble starts when model railroaders actually try to model all these features on their pike.

I had an eight by ten foot space available to me. Great! The truth is that my money and my time available to work on this layout wasn't as big as the space. Realistically, I could have done a good job with a standard four by eight foot pike, but I thought heck--I've got the space and I'm going to fill it up. (cont'd next column)

(cont'd from last column)

Fill it up I did--with JUNK. The problem was that dividing my money to space ratio and the result was inferiority and lack of quality. Yes, I built that pike (3 of them, in fact), but they were (and the last one is) junk. Sure I had some fun with them, but problems were everywhere. My latest pike is coming to life only because the money did catch up with the space. Oh it pains me to think of the years of fun I could have had with a smaller pike.

Why did all this American money stretching cause me not to enjoy model railroading? Many, many things--before I begin to list them, let me tell you that behind all of them is the failure to invest the necessary funds or time. Yet I didn't realize the error in time, too bad. Here's a few things: poor benchwork, poor sub-roadbed, cheap track (especially switches), hastily laid track, lack of advance planning, failure to use quality tools, cheap wiring and power packs, acceptance of a scenery method prior to testing it, lack of maintenance for motive power, cheap rolling stock and lack of attention to it, poor lighting and the list goes on and on.

It reads like a table of contents of a model railroading handbook, but the problems remain and can be listed as: (1) Proper planning, (2) Benchwork, (3) Trackwork, (4) Testing, (5) Scenery, (6) Electrical, (7) Motive Power and Rolling Stock and (8) Miscellaneous.

In subsequent issues of this series, I will detail some of these. My approach is this: I know we've all heard these problems before, so did I, but they still arose. They plague every serious model railroader and I will tell briefly why and it will lead to one maxim--If it's worth doing, it's worth doing right. QUALITY above all else will let you truly enjoy our hobby of model railroading.

Checks & Balances: Ray Hakim, TAMR Treasurer

October 16th thru December 15th, 1978

Beginning Balance (10-16)	\$110.49
Income	\$101.70
Expenses	\$134.39
New Balance (12-15)	\$77.80

RENEW YOUR MEMBERSHIP TODAY!!!



Photography: Tim Vermande

## PHOTO

## COLUMN

### PHOTOGRAPHY ON A BUDGET--

Probably everyone except the rich professional or the independently wealthy must face up to having more things to buy than money to spend. Few of us are independently wealthy and if you're a rich pro, you're too busy shooting to go rail-farming. Therefore, you will probably be interested on how to save money on your photography. Here are some ideas; if you have some of your own, feel free to submit them and we'll run them as well.

1) If you or a friend develop your film, you can save a bundle by using a 'bulk loader' and buying 100 feet of film and loading it into the 35mm container. The film will cost about a penny a frame. You'll need film containers, which are available for about half a buck each, or you can use Ilford film and save the containers. Also get the bulk loader, tape, scissors and film. By looking around, you can often get a package deal: leader, film and containers for \$20, at which price you'll break even on the first load. Most B&W films and Ektachrome are available; however, you must develop the film yourself or have a friend do it (usually cheaper than labs), the lab probably won't and will usually not return the container. For further thrift, chip in with others to buy a loader. It'll take about an hour to load the 100 feet into 18--36 exposure rolls, so get as much use out of it that you can!

2) Photo styles change about as fast as cars and produce a few useful changes. The older model camera will still take pictures and costs less. Some manufacturers (Nikon is notorious for this) merely change the model number or give you a new feature that has been available for years at a higher price. Pentax is constantly changing the filter size or something of lenses. Minolta has a new gimmick for dual automation that is being copied by Canon.

(continued next column)

Get the idea? Few changes are entirely new and if they are--everyone else soon has them. Especially when the change is of the cosmetic nature rather than of the equipment type; don't get excited. Yet many of the new cameras are more computer than anything else and if what they are replacing had only a short model run--parts for repair could be a problem in the future.

That about ends this issue's column, of course, there are other ways to save money on photographic equipment. You can watch for sales on equipment, but be sure to find out why the equipment is on sale in the first place. Your "new bargain" camera could have been discontinued by the manufacturer and parts won't be available for repair if you damage it. That film you bought in that "two for one" sale could be old and not develop properly. Be sure to check the date on the film carton to make sure that you aren't getting some rolls of very old film. Finally, when you buy something--be sure to CHECK it over carefully before you lay out the cash. When you get it home and discover that there is a scratch on the lens or the shutter mechanism doesn't work properly, you'll have a hard time convincing the store manager, when you take it back, that you bought it that way.

\*\*\*\*\*  
Of Prototypical Interest

### AMTRAK WOES

We all know what a hard toil the weather takes on real railroads, but Amtrak's Twilight Limited should have never ventured out on Tuesday, Jan. 2. The normal three hour trip from Chicago to Kalamazoo, MI to nearly 14 hours.

Here's the story: The train departed two hours late due to frozen switches, near Michigan City, IN the crew walked off citing the 12 hour rule limit and after the new crew arrived and only 47 miles out of Kalamazoo an oil line ruptured leaving no heat or lights. The train had to be finally towed in by a Conrail loco.



## STORY OF THE CONRAIL ALCOS

ON APRIL 7, 1976, CONRAIL'S SEVENTH DAY, I WITNESSED A PC GEEP AND TWO READING C424S ROUND HORSESHOE CURVE, SLIPPING AND SENDING A SHOWER OF SPARKS FROM UNDER THEIR TRUCK AS THEY WENT. WHEN THEY STALLED, I REALIZED THAT THIS WAS TO BE THE HIGH POINT OF THE DAY.

