



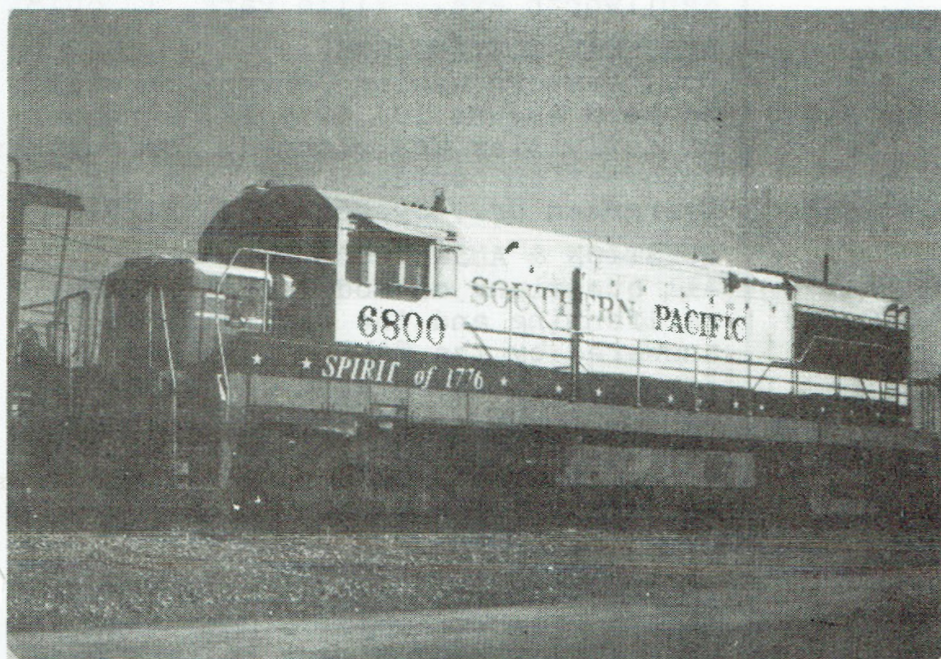
HOTBOX

'th Un-Magazine of Model Railroading'

NO. 154

MARCH-APRIL 1979

A
CONVERSATION
WITH OUR
"PIVOT PIN"



IT'S
ELECTION
TIME

The TAMR HOTBOX is the offical 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 for publication is submitted gratis.

All material for possible publication must be received by the editors of the TAMR HOTBOX by the 1st of the month of the issue in which it is to be included (i.e. For July/August issue, material must be received by July 1st).

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

Annual dues for the TAMR are:
REGULAR (under 21): \$5.00 per yr.
ASSOCIATE (21 or over): \$4.50 per yr.
SUSTAINING: \$10.00 per yr.

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

The Officers and Staff

NATIONAL OFFICERS:

President--John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360
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Secretary--Gerry Dobey, 145 E. Kenilworth, Villa Park, IL 60181
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Constitutional Board--

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Circulation--TAMR Secretary

REGIONAL DIRECTORY

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

CANADIAN: Maurizio Moras, 12 Tuddenham Ave., Sudbury, Ontario, CANADA P3C 3G1.

CENTRAL: Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181 (WAYFREIGHT; 6 issues; \$3.00)

NORTHEASTERN: Ted Bedell, 6 Oak Place, Bayville, NY 11709. (DEPOT; 6 issues; \$2.50)

SOUTHERN: Glenn Vallantyne, 817 Robison, Pasadena, TX 77506 (EXPRESS; 6 issues; \$3.25)

WESTERN: Gary Gardner, 2365 Campus Drive, Salt Lake City, Utah 84121 (DAYLIGHT; 6 issues; \$3.25)

The Extra Board

1979 TAMR NATIONAL CONVENTION--
"RAILFINE '79" will be held on June 29-30 & July 1. For further information contact: Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181

REGIONAL CONVENTIONS--
Northeastern Region Convention will be held August 10, 11 & 12. A number of activities are planned. For further information contact: Ted Tait, 16 Evergreen Dr., Syosset, NY 11791

QUESTION & ANSWER COLUMN--
All questions on model railroading, railfanning and the TAMR will be answered by the TAMR's panel of "experts". Please send questions to: John McGreevy, 738 Camino Durango, 1000 Oaks, CA 91360. Answers will appear in the HOTBOX to avoid needless repetition.

PASS EXCHANGE--
If you want your name listed in the TAMR's Pass Exchange Column, then send one of your passes to (and made out to): John Huey, 13819 Jersey Ave, Norwalk, CA 90650.

A Conversation with Lone Eagle Payne

FOR OVER EIGHT YEARS NOW, LONE EAGLE PAYNE HAS BEEN THE PERMANENT MAILING ADDRESS FOR THE TAMR. HE HAS RECEIVED ALMOST TWO THOUSAND LETTERS FROM TEENS WHO SEEK ADDITIONAL INFORMATION ON THE TAMR, MODEL RAILROADING OR BOTH. HE FAITHFULLY FORWARDS THESE REQUESTS TO THE CURRENT AUDITOR WHO ANSWERS THEM. LONE EAGLE ALSO KEEPS MONTHLY LISTS AND AT THE END OF EACH MONTH, HE SENDS COPIES TO OUR NATIONAL AND REGIONAL OFFICIALS WHO USE THEM IN DETERMINING THE PERCENTAGE OF PROSPECTIVE MEMBERS WHO ACTUALLY JOIN THE TAMR AND FOR REGIONAL RECRUITMENT. IN MAY OF 1976, LONE EAGLE WAS GIVEN AN HONORARY LIFE MEMBERSHIP IN THE TAMR BY UNANIMOUS VOTE OF THE EXECUTIVE BOARD. THIS ACCOLADE (WHICH HAS ONLY BEEN GIVEN TO FIVE PEOPLE) WAS THE TAMR'S WAY OF SAYING "THANK YOU" FOR MANY YEARS OF DEDICATED SERVICE ON OUR BEHALF.

