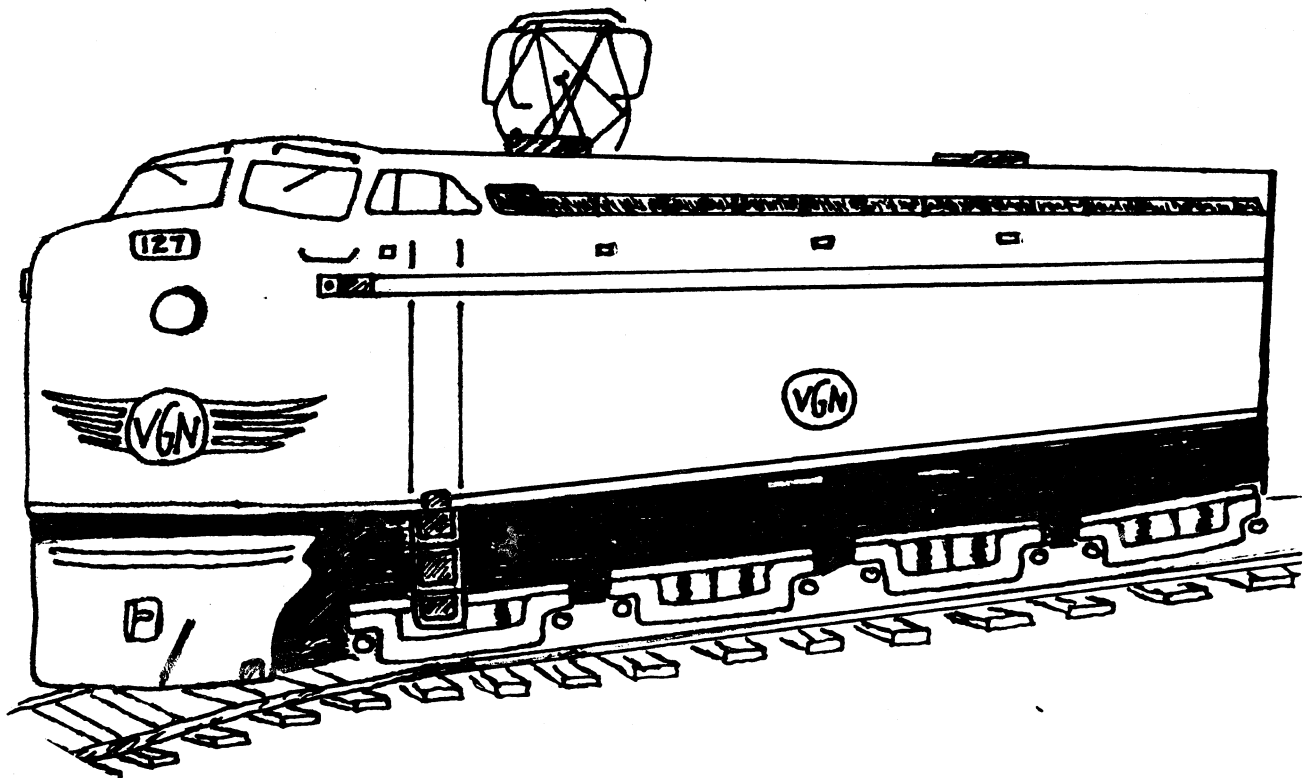
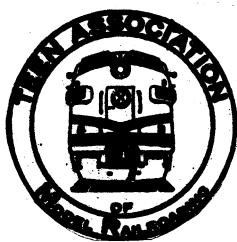


# HOTBOX

"the Un-Magazine of Model Railroading"  
No. 210 April 1985





# HOTBOX

Official Publication of the  
Teen Association of Model Railroading

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

Annual dues are as follows:

REGULAR (under 21) \$10.00  
ASSOCIATE (21 and up) \$12.00  
OVERSEAS (outside N. Amer.) \$15.00  
SUSTAINING (Regular & Associate) \$15.00

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

**TAMR SECRETARY:** Dee Gilbert  
Box 1098  
LaGrange Park, IL  
60525-9198

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor

**PUBLICATIONS:** Mark Kaszniak  
**EDITOR** 4818 W. George Street  
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be received 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

### Front Cover

In response to Dennis Brandt's challenge of a couple month's back, we present the following artwork by our members:

(TOP) Scott Sackett contributed this drawing of an unidentified switcher to show all of you that he can draw things other than cartoons.  
(BOTTOM) Dave Vallentine submitted this drawing of a Virginian EL2B.