From the beginning of Conrail, the Alco Centuries seemed to congregate in the Western Pennsylvania area. Later in Conrail's first year, the Alcos seemed to get ever denser in the Pittsburgh area. In December of 1976, I spotted one of the Reading's C430s at the famous Mingo Jct. near the Ohio-W. Virginia-Pennsylvania borders. The yard located there is where iron ore from Cleveland and Lake Erie is forwarded to the steel mills in the Ohio valley; those heavy ore trains need strong locomotives so a number of the PC and other Conrail Alcos found themselves in this area--especially the C430s.

Also in December of 1976, trips to Conway, Conrail's main Pittsburgh area yard, produced Alcos galore; however, this was to be expected as the yard is the Centuries' maintenance base. Yet what was not to be expected on one trip--in search of leased Canadian National power--was, of all things, a Lehigh Valley Alco C628 that I spotted still in white paint. It was the last "snowbird" paint scheme left on any Lehigh Valley locomotive. As luck would have it, the locomotive was in an inaccessible spot. The next time I spotted it on another trip, I discovered it was still in the same spot, but it had been stenciled "CR."

During the winter of 1977, Alcos of all shapes and sizes began to show up in Pittsburgh which is now a local Conrail yard located about 10 miles east of Pittsburgh, but was formerly the Pennsy's major yard in the Pittsburgh area. During these winter months, the Alcos--freed from their ore train duty by the freezing of Lake Erie--roam the system. When Lake Erie thaws, they make their way back to Mingo Jct. The C430s and most B-B power go into transfer service while the C-C Centuries go back to their Cleveland to Mingo Jct.

(continued next column)

ore train duties. The one exception to this rule is the ex-L&HR C420s which work in upstate New York with some ex-PC RS32s.

Nonetheless, the height of my satisfaction came after moving to my present home in August of 1977. Near my home, Conrail has an engine terminal and yards for its southwest secondary branch and several other lines of less importance. It was not uncommon to see C425s here and if you were lucky perhaps a C424 as well. One day, I got a cab ride in a C425 and a Paducah GP10 rebuild; shortly afterward, an RS3 showed up in Youngwood and I learned that it was called out to help remove some damaged equipment from a wreck at Ruffsedale. The next day, I went to investigate the wreck and found that RS3 along with two C425s pulling several damaged boxcars and two dead GP38s. Somehow, I think that's the way it should be.

Things have pretty much settled down now; I hardly ever see an Alco any more and I have heard that they are scattered all over the system. Most of the RS27s have been scrapped, but not too long ago I saw one--unfortunately, it was dead. I have compiled a Conrail Alco Roster which I hope you will enjoy and/or have a chance to use some time.

(AE: Roster and area map on next page.)

## ARTICLES

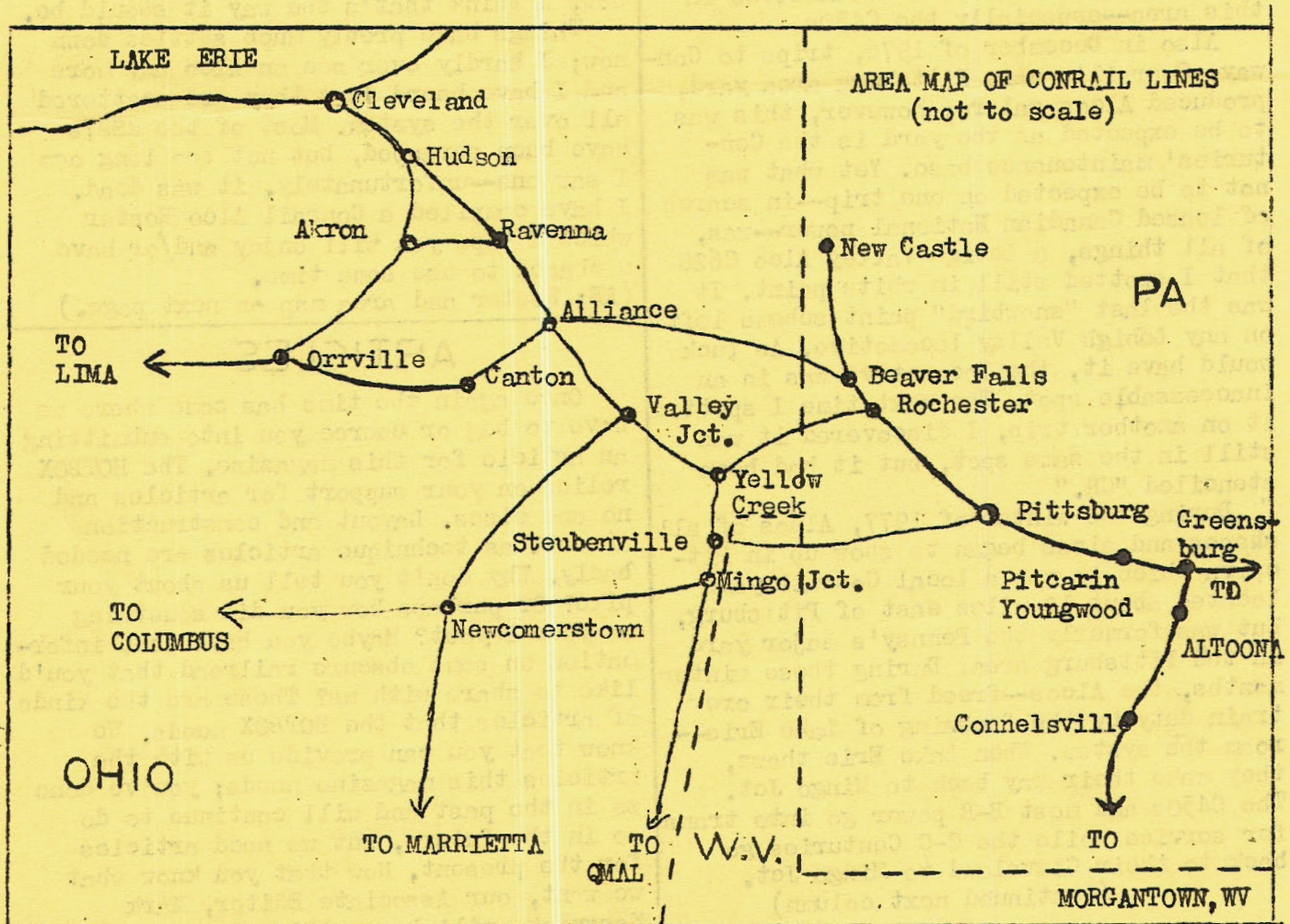
Once again the time has come where we have to beg or coerce you into submitting an article for this magazine. The HOTBOX relies on your support for articles and no one elses. Layout and construction as well as technique articles are needed badly. Why don't you tell us about your pike? Or perhaps how you did something on your layout? Maybe you have some information on some obscure railroad that you'd like to share with us? These are the kinds of articles that the HOTBOX needs. We know that you can provide us with the articles this magazine needs; you've done so in the past and will continue to do so in the future, but we need articles for the present. Now that you know what we want, our Associate Editor, Mark Kasznick, will be waiting for them.



