



21st. Anniversary Special Edition

# HOTBOX

"the Un-Magazine of Model Railroading"

No. 212-213

June - July 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. America): \$15.00  
SUSTAINING (Regular & Associate): \$15.00

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

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

All other TAMR HOTBOX business, unless specifically noted elsewhere, is handled by the Publications Editor.

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

The TAMR HOTBOX welcomes articles, artwork, cartoons and photographs (black & white only) 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:

Trying to find an appropriate photograph that conveys the 21 years of the TAMR's existence is awfully difficult. So when Scott Sackett, our resident cartoonist, heard of my plight, he offered to bake us a birthday cake for our celebration. Not quite knowing what to expect, I reluctantly agreed to his offer. The results as you see are on our cover. I think he did a quite respectable job in capturing the flavor of the association. So dig right in, this is probably the last chance you'll get to have your cake and eat it too!

## EXTRA BOARD

All the news that fits, we print:

### MEMBERSHIP

By Dee Gilbert

Total TAMR Membership (6-1-85): 135

Breakdown as follows:

Region	Number	Percentage
Canadian	8	5.9%
Central	48	35.6%
International	3	2.2%
Northeastern	38	28.1%
Southern	19	14.1%
Western	19	14.1%

### TAMR Welcomes These New Members:

Melissa Warner, Belle Vernon, PA  
Paul Warner, Belle Vernon, PA  
Matthew Hickey, Union, NE  
Ralph Heiss, Rockaway, NJ  
Scott Eastin, Flora, IL

### Also, Please Welcome Back:

Mike Thomas, St. Louis, MO  
Dave Chapman, Grant Park, IL  
John Huseby III, Round Lake, IL

**Checks and Balances** By Claude Morelli

### First Quarter Financial Report

1/1/85 Operating Balance	+\$ 211.02
1/1/85 Savings Balance	+ 175.51
1/1/85 Total Balance	+\$ 386.53
1/1/85 Operating Balance	+\$ 211.02
Income (1/1-3/31/85)	+ 267.05
Expenses (1/1-3/31/85)	- 265.70
3/21/85 Operating Balance	+\$ 212.37
Funds trans. to savings	-\$ 0.00
Funds trans. to 2-yr. fund	-\$ 0.00
Funds trans. from 2-yr. fund	+\$ 34.50
3/31/85 Operating Balance	+\$ 246.87
3/31/85 Operating Balance	+\$ 246.87
3/31/85 Savings Balance*	+\$ 175.51
Savings Interest	+\$ 3.66
3/31/85 Total Balance	+\$ 426.04

\*Includes \$25.51 reserved for 21st. Anniv. HOTBOX issue

### Election Results

John Dunn is our new President. He garnered the most votes in a close race. Stan Ukja ran second with Dave Vallentine bringing up the rear.

Jeffrey Rivers is the new Western Region Representative.

Lee Coley is the new Southern Region Representative.

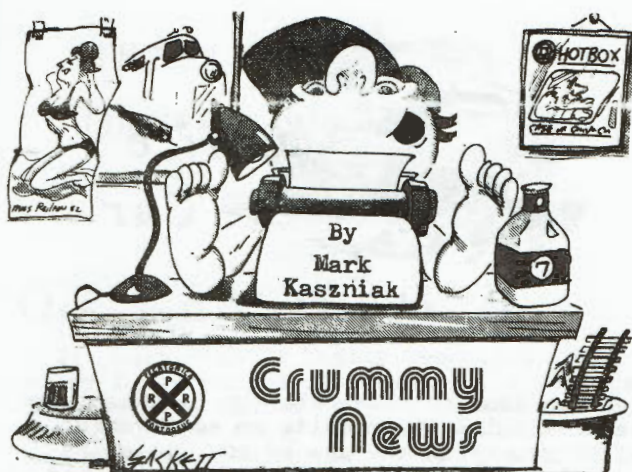
Hakan Thell was re-elected to the post of International Region Representative.

Like to thank outgoing officers: Ken Keels, Mark Miter and Mike Raposa for their efforts on behalf of the TAMR.

### Address Change

Paul Ingraham, our TEEN TRAK technical coordinator has moved. His new address is: Box 14741, Oakland CA 94614-2741.





## 21 years young

"Why should an association celebrate its 21st. year of existence with such fanfare and hoopla?" I hear you asking. After all, most people reserve the gala celebrations to mark 20, 25 or 50 year anniversaries. These are the established milestones for measuring longevity and endurance, so what right does the TAMR have to break with these traditions and celebrate at 21?

The officers of the TAMR asked themselves this same question earlier this year and came to the following conclusion: The TAMR is different; therefore, a different kind of celebration was in order. What makes us so different? Well, we are one of the few national associations run by teenagers for teenagers. This is not to say that we do not have a few adult "helping hands." Yet all the major decisions concerning the future direction of this association and how current resources are to be spent are handled by the members through duly elected officers who are required to be teenagers. The adult volunteers act in advisory capacities only and for the most part are assigned duties that require a considerable amount of time and/or skill thus freeing the officers to do advance planning and handle the more pressing problems facing the association.

As it happens, I am one of those adult volunteers. I have been asked many times why I remain active in the TAMR. Some people just can't fathom why I remain involved with a kids' association. They automatically assume that I am trying to recapture my youth or that I just haven't grown up yet. These people will never understand that I have gotten far more out of the TAMR than I will ever be able to put back in.

I joined the TAMR when I was a sophomore in high school. I saw an ad in MODEL RAIL-ROADER magazine and decided to write to see what it was all about. At that time, I had a 4x8 foot Lionel layout and was quite confused over the toy versus scale rivalry in the hobby. The information came, I joined because it was cheap and figured that I wouldn't lose much if it

wasn't for me. With my first issue of the HOTBOX came a personal letter from then Secretary, Doug Johnson. He welcomed me to the association and asked if I'd like to accompany him on a railfanning trip. I had never been "railfanning," but it sure sounded interesting. He picked me up on a bitterly cold day in November of 1975 and we drove out to Joliet, IL to watch Amtrak and Rock Island passenger trains. There we met Tim Vermande, then editor of this publication. I knew very little about the TAMR, railfanning and the methods of prototype railroading. I listened, asked questions and argued. They talked, listened and argued back. Soon we became fast friends and remain so today. Later I got involved with producing the HOTBOX and served as Auditor for two years. Through all this, I have been told that I am sometimes too overbearing and too outspoken. Perhaps this is true, but my actions were always taken on behalf of the association. I have always felt that we can be better than we are. I have always advocated change and improvements. This has not made me popular with people who want to maintain the status quo. Through all of this, I have managed to acquire many more long lasting friendships; have learned a great deal about model railroading and the people who are attracted to it; and have learned more about the pressures and problems of publishing a monthly newsletter/publication than I want to know. Yet I have also learned that teen modelers are a very creative bunch of people who have largely been ignored by all phases of this hobby. Many of them are excellent modelers and devoted railfans who put a lot of effort into their work when not hindered by time, money or lack of support.

For this 21st anniversary, I have compiled what I think is some of the best that our members have to offer. Most of what you will find in this issue has never been published before. I have coerced several of our members into writing articles on their layouts so that you can see the different ways that they have accomplished their tasks. I am also publishing the winning model photos from last year's photography contest. Add to this some words from our current and past officials on the TAMR, a special section on some of the cartoons the HOTBOX has printed through the years and a couple of additional surprises that I'll let you discover for yourself and I think you'll agree that this is a very special HOTBOX. I hope you have as much fun reading it as I have in putting it together.

In closing this piece, I would like to thank all those who have contributed to this issue as well as all those who have devoted their time to the TAMR be it in an official or unofficial capacity. Now it is our time to celebrate, time to pat ourselves on the back for a job well done, time to be proud of the accomplishments of this association and its members. I hope that many of you will be coming to Milwaukee this summer to continue the celebration. The TAMR has finally come of age!



## From Our President's Pen



Thank you for electing me as your President and thank you to all those who voted, even if not for me. At least some members care about this association. However, if only a third of the membership cares about who is running for office, we are definitely having apathy problems.

I intend to keep my campaign pledges and this is one of them. During my term of office, you will hear from me and what I am doing for the TAMR. I have written to the President of the NMRA, Paul Shimada, expressing my concerns about the situation between our two associations. His response will be mentioned in an upcoming HOTBOX.

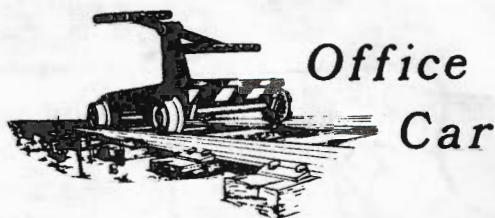
Concerning the situation between the NMRA and ourselves, I feel that the problem has been blown out of proportion. I doubt that it is the intent of the NMRA to take over or wipe out the TAMR. We have no reason to battle the NMRA and we would accomplish little if we did. Instead, the two associations should get together and talk about how each can help the other. The NMRA could be a big help in attracting members to the TAMR. Children of NMRA members and adults themselves could become members of the TAMR which would give the TAMR a big boost in both membership and finances. Better relations between the two associations will only benefit the TAMR.

I will do my best to attend the TAMR national convention and represent the TAMR when talking to NMRA officials. Both sides have a lot to gain from increased relations. The TAMR can have more members, the NMRA a foundation upon which the future of the hobby can be supported.

I hope to see more participation by the membership, certainly more than the number who voted in this election. If you don't like what is in the HOTBOX, give the editor material to print. The HOTBOX is the focus of our efforts and should have full support of the membership.

I will be attending the University of Delaware this Fall and will give you my new address as soon as I know it. Thank you once again for electing me as President and to all those who voted. I intend to be an effective leader and one that is involved with the association.

--John Dunn, President



It is time to celebrate our 21st anniversary! I think it is quite an achievement. After you reach the age of 16, 21 is the next important year that you look forward to. I know because next year, I will be 21. I am not sure what our founders thought the future of the association would be like. They may have thought that we would not be around this long. Yet the TAMR has passed the test of time.

The TAMR is an association built firmly in model railroading. Model railroading is our first and most important concern. However, railfanning and photography have become deeply intertwined in the hobby as well especially among younger modelers.

I like model railroading and have gained much knowledge in my years as a TAMR member. The TAMR has helped me to improve my skills and has kept my interest alive in model railroading. The TAMR though is much more than the HOTBOX. It is people, teens and others, interested in helping teens. That alone makes the TAMR great. Teens who help teens to enjoy this hobby of ours. Some of the best times I have had have been with TAMR members.

I am proud to be a TAMR member and am privileged to serve as your Auditor. So let's keep the association alive and independent. Congratulations TAMR! I can't wait until the 50th anniversary rolls around.