## EXTRA BOARD

All the news that fits, we print:

**MEMBERSHIP** By Dee Gilbert

Total TAMR Membership (4-1-85): 131

Breakdown as follows:

Region	Number	Percentage
Canadian	7	5.3%
Central	47	35.9%
International	2	1.5%
Northeastern	33	25.2%
Southern	20	15.3%
Western	22	16.8%

### TAMR Welcomes These New Members:

Alan Manson, Tacoma, WA  
Stewart Johnson, Silver Springs, MD  
Matt Nielsen, Gladstone, MI  
Collin Niemi, Thunder Bay, Ontario, Canada  
Bob Schmitt, Verone, WI  
Nuema Lombe, Bronx, NY

### Also, Please Welcome Back:

Don Leitch, Sarnia, Ontario, Canada  
Frank Rudowski, Wyandotte, MI

**RAILROAD SYSTEM**  
"We Make The Connections"  
-HO Scale-  
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President  
**DAVE CHAPMAN**  
BOX 206  
GRANT PARK, IL 60940  
Railfans welcome. For Information: (815) 465-2279

The RKS is growing! We have bought an FP45, ex BN. Our mainline is located in Arizona--Colorado, not in any particular area, following MoPac prototypes. We have also bought our first boxcar, an ex-Berlin Mills 50'. We got 8 new 40' trailers and 3 new trucks. Another recent addition is a Fairmont Tie Shear and Spike Puller. I plan to have the trackwork completed by August. My track-plan will follow somewhat of the track-plan developed by the Illini Model RR Club in Urbana, IL. We have a caboose almost finished, it is about 20' long, cut from an Athearn bay window. We sold one of our SW1500's to a logging company. Acquired an ex-Santa Fe work crane. The RKS is growing indeed!



### TAMR Held Hostage: Day 34

The title for this piece is a little whimsical, but since it made Nightline and Ted Koppel famous, I thought that I would give it a try. The situation is still serious in our undertakings with the NMRA and I am going to try to bring you up to date as best I can.

First off, some information that appeared on page 17 of the May issue of the NMRA BULLETIN. Membership/Promotion Department Chairman, James Hammer had the following to say:

"This new Youth Membership classification is the first step in a planned program of your NMRA leadership to help recapture the interest of young people in the hobby of model railroading. The need for action has been clearly established through surveys conducted by the NMRA BOT, the model railroad industry and the model railroad press."

"Additional steps in the first stages of our Youth program, all of which will have been initiated by the time you read this include:

1. The Membership/Promotion Department will work with and through the Teen Association of Model Railroaders (sic) to learn how we can best serve their constituency. The Publications Department will also offer help, directed to youth, through the pages of the NMRA BULLETIN.
2. The contest sections of the Convention Department have been asked to recommend procedures for conducting contests especially for youth members. This would include separate judging procedures and awards. Recognizing that many of our youth are excellent modelers, this would not bar them from participation in the regular contests.
3. The Services Department has been asked to research possible avenues of service which will be especially

attractive to young people."

"In the months ahead, the Membership/Promotion Department will also be setting up closer liaison with the model railroad industry and commercial press to establish new avenues for promotion of the hobby among young people."

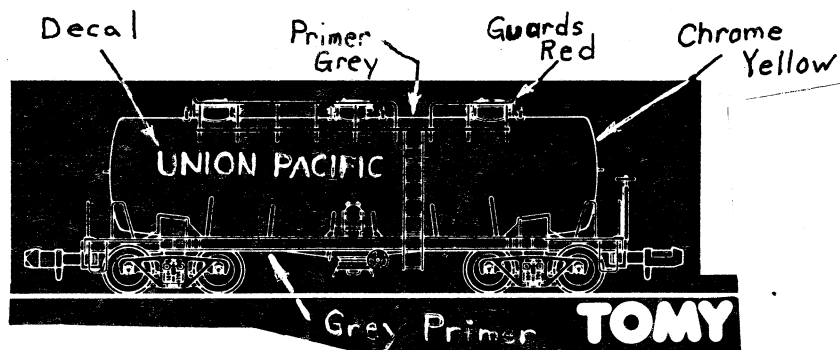
As of this writing 4/25/85, no TAMK official to my knowledge has had any contact with Mr. Hammer concerning the matters that he discusses above. If anyone has further information, please let me know so that I can pass it along.