## CONRAIL ALCO ROSTER\*

\* Not included are RS1, RS2, RS3, RS11, RS32, RSD15, RSD5, RSD13 and all Alco switchers.

Road Numbers	Model	Qty.	Original owner	Original Road #'s	Later
2048-2049	C430	2	Reading	5211-5212	---
2050-2059	C430	10	NYC	same	PC same
2072-2077	C420	6	L&HR	2123, 2427-29	---
2400-2414	RS27	15	PRR	same	PC same
2416-2446	C425	31	PRR	same	PC same
2450-2459	C425	10	NH	2550-59	PC 2450-59
2474	C424	1	PRR	2415	PC same
2475-2489	C424	15	EL	2401-15	-----
2490-2499	C424	10	Reading	5201-10	-----
6721-6728	C628	8	LV	625-632	-----
6729-6737	C628	9	Monon	400-408	LV633-41
6738-6752	C628	15	PRR	6300-6314	PC same
6753-6764	C630	12	Reading	5300-5311	-----
6765-6779	C630	15	PRR	6315-6329	PC same
6780-6794	C636	15	PC	6330-6344	-----





## A SERVICE ——— FOR THE BIRDS

(The "Maintenance of the Way" heading will be used in future issues to draw your attention to articles that will provide ideas in helping to improve your model railroad; included will be operational concepts as well as trackwork tips. So if you're looking for ideas for your railroad, look for our MoW column in future issues.)

One of the quickest ways to lose your job, if you're an employee of the Chicago & North Western RR, is to foul up the Chicago rush hour commuter service. Yet a second way just might be screwing up the schedule of a "Falcon". In case you didn't know, a C&NW "Falcon" is a hotshot piggyback and container train which is presently adding a good chunk of revenue to C&NW's coffers. The Falcons run between the C&NW's Wood Street yard in Chicago and its UP connection at Fremont, NE. The secret to the North Western's profitable Falcon service is simple—provide fast, consistent, on time performance and the Falcons do it 95% of the time.

The North Western averages about 22 westbound Falcons a week from its Wood Street yard and the maximum consist of a Falcon is merely fifty cars, with 35 to 40 being deemed "comfortable." The up front power is usually four, perhaps five, units and is often a mixture of C&NW and UP pool power. At least two C&NW SD40-2's, #'s 6910 & 6922, are lettered especially for the service. Each has a representation of a winged falcon on its side with the words "Falcon Service" lettered underneath. The Falcons have been so successful that a second service has been introduced for the North Western's northern customers in the Twin City area. The new service is called "Viking" and at least two trains are regularly scheduled on the timetable at this time.

Now perhaps you are thinking that your model railroad might profit from a "Falcon" or "Viking" TOFC/COFC\* service? After all, is not this kind of service tailor-made for a model railroad? Why model railroaders put out their hair trying to find ways to run fast, short trains with a variety of power up front that doesn't

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need to stop very many times on the mainline and isn't a passenger train. Fast piggybackers must keep a tight schedule and therefore your best pulling power must be made available for this service if your model customers are going to get their goods on time. If you share this service with another railroad, you can introduce power power to avoid changing units in mid-run. Of course, adequate facilities for making up and delivering the trains must also be made available.

Fortunately, a model piggyback train can look convincing with a minimum of seven to ten cars, perhaps less if your railroad is tailored to short trains. Power on the head-end can be one large unit or two smaller ones. If you have pool power agreements, one of those units could be lettered for your road and the other for your pool road; in fact, the second unit could even be a dummy lettered appropriately. The two units could then be permanently assigned to your TOFC/COFC service. Perhaps they can even be lettered in some special way, like those two units on the North Western?

As for the facilities for handling such trains, you could set aside a few yard tracks with end loading ramps or special equipment, such as an unloader. Or you could build your own special yard for the piggyback service. Piggyback yards are generally rather long and have only three or four tracks; however, the North Western's Wood Street yard has a number of short tracks which is handy for classifying trains for different destinations. Thus for a model piggyback service, three or four tracks that hold two to four cars each should be adequate.

