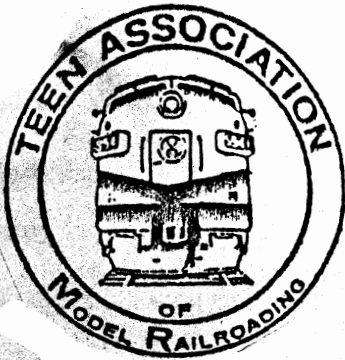


HOTBOX

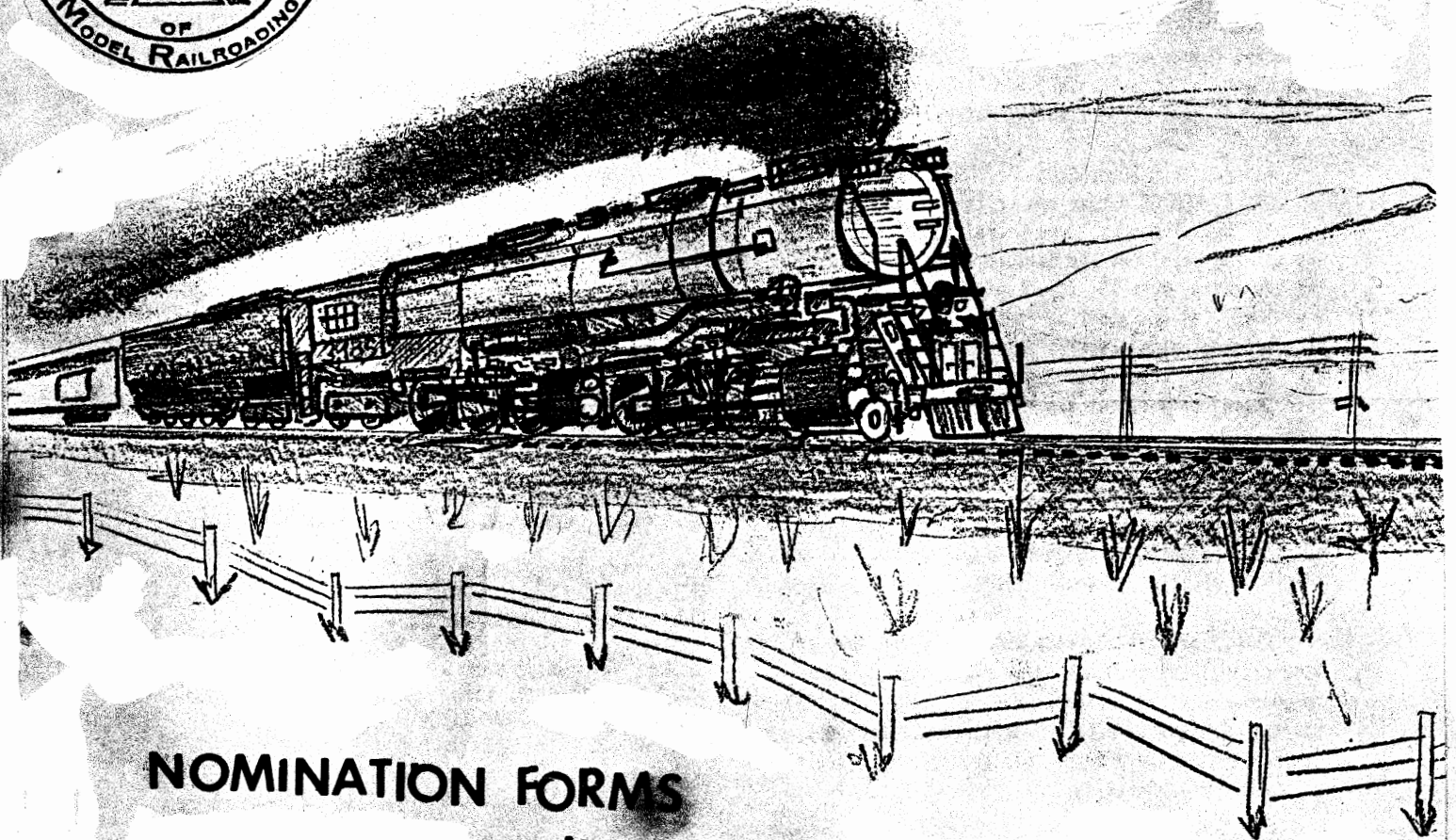
Issue #246-247

November-December, 1989

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HAPPY 25th ANNIVERSARY



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INSIDE
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"All The News We Get, We Print"