However, in the earlier part of this month, I did receive a call from Mike Carlson, NMRA BULLETIN editor. This was in response to the official letter I mentioned in my last editorial. Our discussion centered upon a number of possible avenues where the TAMK and NMRA could cooperate. One suggestion broached was the possible merger of our respective associations. The HOTBOX would then become an integral part of the BULLETIN. The TAMK would then be run essentially as a division of the NMRA. We would retain a measure of our own independence with a certain percentage of young modelers' dues going into our coffers for program development, conventions and alike. Of course, our actions would then be fully accountable to the NMRA. None of the above has been implemented, these were just suggestions that were being thrown out for discussion. We did agree that a meeting between NMRA and TAMK officials at the convention was necessary to clear the air and discuss the matter intelligently. Details on this meeting have yet to be worked out, but I will keep you posted. Yet as the merger is one option open to us, I would like your comments on it. I will again pass along your recommendations to our officers and print a representative sample in an upcoming issue. Can the TAMK survive under the NMRA umbrella? What do you think?

OHIO R.R., Inc.

Chris Hogendorn  
President

The ORR staff has unanimously voted full support for the TAMK in its current problems with the NMRA. We urge you to do the same by writing letters to the editor and the NMRA, voting for President, and getting new people to join up with the TAMK. Show the NMRA and all modelers that TAMK members support their association!



## Diesel Loco Tender

During the steam era of railroading, large coal hauling tenders were pulled directly behind steam locomotives to carry needed fuel. Now that diesel locomotives are in use, it is feasible to use a diesel tender for long hauls. It is easy to make one of these with your railroad's roadname on the car. I decided to model one for my layout, but didn't feel like scratchbuilding it. Perhaps I can convert a tank car into a fuel tender? As I model in N scale, I used a Tomix N scale car and repainted it for my tender.

I chose a Japanese "JNR freight car, TAKI-1900" with a Mitsubishi logo, in red, for my car. My reason for choosing this car is because it looks like an American prototype. It also has a good deal of detail with valves and pipes underneath it, so I thought it would make a good diesel fuel tender.

In order to make for a better paint job, I stripped the existing paint from the car. It wasn't hard to do this. The car is made of black styrene. Existing paint on the car was white Japanese lettering and a red Mitsubishi logo. Using the sharp edge of an X-Acto knife, I gently scrapped the chalky lettering. I was careful not to scratch the tank's surface.

Painting the car was no problem. I painted it with Testor's Model Master Chrome Yellow (FS 13538), Guards Red and their primer for gray. I used these colors because I use Union Pacific colors. Before I began painting, I removed the trucks and chassis from the tank. Thinning some primer 2:1, I airbrushed the chassis and tank with two coats of the Primer. After waiting an hour, I thinned some Chrome Yellow paint (2:1) and airbrushed the tank with four coats.

Patently waiting another hour, I

took a number one brush and repainted the deck on top of the tank Primer gray. Following the painting of the deck, I used a 5/0 (00000) brush to paint the hand rails and ladders Guards Red. When painting the rails and ladders, be careful not to get red paint on the yellow tank or on the gray deck underneath.

Handling the tank carefully to avoid fingerprints, I assembled the chassis and trucks back onto the tank. Once it was assembled, I then picked some decals out of my collection. Later, I applied some decals with tank capacity, weight, etc. My choice of decals were Microscale HO, red Union Pacific decals. Removing some 1/8 inch size from the sheet, I put one on each side of the tank.

Making this diesel tender is easy and it makes for an interesting addition to your collection. It was also fairly inexpensive, I spent under \$10 for the car and supplies. Even if you model in HO or some other scale, it is a different sight to see a diesel fuel tender on a layout. Now that the car is finished, I may not want to weather it. I'd hate to mess up all that nice work!



By Eric Miller

# Reflections Upon Seeing An Old Ad

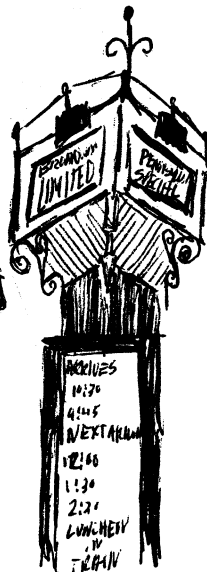
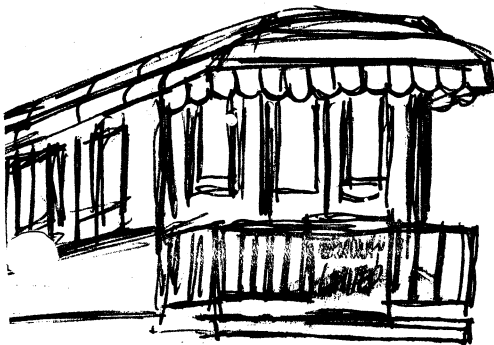