Companies can send their products, via trailer, to you piggyback yard to be loaded and sent to their respective destinations thus allowing your yard to serve as a delivery point as well as a pick-up point. Most TOFC/COFC trains should have their destinations on another railroad or a portion of your pike that is not modeled to enhance realism. An interchange or hidden storage track can be used to accomplish this purpose and the train can be brought back at a later

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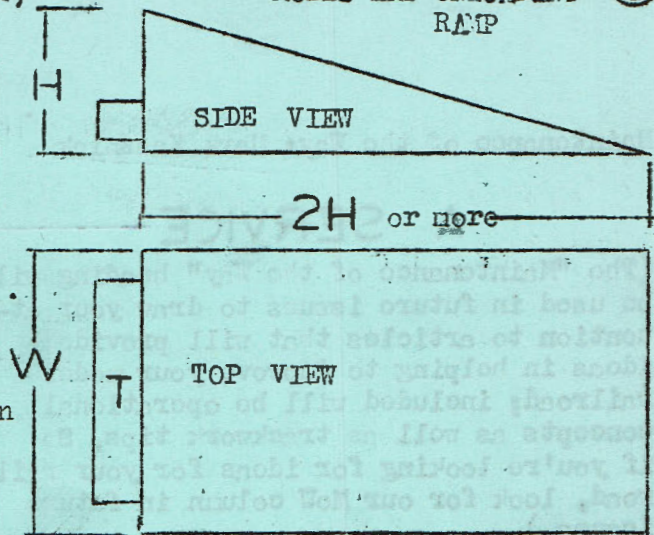
time to represent another train. Why don't you start your own piggyback service on your model railroad? The results could enhance your model operations considerably.

\*TOFC/COFC is an abbreviation for Trailer on Flat Car/Container on Flat Car.

Certain pieces of information on the C&NW Falcons were taken from the April 1978 issue of NORTH WESTERN LINES, a publication of the C&NW Historical Society.

The track diagram below shows an example of a typical model piggyback yard. The runaround and switch lead make it easier to switch the yard and room has been left for an additional industry or an engine refueling track. If the track is used as an engine refueling track, then a switcher can be permanently assigned to the yard along with the road engines that pull the train.

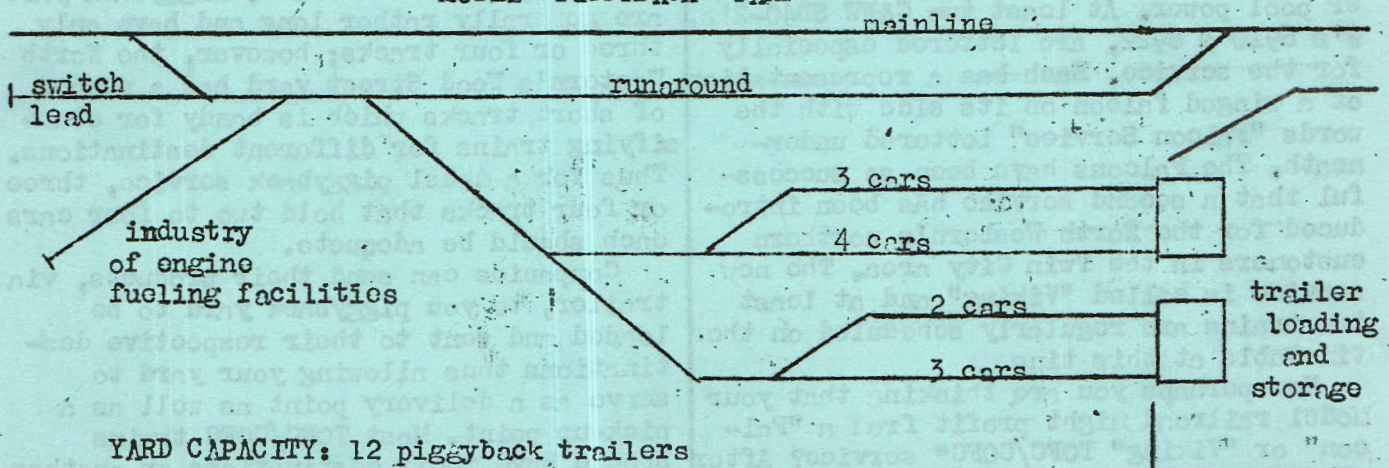
If you have a rather extensive railroad, one or possibly two small trailer depots (capable of handling one or two trailers only) can be placed on your line as well. This way, your local wayfreight can pickup cars at the piggyback yard and deliver them to the trailer depot. However, don't overdo it. Most piggyback trains should terminate at an interchange or hidden storage track for the whole idea to look convincing.



The height (H) should be equal to the floor of your trailer. The length (2H) should at least be twice the height or longer if you have the room. The width (W) can be long enough to span one or two tracks. The bumper (T) can be made with a tie and should be positioned so the coupler runs over it, but the wheels hit it. If you use Kadee couplers, a notch might have to be made in the tie. Construction material: Either scale stripwood to simulate a wood structure or painted plaster to simulate a concrete structure.

Final Note: The February issue of TRAINS magazine has an article on the C&NW Falcons and their operations. If you are looking for further information on the Falcons, see the February 1979 issue of TRAINS magazine.

# MODEL PIGGYBACK YARD





## Second Section:

### THE OFFICIAL HISTORY OF THE TEEN ASSOCIATION OF MODEL RAILROADING: Part I By Douglas J. Kocher

The founder of the Teen Association of Model Railroading was a person of whom little is known as to either his reasons, for forming the organization, or the particulars involving him during those early years of the association's history. I have a fairly comprehensive correspondence with David Burris dating from October 14, 1966 to October 18, 1967-- little over one year. For all practical purposes, David Burris ceased to be associated with the TAMR on March 23, 1967 when he formally took leave both of the TAMR and NMRA in a letter to me. The circumstances leading to his departure will be detailed in Part 2 of this history.