-- Steve Craig, Auditor

All Aboard for  
the TAMR National  
Convention  
August 2-3-4  
Milwaukee, WI





# TRAIN ORDERS



## ON REACHING 21

21 years! Has it really been that long since David Burris of Baker, OK, a teenage NMRA member, wanted to join an adult club to pursue the hobby of model railroading and was rebuffed because they apparently had never been teenagers themselves and couldn't see into the future. Since some teenagers are capable of ongoing vision, he enlisted a pal (Michael Denuty), and with some publicity, started a group of teens who shared the problems, the joys and the friendships generated by the hobby.

It was through the medium of a pass exchange with Steven Seidel of Kankakee, IL that I first learned about the TAMR. He asked me to join and over the years, I have enjoyed the friendships of some 47 teenage pass exchangers. Some of whom have become real personages when group photos were printed of TAMR conventions in which they attended. These conventions were always timed different then my vacations, except the one in Chicago (1973) during the gas shortage, so I never had the chance to become personally acquainted with very many of them.

During the 1970 NMRA convention in St. Louis, when the TAMR tried to introduce itself to the NMRA for a much needed coalition, Lloyd Neal (now of Snellville, GA) was running for TAMR Presidency and asked if I would become the permanent mailing address of the association. Without a moment's hesitation, I replied: "Yes!" I have never had a more heartwarming job than trading thoughts with thoughtful teenagers. One was a girl, Betsy Summers of Pittsburgh, PA, who thought that all males were chauvinistic, but then went on to become the best, most enthusiastic Secretary of the then Allegheny Region (now NR).

Eighteen years with this group, 15 of which I have been the permanent mailing address. Lately in reading the many letters of inquiry, I am still amazed at the audacity of some teenagers who want everything you know about modeling railroads sent to them FREE! Then there are others who are most anxious to join their peers and offer all sorts of useful modeling information. Many girls have written in, mostly I think, just to see if they could join, but nine have become lasting teen members whom, I assume, are still pursuing the hobby.

Teens and model railroading! I couldn't have asked for a better avocation. I hope that the association goes on till time everlasting. I am greatly enjoying the association. -- Lone Eagle Payne  
TAMR "Pivot Pin"

Trains became a part of my life when I inherited my brother Mike's American Flyer layout. Later, when I could drive the ten miles to the nearest tracks, the Southern Pacific's Coast Route and SP #4449, captured my heart and watching the real thing became part of my life.

The TAMR added the dimension of friendship to my hobbies. Sure, my family thought trains were "cute" and my brother, Tom, and sisters would go along to watch the Coast Route, but something was missing.

Shortly after joining, I learned that there were many others like me who wanted to know where to watch trains, how to make models better and how to handle everyone who thought the hobby was strange. By getting involved, first as Auditor and then as President, I was able to meet many people who are still my friends today.

I still write to Mark Kaszniak. My involvement with the Western Region led me to meet Gary Gardner, Jim Murphy and Darrell Pres- tridge. Not all are still members of the TAMR, but they all wrote articles for the regional or national publications, or held office, and today we are all good friends. This summer, my penpal from Poland, Adam Bychawski, may visit the United States and all because he wrote to me about the TAMR over 10 years ago!

Oh, about the other kids thinking model railroading was a strange hobby--I still have an N scale layout, still collect American Flyer and still watch trains. In fact, Jim, Darrell and I just spent a Saturday photographing the Coast Route near San Luis Obispo and we average over 30 years of age. Not only that, I am happily married and have a baby girl. So you see model railroading, train watching and the TAMR has made my life better. However, my wife, Molly, still thinks the models are "cute." Some Things never change!!

--John McGreevy  
Gendale, CA

My experience with the TAMR dates from 1967. I was not a founding member, but did join soon after the TAMR started. We experienced phenomenal growth from the 50 or so when I joined to the several hundred that we had in the early 1970's.

One of the reasons for growth was the need for teenage modelers to be recognized for their efforts. Another reason was a membership with many active workers. There was always something new to hold the interest of the members.

Membership in the TAMR is not what benefits that you receive (HOTBOX, etc), but what you put in. I enjoyed the correspondence and article writing that I did. If you only sit on your rear end, you do not benefit from your membership.

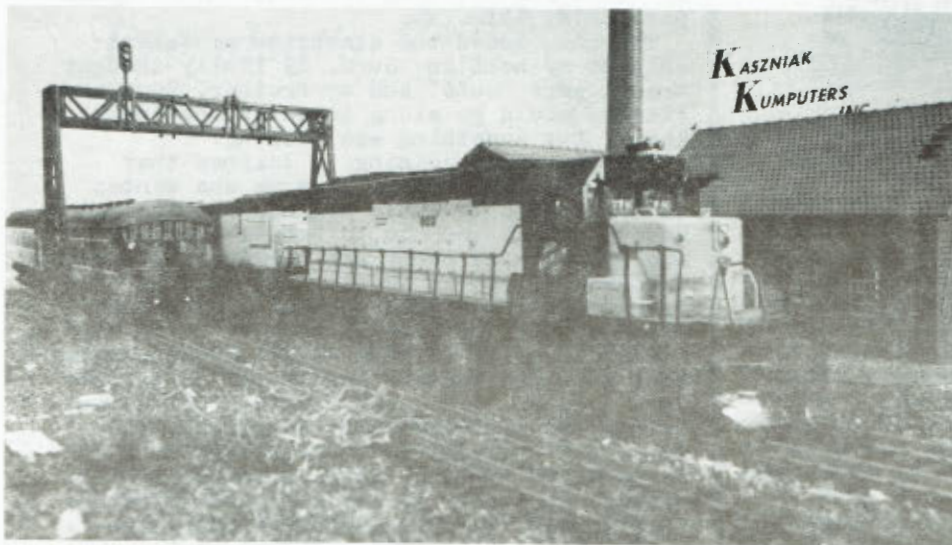
In the earlier years, the HOTBOX had plenty of beginner articles as well as  
(cont'd on page 21)

TRAIN ORDERS is a letters column in the HOTBOX where members can express their views on the association, its officers and its publications. Please send all items for this column to the Publications Editor.



# 1984 PHOTO CONTEST

## Model Division Winners



FIRST PLACE - C&NW No. 920  
Photographer: Gerry Dobey

Technique: Gerry used a Pentax K1000 loaded with Ilford XP-1 film. Shot was exposed at ASA 125, f. 22 for 30-45 seconds using natural room light. A 28mm lens was used on the camera.

Comments: Photo shows a remarkable depth of field which is very hard to attain in model work. All elements of the scene are in proper focus. The only detracting elements are the obvious out-of-scale weed in the foreground and the lack of sky detail.



Second Place - Steam Locomotive  
Photographer: Frank Kudowski

Technique: Frank used a Topcon RE 200 and exposed the scene for four seconds at f. 16. The shovel and enginner are by Campbell; sediment deposits are thin washes of Polly-S paint; reeds made from unravelled hemp rope, dyed green. All track is handlaid with woodland Scenic ballast and rock tailings.

Comments: Scene is obviously very well detailed, shadow effect is particularly nice. Weeds are very realistic. Yet image isn't as sharp as it could be.



Third Place - B&M GP9 No. 1740  
Photographer: Andy Taylor

Technique: No photo specifics provided. Locomotive and covered hopper by Athearn. Buildings by AHM. Snow courtesy of Mother Nature.

Comments: Photo is well exposed and closely cropped. Sharp in foreground, but lacks good depth of field. Snow looks good, but could have been used with a little more restraint.

Note: All three winning photos used HO models as basis for photography.



# SPOONER CENTRAL RR

I am an eighteen year old railfan-model railroader from Addison, IL, a suburb of Chicago. I have been a model railroader for most of my life and I probably have my grandfather to thank for introducing me to the hobby. You see, my grandfather was always interested in trains and it just so happens he has an apartment in Wheaton, IL that looks out over the C&NW's Chicago-Omaha mainline. Thus when we went visiting, I could sit in the living room and watch the trains go by or for a special treat, he would take me down to the mainline to see them close up.

The Spooner Central is my third layout. I had a lot of help on the earlier layouts from my dad and my brother. They helped me get started and then I took over. My father has helped me with the Spooner Central's benchmark and control system.

I got the idea for naming my railroad the Spooner Central a couple of years back when I was trying to personalize my system. Many of my fellow model railroaders had names for their layouts, along with specialized railroad passes. I wanted to have my own system, while still being able to work with my favorite prototype, the Chicago & North Western Railway. My answer came when the C&NW began abandoning some of its northwestern Wisconsin trackage. These lines are my favorite prototype routes, so I was sorry to see them abandoned. With the Spooner Central, I could have my own model system, closely associated with the C&NW, and still run C&NW trains over the parts of the line which have not been abandoned as well as perserving my favorite routes.

In 1980-81, the C&NW abandoned its Spooner, WI - Minneapolis, MN line and later filed to abandon its Trego, WI - Superior, WI line. The Spooner Central then came into being by taking over the Minneapolis line and acquiring trackage rights over the C&NW Superior line. The SC has been contracted by the C&NW to handle all local switching on the Trego - Superior segment, with the C&NW running a couple of Duluth, MN to Chicago, IL runs in each direction every day. The Spooner Central operates a couple of wayfreights each day from Spooner to Minneapolis and from Hawkhead to Spooner and Superior (see route map). The Spooner Central is also a member of the TAMR Central Region's MESS (Mid-Eastern Shortline System) which is a consortium of teenage modeler's railroads. The Spooner Central hopes that its MESS connections will attract enough traffic to allow some longer through trains to operate from Minneapolis through Spooner to Superior in the future even if we have to compete with the extensive Geneva Southern Lines system.