HOWEVER, FEW OF OUR MEMBERS (AND OFFICERS) KNOW ANYTHING ABOUT LONE EAGLE AND THUS THE IDEA FOR THIS INTERVIEW WAS CONCEIVED. NOW WITHOUT FURTHER DELAY, WE WILL PROCEED WITH OUR CONVERSATION WITH THE HARD WORKING, UNDER-MENTIONED, "PIVOT PIN" OF THE TAMR.

KASZNIAK: Lone Eagle, you have been involved in the TAMR for a long time and in model railroading for longer still. How did you get interested in our hobby?

PAYNE: Before this present scale modeling of railroads, while still a baby or small child, my father gave me a wind-up train set--steam type with 3 passenger cars on a circle of track (more for himself and crony, tho I suspect). As a teen, I acquired some Ives rolling stock, most of which I still have. After my discharge from the Service, during which my wife had taken an upstairs apartment and being a farm-type lad who needed some soil under his feet, I took to reading model magazines--one of which was MODEL RAILROADER. Inside there was a listing for a hobby shop in nearby Columbus, OH and an upcoming NMRA Convention in Canton, OH.

So I purchased an Athearn boxcar kit, visited O and HO club operations in Columbus and it took off from there. KASZNIAK: Last year, the TAMR was 15 years old. How far back do you go with the TAMR?

PAYNE: 15 years! Fifteen years is a long time to a teenager and I cannot believe it has been that long. I have not been with the TAMR that long and can only figure back out 13 years.

KASZNIAK: How did you first learn about our association?

PAYNE: It all came about with a pass exchange to one David Burris in early 1965--or was it by pass exchange with Steve Seidel in September of 1967?

The exact date is buried in the scattered back files of papers piled on each other due to their removal from my old house to a new one which has a basement large enough for the model railroad of my dreams. I admit I haven't made much organization of things yet.

KASZNIAK: What were your impressions of the TAMR when you were asked to join?

PAYNE: I decided here were two smart teenagers who were attempting to organize other lone operating model railroading teenagers into a corresponding group. These fellows had been rebuffed by an adult model railroad club because their dads weren't members nor railroad minded and the club members weren't broad minded enough to help youth become adult members. Since Burris was an NMRA member, these two teens perceived that they could form their own national association, if they could get a helpful ad in a model railroad magazine. They did, so they were off!

KASZNIAK: What was the TAMR like during those early formative years?

PAYNE: In the beginning, it was all informal--no officers, no publications aside from the many letters between individuals and NO dues. I didn't do too much correspondence in those early years, but I recall Dick Wagie, Secretary and newsletter publisher; Doug Kocher, an early President; Gary Tempco, editor of the former Great

(cont'd next page)

TAMR HOTBOX

Lakes Region WAYFREIGHT and also a Secretary. I enjoyed those sporadic newsletter reports as they were published, but at the moment can't put my fingers on any of those early issues due to my mess of paper files. KASZNIAK: How did the TAMR make the transition from an informal association to that of a truly organized one?

PAYNE: It was Steve Seidel who, I guess, first began to keep records on the membership giving us statistics of sorts and frequent listings of new members to add to our yearly Directory and to whom we could correspond to on matters of interest in our hobby. Although the HOTBOX contained much news, hints on modeling, track-plans, home model railroad ads and pass exchange notices, there was always a constant urgent plea to attract new members and the turnover of officials left the length of membership in question.

KASZNIAK: How did you become the TAMR's "permanent mailing address"?

PAYNE: I am not sure whether it was the 1969 or 1970 NMRA national convention at which I paid for a most expensive luncheon just to help the TAMR introduce itself to the NMRA. However, Kenneth Mortimer was NMRA President, Paul Shimada our liason official along with two or three other NMRA's; maybe Whit Towers and Jack Weir? Nevertheless, the TAMR's Terry Burke, Lloyd Neal, two other TAMR's and myself had a good luncheon confab. After the meeting, Lloyd Neal announced that he was running for TAMR President and if he was elected would I like to be the permanent mailing address for the association as this would cause much less confusion than having to change the address every time the officers changed. At the time, youth was becoming long haired, disheveled, hippied and flower children, so it was without hesitation that I said: "Yes." If a teen had that much forethought and common sense, I wasn't going to turn him down.

KASZNIAK: How did you acquire your nickname of TAMR "Pivot Pin"?

PAYNE: When sending out the monthly report on teen applicants, I just decided that things were revolving

around me as a central point so I added TAMR Pivot Pin after my signature. KASZNIAK: How many inquiries have you received on behalf of the TAMR?

