



# Teen Association of Model Railroaders

## HOTBOX

June, 1992

Issue #269

### In This Issue:

\*\*\*\*\*Modeling A Northern California Shortline

\*\*\*\*\*Election Candidate's Paragraphs



\*\*\*\*\*Convention Tentative Schedule

\*\*\*\*\*Train Orders plus more!!!

# FROM THE DESK OF Phil Michaels, Editor/HOTBOX

It's summertime! Is everybody excited? I know I am. By the time you get this, most of you who are in high school shouldn't have more than a couple weeks of school left, and that means much more time to relax, do things, and have fun! It also means more time to work on your model railroad, if you currently have a layout. It would be a good time to start one, too!

This issue isn't really late, although it has been about six weeks since the April Hotbox. The publication schedule was altered in order to allow time for election paragraphs and information about the 1992 Directory to come in. So don't worry, we're not falling behind again like we did the last time!

A note of major importance: Roger Balwinski is no longer the secretary! He got too busy with school and his job, so he has forwarded everything to me. I

am currently reworking all the information into my computer, in order to straighten out some of the material. I do have to admit, though, that Roger kept an excellent filing system. Write him sometime and tell him how much you appreciated him being secretary for the last one and a half years. I will be acting secretary for the time being until elections are over and a replacement can be found. If anyone is interested in this position, please write to me and let me know.

Next up, I would like to welcome the three new members of TAMR that have just recently joined and are receiving their first Hotbox this month. So, with that, here's a big welcome to some new members:

Northeast Reg: Mike Danko

Canadian Reg: Larry Fredrickson

Western Reg: Carl Crizer

## On the Cover:

Southern Pacific SW1500 number 2614 doing some local switching work in the San Francisco Bay area, closeby to the sight of the 1992 TAMR National Convention in San Jose, California. It is taken at 10th Street and Cedar, in Oakland, California, on December 11th, 1991 by John Reichel. John will be hosting the convention along with Brett Lucas, the current Western Region Representative who is also on this month's election ballot.

This could be the type of switcher you would use for a Northern California Shortline, the layout described on pages five and six of this month's Hotbox. Notice the position of the headlights, horns, and numberboards on this unit. The Southern Pacific is known for having some different locomotive arrangements, as was described in the article by Jason Eminian in the January, 1992 Hotbox.

You will find their addresses and all the other information in the upcoming directory. Hopefully, we will start to see a big increase in membership, so that we can make improvements to the Hotbox and the TAMR. This brings up another big subject: renewals. Because it took so long for me to get the current expiration numbers from Roger, I was not aware until now the drastic number of people whose memberships are running out. There are already 25 members who have expired with the April issue or an earlier issue, with 10 more expiring this month, and an additional 9 in two more months. Renewal notices will now be sent with every person's Hotbox, so that everyone will know when their membership has expired. We want to keep all of you in our organization. Every member is important to us! Let us know how we are doing. And once again, a big thank you to all who continue to show their interest and support in the TAMR, your help is invaluable. Thanks.

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## Next Month:

Finally, the long awaited 1992 TAMR Directory! We bet you thought you'd never see it! Preliminary work is going on right now, and the Directory will be in the mail on the first of July. We're really sorry everyone has had to wait this long, but there have been many problems. In fact, the entire directory was ready for printing, but the printer wouldn't accept the program! The July Hotbox will follow two week later.

TAMR HOTBOX  
Phil Michaels  
522 S. Tompkins St.  
Howell, MI.  
48843

TAMR Pivot Pin  
John Reichel  
1800 E. 38th St.  
Oakland, CA.  
94602-1720

TAMR President  
Matt Heiman  
3815 Stratford Ln.  
Louisville, KY.  
40207

TAMR Advisor  
John Rossi III  
6 Beech Ct.  
College Point, NY.  
13586

TAMR Secretary  
Phil Michaels  
522 S. Tompkins St.  
Howell, MI.  
48843

TAMR Treasurer  
Steve Schwenk  
705 N. 5th St.  
Lafayette, IN.  
47901

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

Regional Reps:  
NER: Bryan Shoop  
CP: Phil Michaels  
WP: Brett Lucas  
SP: Matt Caldwell

# Convention News.....

(Continued on page eight)

Have you marked your calendars yet? The 1992 TAMR National Convention is going to be a lot of fun. We're already getting a good response.

We expect many of our California members to come. But those of you from other areas, please come too! Convince your families to take a California vacation this summer. You can finally see San Francisco and all the other attractions in the Bay Area. If you're thinking of coming on your own but can't afford a motel, let us know and we'll try to set you up to stay with another member.