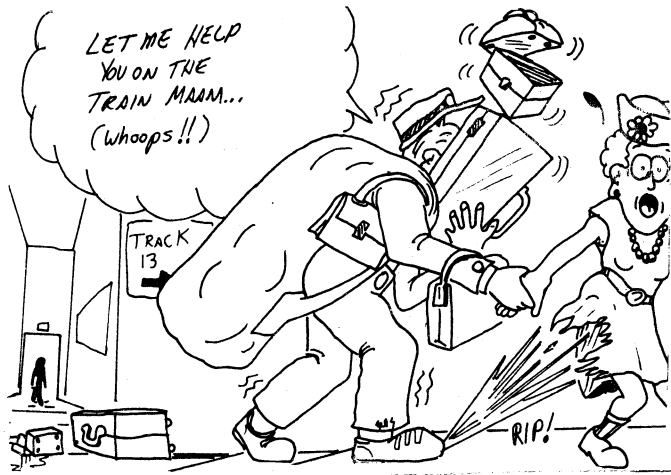
In the peerage of great names in luxury travel, the New York Central's 20th Century Limited ranks top, in my opinion. To Chicago in 20 hours, the fastest long distance train in the world at its time. It left New York City's Grand Central station at precisely 2:45 every afternoon and arrived in Chicago's LaSalle Street station at 9:45 AM the next morning. On the reverse trip, it left Chicago at 12:30 PM and arrived in New York at 9:30 AM.

Developed by general passenger agent, George H. Daniels, in 1902, the train became an immediate success from the day it started. In the 1930's, the train sometimes had three or more sections. During the 1940's and 1950's, Mutual Radio Network broadcast a daily radio program from Chicago hosted by Bob Elson where celebrity passengers were interviewed as they boarded the train for New York.

Of course, the 20th Century Ltd. faced some stiff competition with the Pennsy's Broadway Limited. Both trains were inaugurated on the same day, June 16, 1902, and were given precisely equal coverage by the New York World newspaper. On June 16, 1938, both trains became streamlined. When either the Pennsy or NYC decided on a faster schedule for their train, the other immediately countered.

At one time, a stay in the United States was not complete without a ride on the 20th Century. "Scenic Water Level Route," "Favorite Train of Famous People," and "The Greatest Train in the World" were just a few of its slogans. Now it is gone, gone to progress. The 20th Century clicked off its last miles in 1967. In our present era of nostalgia, wouldn't it be great of some enterprising person brought back the 20th Century as was recently done with the Orient Express?





# MSC REPORT

Please address all comments on this column to: Dee Gilbert, Box 1098, LaGrange Park, IL 60525-9198

One of our members is looking for some help with a specific project and I thought I'd like him explain it in his own words:

"Hello, fellow TAMR members. My name is David Wilson, I am 14 years old, and I need some help. My HO scale railroad (under construction) needs 2 lane roads running through town. Now, as a member for a little less than a year, I already know there are some really talented and skillful modelers out there. If you have any methods of making roads that look realistic, drop me a line. I would really appreciate it. My address is as follows: David Wilson, 312 W. Pine, Ceresco, NE 68017. "

Surely some of our members can help David out with his problem? --Dee



BACK ON TRACK!!!

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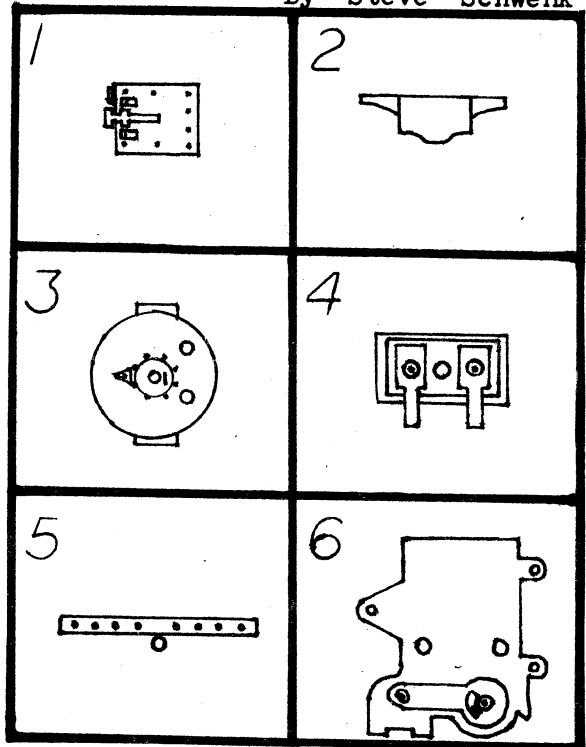
For membership information, contact:

