

# HOTBOX

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THE MAGAZINE OF

THE TEENAGE MODEL  
ELECTION TIME!! RAILROADERS"



# THE HISTORY OF LIONEL TRAINS

By Beth Wolstenholme

Transformers reduces the 110 volt house current to a much safer level of 20 or 30 volts, which most electric trains run off of. Lionels first transformers got their power from electric light bulb sockets; once electricity became more common, they plugged into a wall outlet.<sup>9</sup>

Transformers were a lot better than batteries, because they allowed the operator to control the train speed.

The Lionel Corporation was a family run business. Coven and Mario Caruso, his partner, provided jobs for their relatives ranging from Caruso's brother to Coven's nephews and brother-in-laws. Young Laurence Coven, (Coven's son) also was working for Lionel. He started working when he was about 7 years old as the "Happy Lionel Boy" on the Lionel boxes. Laurence would continue to serve Lionel until 1959, when he retired as President of Lionel.<sup>10</sup>

In 1935 the nation's railroads turned to streamlining and so did Lionel, producing the sleek Hiawathas and Zephyrs in "O" gauge. The reason for "O" gauge is that the average family could not afford "S" gauge.<sup>11</sup> During this time was when Lionel really started to introduce the diesels. He tried to keep up with the time of the "real" railroads when they went from steam engine to the "modern" diesel. Having a Lionel train set in the home was like having a miniature real railroad to play with.

As the nation progressed in railroading, so did Lionel. However, due to the war effort of World War II, Lionel closed their plants and made compressors for the Navy. Due to the shortage of material, because of the war, Lionel did not make any electric trains until 1945.

Lionel's first try to appeal to girls was in 1930, when it offered a working electric stove to teach "sister" that there is a lot of fun playing housewife.<sup>20</sup> The company made no pitch for the female interest in trains until 1957, when it created a misquided "Lady Lionel" train set. This "in fashion" set had a frosted pink engine, a lilac hopper and pink and gold transformer. Understandably, it was a huge flop.<sup>21</sup>

Later in 1974 a girl was pictured on the front cover of the latest catalog. But this still did not attract the females into buying trains.<sup>22</sup> Since then nothing really has been said about girls.

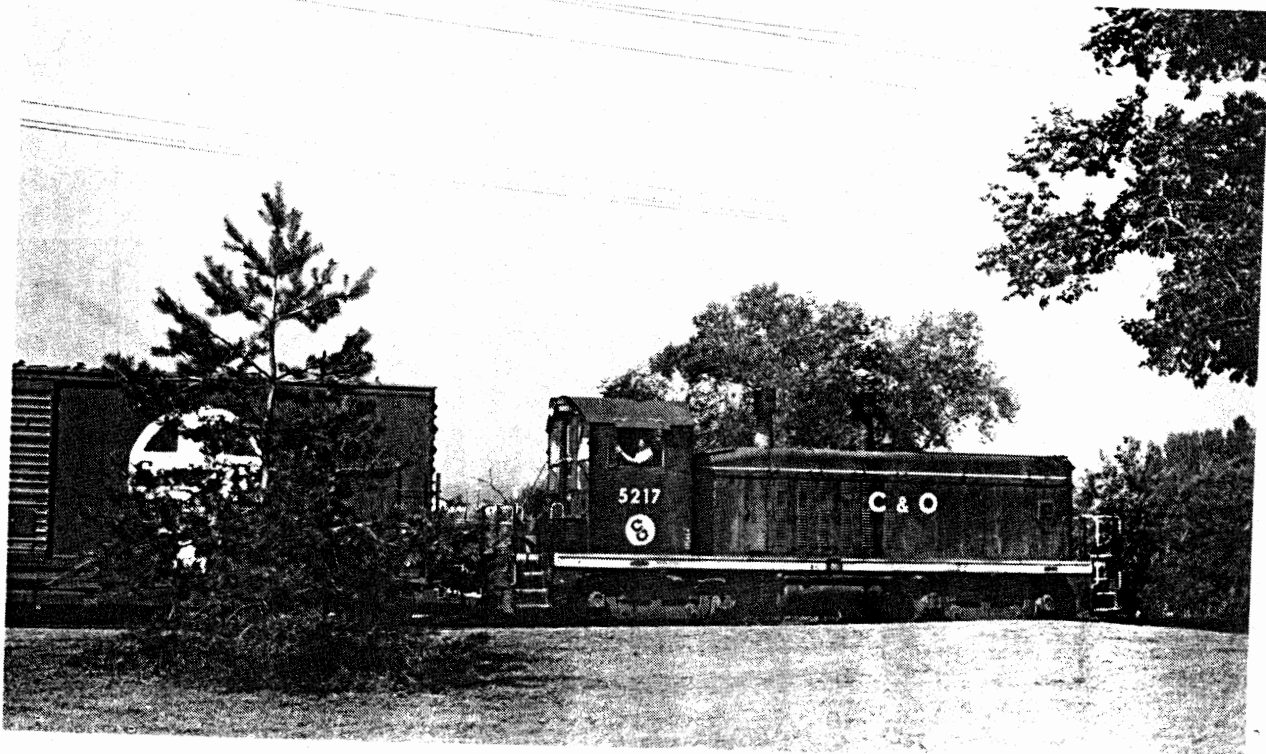
I can understand the problems that Lionel is having, I as a girl.  
I am one of three (3) girls who belong to the TAMR (Teen Age Model Railroad).  
I am the only one in the association from New Jersey that collects the 027  
scale or gauge. Women have come a long way, and not just with toy trains.  
Today we have women engineers, conductors and even women pilots for the airlines.  
Women can do almost the same things today as men, even play with electric trains.