If you're a member of the NRHS (National Railway Historical Society), you are eligible to ride the trains--for a fee! But we will still have lots of opportunities to see and photograph the trains. Also, if you're around before and after the convention, there'll be opportunities to see these trains as they come to and depart San Jose.

## Wednesday, July 22nd:

We will rendezvous somewhere between San Jose and Niles Canyon to photograph the Altamont Pass Limited, including Union Pacific 4-6-6-4 Challenger #3985 and matched UP cars, as it travels from San Jose through Niles Canyon and Altamont Pass to Stockton.

In the evening, we'll have a get-together to kick off our convention at the home of the Pivot Pin, John Reichel, or Western Region Rep., Brett Lucas.

## Thursday, July 23rd:

We will photograph the City of San Francisco, headed by Southern Pacific 4-6-2 #2472, as it travels from San Jose to San Francisco and back. UP #3985 will be making a trip from San Jose to Oakland and back. (Depending on whether

they're in group 1 or 2, those riding the train will ride behind one of the engines going north from San Jose, take a ferry across the bay, and return behind the other engine.)

There will also be an NRHS tour of the San Francisco Muni system aboard historic trolley cars and busses, in case we come up from San Jose. Evening activities depends on what everybody wants to do. Maybe we'll take a trip on BART (Bay Area Rail Transit).

## Friday, July 24th:

TAMR Pizza Party at the home of the Pivot Pin, John Reichel, in the evening. Meet new friends, exchange photos, and watch train videos. Ask each other your questions about model railroading. And, see the TAMR National Layout under construction in John's basement. This is a big layout with a lot of engines. Bring your HO rolling stock if you want.

There won't be any steam excursions Friday, although there are some good activities for NRHS members, including a night photo session (\$55) with all three steam locomotives.

We may decide to take a trip to Sacramento aboard the new Capitol train. The California State Railroad Museum and the LRV system are big attractions, as is the Old Sacramento area. As an added attraction, the museum's cab forward, SP 4-8-8-2 #4294, will be outside on display all summer.

## Saturday, July 25th:

We will photograph the Senator, headed by ex-SP 4-8-4 #4449, as it travels from San Jose to Sacramento along the SP route.

Depending on what everybody feels like doing, we may pick a spot to watch

regular SP trains, or find something else that sounds like fun.

## Sunday, July 26th:

Sit around and watch MTV.  
Just kidding.

We will photograph the Coast Daylight, with ex-SP 4-8-4 #4449 and SP \$-6-2 #2472 DOUBLEHEADING on their trip from San Jose to Watsonville Junction. 2472 was just added to this excursion, and it should be radical!

Lv. San Jose 8:00 AM  
Ar. Watsonville Jct. 10:00 AM  
Lv. Watsonville Jct. 11:30 AM  
Ar. San Jose 1:15 PM

In the afternoon, we'll do whatever we didn't have time to do during the week. Depending on when people have to leave, we'll have some kind of activity in the afternoon.

## Other Activities:

Depending on what everybody wants to do and how much time we have, here are some other things we can do:

Watch Caltrain commuter trains pulled by stylish F40PH-2 locomotives; visit local model railroad clubs, some of which have many youth members; watch SP trains from the overpass in Emeryville or the Berkeley station; travel to the Roaring Camp and Big Trees steam railroad near Santa Cruz. A trip to the Santa Cruz boardwalk can also be arranged; shop your heart out at local hobby stores; visit the Western Railway Museum in Rio Vista Junction, featuring lots of Western Pacific, Sacramento Northern, and various traction equipment; visit the Feather River Rail Society museum in Portola, featuring LOTS of Western Pacific and UP equipment. This is pretty  
...(Continued on page eight)...

# 1992 Elections

## Candidate's Paragraphs & Information...

It's election time, everyone! For many of you, this is your first chance to vote on your TAMR administration. Please, don't take this lightly. In recent years, the number of votes cast has been very low. It doesn't take much to check off who you want for the positions and stick it in an envelope. It's really important, even if there's only one candidate, that you cast your vote and show your support for that person as well as the TAMR. And with that, here are what our candidates have to say:

### Central Region Representative:

Candidate: Zachary Gooch

.....I'd like to state my reasons for wanting to be elected as Central Region Representative. I'd like to pull the region together more as it seems to still be recovering from the TAMR reorganization. I'd like to improve our regional publication, the Pilot. I only have one issue and haven't heard anything of it since. I believe it has some great potential, but I'm going to need help from the members of the region to make it happen. Thanks to those of you who nominated me.....