Claude Morelli  
WR Secretary/Treasurer  
2236 Dietz Pl NW  
Albuquerque, NM 87107

# TRAIN TRIVIA

Here are some common model railroad objects. Can you guess what they are? (Answers below)

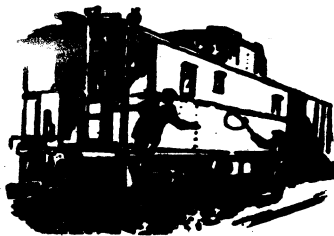
By Steve Schwenk



## ANSWERS TO TRAIN TRIVIA

1. Ice hatch on refrigerated boxcar.
2. Old-time passenger car.
3. Inverted end view of the roof of an Atlas terminal block.
4. Dome on a tank car.
5. Top view of a telegraph pole.
6. Bottom view of a twin-coil switch machine.

# TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

## NMRA vs. TAMR, PART 1

I am a fairly new member, but in the short time I have received the HOTBOX, I have grown to like it very much. No matter what happens during these hectic times, the last thing I want to see is an end to the TAMR. I would like to see the TAMR officers talk to the NMRA and try to make them understand that the TAMR is an important association. As it is so informal compared with magazines and larger modeling groups, it is much more receptive to articles, letters, or questions teens may have and, unlike a magazine, response is certain.

I would like to see a lot of support from everyone in the association to prove to all modelers that the TAMR members are active and interested in their organization. This is something that I, and hopefully others, will solicit. I am proud to be a TAMR member and I don't want to see the association end.

--Chris Hogendorn  
N. Vasselboro, ME

This is a reply to the editorial in the March 1985 HOTBOX. Comments are made as an outside observer (current Associate member) with active involvement from 1967 to 1972.

The major concern I have is that most officers are no longer teens. There can be no question that those in charge are making valuable contributions and I do not doubt their sincerity or intentions. Yet I do question if more of an effort should not have been made to locate a new HOTBOX Editor. The statement: WE NEED A NEW HOTBOX EDITOR! is one that I have not seen. How can people be expected to volunteer when positions to be filled are not made known.

If there is indeed a lack of volunteers for various positions, certainly some of the blame must lie with the administration for not preparing newer, younger members for positions of responsibility, first with the divisions and regions and later for national positions. The development of members into officers of the organization was never a problem in the past and I do believe it was one of the more positive aspects of the organization.

As to what steps the TAMR should take in response to the actions of the NMRA, I would like to comment as follows:

The major problem the TAMR is faced with is financial and the related problem of locating new members and keeping the old ones. \$10 is quite excessive for dues, particularly in light of the benefits. I would recommend \$5 or less. Certainly \$10 is prohibitive for many new members and how many are satisfied with the product to renew? The HOTBOX rarely offers modeling information and tends more towards a gossip sheet.

The TAMR, its publications and meets have always been oriented much more towards railfanning and the prototype. Perhaps it is time for the TAMR to reorganize and redirect itself towards the teen railfan, and extend advertising and publicity to the railfan publications (hence expanding the base for members). The HOTBOX is much more suited to the submission of prototype articles, notes and photos.

Also, as Mark seems to believe is about to take place, it is indeed time for the NMRA to recognize its responsibility to teen modelers and organize a teen division. Those in the TAMR who do have an interest in modeling (and are indeed teens) should be invited to work with NMRA officials in the ground work of such an organization (Mr. Shimada and Mr. Payne, surely you recall the meets and conventions that were planned in the early 70's entirely by teens). It would seem that support of an organization such as the NMRA could extremely benefit younger modelers, who can hardly benefit by the \$10 TAMR dues. Rather than declaring war against the NMRA, the TAMR should find its true membership: the teen railfan.

--Gary Tempco  
Oakbrook, IL

## INTERCHANGE

If you have something to Buy, Sell or Trade, use Interchange to get results. Rate 10¢ per line, name and address printed FREE. Send all ads to HOTBOX Editor, payment must accompany ad. Check payable to TAMR or stamps only.

**WANTED:** The services of anyone who can custom build HO scale crossings at strange angles. Write: Jerry Poma, 4211 Michelle Circle, Lansing, MI 48917.

# PIKE ADS-

Take advantage of the HOTBOX's latest service for TAMK members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications for a one time fee of a \$1.00.

All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMK. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us what's happening on your railroad or your future plans for expansion.

TAMR HOTBOX, the Un-Magazine of Model Railroading  
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PLACE  
POSTAGE  
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*Issued 5-4-85*

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