PAYNE: At the time of this interview (11-9-78), I have received and forwarded to the Auditor (formerly Vice President) in office some 1830 letters of inquiry from teens asking for information on our association. There were only two instances in which the writer failed to sign his/her name and address--and one of those sent a hot postcard asking why he/she never received a reply, again failing to sign a name or address. I wonder how his/her model railroad turned out?

KASZNIAK: 1830 inquiries! That is a lot of people, how has the TAMR's membership compared to this figure over the past several years?

PAYNE: Out of 1830 names over the past eight years, our highest membership has been 193 in 1969; 192 in 1970; down to 149 in 1971; 159 in 1975 while we had a grand total of 333 in 1973-74. Over this time, eight or nine have been female. Probably the best known of whom would be Betsy Summers of the former Alleghany Region. She blasted me with a letter on male chauvenism right after she joined only to turn right around to become the region's best Sec/Treas. for the rest of her teen years and was editor of the region newsletter, the DISPATCHER, until the region merged with the New England Region to form the Northeastern Region. She is also a railfan equal to any of her contemporaries. A female teen interested in model railroading makes for an excellent hobby wife in later years.

KASZNIAK: What are your impressions of our regions over the past years?

PAYNE: Regional newsletters have been irregular and varied. The former CRUMMY of the West Coast Region was the most professional with slick paper and real photos. The DISPATCHER of the former Alleghany Region was the most regularly published newsprint carrying helpful hints on modeling. The former Great Lakes Region WAYFREIGHT was one of general interest and I think there was a PHOBE SNOW newsletter in New England at

(cont'd next page)

one time, but I never saw a copy of it. Now the newsletters I receive are full of railfanning stints and carry lots of action photos of diesel railroading.

KASZNIAK: What are your impressions of our regional meets and national conventions?

PAYNE: Those friendly get-togethers, small, but worth it to the few members who can enjoy each other's company for a day or two of modeling, railfanning, among other things. The first national convention of any notice was a group who turned up in New York City in August of 1971 and had their official photograph taken on the end of a snowplow in Montauk Station on Long Island. This photo graced the cover of the July/August 1971 issue of the HOTBOX and from the comments written therein--a jolly good time was had by all (AE: This photo also appeared in the May 1972 issue of MODEL RAILROADER along with an article on the TAMR). Another convention of note whose photo also graced the cover of the HOTBOX was the gathering of 17 members at Philadelphia in Aug. of 1974. In other places at other times, the number of conventioners may not have been as great, but the railroading was, or maybe more so.

KASZNIAK: Do you belong to any other organizations besides the TAMR?

PAYNE: Besides being a TAMR member, I am also a member of the NMRA (National Model Railroad Association) in which I was Mid-Central Region President for two years. For the past 16 years, I have been the Achievement Program Chairman for the region. I have also been an infrequent model contest judge for regional contests, but I was a national contest judge for 10 or 11 straight years that I attended the conventions, but I have not attended all the conventions since I joined the NMRA.

KASZNIAK: Have you won any awards in model contests for your modeling expertise?

PAYNE: Like most O guagers, I never fully complete a model so I have not entered many contests.

KASZNIAK: I understand that you are presently in the process of constructing an O guage layout, the EAST PENN LINES, how is it coming along?

PAYNE: After dismantling the original pike of 287' mainline in a 19 by 14' space, I am now constructing my "dream" pike in a 36 by 60' basement in an around-the-wall concept on sectionalized--not present day modular--modules of 14 by 5', 4 by 7' and 3 by 9', which are portable. The benchwork is up, but only 55' of subroadbed on which 13' of track has been spiked down. This is just the beginning of a 1455' around-the-wall right-of-way.

KASZNIAK: I understand that you also exchange passes, how many have you exchanged over the years?

PAYNE: In my little black book of names of pass exchangers, the next pass number to be sent is 1068, but as an infrequent exchanger and not keeping current with NMRA listings, I have failed to acquire some 2000 others.

KASZNIAK: How many of those passes were exchanged with TAMR members?

PAYNE: I have sent passes to some 27-28 teens, but only 14 have been answered; I will readily return a pass for any I receive and I always include a letter telling about my EAST PENN LINES.

KASZNIAK: How do you think our Associate members can benefit the TAMR?

PAYNE: Over the age of twenty (20), a member is designated as an Associate and can not hold office or vote in elections, but can be a valuable source of information to the new member and, over the years, a few of my friends in the NMRA have become, and some still are, Associate members of the TAMR. I am sad to say that not very many teens have asked for any help from them; thus valuable knowledge is being wasted.

KASZNIAK: In your opinion, what is the reason why the TAMR has so many difficulties in keeping members, advertising the association and finding people willing to hold official positions?

PAYNE: In the early years, the HOTBOX carried some personal squabbles between officials which "turned off" some (almost me). The fact that members are wide spread necessitates contact by correspondence hinders affairs a bit as well. There is also the subconscious belief among teens that LIFE

(cont'd next page)

Lone Eagle Payne (cont'd)

will pass them by unless they live it to the fullest. Also, the lack of "self-starter" motivation in building a pike keeps many from enjoying our hobby. In some letters of inquiry, with illegible return addresses which I open, I find that some ask for complete information on modeling only to receive back an application, letter of welcome and find they have to pay a fee to get any help--this must also leave some cold. I do not know what keeps officals from vigorously completing their terms, but I often find that they have quickly and quietly faded without notice. Just taken the spur to some obscure siding in the "boondocks", I suppose.