In 1979 Lionel Corporation went broke. The Fundemions Corp.  
bought Lionel. They how ever don't produce the high quality trains  
that Lionel did in the early 30's. Later in December of 1986, A  
gentleman by the name of Richard R. Kughn He was a train lover him-  
self when he was young. Since then he has changed the way Lionel  
was making there trains to the old fashioned way, "Built to Last".

Lionel Trains have eveled the same way and with the real trains.  
From Stream to Electic to todays fast, Deisels. Lionel trains have  
always been a symbol of power. Even though a child had no power over the  
real world he had power over his Lionel Trains.

To concluded this report I would like to say, that Lionel Trains  
have been around for the last eighty-seven years and I hope they are  
around for at least another eighty-seven. Lionel Trains have made  
hundreds of thousands of boys and their fathers happy, not to  
mention girls and their mothers.

A shot of a C&O switcher # 5217  
performing her work on a plesant  
afternoon. photo by Timmy Vermonde



FROM THE OFFICE OF THE TAMR AUDITOR

Hello fellow TAMR members! In this issue of the Hotbox is the material for the 1980 Election. The candidates and their platforms follow. Please, if you take the time to read the platforms from our candidates vote!! We have made it simple for you to vote, inclosed is a postcard ballot, just fill in your choice of candidate or vote and mail it, we have even inclosed postage to make your effort worth while. So please just DON'T throw the ballots aside, send them in and make your vote count! If you are voting on a regional representative you must reside in his/her region from where you are voting from.

Thank you for your vote!!!!

Yours Truly,  
John Husbey III, TAMR Auditor

AUDITOR\* Beth Wolstenholme

Beth lives in Euping, NJ, she models in O-27 and has a layout called "Stanmore & Jersey Railroad"

TREASURER\* Steve Schwenk

Steve lives in Lafayette, In where he is attending school. He models in HO and his layout is called "Union Durango & Rio Grande Railroad".

CANADIAN REGION REP.\* No candidates.

CENTRAL REGION REP.\* Matt Heiman

Matt lives in Louisville, Ky. and he models in HO and his layout has the name "Mighty C&NW"

CENTRAL REGION REP.\* Charlie Isley

Charlie lives in Hobart, In. and he has an HO scale layout called "Grand Pacific"

NORTHEASTERN REGION REP.\* Erik Eitel

Erik lives in Princeton Station, NJ.

NO LAYOUT INFORMATION DUE TO APPLICATION MISPLACEMENT

NORTHEASTERN REGION REP.\* Bryan Shoop

Bryan lives in Mt. Wolf, PA., He models in HO and his layout is called "Western Maryland RWY"

\*AUDITOR\*

\*Beth Wolstenholme\* - Hello, my name is Beth Wolstenholme, and I am running for the Auditor's position in TAMR I know I would make a great Auditor. I have had a lot of experience at being elected to various post in different organizations and I am quite familiar with Robert's Rules of order. I have held state chairmanships and also have been a National Officer in other organizations. I feel that I am qualified to run for this office-Auditor.

I have a lot of great ideas for increasing the membership and readership of TAMR and the HOTBOX. For example, put membership applications in the hobby shops - advertise in the Model Railroader ( if it doesn't cost too much) scout out other train groups and let our presence be known. Have assigned members visit the train shows and again, make our presence known.