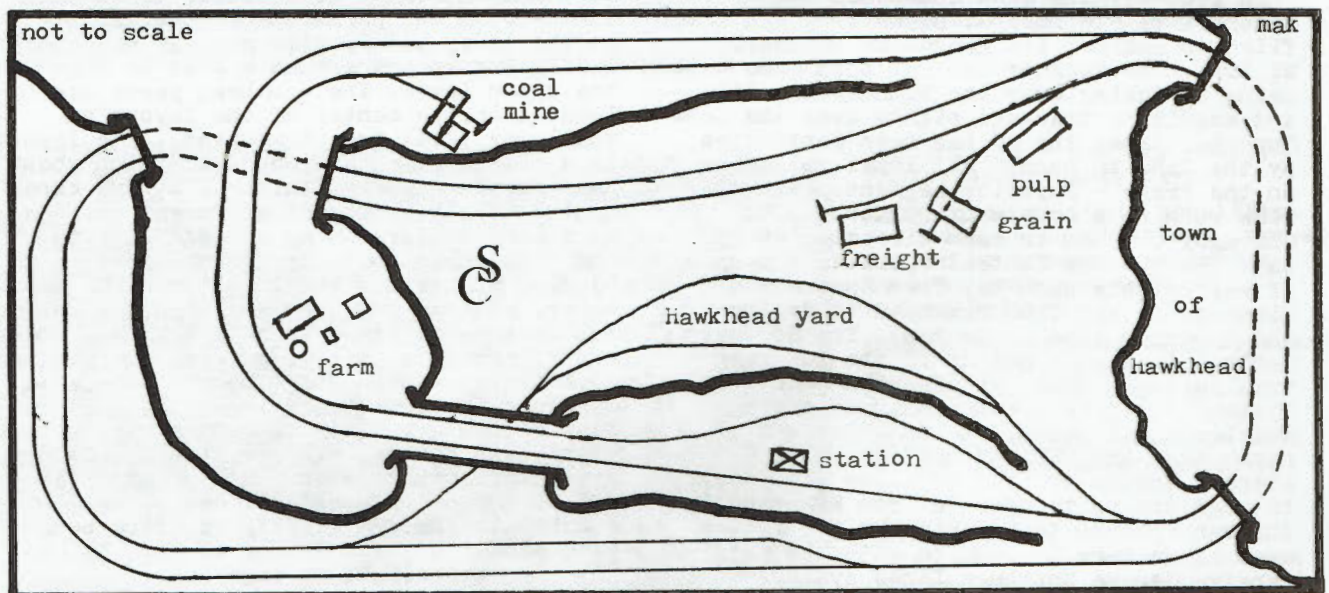
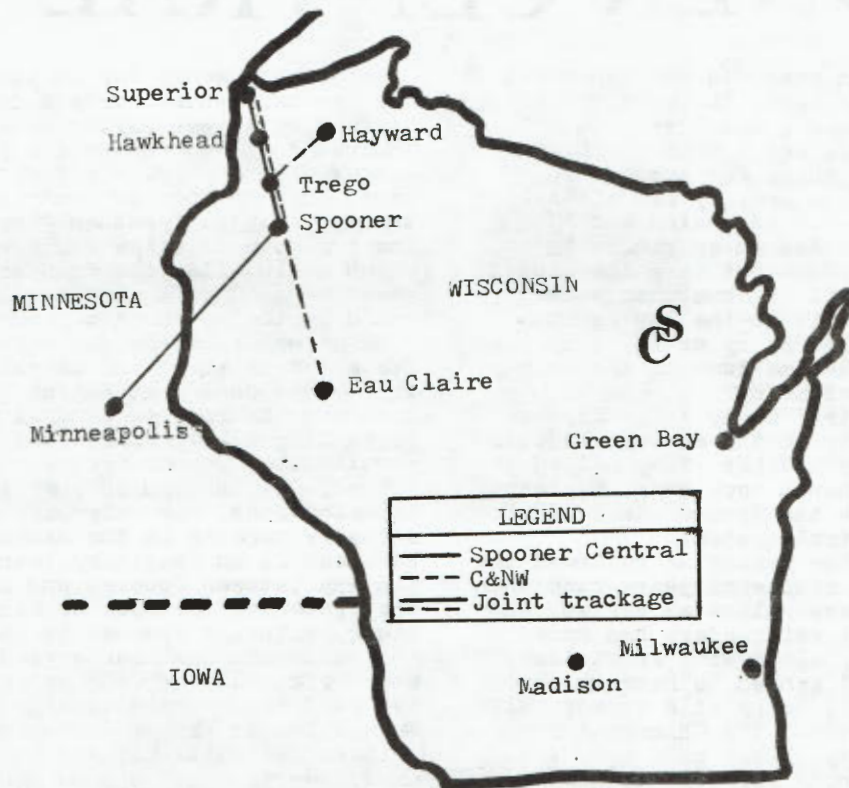
To attract money for capital improvements, the Spooner Central made a deal with Amtrak. Instead of Amtrak paying money to the Burlington Northern to run its North Star, Amtrak can help pay for capital improvements and the Spooner Central would operate the North Star. Together they could rebuild the trackage to allow for higher speeds which would allow the Spooner Central to speed up tack work dramitically while Amtrak would partially own the track the train runs on while having to contend with less freight traffic on the mainline. Obviously, this was a deal that Amtrak couldn't turn down and the Spooner Central has added the North Star to its operations.

While the Spooner Central "runs" from Minneapolis through Spooner to the Duluth-Superior area, the only part which is actually modeled is the Hawkhead area. Hawkhead is an imaginary town located about mid-way between Spooner and Superior. It is the center of the Spooner Central's operations, although Spooner is the center of the railroad. Hawkhead's yard was built as a cut-off spot for C&NW helpers which assisted heavy trains coming out of the Lake Superior basin. Today, modern diesel helpers are still cut off at Spooner. The Hawkhead yards sat unused and almost abandoned until the coming of the Spooner Central RR. However, while the line's operations are based in Hawkhead, trains also run out of C&NW's Spooner, Minneapolis and Superior (Itaska) yards.

My layout is a three and a half by twelve foot rectangle which is located against the north and east walls of my basement. It consists mostly of a double track mainline around the perimeter of the layout on the lower level, with another secondary line going up and around a hill to make the upper level. The Hawkhead yards are located in the center of the layout on the lower level (see trackplan). The layout is a little over half completed with about half of the scenery finished. I have experimented with a number of different methods of making scenery on my earlier layouts and discovered that styrafoam covered with plaster of paris works best for me. I glue layers of foam together and then use knives and brushes to shape them. I fill the holes and cracks with plaster and use the plaster to blend everything together. I have also carved a few rock formations out of styrafoam. I use a variety of natural soils, along with commercially available "sawdust" grass for ground cover. Most of my trees are home made by gluing lichen to twigs. I have also used a variety of store bought pine trees. I would prefer to make my own  
(continued on page 21)

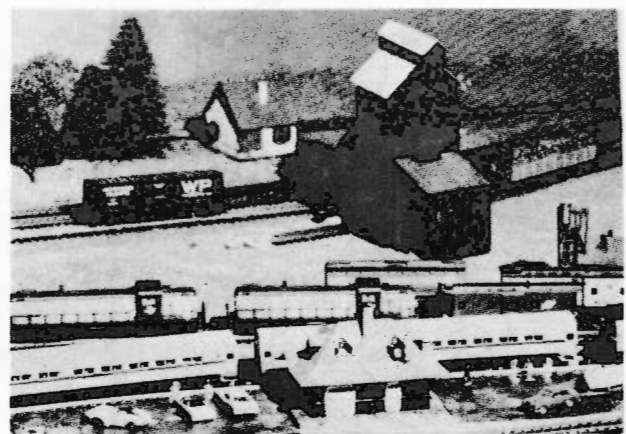
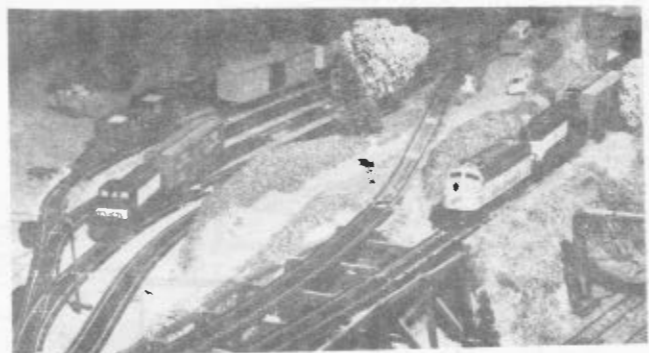


Spooner Central (cont'd from previous page)





Spooner Central (cont'd from previous page)



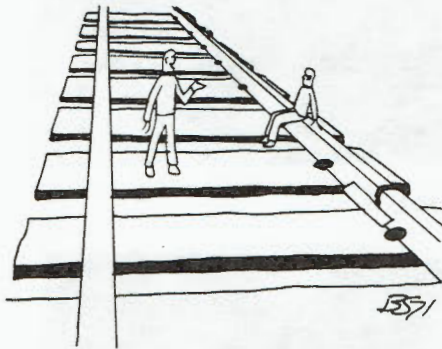
(Above, top) Stan at the controls of the Spooner Central  
 (Above, middle) Engineers' nightmare, a gasoline truck crossing in front of the train  
 (Above, bottom) "Northwoods 400" railfan excursion with an E8 and heavyweight cars.  
 (Right, Top) F-units on freight trains! Rounding the curve at Ma & Pa Kettle's farm  
 (Right, Upper) RS3's pulling an ore drag emerging from the tunnel.  
 (Right, Lower) Switching in Hawkhead yard while a freight passes by on the mainline.  
 (Right, Bottom) Amtrak's North Star: unloading passengers at Hawkhead as a C&NW transfer run pulls into Hawkhead yard.