KASZNIAK: One final question, how do you think the TAMR is holding up to-day?

PAYNE: Our total membership goes up and down with each slate of officers advocating changes to better the policy and the growth of the association. Yet when teens have schooling, jobs, dates, outside activities along with model railroading and its attendant functions, I think the association is holding up real well. I am sorry that I have not had more time to help recruit some applicants, of whom I keep a daily listing for a monthly report to TAMR officals, as I see by the close Zip Codes applicants who are close to each other as well as some present members who with a little friendly encouragement might become members and bring in still others. By and large, I feel that the TAMR will still be steaming along the open rails and I will be spotting the signals for some time to come.

KASZNIAK: Thank you Lone Eagle for consenting to this interview and I hope you remain active in TAMR affairs for many year to come.

Secretary's Notebook: Gerry Dobey

Total TAMR membership (3-10-79): 147

Region	Amount	Perecentage
Canadian	7	5%
Central	55	37%
Northeastern	51	35%
Southern	15	10%
Western	19	13%

Things are looking somewhat better
(cont'd next column)

Secretary's Notebook (cont'd)

and the proof is this offset HOTBOX. Before renewals for issue 153 were sent out, we had a total of 175 members and if a number of people renew from that issue, we will be bringing you offset issues on a more regular basis.

However, most important, we need your help in this fight to improve our association. If you would like some additional TAMR posters to put in your hobby shop, drop me a note and I'll send you some. This is just a small way in which you can help us. Volunteer your services and we will all reap the benefits. I am looking forward to meeting some of you at this year's convention in Chicago!



Painting & Decals

Many modelers will not paint their own rolling stock. Most would rather hunt around until they find a locomotive painted in the colors they desire. In this article, I will explain how to properly paint your equipment and also how to apply decals. In actuality, these two techniques are very easy, if you do them correctly.

First, remove the shell from your locomotive or car. If there is already a coat of paint over the shell, it will have to be removed. I suggest you use a product called "Unpaint" or denatured alcohol. If you use the alcohol, buy the cheapest grade that you can. Why? Well, a high grade of alcohol will dry out the plastic that the shell is made of and it will crack later. Now, take your shell and completely submerge it in the remover. Gently rub with a soft cloth or soft toothbrush; the paint should come off in about 25 minutes. After the paint has been removed, you should soak the shell in a vinegar solution; use $\frac{1}{2}$ cup of vinegar to six cups of water. After soaking in vinegar, you wash the shell in a detergent solution and allow it to dry; however, once it has dried, don't touch the surface to be painted because your hands produce a oil which will effect the paint job.

Now that your shell has been thoroughly cleaned, it is ready for priming. I prime my plastic models with SP lettering gray and once it is primed, I let it dry for about seven days. For brass models, the procedure is a bit different--instead of soaking in vinegar prior to detergent washing, the shell must be soaked in laquer thinner to remove the thin coat of laquer that the Japanese put on the model to protect it; the model should soak in the thinner for 24 hours. Next, wash it in the detergent solution and then prime it with a zinc chromate primer. Be sure to let it dry for the full seven days!

Now that your model shell has been primed, you can paint it. If you used

Floquil primer, then you will have to use Floquil paint. If you plan putting on a curved design or curved lines, then I suggest you use masking tape. On the other hand, if you are going to put on a straight line, use a scotch brand because you will be able to see through it. This way, you can see any air bubbles forming and take steps to get rid of them. Before putting the type on the model, press it on and pull it off a sheet of glass or metal about five times, this will remove some of the adhesive from the tape and there will be less of a chance that the tape will pull paint off your model. For example, a Milwaukee Road hood unit has two colors and a straight line. If you are going to paint the black, you would put the top edge of the tape where the bottom of the black would be, then you paint everything above the tape black. For the orange, you put the bottom of the tape where the black ends and paint everything below the tape orange. As soon as you are done painting, you pull the tape off. Be sure to pull it off slowly and make sure that on a multi-colored design, the paint of one surface is dry before you apply the tape so you can paint the other surface next to it. If you want more gloss on the model, you will have to put a coat of high gloss on it. Let this coat dry for ten days.

Before you decal your model, make sure the paint is dry. If you want a hard finish, you should bake the shell in an oven. For plastic models, bake them 30 to 60 minutes under 125 degrees F. For a brass model, use 170 degrees F and bake for two hours.

Decals stick better to a semi-gloss finish so if your paint is flat, add a little glaze to it. One part glaze to four parts paint is usually about right. For applying decals, I use Q-Tips with the cotton ends broken off because the paper that the tube is made out of works nicely. (cont'd on page 8)

You should never use sharp tools for applying decals. Put the decal in water, let it soak a minute and then slide it off the paper onto its final position on the model. If you have to add some more water or decalset to make it slide better. Decals are made in different thicknesses by different manufacturers and if you don't use the correct decalset, you can smear the lettering on the decal. You should use MICROSET with MICROSCALE and MILLER decals and SOLVASET with WALTHERS and CHAMP decals. Once the decal is in its final position, add a little decalset so the decal will settle into all the ridges and indentations on the model. You should let the decals dry for a full day, then you can apply a dull coat finish or (as I recommend) Decal Dulling Varnish (DDV). DDV goes on nicely with a brush and dries fast. Now your model is completed unless you are planning to add details. If you do decide to add details, your paint job will look even better!