Teen Association Of Model Railroaders

TAMR

c/o Lone Eagle Payne

1028 Whaley Payne., RD#4

New Carlisle, OH 45344

Editor.....John J Rossi III

Publisher.....John J Rossi III

TAMR Advisor.....John Reichel

Associate Editors

John Schodowski Randy Broadwater

Jon Webster Newton Vezina

Graphic Artists

Peter Schierloh John Rimnash

Contributing Editors.....Any Member

A Special thanks to all who made my first year

as Editor a little easier, and for there

continued support in the future.

SUBMISSION

STYLE, CONTENT--Your own writing style is fine by us; But Remember, you are among friends. Grammar trouble? Let the Editors worry about that. The ideas are what is important. As for content, anything on modeling--painting, scenery, electronics, plus articles on members layouts, and the original prototypes. Just make sure it will be interesting to most all the readers.

TYPED ARTICLES--Although not required, but it will save the eyes of Editors. The HOTBOX columns are 50 spaces wide, so set your margins. If you can't type, don't worry just simply write out in print the article and double space.

DRAWINGS--Must be done with BLACK INK (pen or fine-tip marker) on BLANK white paper (typing paper is good). Required artwork can be done by the Graphic Artists if detailed sketches are provided. If it is a scale drawing please include a scale measure with the drawing.

PHOTOGRAPHS--Must be Black & White only with a glossy finish and no larger than 4 x 5 inches, and smaller than 2 x 2 or 3 x 5 inches. All photos must be accompanied by caption material, especially cover photos.

Keep the following names and addresses in a safe place till the 1990 TAMR Directory comes out.

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TRAIN ORDERS (continued)