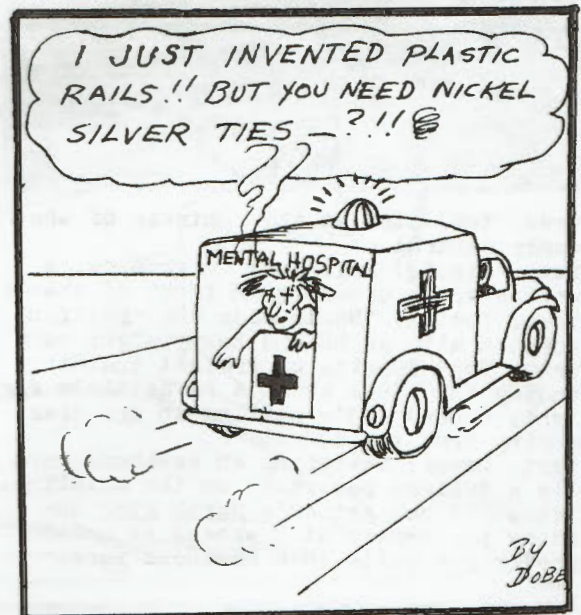
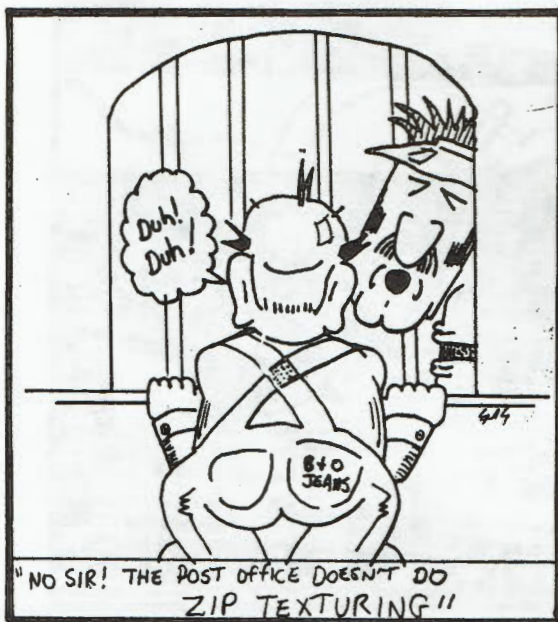
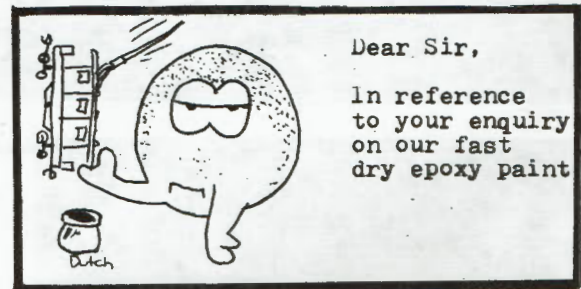
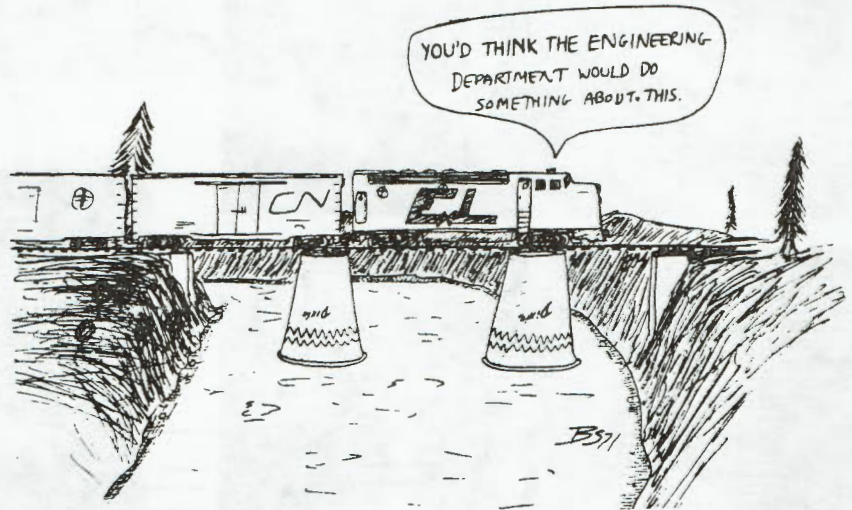


# 'draw, partner'

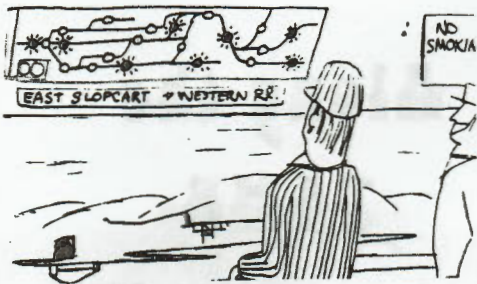
A SECOND LOOK AT SOME OF THE CARTOONS THAT HAVE APPEARED IN THESE PAGES OVER THE PAST TWENTY-ONE YEARS



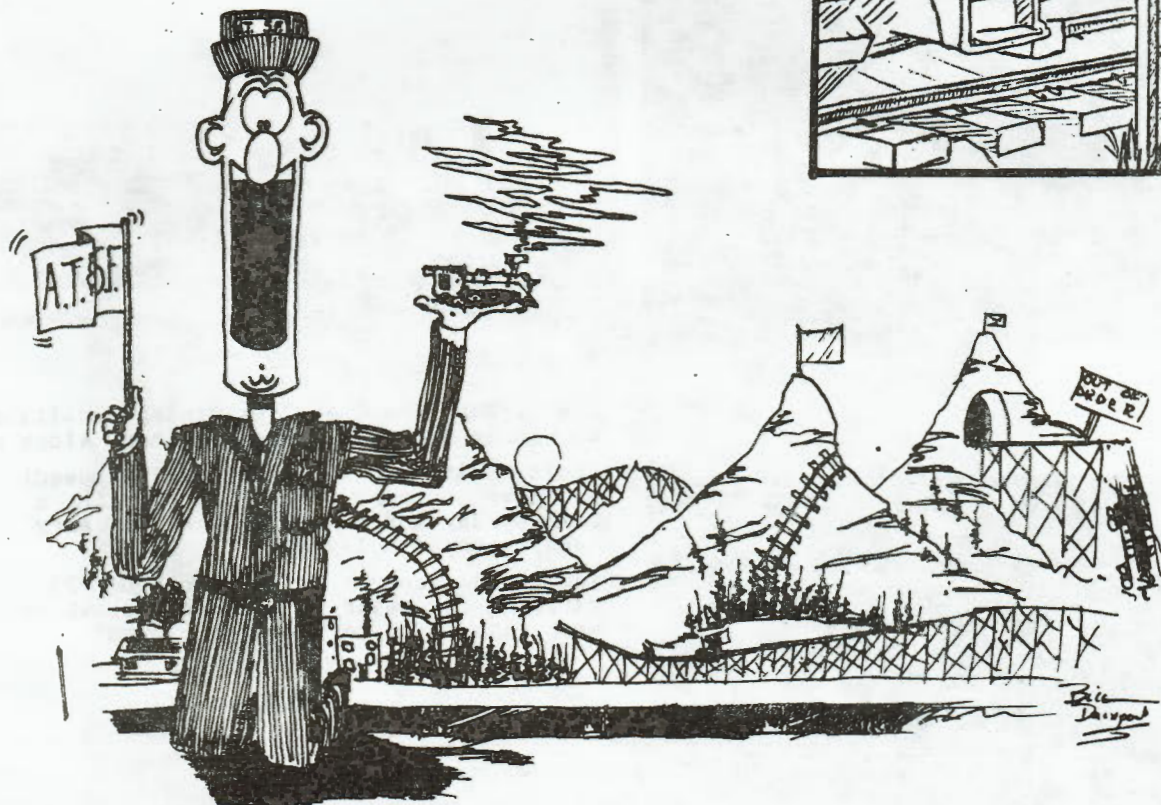
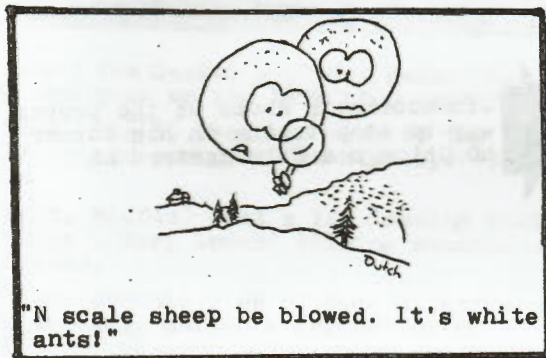
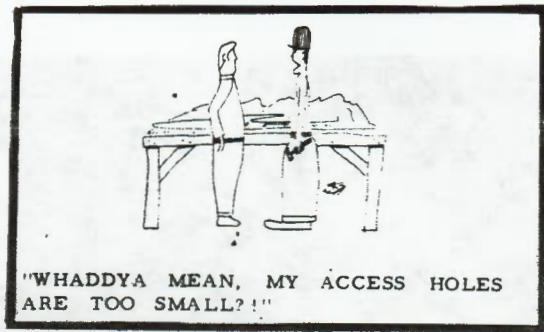
"NOTHING TO WORRY ABOUT . . .  
WE'RE JUST A DIFFERENT SCALE."







"This is all very pretty, but where the heck is my train?"

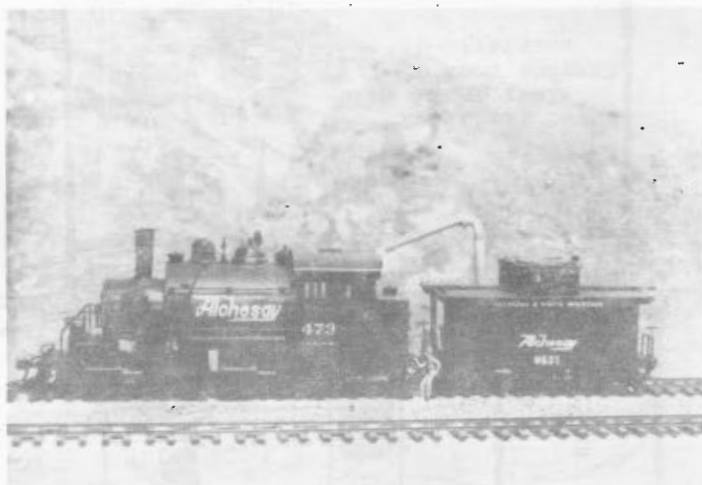
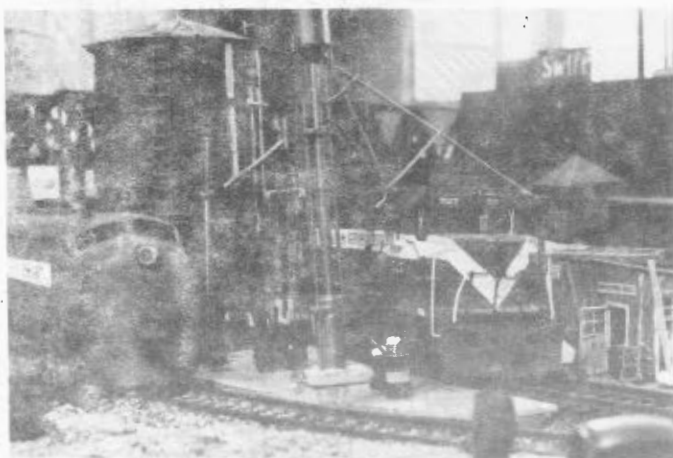






# Along the TAMR Right - of - Way

Jim Kobrinetz shows us the proper way to stop trains on his former HO Chicago & Ohio Eastern RR.



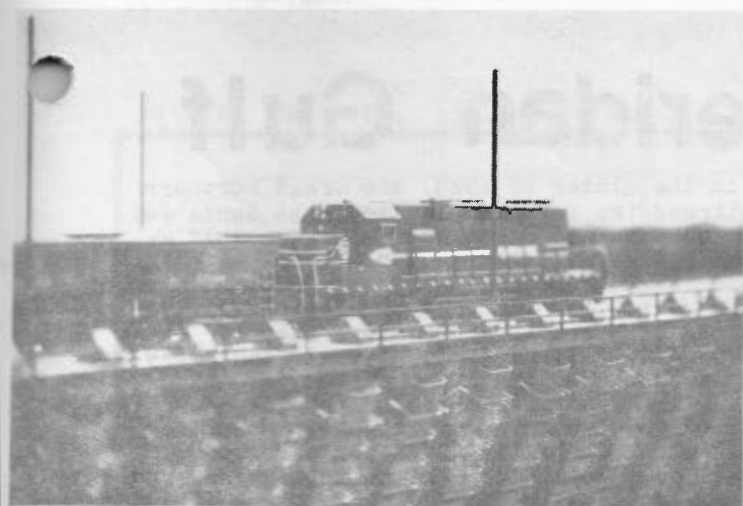
(Left, Top) The diesel servicing facilities on Dennis Brandt's Pullman & Ghost Ridge RR

(Left, Bottom) A Very Rare train indeed! A Geneva Southern Lines' Geep pulling a TAMR boxcar and a MESS caboose on Gerry Dobey's uncle's layout.