For those TAMR members looking for additional articles on painting models, the April/May issue of the Central Region's WAYFREIGHT has an article on painting the Milwaukee Road's Bicentennial unit. Look for it in the "Rip Track" column, a regular feature in the WAYFREIGHT on painting and its related aspects. See page 2 of this HOTBOX for details about subscribing to the WAYFREIGHT.

Checks & Balances: Ray Hakim

TAMR Treasury Report

For the period: 12-16-78 thru 2-15-79

Previous Balance (12-16)	\$77.80
Income	<u>+\$175.50</u>
	<u>+\$253.30</u>
Less Expenses	<u>-\$144.13</u>
New Balance (2-15)	<u><u>+\$109.17</u></u>

RENEW YOUR MEMBERSHIP TODAY !

PASS EXCHANGE:

Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181 is now exchanging passes with interested parties. If you want to be listed see page 2 of this HOTBOX for further details.

Modeling Idea: Greg Dahl

Let it SNOW!

Since this is winter (or was winter), I've have been thinking about winter scenes on my railroad. I would like to capture on film a few winter modeling scenes. Seeing some articles in a few modeling magazines spurred me on.

There are many ways to set up something, but your safest be would be a diorama. A diorama is a small scene away from everything else usually no bigger than 3x6'. If you cover your layout with "snow", you will soon find that it is difficult to remove. Since the track is the only thing that is permanent on my layout, I was able to use some of my buildings and small details.

The main subject was a caboose with a plow in front that usually just sits on a siding. The caboose was being shoved by 2 FM C-Liner units. Also adding to the scene was a truck being tugged out of the snow and a few curious onlookers who have never seen the plow in action.

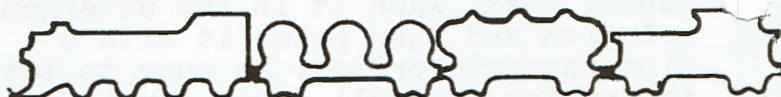
The "snow" was actually flour; it looks pretty good and remained still throughout the whole picture session. The "snow" takes twice as LONG to clean up than to put it down so it would be wise to take a few extra shots just in case.

There are a few do's and don't's when setting up a winter scene:

Use crumpled paper for temporary snow drifts; trees should be leave less (expect evergreens); tracks should have a plowed look.

Don't get the flour wet or it will not be east to remove (and it is hard enough already) and don't cover a large area because it will take forever (or at least it seems that long) to remove.

For further referance, see the Feb. 1979 issue of RAILROAD MODELER put out by Challenge Publications. I wish you good luck with your snow scenes!



Every new member we get is an added car to our train, help promote the TAMR; contact Secretary for details.

ELECTION 1979

FOR PRESIDENT--

Constitutional passages relating to the office of President:

3.2 The President shall oversee the entire workings of this association... In addition, the President is the official representative of the TAMR in matters dealing with general public and he accepts bids on proposed sites for the annual convention.

JEFF WILKE, 15, of Oconomowoc, WI has been a TAMR member for at least two years; he has written articles for the HOTBOX and he presides over the "RIP TRACK" column in the Central Region's WAY-FREIGHT. He is currently constructing a large HO layout, "The Midway Northern" and he favors diesel and freight equipment.

"We have a good association here, the TAMR, but it could be better. If I am elected President, I will work for greater financial stability and greater recognition of our association. My main goals are fully offset and larger editions of the HOTBOX and getting more members involved in the association. If I am elected, I'm sure you'll be able to say two years from now that the TAMR is stronger then it was back then."

TED BEDELL, 16, of Bayville, NY has been a TAMR member for almost two years; he has written articles for the HOTBOX and he is currently the President of the Northeastern Region. He is presently constructing an HO layout, "Tonica & Santa Fe" and he favors diesel and freight equipment.

"I have been a TAMR member since September of 1977. I believe in participation as the key to enjoyment of our great association; I have been serving as President of the Northeastern Region since its beginning in September of 1976.

(cont'd next page)

FOR SECRETARY--

Constitutional passages relating to the office of Secretary:

3.2 The Secretary shall oversee the records in the TAMR. 6.3 The Secretary shall have complete control over the Directory. In addition, the Secretary compiles mailing lists and acts as Circulation Manager of the HOTBOX if there is not one.

GERRY DOBEY, 15, of Villa Park, IL is currently TAMR Secretary as well as Editor/Regional Rep. of the Central Region. He also has a large layout that he is currently building in a spare bedroom.

"During my past year as Secretary, I have had a chance to meet several of you; either in person, on the telephone or in your letters. I have appreciated all the help, and ideas, that you have given me and I hope I was some help to you."

"The TAMR is currently reaching a stage in its history which will prove to be very delicate. We must have an active administration coming in to lead our association on to many more years of success. This will take good planning on the officers part, along with your support. I am familiar with the situation we are faced with, and I am ready to meet up with it. We will be able to come out of it, possibly better than ever and I think that I will be able to handle my part competently. This is why I am asking for your vote in the election; so as to work out our difficulties, improve our strong points and keep our membership co-ordinated throughout my term."

"I think I have handled my past year as Secretary to the best of my ability and if re-elected, I can promise improvements in efficiency where needed and maybe a better TAMR will evolve from it."