It is known for a fact that he was the founder of the TAMR; for this fact is documented in correspondence between others and myself and it is established in Volume II #5 of the HOTBOX. In this particular issue, devoted to the first national elections, Burris is described as: "... the one who first thought of such a nation-wide club as TAMR." It is also known that he served as the first president, most probably in a self-appointed capacity; but by the time I came into contact with the TAMR in June of 1966, Burris was Secretary with Dick Wagie as President and Steve Seidel as Co-Editor of the TAMR NEWSLETTER, the forerunner of our present HOTBOX. Rodney Owensby was Editor, a position he held through the first administration.

David Burris' home in Baker, OR served as the first national TAMR headquarters prior to September of 1966 and it was expected that all official correspondence should involve him during those times. Although I came to the association when it was on the threshold of becoming a truly formal club with elected officials and a constitution, there can be no doubt that David Burris was the man in charge. Although Dick Wagie increasingly assumed most of the administrative duties of the association prior to September of 1966, assisted by Steve Seidel, there was from all indications in my correspondence at  
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least a token reverence for Burris as the founder of the TAMR.

The co-founder of the TAMR, Michael J. Denuty, is a person of whom even less is known. Just what his position as co-founder is uncertain to this day, but from all indications the TAMR formed through correspondence with David Burris. Denuty resided in Spokane, WA, and his chief claim to recognition after co-founding the TAMR (if indeed he actively participated in this event, as I am assuming) was that he ran against the founder of the TAMR, David Burris, in the position of Secretary during the first September, 1966, elections. It is known that Denuty was interested in O gauge and that he was editor of a publication known as RAILWAY PRESS at the time of the September, 1966, election. His name dropped forever from the TAMR's membership roster immediately after the election when he was defeated by Burris.

Considerable confusion has existed as to the founding date of the TAMR. No precise record has ever been known to exist for this event and I never heard it mentioned in all my correspondence. There is, however, documentation as to an approximate date. This occurred when I submitted to Dick Wagie the manuscript for a promotional booklet on the association that was subsequently published (many members still have copies, apparently). Since originally I was uncertain as to the founding date, I simply stated in the manuscript that the TAMR was founded by two teenagers (Burris & Denuty) in Oregon. In a letter from Dick Wagie dated November 23, 1968, Dick returned the manuscript with the addition: "early in 1963" to make my brief introduction to the association more complete. The appropriate page of the booklet is reproduced elsewhere in this history. No information has ever come to my attention to refute this date and indeed I have no reason to believe it is incorrect. In the July/August 1969 issue of the HOTBOX, however, Dick Wagie implied that the association was founded in 1965 by Burris and Steve Seidel ("The Nature of the TAMR" by Dick Wagie, page seven). This is totally inaccurate, as was pointed out in a letter to the editor in the very next issue of the HOTBOX by Rod Owensby, former HOTBOX editor.  
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## TAMR HISTORY (continued from last page)

In this January 1970 issue, Owensby states "The organization was not formed by Steve Seidel as has been rumored several times ...but rather by David Burris and another fellow named Mike Denuty. I was then the next to join, and Steve very shortly afterwards." This is apparently the most accurate information available on the subject and although Owensby did not refute Dick Wagie's idea that the association was formed four years prior to 1969 (i.e. 1965) we still have Wagie's "early in 1963" date preceeding his HOTBOX remarks in that letter to me mentioned earlier. Consequently, I am relying on Dick's earlier memory in the November 23, 1968 letter and not what he said later in the July/August 1969 HOTBOX for the founding of the TAMR.

Some reason for this confusion is given by Dick Wagie in his "The Nature of the TAMR" article: "The origin of the organization is somewhat hazy, mostly because it seemed futile at the time of inception to keep good records of organizational events. In deed, perhaps the 'founding fathers' possessed a bit of apprehension that the organization would ever catch on, or even succeed at all." In the same article, Wagie states that Burris would have been more correctly called an organizer or recordkeeper rather than secretary during the pre-election years. I find this an accurate commentary on the state of affairs as I knew them to be when I first joined the TAMR. If anybody was "secretary" it was Dick Wagie, despite his title of "president" prior to the elections.

If readers feel insecure as to the state of Dick Wagie's memory on the founding of the TAMR (considering the fact that he has supplied two conflicting dates and apparently did not even realize Denuty was co-founder) I should mention that conversations with Rod Owensby which I recall support the early 1963 date.

I also vaguely recollect in a conversation with Steve Seidel similar information. Yet, even though I stated earlier that I have no reason to believe that the 1963 date is inaccurate, I feel that more information would be desirable before the association should adhere to that date. Perhaps Rod Owensby has the answer; until that time, however, there is no reason to doubt the early 1963 date that I have been able to discover in a great deal of

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research. For the sake of a formal adoption of the date, more information is needed.

The association was small during the pre-election years. The first membership list that I have, supplied to me during the summer of 1966 by Dick Wagie, lists the following members: Jeffrey Anderson, Jack Armstrong, John Bagwell, David Burris, Douglas R. Conradt, Matthew Baj Jr., Michael J. Denuty, Ted Ellis, Walter B. Garriott, J. Bryce Lee, Terry Monson, Robert Neff, Rodney Owensby, Jeffrey Plate, Thomas P. Risley, Danne Reagles, Michael Reagles, Jon Raymond, Steven R. Seidel, Esquire, William C. Severns, Brain R. Volp and Richard C. Wagie. This list was dated February 1, 1966 and included a 100% TAMR club, the Freistadt Model Engineers (Richard C. Wagie, Secretary). New members were listed as Richard Laabs and Richard A. Discher, although whether these last two names were additions to the TAMR of the Freistadt Model Engineers is unclear. Presumably the latter since they both lived in Dick Wagie's home town--Mequon, WI.