I have been a member of the TAMR for 6 years and I have seen a few things that need to be changed. I would work with the President to facilitate the availability of TAMR throughout the U.S. We are the best and we deserve to look that way to others and ourselves, so I hope you vote for me.

A little more about me, I am 17 and a junior in High School. However, I attend College 2 nights a week. My school activities consist of - Underclass Editor for the Yearbook, Hand-bell Choir, Marching Band. I play flute, piccolo and I am learning the bagpipes. I will be receiving

my third Varsity letter this year. I plan to be a Business Finance Major in College. I am a Lionel 027'er and my railroad is called the "Stanmore and Jersey".

### \*TREASURER\*

\*Steve Schwenk\* - I still believe that teens can look to the TAMR to meet other people who will be more than happy to help them with their modeling and enjoyment of the hobby. The TAMR can only be as helpful as each member wants it to be. If you put something in you will get something out. I certainly have enjoyed what I have gotten out of the TAMR during my last two years as your treasurer. I have enjoyed working with and getting to meet other people in the TAMR, however I have PUT IN many long hours in return. As I promised in the 1986 election, I have consolidated funds into high-interest-bearing accounts, and I have drafted the financial reports which appear in the HOTBOX on the computer. I alone have been entirely responsible for many new ideas and projects that have had a large influence on the TAMR over the last two years. I set up the computer which prints the mailing labels each month for the HOTBOX. In addition, Claude Morelli and I worked late into the night for a week to bring you the spectacular 1987 directory, some of which was done by computer. I have saved the TAMR many dollars in the printing of Promotional materials, and I have maintained the highest balance in TAMR history on our savings and checking accounts for over one year. Other accomplishments include organizing two executive board Meetings in Chicago at which many crucial decisions were made, and I also was partially responsible for getting the new idea of post card election ballots tried and approved by the Executive Board last year.

This fall I will begin my second year at Purdue University in the school of Electrical Engineering. I am also the scenery officer at the large Purdue Model Railroading Club. I have been a Sustaining member for the last four years and my favorite railroads include Rio Grande, Monon, Santa Fe, Norfolk Southern, and L&N. I do a lot of railfanning and I model in HO scale. In my second term, I would plan to continue offering many new ideas. I now am in the process of getting together a special officers quarterly newsletter, and I would like to start a photo/slide and onequipment exchange in the HOTBOX. We also will be holding a photo contest

for the cover of my 1988 Directory. I encourage every member to vote using the election ballots that were specially prepared, and if you would like to see many more good ideas in the next two years leave it to Steve!

### \*CANADIAN REGION REP\*

No candidates & platforms were received, so write in votes will be appreciated- John Husbey.

### \*CENTRAL REGION REP\*

\*Matt Heiman\* - My reason for wanting to be the Central Region Rep is to increase activity and interest in the region. The Cen. Region is a large part of the TAMR and the more active the region is, the more active the TAMR is. I believe that I could do a good job in performing these tasks and improving the Central Region's strength.

The first thing that I would do is improve membership in the region. I would do this by inviting more teens to join and become members of our organization.

The second thing that I would do is send a monthly newsletter in addition to the HOTBOX to all members of the region. This would inform all members of events and activities, as well as other things going on in our region. It would also include articles of interest to readers. These articles would be written by me and other modelers in the region, if they wished to submit them.

Finally, I would like to meet the people of my region and get to know them better.

I would also like to help other modelers with problems that they may have, or things



that they just want to talk about. In communicating with each other we learn about our hobby and about the people who share our interest.

In closing, I feel that I am the best qualified for the job. I have been modeling for the past five years. I have also been in student government before and similar activities. I also have the time and energy to put into the job to make it worthwhile for all of us. This is why I need your vote.

## \*CENTRAL REGION REP\*

\*Charlie Isley\* - I feel that I am qualified for the position of Central region Rep. In the TAMR Organization. I feel that I am qualified because I am a young hard working person who might be able to take TAMR into the future. I have held a position of patrol leader in the Boy Scout troop I was in which took a lot of responsibility and extra time which I was and still am willing to give. The only reason I'm not still a patrol leader in the BSA is because due to other responsibilities. I had to quit the BSA, I still regret my decision to quit the Boy Scouts but I feel this way I may offer myself and services to the TAMR Organization.

I'm not saying I'll be perfect, in fact far from it but I will do the best I possibly can in order to serve the TAMR Organization. All I'm asking is for a chance. So please remember me when you vote. "Together we can make it happen" Thank you.

## \*NORTHEASTERN REGION REP\*

\*Eric Eitel\* - Hello! my name is Eric Eitel and I am from Princeton Junction, Nj. I have been nominated for the position of Northeastern Regional rep. and I want to tell you how I can change TAMR for the better.