"I have worked hard to get past HOTBOXs out as soon as the Publisher forwarded the materials to me.

(continued next page)

(Ted Bodeli, cont'd)

"I have had 9 articles published in regional newsletters and one (plus 4 submitted for future issues) in the HOTBOX. I know what it is like to hold an administrative office and I feel I have sufficient experience and background to serve as President of the TAMR.

TED TAIT, 15, of Syosset, NY has been a TAMR member for about 2 years. He is currently Sec/Treas. of the Northeastern Region as well as editor of the region's newsletter, the DEPOT. He is constructing and HO scale railroad and he favors steam, diesel & freight equipment.

"I have accepted the nomination for President because I believe that I can handle and have the experience to do this job well. I have gained experience in this area by reviving the New England Region and later being the Sec./Treas. of the Northeastern Region. With this experience, I will be able to get right to the job very quickly. I will try to report what is going on to you in each issue of the HOTBOX so that you will know what is going on and how we are doing."

"I am 15 and have done a lot of work for the NR and I believe that I am the "new blood" that the TAMR could use. Anyway, no matter who you vote for PLEASE VOTE!

OFFICE CAR: MARK KASZNIAK, Auditor

I must say that I am surprised (and pleased) at the number of people nominated for office and the number of those who decided to accept the nominations. A total of seven people, four for Secretary and three for President, are running in this election. Now it is up to you, the voters, to decide which two will become members of the TAMR Executive Board for the next two years. I believe these candidates deserve a good voter turnout. So please, read the brief introductions and the candidate's platforms and vote for the ones you think would make

(Gorry Doherty, cont'd)

"I don't like to put these things off as I know what it is like to sit and wait for something that is scheduled to arrive at a certain time. I have also re-activated the Central Region (with the help of Mark Kaszniak) after four years of inactivity. Many of you have witnessed how we did this and the region is doing good. I plan to keep the TAMR running even better."

"I hope my past accomplishments will encourage you to vote for me for another term; but however you do vote, just remember to!

JEFF HOOVER, 15, of Lake Odessa, MI joined the TAMR in March of 1978. He currently has no room for a layout, but favors diesel & freight equipment.

NO PLATFORM SUBMITTED

RICHARD SONOSKI, 14, of Port Carbon, PA joined the TAMR in May of 1978. He is currently constructing a large layout and favors diesel and freight equipment. He also belongs to a local model RR club.

NO PLATFORM SUBMITTED

JEFFERY S. WARD, 15, of Ruffsdale, PA joined the TAMR in March of 1978. He has written articles for the HOTBOX and regional newsletters. He currently is constructing an HO layout and he favors diesel and freight equipment.