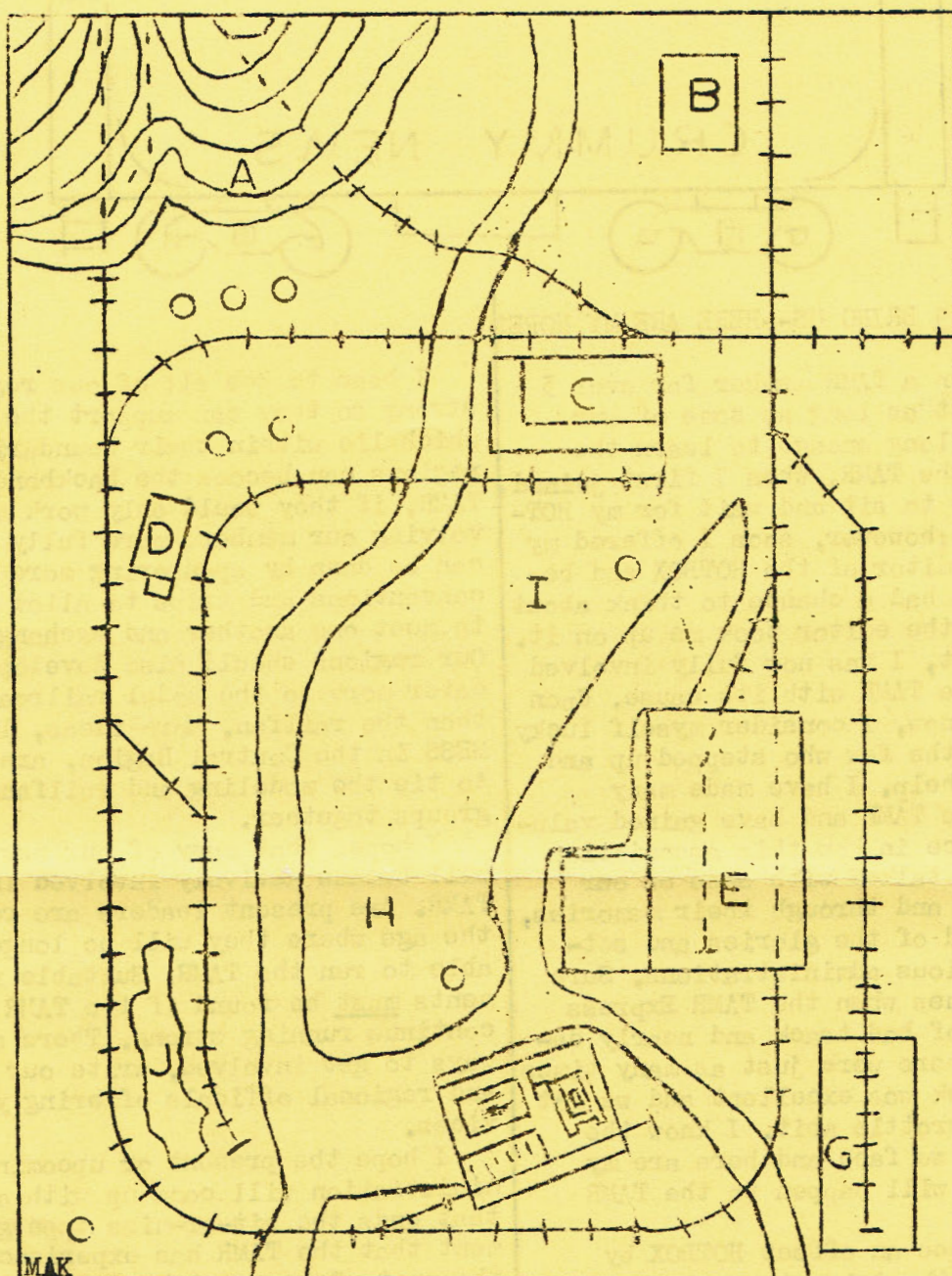
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(continued next issue)



# MARTIN STEWART'S HO FIKE

11



not to scale

## EXPLANATION OF SYMBOLS

- A - Mountain made from styrofoam
- B - Scratchbuilt House
- C - Warehouse, cattle unloading, Helicopter landing (scratchbuilt)
- D - Telephone Shanty
- E - Engine House (Revel kit)
- F - Piggyback Unloader with forklift (Tyco Operating)
- G - Coal Unloader (Tyco Bridge, Gondola)
- H - Park

(continued next column)

- I - Cattle grazing
- J - Coal
- O - Trees

Martin Stewart joined the TAMR in December of last year and he was kind enough to provide a trackplan of his layout. Martin models in the post 1950 era and he prefers steam and freight equipment. How about sharing your pike with us as Martin did?