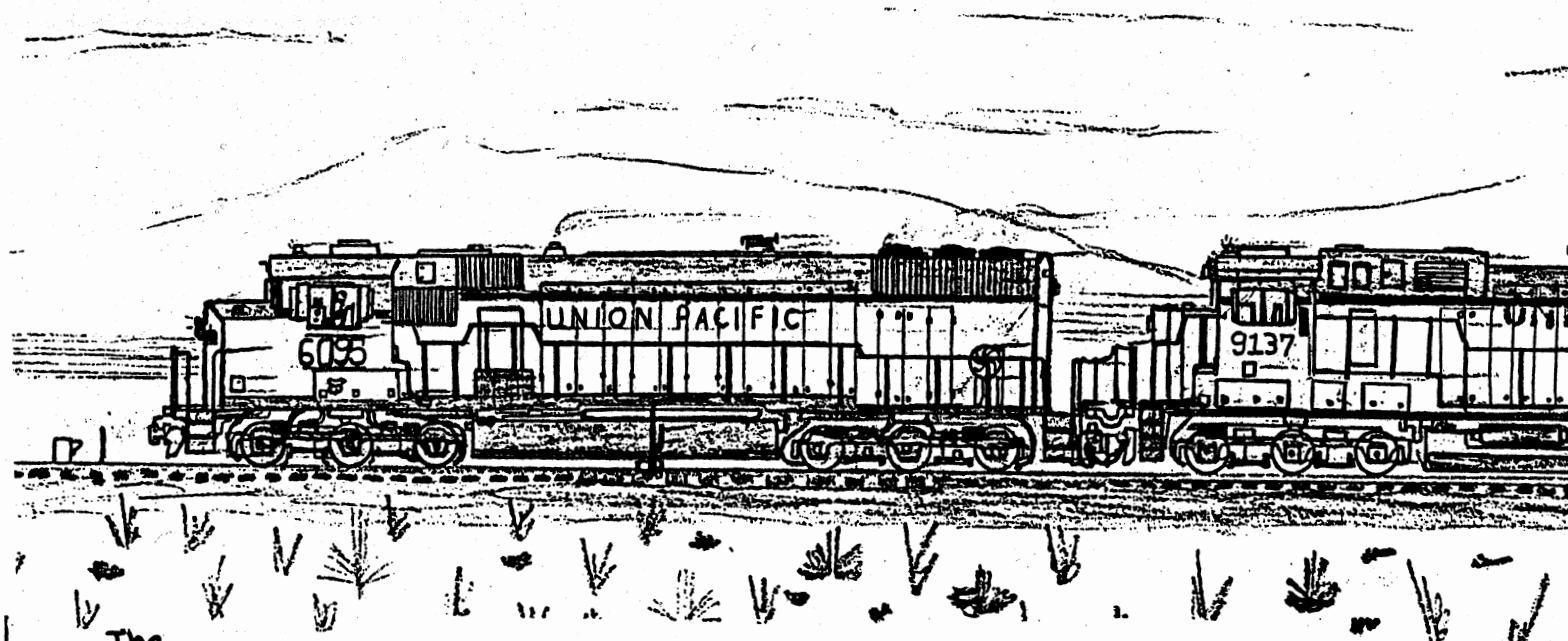
From the desk of the Doug Kocher,

I saw an advertisement for the TAMR in MODEL RAILROADER, in 1965 if my memory serves me. I have corresponded with Steve Seidel, and in short found myself elected as the organization's Treasurer, a position held for many years before becoming Vice president. It is surprising now to look at those old issues of the HOTBOX and realize how little has changed in some respects. TAMR is still a small organization, attracting around 125 or so teen. On occasion in the early years the membership did go over 200, but those years were exceptions. Production of the HOTBOX then was a hit-or-miss venture then, with occasional missed teens and lots of variability in content quality -- just today. Officers and editors illustrated the revolving door problem back then, sometimes coming and going at short notice. That is still true today.

Also, TAMR was supposed to have a point of view of a teenager, which usually meant someone who encountered the hobby recently and who were looking for others of

similar age who were enjoying the hobby.

Those of us who were with the TAMR in its early days just assumed the going would be tough. We thought that while the TAMR might be limiting the size of the organization by restricting the target membership, at least we would have an organization that represented teen interests. Anyway, everything I know and like the TAMR days. And having the chance to serve as an organization's officer developed skills in management and communication. I wonder how many of us thought we were getting those when we were serving? It was work at the time, but there are hidden benefits you do not appreciate until later.



The new SD60M 6095 on a test run with DASH-B 40-6 9137 both UNION PACIFIC

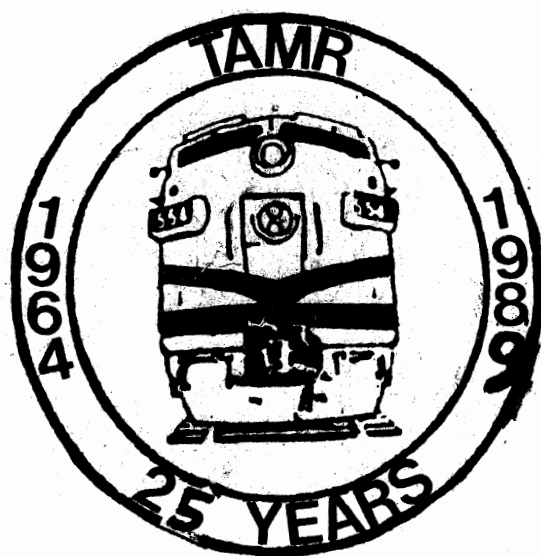
By John Rimmisch '89

Model railroading is not cheap, but with a little budgeting you can do a lot.

The value of your membership in the TAMR is only what you put into it. Take time to correspond, visit, write articles, or even serve as an official. All of these activities will help you in your future life. For the officers I suggest that you commit yourself to spending the hours needed to write letters and do the job assigned to you. Officers must also try new projects to hold the interest of the members. Do not let the grass grow under your feet.

The TAMR is yours to operate as you see fit. My time is over. Adults such as the Lone Eagle, and myself can give some help and advice but the future of the TAMR is in the hands of the regular members.

In closing I want to thank Lone Eagle Payne for his 19 years of service as the association "mailbox". I never dreamed he would have the post so long when I asked him to do it in 1970. Thank you from all of us Lone Eagle.



