

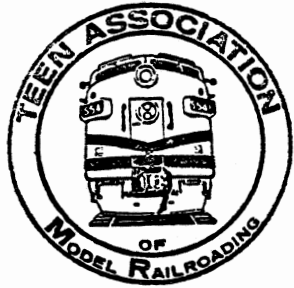
HOTBOX

Issue #251

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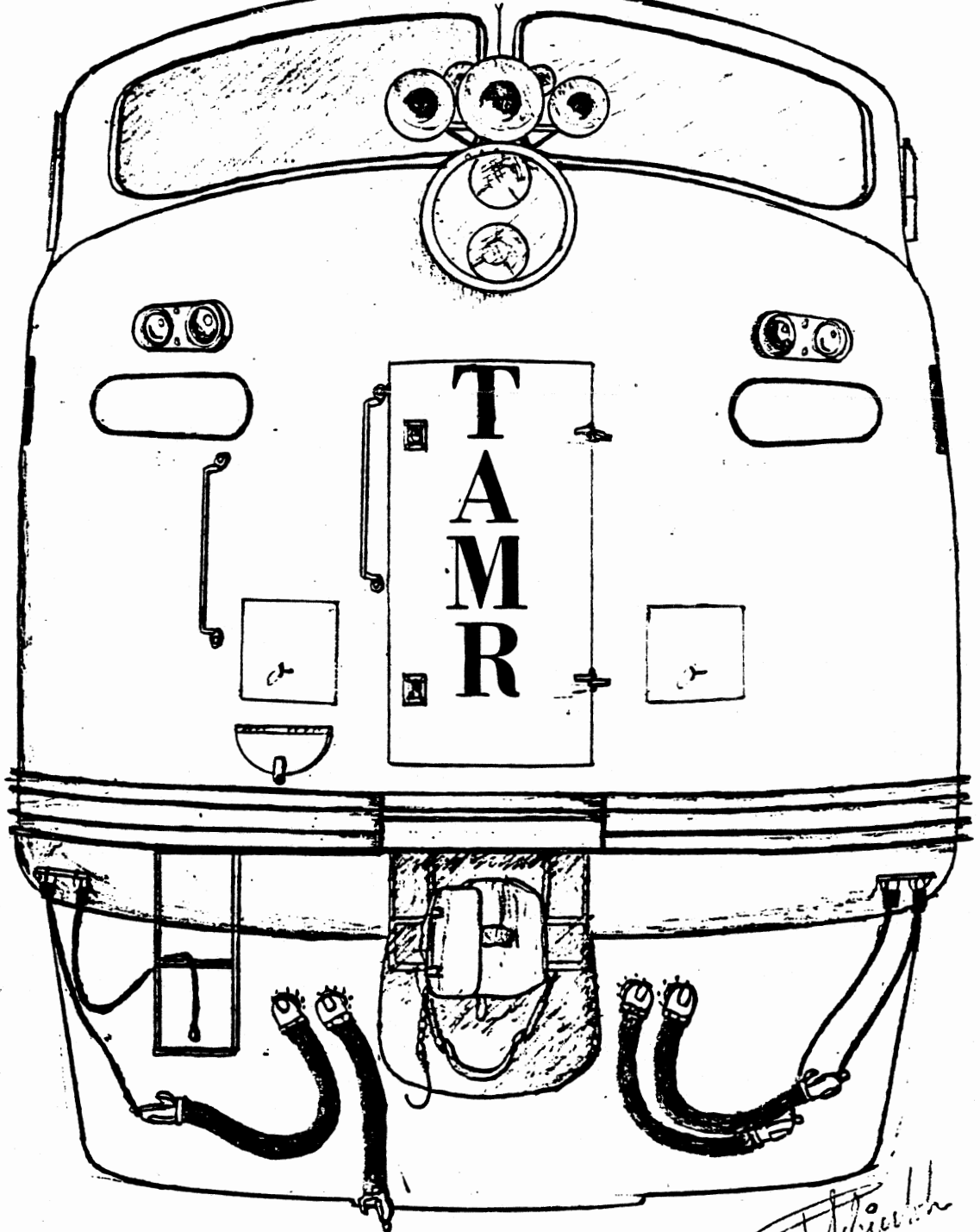
The magazine of teen model railroading