Comment: Mark Kaszniak, Associate Editor

## CRUMMY NEWS

### WHAT WILL 1979 BRING US---HERE ARE MY HOPES

I have been a TAMR member for over 3 years now, not as long as some of our members, but long enough to learn the workings of the TAMR. When I first joined, I was content to sit and wait for my HOTBOX to arrive; however, soon I offered my help to the editor of the HOTBOX and before I really had a chance to think about my decision, the editor took me up on it. Like it or not, I was now fully involved in helping the TAMR with its cause. Upon looking back now, I consider myself lucky to be one of the few who stepped up and said I would help. I have made many friends in the TAMR and have gained valuable experience in how this association works. I have talked with some of our older members and through their memories, I have learned of the glories and setbacks of previous administrations. Sure there were times when the TAMR Express hit a stretch of bad track and nearly derailed, yet there were just as many times where the track was excellent and we got to open the throttle abit. I know the problems that we face and here are my hopes of what will happen to the TAMR in 1979:

I hope to see an offset HOTBOX by March/April with at least one page of pictures. Also, I hope to see plenty of articles to fill those offset HOTBOXs.

I hope to see our membership grow to a point where it can support all the regions, committees and offices in the TAMR without us having to practically beg for your help. I also hope with the increase in support and membership, the TAMR will be able to be highly regarded in many modeling and railfan circles.

(continued next column

I hope to see all of our regions grow strong so they can support the members which lie within their boundaries. Our regions can become the backbone of the TAMR, if they would only work at involving our members more fully and this can be done by sponsoring more meets, conventions and trips to allow members to meet one another and exchange ideas. Our regions should also develop ways to cater more to the model railroader rather than the railfan. More ideas, like the MESS in the Central Region, are needed to tie the modeling and railfanning groups together.

I hope that many of our new members will become actively involved in the TAMR. Are present leaders are reaching the age where they will no longer be able to run the TAMR. Suitable replacements must be found if the TAMR is to continue running strong. There are many ways to get involved, write our national and regional officials offering your services.

I hope the present or upcoming administration will come up with a policy that ends the hit-or-miss type government that the TAMR has experienced in the past. Rules must be formulated for the effective government of the TAMR before our association expands any further. The TAMR is a service that is provided to teen model railroaders and railfans and it must be run efficiently in order to satisfy its customers. If this is not done, chaos will break down everything we have fought for over the years.

Finally, I hope our members will take advantage of the services that we do provide. It isn't that hard to write a letter expressing what you like and don't like in the TAMR. Is it?



## Second Section:

### THE OFFICIAL HISTORY OF THE TEEN ASSOCIATION OF MODEL RAILROADING: Part I By Douglas J. Kocher

The founder of the Teen Association of Model Railroading was a person of whom little is known as to either his reasons, for forming the organization, or the particulars involving him during those early years of the association's history. I have a fairly comprehensive correspondence with David Burris dating from October 14, 1966 to October 18, 1967, little over one year. For all practical purposes, David Burris ceased to be associated with the TAMR on March 23, 1968 when he formally took leave both of the TAMR and NTRA in a letter to me. The circumstances leading to his departure will be detailed in Part 2 of this history.

It is known for a fact that he was the founder of the TAMR; for this fact is documented in correspondence between others and myself and it is established in Volume II #5 of the HOTBOX. In this particular issue, devoted to the first national elections, Burris is described as: "... the one who first thought of such a nation-wide club as TAMR." It is also known that he served as the first president, most probably in a self-appointed capacity; but by the time I came into contact with the TAMR in June of 1966, Burris was Secretary with Dick Wagie as President and Steve Seidel as Co-Editor of the TAMR NEWSLETTER, the forerunner of our present HOTBOX. Rodney Owensby was Editor, a position he held through the first administration.

David Burris' home in Baker, OR served as the first national TAMR headquarters prior to September of 1966 and it was expected that all official correspondence should involve him during those times. Although I came to the association when it was on the threshold of becoming a truly formal club with elected officials and a constitution, there can be no doubt that David Burris was the man in charge. Although Dick Wagie increasingly assumed most of the administrative duties of the association prior to September of 1966, assisted by Steve Seidel, there was from all indications in my correspondence at  
(continued next column)

least a token reverence for Burris as the founder of the TAMR.

The co-founder of the TAMR, Michael J. Demuty, is a person of whom even less is known. Just what his position as co-founder is uncertain to this day, but from all indications the TAMR formed through correspondence with David Burris. Demuty resided in Spokane, WA, and his chief claim to recognition after co-founding the TAMR (if indeed he actively participated in this event, as I am assuming) was that he ran against the founder of the TAMR, David Burris, in the position of Secretary during the first September, 1966, elections. It is known that Demuty was interested in O gauge and that he was editor of a publication known as RAILWAY PRESS at the time of the September, 1966, election. His name dropped forever from the TAMR's membership roster immediately after the election when he was defeated by Burris.

Considerable confusion has existed as to the founding date of the TAMR. No precise record has ever been known to exist for this event and I never heard it mentioned in all my correspondence. There is, however, documentation as to an approximate date. This occurred when I submitted to Dick Wagie the manuscript for a promotional booklet on the association that was subsequently published (many members still have copies, apparently). Since originally I was uncertain as to the founding date, I simply stated in the manuscript that the TAMR was founded by two teenagers (Burris & Demuty) in Oregon. In a letter from Dick Wagie dated November 23, 1968, Dick returned the manuscript with the addition: "early in 1963" to make my brief introduction to the association more complete. The appropriate page of the booklet is reproduced elsewhere in this history. No information has ever come to my attention to refute this date and indeed I have no reason to believe it is incorrect. In the July/August 1969 issue of the HOTBOX, however, Dick Wagie implied that the association was founded in 1965 by Burris and Steve Seidel ("The Nature of the TAMR" by Dick Wagie, page seven). This is totally inaccurate, as was pointed out in a letter to the editor in the very next issue of the HOTBOX by Rod Owensby, former HOTBOX editor.  
(continued next page)



## TAMR HISTORY (continued from last page)

In this January 1970 issue, Owensby states: "The organization was not formed by Steve Seidel as has been rumored several times ...but rather by David Burris and another fellow named Mike Denuty. I was then the next to join, and Steve very shortly afterwards." This is apparently the most accurate information available on the subject and although Owensby did not refute Dick Wagie's idea that the association was formed four years prior to 1969 (i.e. 1965) we still have Wagie's "early in 1963" date preceeding his HOTBOX remarks in that letter to me mentioned earlier. Consequently, I am relying on Dick's earlier memory in the November 23, 1968 letter and not what he said later in the July/August 1969 HOTBOX for the founding of the TAMR.