(Above) Alchesay & White Mountain #473 stopping for water with a caboose hop on Mark Miter's HO narrow gauge layout.







(Above) Tom Gasior's GP38-2 switching the ore dock on the LSTM club layout.

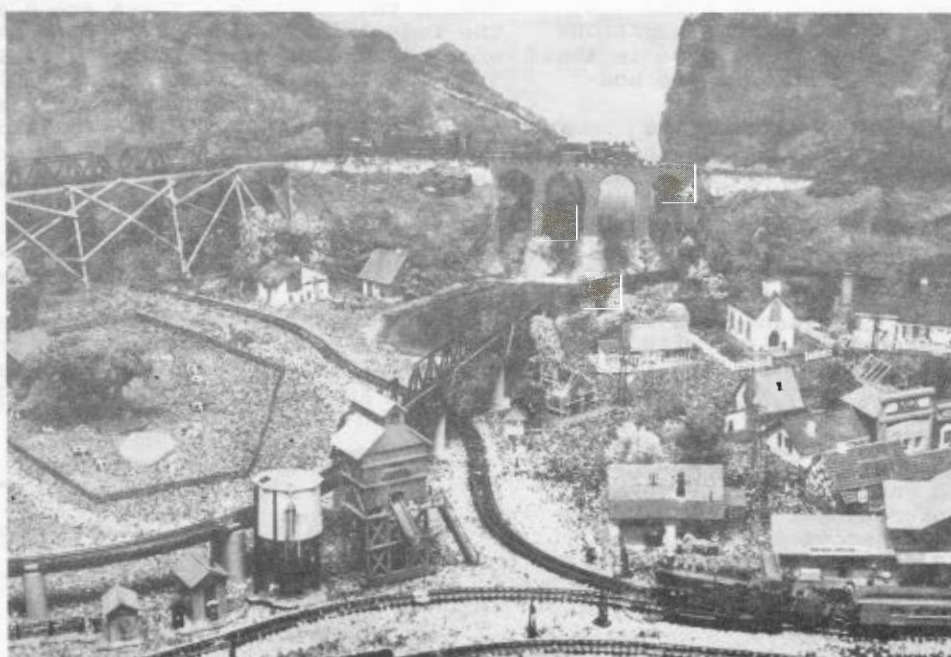


(Above, Right) Overhead view of the foundry and scarp yard on Rich Eyerly's pike.

(Right, Middle) Best's Ice Loading station on Mike & Mary Lucas' Shining Mountains Railroad.



(Below) Overall view of Dave Ellett's Chickamauga, Shiloh & Appomattox R.R.





# Santa Fe & Sheridan Gulf

The Santa Fe & Sheridan Gulf RR was begun back in 1977 when I built a 4x5' HO layout for a few cars and engines which I had at the time. I added scenery and the layout was finished in hardly any time.

Then in 1979, I saw an N scale train set in a hobby shop. So I decided to switch to N scale. I built a 2x6 foot layout. A single track mainline was built in an oval configuration around the edge of the layout, with an oval and station half oval siding in the middle of the layout. Next a mountain was built at one end of the layout with a waterfall and a lake at its base. Then came a town, with a few stores, homes, train station and water tower. Suddenly the layout began to come to life. Basic scenery consisted of ground cover and trees. The layout at this point is essentially complete. I called the town on the layout, Wichita. Operation consists of a short (6-8 cars) mixed local with either F units or steam engines powering the consist.

After the 2x6 foot layout, came a 2x3 foot layout in early 1980. It is named the Silverton & Peabody Coal Co. RR and it is centered around a coal mining theme. The train brings coal from the mine to the processing plant and then up to the mainline.

In the summer of 1980, I started my biggest project, a 4x8 foot N scale layout. I took a simple trackplan out of Kalmbach Book's N Scale Model Railroad Trackplans. Using plan 63, I put in and took out tracks that I thought the layout needed or didn't need. The plan had a doubletrack mainline with crossovers, industry tracks and a few holding or staging tracks. Well, I expanded the holding and staging tracks. In 1982, a 1 by 3 by 3 freight yard section was added. It has ten tracks with room for more additions later. My only problem with the yard is that it can only be switched from one end and this can get confusing at times.

At the present, I am working on the scenery. Two cities are planned on the layout. One will be the city of Great Bend. It will be raised two to three inches above track level so trains will pass under the city with station stops like a real city. I plan to have a complete trolley line in the city for public transportation. The other city is called Sheridan. This is where the yard is located, along with homes and an industrial district. In late 1984, I built an interchange next to the ten track yard. All the operations on my railroad are based upon the Santa Fe's Kansas Division. The interchange brings Southern Pacific and Union Pacific to my railroad. Along with the interchange, six more yard tracks were added to accommodate passenger cars. Also, three tracks were built for holding passenger trains under the city of Great Bend.

In the winter of 1983, the Great Northern Railroad (my favorite, besides the Santa Fe) merged with the Santa Fe & Sheridan Gulf RR. Both railroads built a double track mainline from Great Bend, KS to the Twin Cities. Along this route, the GN built an electric line, for freight and interurban operations. Currently, a weekly freight train and daily interurban uses the line.

During March of 1985, a switchback was built from the mainline on the GN down to Silverton, where the Silverton & Peabody Coal Co. RR operates. The switchback has 6% grades, so it is kinda neat to see trains run on it. Coal now travels up the switchback to the mainline where it is delivered to customers via the SF&SG. Also along the GN-SF&SG route, a few towns have sprung up. Major customers along this route include a cattle ranch and a lumber mill.

In addition, a 2x4 foot module was built which contains a turntable, roundhouse plus steam and diesel engine servicing facilities. This module is designed to be butted up against the yard.

Operations on the layout include eight to ten regularly scheduled trains per day, plus the trolley service in Great Bend. I have developed a complete set of schedules for the operation of the railroad. For a listing of this schedule, see elsewhere in this article. I also own around 25 to 30 N scale locomotives, mostly painted in Santa Fe colors. Add to this some 120 freight cars and 45 passenger cars. In HO, I have 12 engines plus 50 freight and passenger cars.

With this many trains in operation, two at a time, one in each direction on the double track main. I have split operations into what I call "tricks." There are 4 main tricks. The industrial switching is done at night, when no scheduled trains are due, because they block the mainline for such a long time. A basic operating session takes nearly an entire afternoon.

Additional future projects include finishing the scenery, plus interior lighting in most of the buildings. Streetlights and yard search lights will also be added, this is so I can conduct realistic night operations. I plan also to install working crossing gates and block signals.

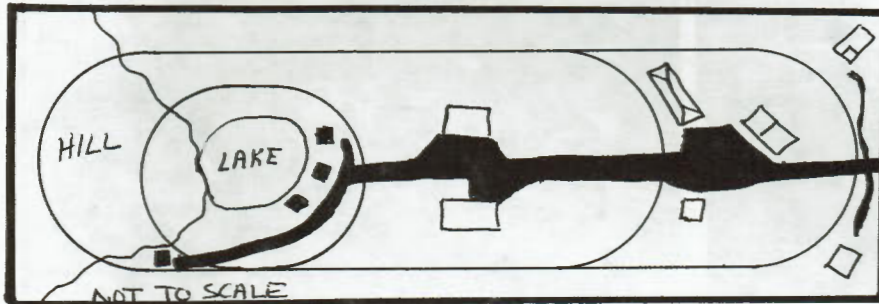
If any of those attending the 21st Anniversary convention want to spot by, you are more than welcome to do so. We promise to put on a good show for you on the Santa Fe & Sheridan Gulf Railroad!



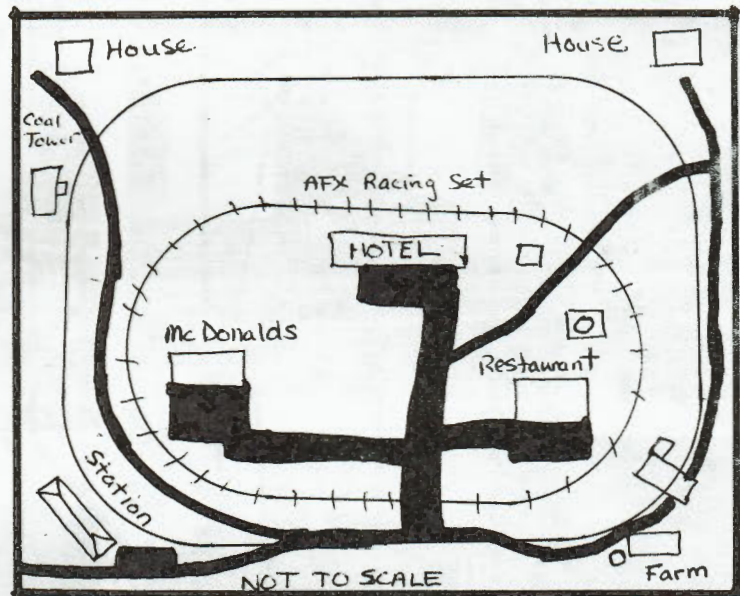


Santa Fe & Sheridan Gulf (cont'd from previous page)

Wichita 2x6 foot N scale



4x5 foot HO layout



SF&SG Train Schedule

<u>Name of train</u>	<u>Type of train</u>	<u>Train No.</u>	<u>Destination</u>
"Texas Chief"	Gen. Merchandise	15	Houston - Chicago
"Super Chief"	Passenger (ATSF)	17	Chicago - Los Angeles
"El Capitan"	Passenger (ATSF)	23	Los Angeles - Chicago
"Grain Hotshot"	Freight - Grain	9	Kansas City - Dodge City
"Tulsa"	Gen. Merchandise	11	Barstow - Kansas City
"SW Chief"	Passenger (Amtrak)	3	Chicago - Los Angeles
"SF Chief"	Passenger (Amtrak)	2	San Francisco - Chicago
"Fuel Foiler"	COFC	48	Chicago - K.C. - L.A.
<u>Extras</u>			
	Commuter	--	Sheridan - Great Bend
	Steam Fan Train	--	

Freight extras are made or called whenever they are needed on the SF&SG. Switching is done on Mondays, Wednesdays and Fridays according to the following schedule:

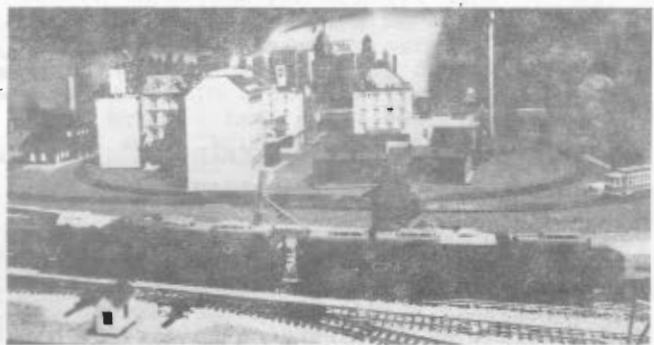
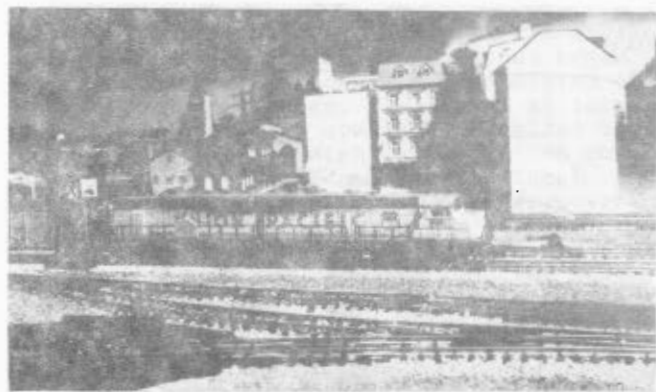
Factory's 1 and 2 on Monday  
 Factory's 3 and 4 on Wednesday  
 Factory's 5, 6 and 7 on Friday

Maintenance-of-Way:

Daily maintenance train checks all tracks before every operating day. This train usually includes a crane, boom car, tie cars, rail cars and an employee car. Amtrak runs a rail detector every day also



Santa Fe & Sheridan Gulf (Cont'd from previous page)



(Above, Top) John Huseby III at the control panel of the Santa Fe and Sheridan Gulf.

(Above, Middle) UP DD40X arriving on a pool train.

(above, Bottom) Santa Fe train passing by the interlocking tower on its way to the yard.

All photographs: Mark Kaszniak

(Above, Top) A rarity indeed. B&O F unit just came off a transfer run and the SF&SG crews decided to give the girl a bath before sending her back home again.

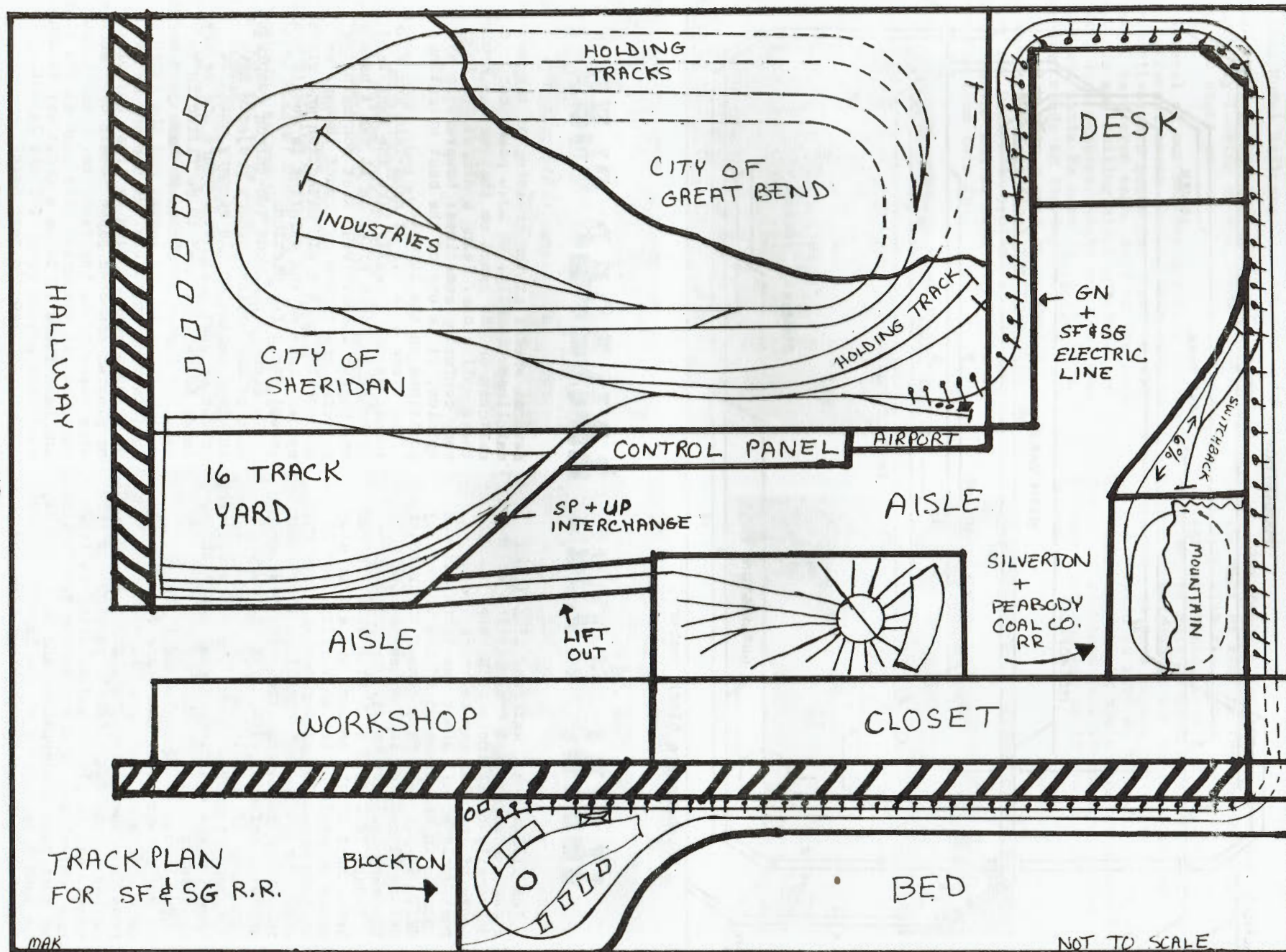
(Above, Middle) Santa Fe unit waiting for its next assignment at the fueling facility.

(Above, Bottom) Automobiles for the West Coast. In background is city of Great Bend. Trolley in right corner of picture is heading for the station in the upper left corner.



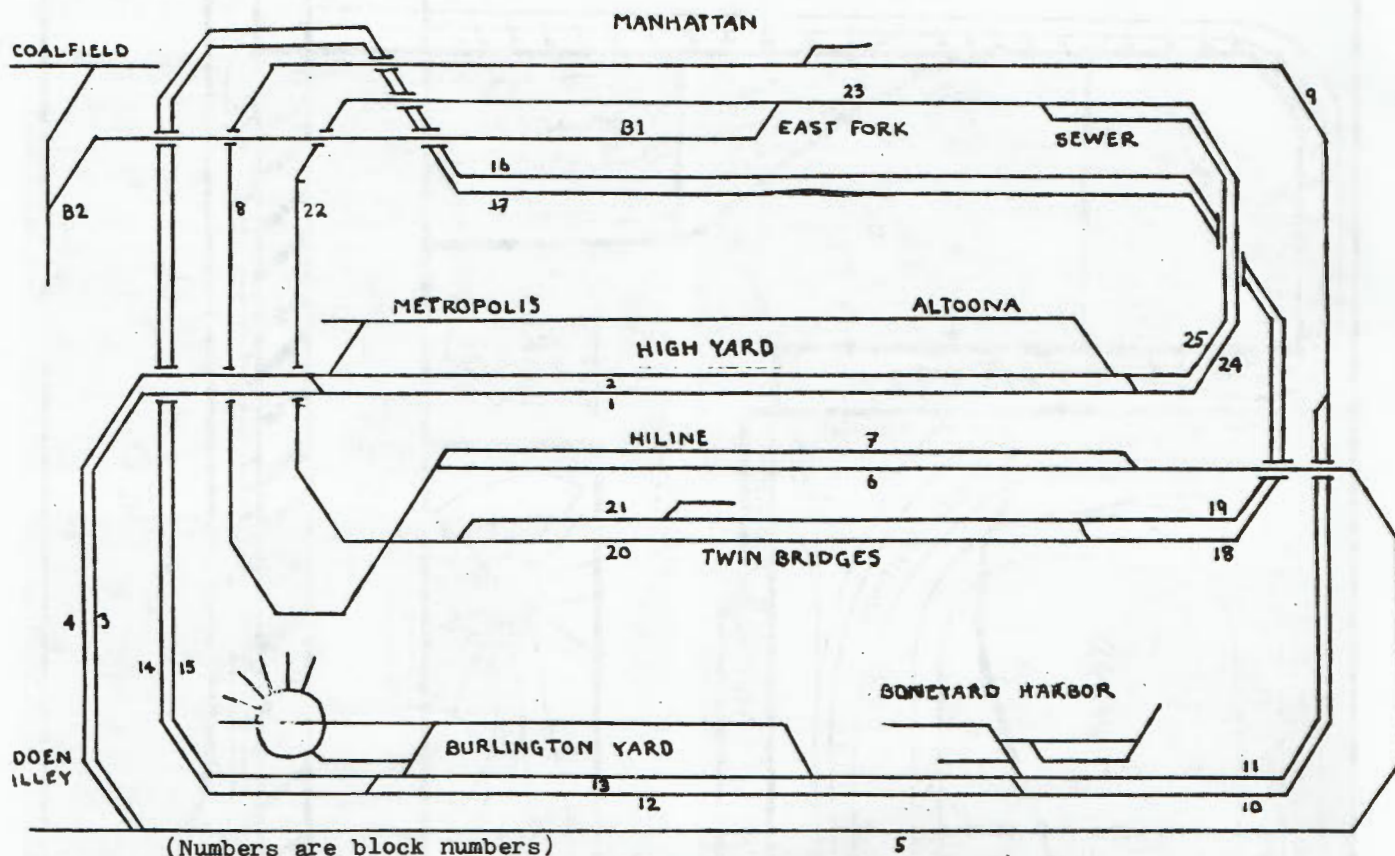
June - July 1985

-17-



MAK





## ILLINI MODEL RAILROAD CLUB

By Steve Craig

The Illini Model Railroad Club (IMRC) is a registered student organization at the University of Illinois in Urbana, IL. The roots of the club can be traced back to post World War II where, we think, it was located in the basement of the university YMCA. It has been in a number of buildings before it settled in the basement of Townsend Hall around 1974.