'90

ELECTION ISSUE

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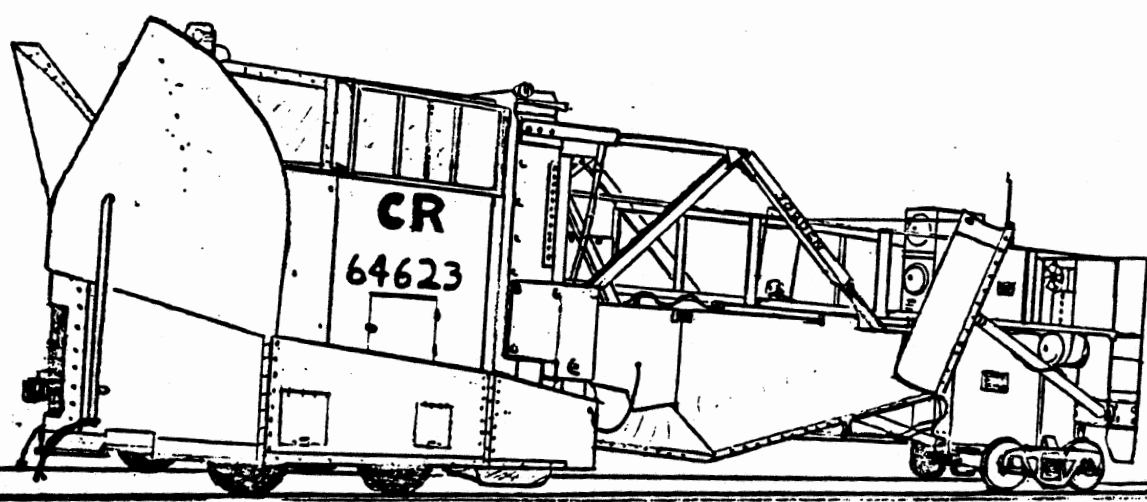
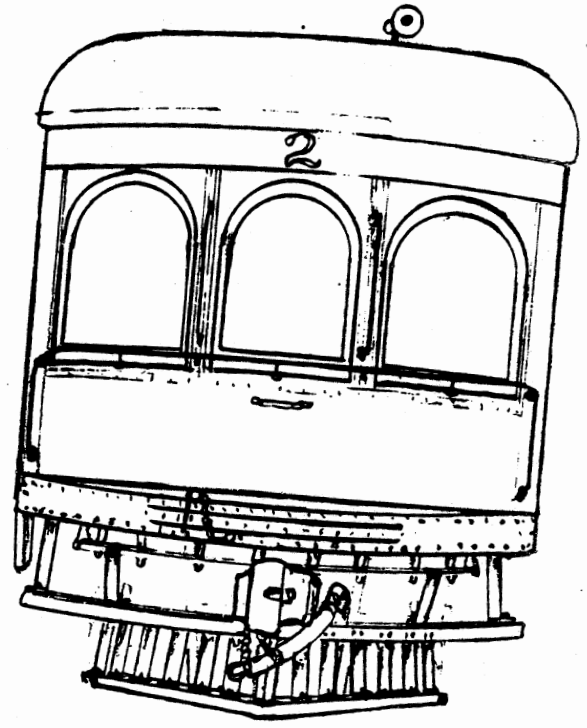


"All The News That Fits, We Print"
 Teen Association Of Model Railroaders
 TAMR
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BILL OF LADING .
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On the Cover:
 Drawing By Peter Schierloh, and all
 drawings in this issue.



P. Schierloh

ELECTIONS!

President

Summary of duties: preside at meetings of the Executive Board; secure invitations to the annual convention; oversee regions; identify and present major problems confronting the association; act as the official representative of the TAMR; periodically report on the status of the TAMR in the HotBox.

Matthew Heiman is from Louisville, Kentucky. He has been a member for 4 years and the name of his HO model railroad is the Paducah, Louisville and Lexington. Matt has served as the Central Region Representative and is currently TAMR secretary. He has also written several articles for the HotBox and he attended the 1988 Chiago TAMR Convention.