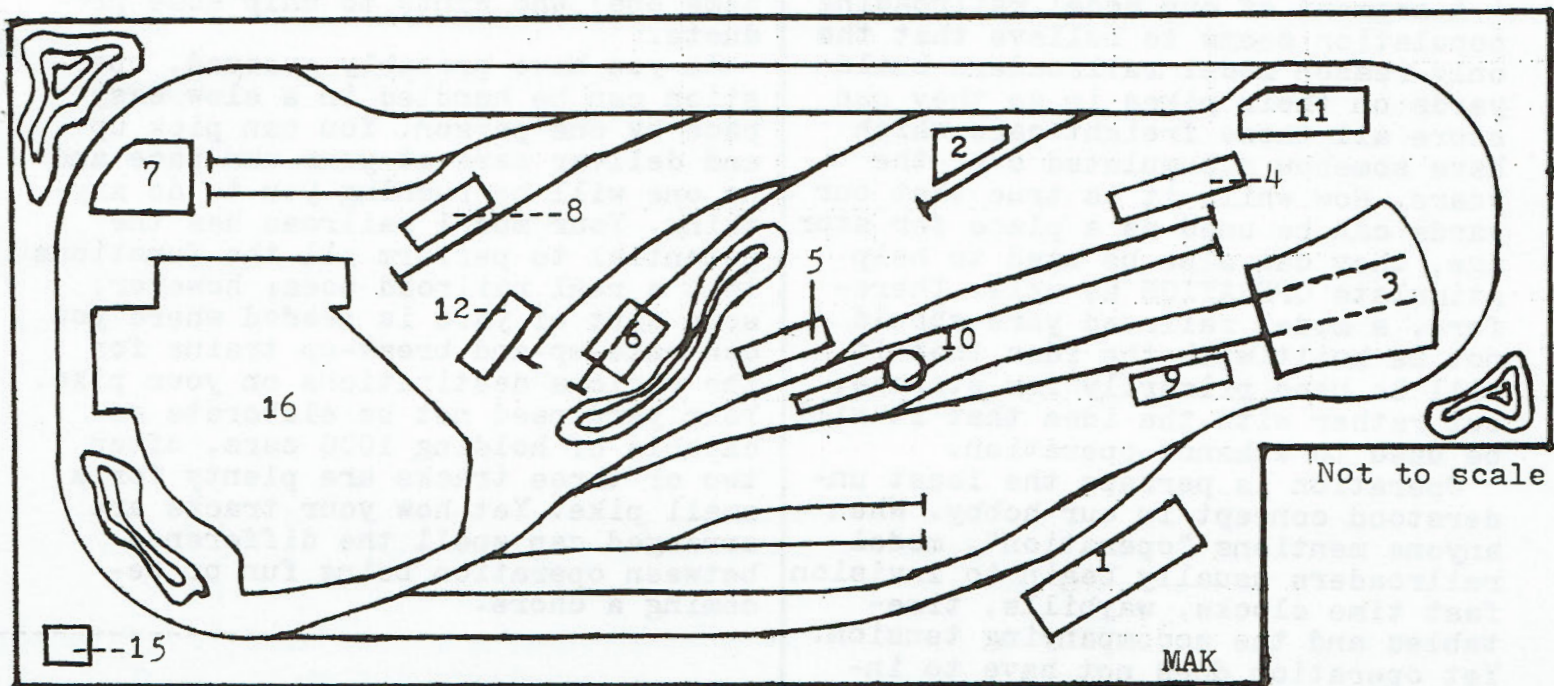
NO PLATFORM SUBMITTED

Office Car (cont'd)

good Executive Board members.

You probably noticed that we are running this election material as sort of a second section. Why? Well because we wanted to give you a full, 12 page, offset HOTBOX filled with articles. We did not want to waste half an issue on election material, so this is mimeo. To end on a somber note, renewals from last issue were less than was anticipated. If they don't pick up in the next few issues, we may be forced to revert back to mimeo with a photo page. In any case, until we gain full financial footing, future issues will probably be a mixture of both types of printing.

Illinois Central (model) Railroad



Explanation of Symbols

- 1 - Station A
- 2 - Stockyard
- 3 - Roundhouse
- 4 - Oil Warehouse
- 5 - Container Warehouse
- 6 - Coal Mine
- 7 - Station B
- 8 - Casket Plant
- 9 - Coaling Station
- 10 - Sand & Water
- 11 - Freight House
- 12 - Reefer House
- 15 - Elevated Gate Tower
- 16 - Town Area

 - Hill

while rolling stock consists of kits from Athearn, Model Die Casting and Silver Streak.

My motive power consists of an F7 A and B set, an SW1500 switcher and an 0-6-0 steam switcher. I plan on acquiring more steam locomotives in the future.

I decided to model the Illinois Central because I always favored their streamlined passenger trains and their steam locomotives. Incidentally, I live about a mile from the Illinois Central mainline and I enjoy train watching from a commuter station. I hope you have enjoyed your visit to my Illinois Central model railroad. HAPPY RAILROADING!

(AE: John is a newcomer to the TAMR having just joined in 1979. If a relative newcomer can share his pike with our members, why can't you?)

My HO scale railroad is built in a four by fourteen foot space. It is built upon a plywood surface and is supported by six legs. My railroad features a single track mainline with two sidings and several industrial spurs plus a yard. The track is 3 foot brass flex-track laid on top of cork roadbed; the switches are the #4 type. Buildings are a mixture of wood and plastic kits

No Grass Growing in These Yards

A segment of our model railroading population seems to believe that the only reason model railroaders build yards on their pikes is so they can store all those freight cars which have somehow accumulated over the years. Now while it is true that our yards can be used as a place for storage, they can also be used to help stimulate OPERATION as well. Therefore, a model railroad yard should not be built with the idea that it will be used primarily for storage, but rather with the idea that it will be used to enhance operation.

Operation is perhaps the least understood concept in our hobby. When anyone mentions "operation", model railroaders usually begin to envision fast time clocks, waybills, time-tables and the accompanying tension. Yet operation does not have to include any of these things. The concept of operation is really very simple if you look at it in prototypical terms. For instance, a manufacturer calls up a railroad and says: "I need an empty boxcar so I can ship my products to Anytown, USA." The railroad then delivers an empty boxcar directly to the manufacturer, if he has a siding at his place of business, or to a team track where the manufacturer will load the car. Once the car is loaded, it is usually picked up by the local wayfreight and brought to the nearest yard. At the yard, the car is blocked into a train heading in the direction of its destination. If the train it was blocked into is a transfer run, then most likely the car will be delivered to another yard and blocked into another train before it is delivered. On the other hand, the car could be blocked into another local wayfreight which will deliver it. Of course, if the car is to be shipped a great distance, it might have to be interchanged with another railroad before it is delivered. However, once the car has been delivered, it can be unloaded. Once the car is unloaded, the railroad is free to send it to another manufacturer (or perhaps the

same one) who wants to ship some products.

As you have probably guessed, operation can be handled in a slow easy pace by one person. You can pick up and deliver cars at your own pace and no one will be rushing you to do anything. Your model railroad has the potential to perform all the functions that a real railroad does; however, some sort of yard is needed where you can make-up and break-up trains for the various destinations on your pike. Your yard need not be elaborate or capable of holding 1000 cars, often two or three tracks are plenty for a small pike. Yet how your tracks are arranged can spell the difference between operation being fun or becoming a chore.