Today, IMRC is a club with about 16 members. Most of the members are either students or staff of the university, but we do have about 30% of our members from outside. Our dues are ten dollars a semester in cash or in merchandise, otherwise we are a pretty informal club. I am the current President of the club and Tom Seibert is the Sec/Treas. Tom is the one who works very hard for the club in our dealings with the university.

The layout is HO scale and it fills a 14 by 30 foot room. There are four mainline cabs and three yard cabs. As you enter the room from the outside, the first thing you notice is the dispatcher's panel. From this panel, all 26 blocks and mainline switches are controlled. In order to run four trains, we must have a dispatcher and he is the key to smooth operations on the layout. Several times while I was dispatching, I caused

several wrecks at the crossing of the two mainlines. Luckily, we have power cut off switches on the panel so that we can avoid these collisions. Being a dispatcher is very confusing sometimes; however, in my opinion, it is one of the best operating positions on the layout.

The track is a mix of hand-laid and flex-track. We don't really like the hand-laid, although it looks nice, as it can't handle the bigger locomotives. Most non-mainline switches are thrown by ground throws. We are working on a train detection and signal system. Most of the mainline is double track except for a few sections.

The scenery is about two-thirds completed. Most of our recent scenery projects have involved replacing old scenery which is broken or just plain old. There are several large holes that need to be filled in to make the layout complete. We have just begun adding trees to the layout and the improvement is very noticeable. We use any method of scenery construction we like, but plaster or plaster drenched paper towels over screen wire seems to be the favorite. I was introduced to zip texturing this year at the club and have found it to be a great way to make realistic ground cover for the layout.

(cont'd next page)



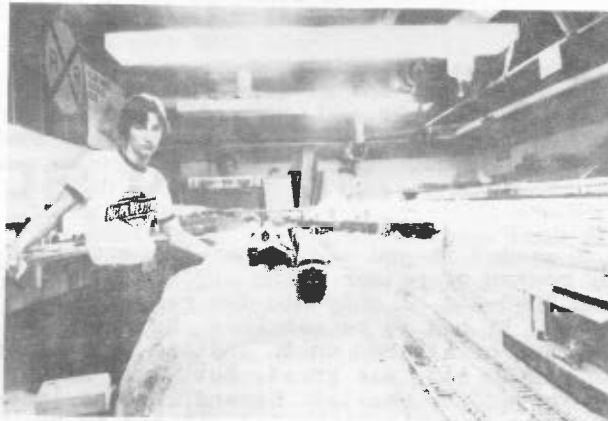
Illini Model Railroad Club (cont'd from previous page)

Buildings, people and detailed scenes are currently lacking on the layout, but we hope to start adding them as we find the time.

Several of our members are fine modelers in different areas. One of them details locomotives and passenger trains better than I have ever seen. Most of the locomotives and rolling stock are owned by individual members. Right now Soo Line, C&NW and Santa Fe seem to be the most popular roads on the layout.

The club uses a card order system, schedule and fast clock for operation. We have not used both systems at the same time however and we hope to be able to combine them this fall.

The club faces a changing membership and the task of keeping the members active and happy with the layout. We have meetings each Friday evening from 7:30 to 9 and sometimes we meet on Saturdays. Any TAMM member is welcome at our meetings and we would like to have anyone who comes in. We are located at 1010 W. Illinois Street in Urbana. We are in the southeast basement corner of Townsend hall in the ISK complex. So come down and see us if you get the chance.



(Above, Top) Sign at the entrance to the Illini Model Railroad Club

(Above, Bottom) Highly detailed Soo Line F unit emerging from the Warren truss bridge.

(Right, Top) Dave Chapman, TAMM member, watching trains on the club layout.

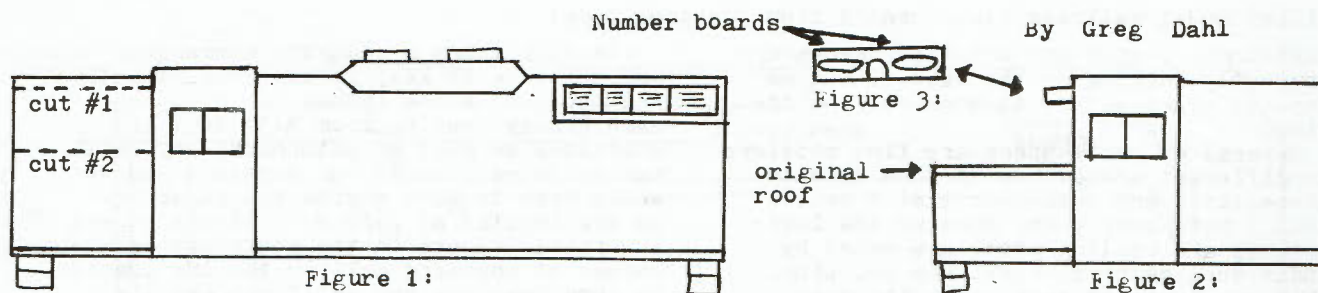
(Right, Middle) Steve Craig, club President, surveying all the scenery work that has yet to be done on this end of the layout.

(Right, Bottom) Steve and Dave performing some switching work on the club layout.

All photos: Mark Kaszniak







## AN SD9-2?

I wanted to add a distinct locomotive to my roster of rather bland SD9's, SD35's and SD40-2's. I only had two requirements: First, it had to be sensible. My roster is made of all EMD units and the temptation to add an Alco was great, but would have destroyed the realism. Second, if the locomotive was to be kitbashed, it had to be easy. I checked back issues of Model Railroader and Railroad Model Craftsman, but most of the interesting projects were too difficult. I wanted an SD50, but the conversion work involved seemed endless.

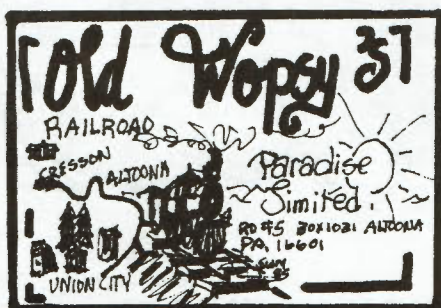
Thus with those two criteria: simplicity and sensibility, I set out. The locomotive that I came up with is the SD9-2. It made sense. My railroad supposedly owns seventy-five SD9's and since they were built in the early 1960's, it was about time that they were upgraded and rebuilt. Since all SD9's are high nose, I figured that a low nose would make a unique looking unit. The curved cab roof makes it a different looking EMD unit while allowing it to stay in the EMD family as it were.

The two major assemblies to this conversion are the low nose and the new number boards. Refer to the drawings which I hope are self-explanatory. You should start with an undecorated shell, or strip the paint from an already painted one. Remove the shell from the frame. Then remove the cab from the shell by prying the two tabs on the inside. This will make your work alot easier and prevent damage to the cab.

The first cut removes the roof of the high nose (see figure 1). Save this piece as it will later become the roof of the low nose. If you are careful and make your cuts straight, you should be able to glue the roof back on to the low nose. Some putty and sanding should make it a smooth fit. Any bumps or cracks that you can feel will show up when you paint so be sure to check for them. I also removed all the details on the nose roof and the ladder like details on the front of the nose by shaving with an X-Acto blade and fine sandpaper.

The number boards from the original cuts were salvaged and after filing the top and front smooth, I glued a piece of .010" plastic to the top and bottom. Then I filled the original headlight hole (see figure 3). It came out 1.75 scale feet thick, which seemed about right.

That is about it for my model. Much more can still be done. I still have to add a headlight group to the front, probably on the short nose. You could also remove the dynamic brakes and add many other details. It is important to remember to work slowly and carefully since there isn't much room for error. Be sure all your cuts are straight and parallel to the walkway or frame so the new nose won't be slanted.



	<b>PULLMAN &amp; GHOST RIDGE RAILROAD</b>	<b>DJ BRANDT</b> 1824 Marshall Av Richland WA 99352
	"YOUR BUSINESS IS OUR PLEASURE"	
The staff, management and crew of the Pullman & Ghost Ridge Railroad salutes the TAMM on its 21st. Anniversary. Best of luck in the future.		



Spooner Central (cont'd from page 7)

due to the large numbers commonly found in the area that I am modeling, but have yet to find a way to make good ones in N scale. However, I do feel that I have done a reasonably good job in capturing the flavor of the northern Wisconsin woods.

The Spooner Central is built on a layer of Homosote board placed on top of the benchwork. Most of the track is Atlas flex-track along with Atlas turnouts. The control system is the traditional dual cab control and the layout is divided into ten control blocks. I use a Troller Auto-pulse Twin Momentum 5, model 8000, to power my trains and am truly satisfied with the performance of my trains.

When operating, I don't use any type of car tag or identification system. I don't want to have to worry about paperwork at this time. I simply keep an eye on how the C&NW does it in Spooner (ask the crews, I'm always there in the summer asking questions). I think I owe a lot of my interest in switching operations to those C&NW crews. I simply keep track of the type of car, what it normally carries and in which direction it runs full and empty with that load while operating my pike. I am big on realism. I will take a load out of a car in one direction and put it in for the other. I cut the plastic moldings out of cars and make new loads for them so they can run both loaded and empty. I have found that charcoal dust put through a strainer makes fantastic N scale coal, ballast can be used for iron ore and cut twigs for pulpwood. Blasa wood makes good finished lumber loads.

In the future, I would like to build a hidden yard to store trains because I like to run ore trains, but Hawkhead isn't an ore storage yard. I need a place for Amtrak and the yard is getting too small for my fleet of cars. I would also like to rebuild my control system because it looks like a bowl of spaghetti right now!

My normal operating sessions start with a local switcher sorting cars in the yard. While this is going on, a C&NW freight is out on the mainline. The switcher will make up two locals and a couple of transfers to Duluth and Spooner. One transfer will leave the yard and a local will follow it. The transfer and the C&NW will change places on the mainline. After the first local finishes switching, it will come back to the yard and another local will be sent out. The C&NW train will do some interchange work in the yard and then switch places with the transfer which will return to the yard. The second transfer will leave the yard in the opposite direction and do some more switching. Amtrak's North Star will weave its way through the other action, make a station stop, and leave. I don't always follow this schedule, but I think it shows the potential for operations on the layout.

On the whole, I feel the Spooner Central is a pretty good layout, even though N scale can be somewhat un-nerving at times! Still, it keeps me busy and out of trouble.

TRAIN ORDERS (cont'd from page 5)

the prototype stories. Maybe some of these articles should be run again or new articles on the basics might fill the needs again of teenage modelers.

When I joined, there was a general shunning of teenage modelers by adults. Minimum age requirements were the norm for many clubs. I hope that 21 years of the TAMK has changed that. The recent attack of the NMRA is interesting. The NMRA now wants to offer reduced dues with a package that is enticing, but smacks of the old minimum age, second class citizen problem that was one of the reasons for starting 21 years ago. Is not equality better? I deserve the same treatment when I pay what you do.