My name is Matthew R. Heiman and I am running for the office of President. I believe that I am the best candidate for this office. I have over two years experience as a TAMR official. I have served on the regional level, as the Central Region Representative, and on the national level, as the current TAMR secretary. I believe this experience would be of great benefit to me, in that I understand the TAMR's present problems. I also already have a good working relationship with fellow officers.

Unfortunately, the TAMR faces many currant problems. I plan to work together with fellow officers on such problems as: dropping membership, lack of activities outside of the HotBox, and regional stagnation, and most importantly, lack of leadership. I will also write a letter to you, the members, in every HotBox to let you know of upcoming activities or problems facing the

TAMR. Finally, I plan to set up a TAMR Convention Planning Committee. Hopefully this will better facilitate the planning for a convention and lead to one being held every year, unlike the past few years.

Of course, I will not be able to work on any of these problems without the support and vote of the general membership. I feel that by working together the TAMR can finally become a first class organization.

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Region Representative

Summary of duties: Maintain a liason between the TAMR and the region, transmit recommendations made by the regional board to the TAMR, provide information on regional activities to interested and/or prospective TAMR members, submit an annual report to the President on regional activities over the past year, and serve as chief executive officer of the region.

Central Region

Peter Scheirloh is from Dearborn, Michigan. He has been a member a little over a year. His HO railroad is called the Vic Rail. Peter has had 2 drawings published in the HotBox and he has submitted 28 others.

Hello, my name is Peter Schierloh, and I'm running for the position of Representative for the TAMR's Central Region. I remember what the Central Region was like back blah blah blah...Ok folks, why don't we can this politician talk and just sit down and talk turkey. I speak my mind, if you don't like that, I'm sorry, at least you know the truth.

First off, I have sent in drawings to the HotBox, and I have become a small part of the

deadline May 31

elections con't

HotBox staff as part of the Graphics Dept. From this position I've seen the problems of this region, and from what I've seen, this region(club) needs help...Problems with BAD COMMUNICATION, LACK OF INTEREST, and most of all LOW MEMBER PARTICIPATION are hurting it.

I believe though that one should do, not criticize. I don't care about who did what before, this is now. I'm willing to rework this region, I'm willing to go to trade shows, conventions, or even model shops to solicit new members, are you? That's right, you. I'm going to crack down on low member participation, no matter what. You should do your part too.

In exchange get ready for some change, in this world, it's change or perish. Expect better communication, in both directions.

Expect a representative that talks instead of disappearing. And expect a person that listens...Right now my railroad is of no concern, you may hear of it later. This is who I am, I speak my mind, if you don't like it, fine, thank you for giving me some of your time, but remember, there's no bliss in stagnation...If you do like it, and are willing to help, then vote for me, Peter Scheirloh for Central Region Rep.

Western Region

Brett Lucas is from Redwood City, California. He has been a member for 3 years. Brett calls his HO railroad the Casper Lines. He has also written an article for the HotBox.

Hello. My name is Brett Lucas, and I am running for the office of Western Region Representative. There has not been a whole lot happening in our

region and I would like to get things going again. My main goal is to get our regional newsletter, the Daylight, rolling again. Some of my other plans are to get more membership in the region and possibly get some railfanning activities started. I would also like to advertise the region and TAMR in local hobby shops.

Now, a little bit about me. I am 18 and a freshman at the local junior college. Some of my other interests include computers, chess, traveling and photography. I plan on majoring in Transportation Engineering in college. I have been a member of TAMR for 3 years and I railfan the Southern Pacific and the Union Pacific, since I live in the San Francisco Bay Area. I have a 5' X 6' train layout in which the trackwork is still being completed, and the layout is named the Casper Lines.

If you want the Western Region to stay alive then vote for me. A vote for me is another green block signal for the Western Region.

SPECIAL NOTICE!
Locomotive Purchase
No Money Down

For a limited time only, Springfield Terminal Engineers have an opportunity to purchase their very own locomotives from our well maintained fleet for only \$6,280.75 per month for 360 months. Just imagine!