From the desk of David Burris,

As regards the TAMR, starting from the beginning. Back in 1963 there didn't seem to be a whole lot of teen type organizations. The NMRA seemed to be an older persons group. I don't think I was the only one with ideas of such an organization, but I put my time and effort (most of the time I was the total organization and thank God for my Dad he backed it -- financially) which totaled very long hours to promote it. Eventually I felt it was getting to big for me alone, and in came the others. I have not really thought about those times till now. I cared alot about the guys that came into the organization. I thought we were pretty good friends. I think that you know that I eventually turned it over to them. I am sad to say that I left with a very bitter taste in my mouth. So much that I asked that they never use my name in connection with the organization in any way or promotional situation. I don't want to rehash the past, and I forgive the things they said to me. I have never heard from them again and I really never felt any great desire to try to resolve what had gone on. I must say that one of them did send me things once in awhile. I was at a turning point in my life at that time. Time passed on and after many years Mark Kaszniak contacted me. Mark was a nice person, and I was very impressed by him. To make a long story short...Mark had alot to do with me, letting the true story of the start of the TAMR come out. His approach to me was a factor in my allowing the TAMR to use my name again. I hope that the TAMR continues for many years. I think that the TAMR can grow, but I wonder where model railroading is heading. It looks like it is getting to be a rich man's hobby. That is sad. Guess I will close now. I hope that something good has come from this. I wish that I could help more. If you have any questions about back in 1963 please ask. I have erased alot of my memory bank from then, but will be happy to help in whatever way possible.

From the desk of Richard C. Wagie,

Thinking back to the 60's, when I first got into model railroading....

I remember David Burris and Steve Seidel as the first two I first contacted about the TAMR. I was in th 6th grade(1963) when I first got into the hobby. Soon after that I began joining the organizations: NMRA, TAMR. During my high school, and college years I held several offices in the TAMR. The last job I did before "retiring" to take up my new calling as a Lutheran School teacher here in Ohio (I started here in 1973) was editor/publisher of the HOTBOX and YEARBOOK. Doing the job while still in high school was fine, but in college it got hectic, so it was 1971 when I handed the job over to Gary Tempo. Ever since then I haven't been much of a Model Railroader.

They never told us in college how time consuming this business of teaching can be. Sure I have made half-hearted attempts to get back on track: I rejoined NMRA in 1982, I subscribe to MR and TRAINS, and I have built a few temporary layouts, but now, once again, it is all in storage. It is all "waiting" for some time to get serious. It may be a long wait.

TAMR granted me Honorary Life Member status for which I am grateful. This keeps me in touch with the organization through the HOTBOX. I notice we just went through a minor name change. It did not seem to be an important enough difference to really matter, but if the present leaders like "ing" instead of "ers", so be it.

One important contribution I have been making through my classroom teaching is trying to bring new modelers into the hobby. Every February our school has "mini-courses" on two Friday afternoons (about three hours each session). I have taught model railroading to a group of 10 in 1987, and another group of 8 this past winter. I took some of my equipment, used MR's Videos, went to an area hobby shop, even set up a

temporary layout here at home, and brought them all over to see and operate it. I really enjoyed it, and so did the kids.

I guess that is my story. I am nearly 30 years old and I have been in and out of the hobby for about 26 years. I still consider myself a model railroader, and I am not giving up hope to be back in soon at full steam.

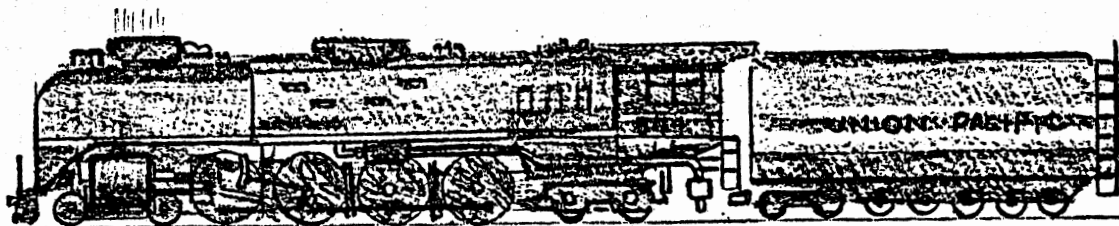
To the TAMR membership in honor of our 25th Anniversary,
From Lloyd Neal, TAMR LifeTime Member

I joined the TAMR within a few months of my start in the hobby some twenty-two years ago. The TAMR provided me a number of friends over the years who shared a common interest, model railroading. I have always been a loner, but I have found a number of friends through the hobby.

The model railroading hobby provided me a safe outlet for teenage energy and interest. I am sure my parents groaned at times about trips to the hobby shop and train club, but I think they preferred that over me going out drinking or similar activities.

I served as both Vice President and President of the TAMR and learned much about political leadership and politics through that service. I was fortunate to be able to make out of town trips to see other members and several visited with me at my home.