I haven't had a chance to read the TAMR Constitution and By-laws, but I really have many great ideas. My first idea is modular railroading. As a club we could operate like the popular Ntrak, but in the most popular scale among you members. I would also like to see the membership of the TAMR increase. The figures of the drop in membership over the last several years are incredible. I have several ideas to increase the membership and to promote the hobby. As Northeastern Regional Rep. I could try to organize railfan trips to local railroads for anyone who is interested. I also have several ideas for raising money, but I'm not sure if this falls under my responsibility. As you all know, computer usage is model railroading is growing. My idea, for those of you who model modems, is to set up a communications system so you and I and others can get in touch with each other.

I have more ideas (but not enough room for them) and I think you will find them interesting and beneficial to you, TAMR and the great hobby of model railroading. So, make the right choice and elect me Erik Eitel for Northeastern Regional rep.

## \*NORTHEASTERN REGION REP\*

\*Bryan Shoop\* - Hello! My name is Bryan Shoop and I am running for rep. of the TAMR's Northeastern Region. Not a whole lot has been happening in this region, and I hope to change that if I am elected. It is not my intention at all to upset or offend the present rep. I would like to see

region prosperous and more exciting, though.

My main goals are to circulate the newsletter, the Depot to the members of the region. My other goal is to increase membership in the area by means of activities such as mini conventions and railfanning meets which would attract the person's attention and make them want to join. This will not be easy, but I think I can handle the job.

I model the Western Maryland in HO scale. It is a small layout, but it has some neat things about it. I like to go railfanning myself, also. I usually go with my father and with other friends. I basically railfan Conrail as there are many good spots not so far from home.

Well, I am through speaking and I hope that my letter of acceptance stands on it's own. All votes will be greatly appreciated. Thank you.

Famous names for well known Railroads

For their Passenger Trains

By John Huseby III

Part 2

Chicago & Eastern Illinois

Cardinal  
Dixieland  
Dixie Flager  
Dixie Mail  
Dixie Flyer  
Dixie Limited  
Dixie Express  
Silent Knight  
Zipper / (Ha!)

Pioneer Limited  
Sioux  
Southwest Limited  
Columbian  
Olympian Hiawatha  
Varsity  
Arrow  
Marquette  
Chippewa  
Morning Hiawatha

Delaware & Hudson

Champlain  
Laurentian  
Montreal Limited  
Aidronack

Delaware, Lackawanna & Western

Phoebe Snow  
Lackawanna Limited  
Sussex Country Express

Denver & Rio Grande Western

California Limited  
Panormic  
Prospector  
San Jaun  
Scenic Limited  
Shavano  
The Royal Gorge  
Rio Grande Zepher

Erie

Erie Limited  
Pacific Express  
Atlantic Express  
The Midlander

Florida East Coast

Florida East Coast Limited

Grand trunk Western

International  
Maple Leaf  
La Salle  
Inter-City Limited

Chicago & Great Western

Corn Belt Route

Chicago, Indianapolis & Louisville (Monon)

The Hcosier  
Monon Special  
The Tippecanoe  
Throughbred  
Red Devil

Chicago & North Western

"400"  
Columbine  
Overland Limited  
Viking  
San Fran Overland Limited  
"49er"  
NW Limited  
Flambeau  
The Namekagon

Chicago, Rock Island & Pacific

Twin Star Rocket  
Corn Belt Rocket  
Oklahoma Rocket  
Golden State  
Apache  
Rocky Mountain Limited  
Choctaw Rocket  
Golden Rocket  
Arizona Limited  
Rocket  
Texas Rocket  
Quad City Rocket

CMstP&p Milwaukee Road

Olympain

Next month we will continue the names that rolled across  
America on the steel rails.

Did You Know??

There are about 27,000 locomotives in the U.S. and 7000 automobiles are hit by trains each year. Psychologist Hershel Liebowitz of Penn State University says it is an optical illusion that make a locomotive appear to be going more slowly than it really is. "The larger the object, the more slowly it appears to be moving," he said. "This illusion can be observed at airports. Larger aircraft appear to be travelling more slowly" As a result of the effect, he said, motorists often think the train is going slow enough for them to get across the tracks safely. The single largest contributor to those accidents is believed to be alcohol, according to Liebowitz.

## ON THE POINT

SPOTLESS clean, brand new Missouri Pacific C36-7's idle at North Little Rock, Mo. on Oct. 14, 1985. Photo by Dave Chapman.

## TAMR HOTBOX

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