NO MONEY DOWN. Once you sign up, you will receive your locomotive painted the official Guilford grey and orange 'BIG G' logo. Remember, first come, first served. **DON'T DELAY!**

FREE 1 WEEK MAINTENANCE. All parts and labor for first week are free! If your locomotive should ever need repair, you will get free use of an identical locomotive from a pool of over 50 units stored on death row kept specifically for stand-by-use.

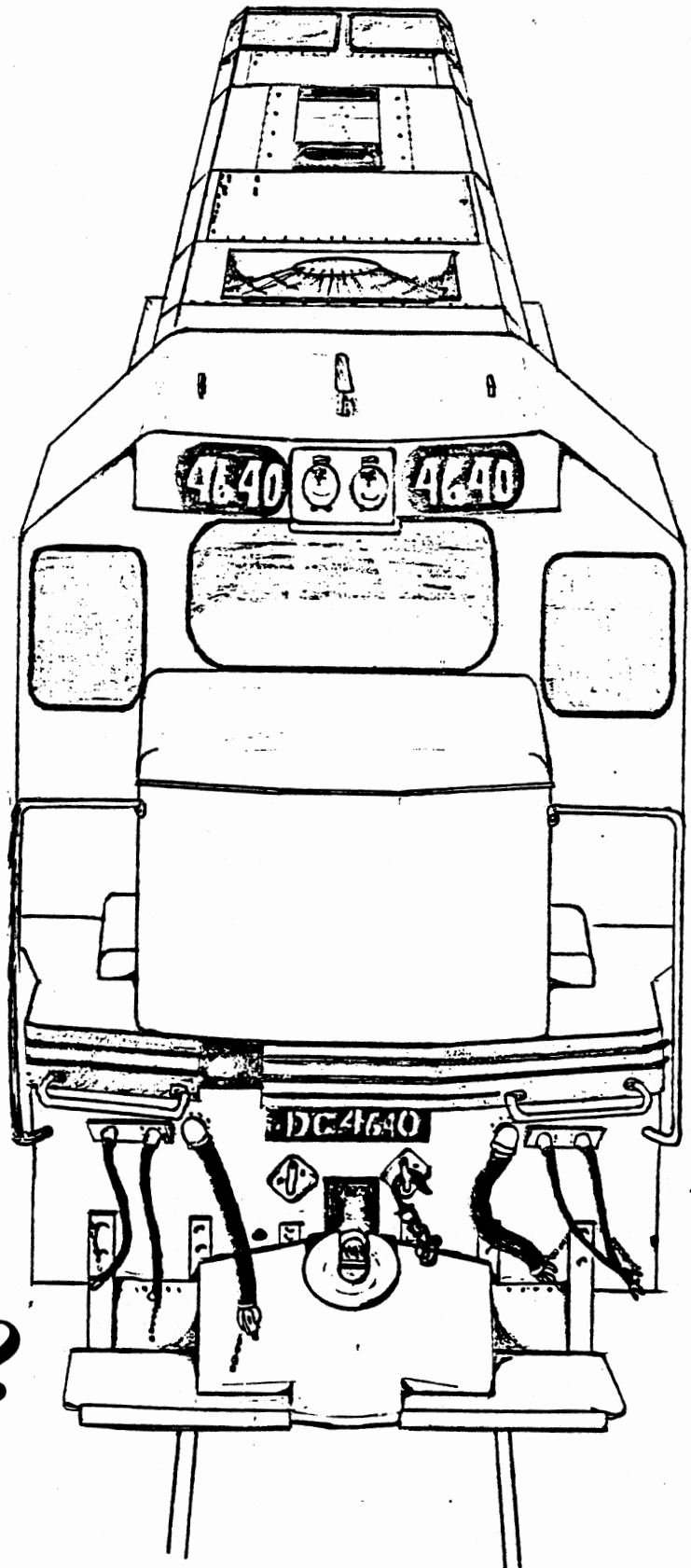
What happens in the highly unlikely event I leave Springfield Terminal Railroad? If you turn in your locomotive in good condition, **YOU WILL RECEIVE \$5.00** for every month in which you paid \$6,280.75. If you choose to keep your locomotive, you must pay the entire amount owed before receiving your final paycheck.