Today I am still in hobby with a 10' x 24' HO layout under construction in half of my garage. Model Railroading is a lifetime hobby for me. For teens I recommend the hobby as one that can be your lifetime avocation.



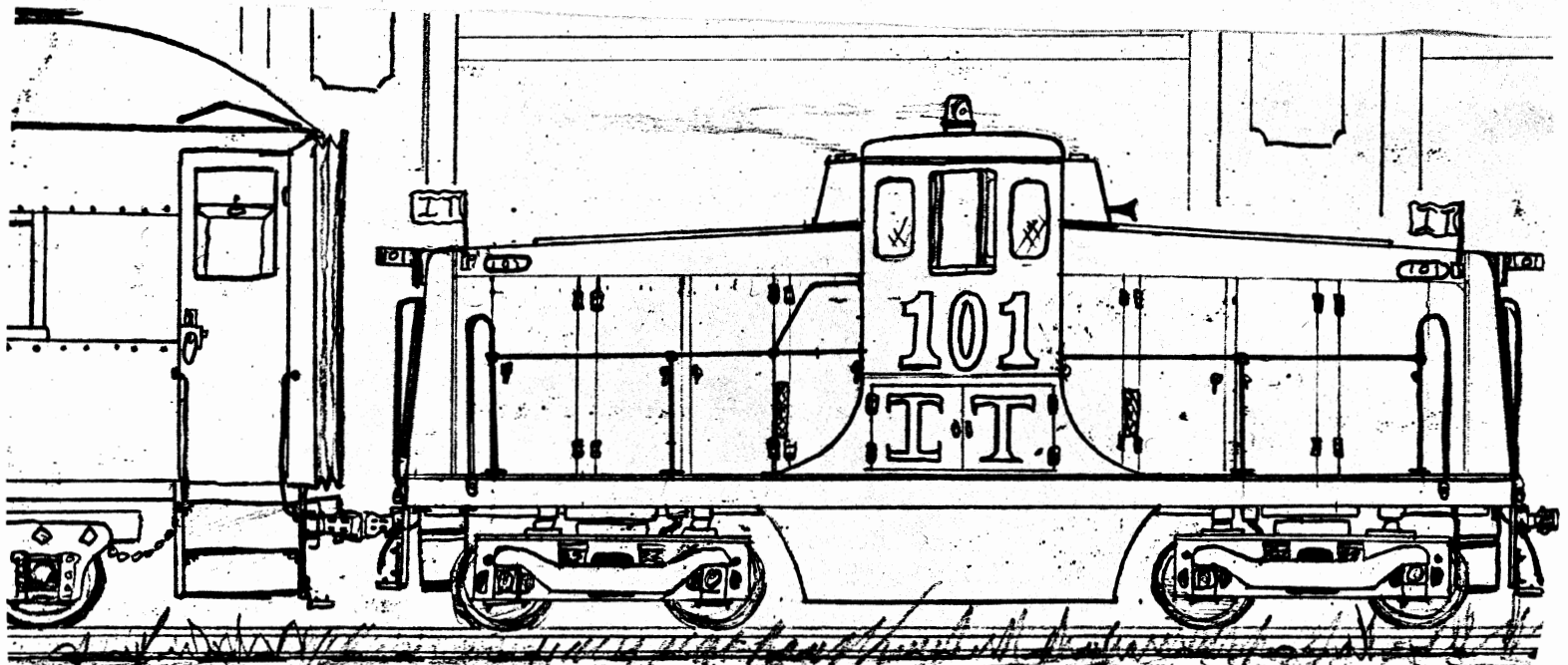
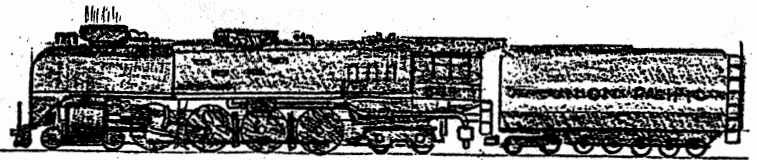
From the desk of Dale Madison,

I entered the hobby in the late 1950's in an historically stereotyped manner: my father brought home a trainset for around the Christmas tree. I have been in and out of trains ever since. More out these days due to job demands, but still a practicing armchair modeler, and a moderately involved brass collector.

The on-again off-again exposure to modeling combined with an appreciation for the 60s remnants of NYC's Great Steel Fleet, Earth Day in 1969, and the 1973 oil embargo, lead to an undergraduate degree, and a subsequent career in urban transportation. I have been with Buffalo, Cleveland, and Albany Transportation Authorities.