Some reason for this confusion is given by Dick Wagie in his "The Nature of the TAMR" article: "The origin of the organization is somewhat hazy, mostly because it seemed futile at the time of inception to keep good records of organizational events. In deed, perhaps the 'founding fathers' possessed a bit of apprehension that the organization would ever catch on, or even succeed at all." In the same article, Wagie states that Burris would have been more correctly called an organizer or recordkeeper rather than secretary during the pre-election years. I find this an accurate commentary on the state of affairs as I knew them to be when I first joined the TAMR. If anybody was "secretary" it was Dick Wagie, despite his title of "president" prior to the elections.

If readers feel insecure as to the state of Dick Wagie's memory on the founding of the TAMR (considering the fact that he has supplied two conflicting dates and apparently did not even realize Denuty was co-founder) I should mention that conversations with Rod Owensby which I recall support the early 1963 date.

I also vaguely recollect in a conversation with Steve Seidel similar information. Yet, even though I stated earlier that I have no reason to believe that the 1963 date is inaccurate, I feel that more information would be desirable before the association should adhere to that date. Perhaps Rod Owensby has the answer; until that time, however, there is no reason to doubt the early 1963 date that I have been able to discover in a great deal of

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research. For the sake of a formal adoption of the date, more information is needed.

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(continued next issue)



## OFFICAL NOMINATION FORM

It is that time of year again, that's right—Nomination time. This year two TAMR offices are up for election, those of the President and Secretary. I urge you to consider your choices wisely. These positions are vital in the running of the TAMR. The President directs the whole association and with the rest of the Executive Board sets the future policy of the TAMR. In addition, he is the official representative of the TAMR in matters dealing with the general public. The Secretary's duties are just as vital as those of the President, the Secretary takes care of our membership and deals with new members and renewals. The Secretary is also in charge of circulation of the HOTBOX when there is no Circulation Manager.

I hereby nominate \_\_\_\_\_ for the office of  
President of the TAMR for a term lasting from 1979-1981.

I hereby nominate \_\_\_\_\_ for the office of  
Secretary of the TAMR for a term lasting from 1979-1981.

If you wish the persons whom you nominated to know who nominated them, then please sign your name in the place provided

signature \_\_\_\_\_

Mailing Instructions: Please remove this page from your HOTBOX, place it in an envelope, address the envelope to: Tim Vermaade, Nominations, 51528 Pond Street, South Bend, IN 46637. Affix a stamp to the envelope and mail before the nomination deadline which appears below. Thank you for your cooperation in this matter.

-- Mark Kaszniak  
TAMR Auditor

DEADLINE: March 5, 1979

REMEMBER ONLY REGULAR MEMBERS MAY RUN FOR ELECTIVE OFFICE IN THE TAMR.  
HOWEVER, ANY TAMR MEMBER MAY NOMINATE!



Front Cover: Once again it is that time of year where we must choose amongst ourselves to see who is going to run the TAMR. Since we ran out of photos, we commissioned (arm-twisted is a better word) Gerry Dobey to draw this issue's cover drawing. The drawing deals with an age old problem in the TAMR and just this once, we hope you prove us wrong!

## MARKERS —

REGIONS\*\*\*REGIONS\*\*\*REGIONS: Last issue, we stated that the Southern Region was going to have a publication. Well, the plans have now been made and the SOUTHERN EXPRESS is due out by February. A one year subscription (6 issues) is available for \$3.25 from Glenn Wallantyne, SR Representative, 817 Robison Pasadena, TX 77506. In a letter to SR members, Glenn stated that the newsletter would cost \$4.00 per year and many people forwarded the money; therefore, Glenn will either credit the extra 75¢ to your subscription or refund your money. Write to him as to the disposition of your funds.

We would also like to thank those people over the past year who have worked so hard in our regions. So to Ted Bedell, Ted Tait & Bruce Wolfold in Northeastern, Glenn Wallantyne in Southern, John McGreevy and Gary Gardner in Western and Gerry Dobey and Mark Kaszniak in Central—we extend our thanks. Here's hoping the new year brings you many new members and better regions.

NEXT ISSUE: As a sort of preview, we are going to let you know some of the articles that are scheduled for the next issue—March/April 1979. Lone Eagle Payne, our permanent mailing address and "pivot pin", shares his thoughts on the past 15 years in a way that only the Eagle can tell it; the Chessie System offers interesting modeling possibilities and we hope to provide you with an insight of this railroad of the 1970's; yards are an important part of your pike and our MoW column will help you to model them effectively and don't forget our regular features: Crummy News, Pass Exchange and much more not to mention that an election ballot will be enclosed as well.

Finally, we hate to keep reminding you, but the HOTBOX needs articles, photos and drawings if we are going to continue to provide you with 12 page issues. Submit your article or photo to the Associate Editor today, or expect a smaller HOTBOX tomorrow.

TAMR HOTBOX, "The Un-Magazine of Railroading"  
145 E. Kenilworth Ave.  
Villa Park, IL 60181

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