Remember: THIS IS A RARE OPPORTUNITY TO OWN AND KEEP YOUR LOCOMOTIVE! As long as the small monthly amount is deducted from your paycheck; The locomotive is in **YOUR HANDS AND YOUR CONTROL.....IT CAN'T BE TAKEN AWAY!**

As a special incentive, the field guide 'HOW TO HIDE POWER FROM FRA INSPECTOR'S by our own good authorities in power control, will be given at **NO EXTRA CHARGE** to you! Such a deal!

LOCOMOTIVES BY GUILFORD!

(Some assembly required. Batteries not included.)



**Where's
the
convention?**
Send ideas in

Modeling Tips

Custom Painting Made Easy

By Jonathan Kostenko

Custom painting a model for whatever reason has never been easy. However, this simplified technique can be used to achieve a satisfactory result. I decided to paint an Athearn heavyweight observation car for my HO scale Dakota Central, beginning with an undecorated model.

The first step is to wash the entire model in liquid detergent to remove any oil from your skin as a result handling. Then rinse it in water, and let it air dry. Using a rag to dry it will leave lint on the model.

The next step is spraying the car with a coat of primer. I used MODEL MASTERS Primer Gray. Then spray a coat of the lightest color on the area you want it. Be sure to use a flat paint, not gloss. I used TESTORS Flat Brown.

The third step is masking of the area you want to preserve in the original color. Only use SCOTCH or MAGIC clear tape, as it will show you where unwanted air bubbles are in the clouded film. Give the paint about a week to dry before applying the tape.

The final painting step is spraying the darkest color to the remaining exposed areas. I applied black paint to the roof of my car with a paint brush.

Finally, apply lettering to the model. For this painting method, only dry transfers should be used. Also, purchase a burnisher for applying the transfers. Afterwards, apply a clear spray coat to seal everything in place.

Using my simplified method of custom painting should produce satisfactory results. Editor's Note: ALWAYS paint, or spray paint in a WELL ventilated area.

Layout Painting With Watercolors

By Michael Yan

Remember all those watercolor paint sets you had when you were younger? Well, don't throw them out because they will have many uses on your model railroad.

First, you can effectively simulate rust by mixing a little brown and orange, and dabbing it randomly on car roofs with a fine brush. You can also dribble some on the sides and trucks. Watercolors can be used to weather tank cars, gondolas, boxcars, TOFC's, almost anything. I have also found that light brown watercolors can be used to patch exposed plaster hardshell.

Watercolors are very convenient to use. All you need is a container of water, a brush, and your paint sets. After painting, just dump the dirty water down the drain, and clean your brush with soap and water.

With hobby paint prices the way they are today, my old watercolor sets will always be sitting on my workbench. Editor's Note: Poster, or Tempa paints work great too.



Ten Tips For Better Photography

By Randy Broadwater

Many of us TAMR members do quite a bit of railfanning of the prototypes. We also like to record a lot of memories on film. Based upon my experiences railfanning, I would like to share some ideas that hopefully will yield better photographs for you.

1. Watch your focusing. Developers can compensate for twenty other problems in developing, but if the shot is out of focus, you can forget about it.

2. Keep your camera level. I have ruined more than one good shot by having the camera tilted. We are especially susceptible to this as we often shoot from rough terrain, or unusual angles. Use a single mast, the horizon, or whatever's available that you know is fairly vertical or horizontal.

3. Pay attention to the sun, and I don't mean in order to make sure that you tan evenly. Get on the correct side of the tracks to get the sun on your subject. At the same time, cloudy days can work in your favor, making shots possible that otherwise would have meant shooting straight into the light. Watch for shadows from trees, etc.

4. Many good shots have been ruined by obstructions. Wires, branches, etc. that are in the way, but NEVER look big until you get your photos back. At the same time, a tree branch or sign in the foreground can add to your picture by improving the perception of depth. This takes a little time to develop an eye for.