The increasingly politicized environment of transit has caused a rethinking of future employment. I am now a part-time consultant to the infant systems in Northeast Ohio while evaluating where to go from here.

I suspect current youth's involvement may be more difficult. Increasingly families are headed by single parents with limited income. There is often neither time nor money for a child's hobby. The more lucrative "opportunities" of crack can be too tempting to ignore. Getting organized youth clubs, groups, YMCA/YWCA to take up modeling might be a method to involve teens, and provide a diversion from other temptations.



From the desk of Allen Maty,

I do not remember the exact year I joined the TAMR, must have been around '63 or '64. Having hit the big 4-0 this year, I find remembering my teenage years to be difficult.

My involvement with modeling taught me to appreciate my abilities and shortcomings - sometimes, when things went together like they should everything was fine. Of course, there were times when everything went wrong, or not as planned. What I learned was not to trash the project, but just walk away, and give it some thought. So later when I would return the "problem" would not seem so bad.

I really enjoyed my association with the TAMR, and although I still enjoy getting the HOTBOX. I did make some good friends, but unfortunately contact has been lost with all since the mid-70s.

From the desk of Mike Bonk,

I never had anything resembling a "completed" layout - my ability and plans changed faster than I built, so there never was more than a loop of track and a few bits of scenery. But of course it was MINE, and so it was wonderful.

Highlights of the TAMR? Learning how to get individuals to "think up" the plans you want accomplished...but know they won't agree to them if you propose them. Railfanning up and down the east coast with Tom Papadeas - the major behind the TAMR for several years, who went to work for AMTRAK last I heard. Winning the model contest at the TAMR convention in New York (the diorama is history, but the centennial GG1 model is still a prized possession.) Learning (at the convention) that cockroaches are really as awful as people say (we did not have them where I grew up.) Getting a keep up the good work from a fellow editor...at the NMRA Bulletin. Getting a behind the scenes tour of the Disneyland Railroad, as HOTBOX Editor.

TRAIN ORDERS

TRAIN ORDERS

From the desk of Gary Tempo,

Did model railroading, and railfanning have an effect on my life? Most definitely, as I have been working in the Intermodal field for ten years. I am currently Intermodal/Equipment Manager for the Hyundai Merchant in Chicago. We are running weekly double-stack trains from Los Angeles, on the Santa Fe, and from Tacoma, on the Burlington Northern. Our office arranges the interchanges to connecting rails, with ones such as GTW, NS, CR, and Wisconsin Central. My knowledge of the various railroads really helped in performing my work. While employment opportunities are limited with railroads, Steamship companies like the one I work for are always in need of people who have a basic knowledge of railroads, and the areas they serve.

Involvement in such organizations as the TAMR are very helpful in preparing for future employment.

I do not want to take up a lot of space, so to finish I will just mention that since picking up my first MODEL RAILROADER in 1965, I have amassed a number of pre-AMTRAK timetables, and photographs of 2000 plus stations, and depots.

For more information on Intermodal opportunities in the steamship industry, or any of the stuff mention above, you can reach me at: P.O. Box 413 Itasca, IL 60143



It is nomination time again! The offices up for election are those of the President, Southern, Western, Central, and Canadian Region Representatives.

The first step in the election procedure is for nominations. Any TAMR member under 21 years of age may be nominated for the office of the President. Any member under 21 years of age and residing within the geographical boundaries of the region; May be nominated for that region position. Please print the name, and state of each member nominated for office.

Beth Wolstenholme, TAMR Auditor

I nominate _____
for the Office of the President.

I nominate _____
for the Office of Southern Region Rep.

I nominate _____
for the Office of Western Region Rep.

I nominate _____
for the Office of Central Region Rep.

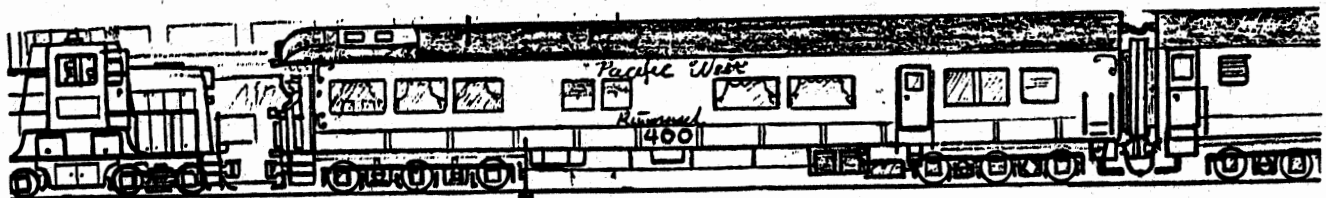
I nominate _____
for the Office of Canadian Region Rep.