Do not give up hope that the association is doomed. Adversity in the past has usually helped the TAMK grow. One of the best years was the year in which the Vice President, Secretary and Treasurer conspired to operate the TAMK on our own because we had a do-nothing President.

The NMRA is no more a threat now than 21 years ago if each member will become active recruiting and writing. The future as always is in the hands of the teens. We oldsters (at 32!) can advise, but it is your association to nurture and develop.

--Lloyd Neal  
TAMK Hon. Life  
NMRA Life #1696

I wish to congratulate the TAMK on reaching its 21st birthday. I was Treasurer back in the mid to late 1960's (it is getting hard for an old man like me to remember that far back) and from what I read in the HOTBOX, things haven't changed that much for the association. Too few members, too many expenses, too little input, too much complaining, but that is what makes it all so interesting.

I guess being a teenager is as tough today as it was 20 years ago; you want to do a lot of "grown-up" stuff, but the resources are limited (Mom and Dad also veto a lot of plans too!). Being a teenage model railroad nut is just adding to the problems--it is sometimes better not to admit your hobby interest to your peers for fear of being labeled a bit weird (of course, that applies to us older folks, too!).

I don't know how much "face-to-face" contact the present membership has these days. In my time, I don't remember ever talking to anyone else on the phone about organizational business, it was all by letter. I did meet with some members in the Chicago area, one in Kansas City, one in Oklahoma; traveling around the country by one's self wasn't looked upon with favor back then--I guess we weren't as sophisticated as teenagers are today.

We had a pretty good association though. The newsletter was quite similar to what it is now and the internal politics are the same. We did have trouble hearing from people for long periods of time; it got to be frustrating when someone responsible for a particular job decided that model trains just weren't exciting anymore. (cont'd on page 22)



# TRAIN ORDERS (Cont'd from page 21)

Being just a kid back then, I guess I looked at things differently.

I am concerned about this TAMR vs. NMRA thing. I really don't know what the situation is, but it appears that the old folks still don't like or trust the youngsters. I really never did understand or accept what poor relations existed between younger and older modelers. Even today, I think most adults just tolerate the teens and that includes all the fuss in Model Railroader about teens in the hobby. I think a lot of that is a smokescreen just to show they believe in fairplay. Being honest, the big bucks in model equipment is through sales to those who can afford it--that isn't your typical teenager, is it?

However, when I was a teenager, I was happy to find out that an association like the TAMR existed; and was happy to belong and serve as an officer at the time. Just knowing that an everchanging segment of the population could start something like the TAMR and then keep it going for 21 years is amazing. So, anyway, keep up the good work. I hope the outfit is around another 21 years at least. Hopefully, the present membership can keep the interest up. Remember that is always a new crop of potential members coming along.

--Alan Maty  
TAMR Hon. Life



## CANADIAN REGION/RÉGION CANADIENNE Teen Association of Model Railroading

Address/Adresse 39 Paton Street 39 rue Paton  
St. John's, Nfld Saint-Jean, T.N.  
CANADA Canada  
A1B 3E9 A1B 3E9

The Canadian Region, TAMR, would like to announce that it fully supports TAMR in the recent problems it has encountered with the NMRA. The Canadian Region will stand behind TAMR during negotiations with the NMRA in Milwaukee this August, and it will support whatever agreement TAMR Executives achieve with the NMRA. The Canadian Region urges Canadian Region members, as well as all TAMR members to become involved by writing letters to your Regional and National Executives so that they may know how YOU feel on this vital matter. Only with YOUR input will the Canadian Region, and TAMR as a whole be able to formulate a unified position on this matter that is representative of YOUR opinions.



## "ROUTE OF THE TOLLING BELL"

Mark Kaszniak, Pres.  
4818 W. George Street  
Chicago, IL 60641

N Scale - Passes Traded

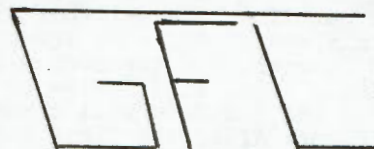
The Directors of the BORED of the Pecatonica & Pontoosuc Railroad wish to congratulate the TAMR on its 21st. Anniversary. Incidentally, the reason why the directors are bored is because the President (who shall remain nameless, but if you're interested, his name appears above) has been neglecting his duties on the RR and devoting all his spare time to preparing the HOTBOX and organizing the convention in Milwaukee. All we can say is that these things better be pretty special or the P&P RR will be announcing an officer vacancy in the near future. See you all at the convention!



Geneva Southern Lines  
145 E. Kenilworth Ave.  
Villa Park, IL 60181

HO Scale - Passes Traded

The management of the Geneva Southern Lines wishes to congratulate the TAMR on its 21st. Anniversary. We would also like to encourage all TAMR members to attend the convention in Milwaukee this summer. As an added bonus, we were going to offer all TAMR members free passage on our mainline to get there, but with the condition of our track, you'd never make it in time. Better off sticking with Amtrak (or other modes of transport if you must). Looking forward to seeing you all in Milwaukee!



N  
Scale

The Railfans' Delight

The Gilbert Family Lines wishes to congratulate the TAMR on its 21st. Anniversary. We would also like to publicly state that in all our years of modeling, our greatest enjoyment has come since 1978 when we joined the TAMR. We also feel that all those members we have been in contact with over the years are the finest group of young people that we have ever dealt with. Looking forward to many more years with the TAMR.

--Dee Gilbert, Pres.  
Linda Gilbert, VP



# TAMR Officers 1964-1985

Founder: David Burris (1964)

<u>Year</u>	<u>President</u>	<u>Auditor*</u>	<u>Secretary</u>	<u>Treasurer</u>	<u>Editor</u>
1966	Dick Wagie	Steven Seidel	David burris	Doug Kocher	Rodney Owensby
1967	Dick Wagie	Steven Seidel	Steven Seidel	Doug Kocher	Rodney Owensby
1968	Gerald White	Greg Thompson	Steven Seidel	Doug Kocher	Bert Kahn
1969	David Neumann Doug Kocher Gary Tempco	Doug Kocher Gary Tempco Vacant	Dick Wagie	Allen Maty	Doug Rhodes
1970	John Johnson	Lloyd Neal	Gary Tempco	Jay Franklin	Tom Papadeas
1971	Lloyd Neal	Mike Thomas	Gary Tempco Terry Burke	Phil Geig David Johnston	Tom Papadeas
1972	Steve Harper	Tim Vermande	Terry Burke	David Johnston	Mike Bonk
1973	Ralph DeBlasi Bengt Muten	Bengt Muten Dale Madison	Jean Brisson Phil Simonds	David Johnston	John Held
1974	Bengt Muten Dale Madison	Dale Madison Vacant	Phil Simonds John Eull	Art Mulligan	John Held
1975	Mark Soloman	Dale Madison	Doug Johnson	Art Mulligan	Tim Vermande
1976	Mark Soloman	John McGreevy	Doug Johnson	Kay Hakim	Tim Vermande
1977	Mark Soloman	John McGreevy	Doug Johnson	Kay Hakim	Tim Vermande
1978	John McGreevy	Mark Kaszniak	Gerry Dobey	Kay Hakim	Mark Tomlinson
1979	Jeff Wilke	Mark Kaszniak	Gerry Dobey	Kay Hakim	Tim Vermande
1980	Jeff Wilke	Greg Dahl	Gerry Dobey	Rich Hoker	Mark Kaszniak
1981	Ken Keels	Greg Dahl	Gerry Dobey	Rich Hoker	Mark Kaszniak
1982	Ken Keels	Dan Carroll	Gerry Dobey	Claude Morelli	Mark Kaszniak
1983	Ken Keels	Dan Carroll	Dee Gilbert	Claude Morelli	Mark Kaszniak
1984	Ken Keels	Steve Craig	Dee Gilbert	Claude Morelli	Mark Kaszniak
1985	John Dunn	Steve Craig	Dee Gilbert	Claude Morelli	Mark Kaszniak

\* Vice-President before 1976

## HOTBOX Publishers

David Burris (1964)  
Steven Seidel (1965-66)  
Rodney Owensby (1967)  
Greg Thompson (1968)  
Randy McCoy (1968-69)  
Dick Wagie (1969-1972)  
Dave Garretson (1973)  
Doug Johnson (1974-75)  
Andrew Dick (1976-77)  
Mark Kaszniak (1977-78)  
Talmadge Carr (1979)  
Gerry Dobey (1979-80)  
Ensign Printing (1981-85)

## National Convention Sites (Organizer(s))

1970 - St. Louis, MO (M. Thomas)  
1971 - New York City, NY (B. Sanders)  
1972 - Toronto, Ontario (Madison, Simonds, Hicks)  
1973 - Chicago, IL (G. Tempco)  
1974 - Philadelphia, PA (J. Held, L.E. Payne)  
1976 - Chicago, IL (D. Johnson, T. Vermande)  
1979 - Chicago, IL (G. Dobey)  
1980 - Long Island, NY (T. Bedell, T. Tait)  
1985 - Milwaukee, WI (M. Kaszniak)

## TAMR Honorary Life Members

David burris (founder)  
Richard Wagie  
Douglas Kocher  
Lloyd Neal  
Alan Maty  
Lone Eagle Payne  
Timothy Vermande

The members of the TAMR wish to offer their heartfelt thanks to all those listed above for their contributions to the association. Without their help, time, devotion, knowledge and energy, the association would certainly be less than what it is today. This HOTBOX is dedicated to all of you for a job well done.

June-July 1985



# CONVENTION

WHEN: August 2-3-4, 1985 (Friday-Saturday-Sunday)

WHERE: Milwaukee, WI - Mecca Convention Center, 2nd Floor, East Wing

ACTIVITIES: NMRA and TAMR clinic programs, manufacturer's exhibits, super hobby shop, model and photo contests, slide show open to all--bring your best, bull session, railfanning trip, layout tours.

LODGING: On your own. Information on hotels/motels is available from convention coordinator. Reservations are highly recommended. If you are looking to share a room to help keep down costs, we will put you in touch with others who are in a similar situation.

COST: TAMR has attained a special rate for our members who are attending. Normal rate is \$10 per day admission. However, if you show your TAMR membership card to the convention registrar, you will get a two day admission for the \$10 fee. This will allow you to participate in all our events in the Mecca convention Center on Friday and Saturday, plus attend numerous NMRA sponsored clinics.

\* Room number will be posted on bulletin board at registration desk along with complete TAMR schedule of activities.

## BE THERE

TAMR HOTBOX, "the Un-Magazine of Model Railroading"  
21st Anniversary Edition

Box 1098  
La Grange Park, IL 60525

Place  
Postage  
Here

*Issued 7-27-85*

**First Class**