5. I have said it before, and I will say it again. A portable scanner is virtually indispensable. On the local branch where one train a day, or week runs, this may be a different story, but along most main lines, the scanner is worth its weight in gold.

6. Get off your hind end. Don't just sit in one place. Most of the better shots require a little hiking, but remember SAFETY FIRST. Stay alert to any, and all movements (a good reason for tip #5).

7. What type of camera are you using? If at all possible, I recommend investing a 35mm SLR camera. Most good camera stores carry used equipment, also watch the

classifieds in the paper. An SLR camera taken care of properly, will last for many years. Also, the lens selection can't be beat. I have less money invested in all my camera equipment, than I do my 2 scanners. Another suggestion would be to acquire a camera body, with a standard 50mm lens, the same make as your parents camera, so you can use their wide-angle, and zoom lenses, until you can afford your own. I found this excellent way to spread out the expense and still get good shots.

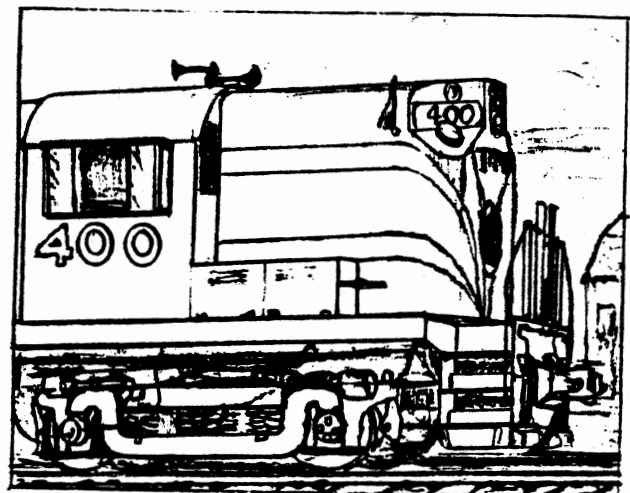
8. On the same note, don't overdo it with the zoom lens. We often have a tendency to use the zoom too much and take train shots, and not pictures. Pull back, and look at the whole scene.

9. Variations in elevation also add to good shots. Try shooting from down on the ground, from an overpass, from the roof of your car, or a signal cabinet. DO NOT try climbing any signal masts! You are only endangering yourself and giving the railroad police a good reason to kick people off the property. That one shot is not worth ruining it for yourself and others. Safety first!

10. Practice makes perfect. Do not be afraid to use a few extra frames to experiment, and do not be impatient. Although the occasional grab shots do come alright, but good photos take time. You will eventually develop an eye for what makes a good shot.

I hope these tips will help you improve your rail photography. Get out there and start shooting, and I hope to see your work in TRAINS, TI, and of course the HOTBOX.

T&PW #400 WAITS PATIENTLY
FOR A CLEAR SIGNAL ON
AUGUST 3, 1974.



SUBMITTING TO TAMR HOTBOX

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STYLE, CONTENT--Your own writing style is fine with us; remember, you are among friends. Grammar trouble? Let the editors worry about that. The ideas are what is important. As for content, we will accept anything on modeling, painting, scenery, electronics, layouts, and the prototype. Make sure the subject will be interesting to most readers.

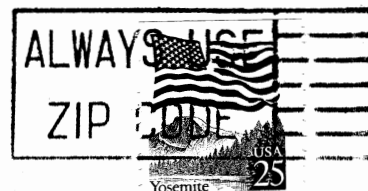
TYPING--Although typing is not required, it will save the eyes of the editors. HOTBOX columns are 35 spaces wide, for two columns on a page. If you cannot type your article, print it (double-spaced) on lined paper.

ARTWORK--Must be in BLACK INK ONLY (pen or fine-tip marker; no pencil). If you require drawings to accompany your article, they can be done by our Graphic Artists from your detailed sketches. Please include a scale measure for scale drawings.

PHOTOGRAPHS--BLACK & WHITE ONLY, glossy finish, no larger than 4" x 5", no smaller than 2" x 2" or 3" x 5". All photos must be accompanied by caption material, especially cover material.

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