Signature of member

****PLEASE Return this form, or copy of this form to the TAMR Auditor, by midnight January 15, 1990. PLEASE allow for delivery by the U.S. Post Office.

DEADLINE: JANUARY 15, 1990

To: Beth Wolstenholme
Nominations, TAMR Auditor
2 Hanover Road
Marlton, NJ 08053



MODELING TIPS

MODELING TIPS

By Michael Yan

If you model the Canadian National Railways, a nice addition to your layout would be a few CN "work" trucks. These attractive orange trucks are a common sight around the Canadian National yards.

I started with LIFE-LIKE's HO Scale #1120 pick-up truck set. I chose the two lightest colored trucks from the set of three, and painted them a TESTORS orange. Since I thought the bumpers, and front grill looked good enough the way they were I did not paint them.

Once the paint has dried the models may be finished off with CDS Lettering N-72 Dry Transfer Set, which appears to be the right size for the trucks.

This quick, simple, and inexpensive project can help spruce up your model yards, and streets. Happy modeling.

QUAKE NEWS

QUAKE NEWS

By John Reichel

The earthquake which hit the San Francisco Bay Area, on October 17, 1989, damaged the Amtrak (Old Southern Pacific) Station in West Oakland, but despite fears that the historic depot would have to be demolished, but it now appears to be repairable. Although long cracks are visible from the inside and out and yellow "Do Not Enter" tape surrounds the station, Steade Craigo, a state historic preservation official, said the damage is "mostly superficial".

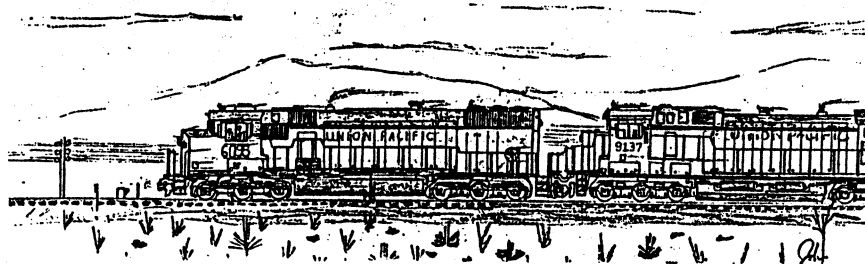
Southern Pacific was less upbeat, with civil engineer K.P. Casey saying that repair is possible but it "may be too expensive".

The Seventy-seven year old station was already scheduled to be replaced because it is in an old and run-down part of Oakland--not the image the city wants to present to visitors. Travelers on Amtrak's buses to and from San Francisco (which has no Amtrak rail service) saw little else of Oakland; The new \$3.9 million station will show off the rejuvenated and picturesque downtown area and will also be more convenient to connecting transportation.

In its day, the SP station was a grander and busier place. From the second-story platforms travelers were whisked off by trolley to San Francisco. With the upper tracks and trestles removed long ago, yet with its neon snack bar sign, Tiffany chandeliers, and huge "Southern Pacific Lines" heald still intact, the station still retains a bit of its grace despite the rust.

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PIKE ADS

Take Advantage of the HOTBOX's service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts, or just your pike dreams.

These ads employ a reusable "Header" with the option of changing the text below as often as you desire. Funny, or dead serious, that is up to you. It makes for interesting reading.

The pike as charged is based upon the number of typed lines (50 spaces per line) that you use. The cost is a mere \$.10 per line, with the header printed free. The Headers can be no larger than 1 1/2" wide by 4" long. You can work up the header yourself (black ink on white paper only), or we will prepare one to your specifications for a one time fee of \$1.00 . All Pike ads should be submitted to the TAMR Treasurer with payment. No add will be printed until the full payment is recieved. Please make checks, or money orders payable to the Teen Association of Model Railroading. Avoid send cash, or credit cards, they will not be accepted. If you would like your ad published in a particular issue, please state this in a notice attached to the front of the ad.

1989 TAMR/HOTBOX Official Publication
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