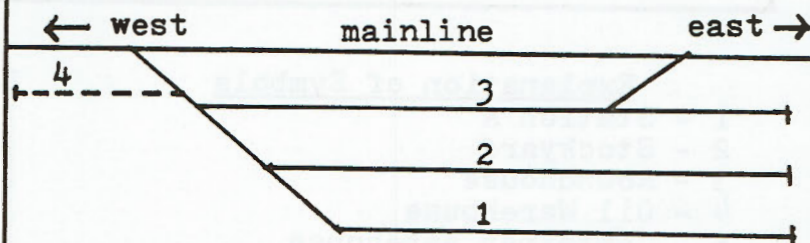
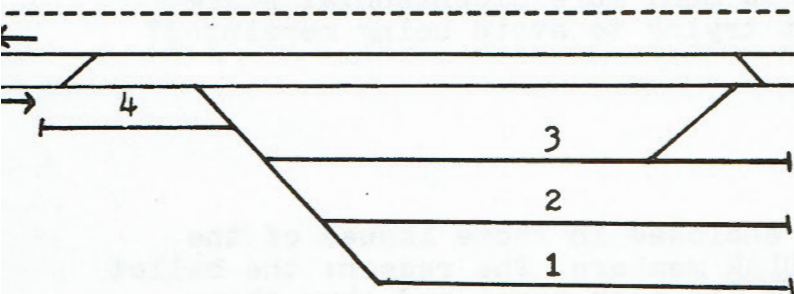


Figure 1: Simple yard for small pike

Figure one shows a simple yard for a small pike. As you can see, track 1 can be used for westbound trains; track 2 for eastbound trains and track 3 for storage and runaround movements that are needed for making-up trains. If room is available, track 4 should be included and it is to be used as a yard lead. This will allow you to switch the yard without constantly fouling the mainline. This is important if you plan to run more than one train at a time on your pike. The type of yard illustrated in figure one is usually called a division-point yard as it is found often between two divisions on a railroad.

If your railroad is double-tracked, an alternate arrangement is shown in (cont'd next page)



Another common type of yard is called the stub terminal yard and it is often found at the end of the line. An example of a stub terminal yard is shown in figure three. This type of yard generally has more tracks than a division-point type and they are often of various lengths. Tracks one thru five are connected by a simple ladder arrangement; however, if more width than length is available, a split ladder can be used instead (tracks 1 thru 5 plus dashed portion). A number of shorter tracks will then be available instead of a smaller number of longer ones. The stub terminal retains the runaround track, but it can also be placed between tracks 4 and 5; however, that arrangement seriously cuts down the number of tracks on which trains can be made up on. A caboose track has been added to take care of the rolling homes of the train crews. There is no reason why this track can't be a stub track, but the double ended type allows more versatility. Engine terminals are also often located at this type of yard and although the one here has a turntable, there is no reason why it can't be replaced with

The diagram illustrates a railroad yard layout. On the left, five tracks are numbered 1 through 5 from bottom to top. Track 1 is the bottom-most track, and Track 5 is the top-most track. A dashed line runs diagonally from the top left towards the center. To the right of this dashed line, there is a 'runaround' track and a 'caboose track'. Further to the right, there is an 'engine storage and servicing' area, which is represented by a circle with a diagonal line through it. The tracks are labeled as follows: 5, 4, 3, 2, 1, runaround, caboose track, and engine storage and servicing.

Figure 3: Stub terminal yard

This article has touched upon only of the few basic types of yards that are commonly found on railroads. To discuss all the yard types, many more pages than we have available would have to be utilized. This brief overview was intended to illustrate how yards are constructed and used on the real railroads, we hope you have benefitted from this discussion.

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TAMR Happenings

New Editor

Tim Vermande has been named editor of the TAMR HOTBOX by the TAMR Executive Board after the removal of Mark Tomlonson from that position for failure to answer his mail. The past few issues have been put out by a combined team of Mark Kaszniak, Associate Editor and Gerry Dobey, Circulation Manager. These two individuals have prevented our members from missing several issues of the HOTBOX and they should be congratulated for their efforts.

Mr. Vermande's primary effort will be to make sure everything functions well while at the same time making sure you get your HOTBOX on time. From now on, all articles for publication in the HOTBOX should be sent to our new editor, Tim Vermande.

FRONT COVER: The man wearing the engineer's cap and holding the locomotive in his hands is none other than our permanent mailing address and Associate "Pivot Pin"--Lone Eagle Payne. The locomotive, incidentally, is the first one he ever built; a 10-wheeler from a General Models Varney kit.

Our second photo is the Southern Pacific Bicentennial U25BE, #6800, taken at Industry Yard by John Huey on January 7, 1979!! How many more Bicentennial's are still lurking about trying to avoid being repainted?

MARKERS:

An ELECTION BALLOT has only been enclosed in those issues of the HOTBOX that are going to our REGULAR members. The reason: the ballot does not appear on the opposite of the back cover and thus there would be no way to tell if any Associate members were voting.

REGIONAL NOTES: The Canadian Region of the TAMR finally has a representative, Maurizio Moras will be heading up that region and we hope to hear more of Canadian Region activities in the future. For further information on TAMR Regional Activities check page 2 of this HOTBOX.

IN THE NEXT ISSUE: SHORTLINES are becoming very popular because they are excellent modeling and railfanning subjects; therefore, in the May/June issue of the HOTBOX we will be presenting our first annual SHORTLINE REVIEW as we attempt to give you an added insight on a few of the shortlines operating around the country. Also, Ted Bedell will explain how to make your pike look more realistic with various WEATHERING techniques. In addition, we will be featuring Rich Byerly's pike in the next issue along with some photos he sent along with his article. Finally, we will also have the results of the 1979 TAMR election.

TAMR HOTBOX, "Un-Magazine of Model Railroading"
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