### Canadian/International Region Rep.:

Candidate: Mike Yan

My name is Mike Yan and I am running for Canadian/International Region Representative. The TAMR is an international organization and so the Canadian Region should have more members and a greater impact on the organization. If I am elected, it would be one of my goals to promote the TAMR in Canada and help make the region stronger.

I have been and will continue to be a prolific contributor to the Hotbox. Hopefully, my work will encourage others to write for our magazine/newsletter.

I am a big fan of the Canadian Na-

tional Railways and model a fictitious division of the CN in HO scale. Although I'm not an active railfan, the sight of a CN wide nose SD40-2 will always catch my attention. Trains will always be a part of my life, and, if you vote for me, I will leave as big an impression on the TAMR as it has left on me.

### Northeastern Region Representative:

Candidate: Mike Thidemann

.....I feel that I am the right person for the position and I will try my hardest to serve the Northeast Region and the TAMR, and all its members. I will also try to the best of my ability to promote the TAMR.....

### Western Region Representative:

Candidate: Brett Lucas

\*\*\*\*\*Brett did not send in anything for the Hotbox, but he is still on the ballot due to his hard work in the Western Region, where he has accomplished much.

### President, Treasurer, and Auditor:

Candidate: Jeremy Amundsen

I have chosen to run for TAMR President, Treasurer, and Auditor for different reasons. I have thought about running for two to three years now, and I have concluded that if I try to run for President, I can make a difference within the TAMR, and oversee operations. If chosen by fellow TAMR members I promise to make sure everything runs smooth and on time in terms of Hotbox production, deadlines, and other duties. And, I will be actively promoting TAMR by posting membership applications at local establishments and write to all known rail publications to contact the editor and make sure the TAMR can have some free (Hopefully---ed.) advertising space to target new members. I pledge to keep the TAMR in its traditional format and

not make any radical changes unless warranted. As treasurer I would make sure to keep accurate records of membership numbers, membership dues, and contact members when their membership will soon expire. I will not increase dues to change with the ratio of inflation, as I realize many members within the organization may have problems finding adequate funds to pay dues, as many teens are in school with little cash flow coming in.

\*\*\*\*\*

Well, there they are, everyone, the TAMR 1992 election candidates. While we realize the choices are not exactly numerous, we ask that you take the two or three minutes to fill out the election ballot. It is extremely important for us to get feedback from all of the TAMR members, so please, fill it out and mail it back to the editor. Your election ballots must be postmarked no later than midnight on June 20th, 1992. Any ballot received with a postmark later than that will not be counted in the elections. The results of the elections will be included in the 1992 TAMR Directory, to be mailed out on July 1st, 1992. In July, the Hotbox will be back on a normal schedule, being mailed on the 15th of the month, as usual.

Next year we hope to have a little more interest shown in the nomination/ election process. This is your organization, and as a member you should care about who is running it and why. I know things were a little rushed this year with the Hotbox just getting back on schedule again, but next year you will all have plenty of time to get your nominations and election paragraphs in. And remember, mail all election ballots to the editor at the address listed on page two. Good luck to the candidates, and may the best ones win!!!

# 1992 T.A.M.R.

## Election Ballot

Check off one candidate of your choice for each position listed on the ballot. If you wish, you can fill in the blank line with a candidate of your choice as a write-in candidate and vote. Remember, everyone votes for the President, Treasurer, and Auditor, but only members from the Central Region can vote on the Central Region Representative, only members from the Western Region can vote on the Western Region Representative, etc., etc. PLEASE take the time to vote and return your ballot to the Editor at:

TAMR Elections  
522 S. Tompkins St.  
Howell, MI. 48843

REMEMBER: ALL ELECTION BALLOTS MUST BE POSTMARKED BY MIDNIGHT ON JUNE THE 20TH, 1992, TO BE COUNTED IN THE ELECTIONS. THANK YOU.

-----  
President:

Jeremy Amundsen \_\_\_\_\_

Write-in \_\_\_\_\_

Treasurer:

Jeremy Amundsen \_\_\_\_\_

Write-in \_\_\_\_\_

Auditor:

Jeremy Amundsen \_\_\_\_\_

Write-in \_\_\_\_\_

Central Region Representative:

Zachary Gooch \_\_\_\_\_

Write-in \_\_\_\_\_

Northeastern Region Representative: Western Region Representative:

Mike Thidemann \_\_\_\_\_

Write-in \_\_\_\_\_

Brett Lucas \_\_\_\_\_

Write-in \_\_\_\_\_

Canadian/International Region Representative:

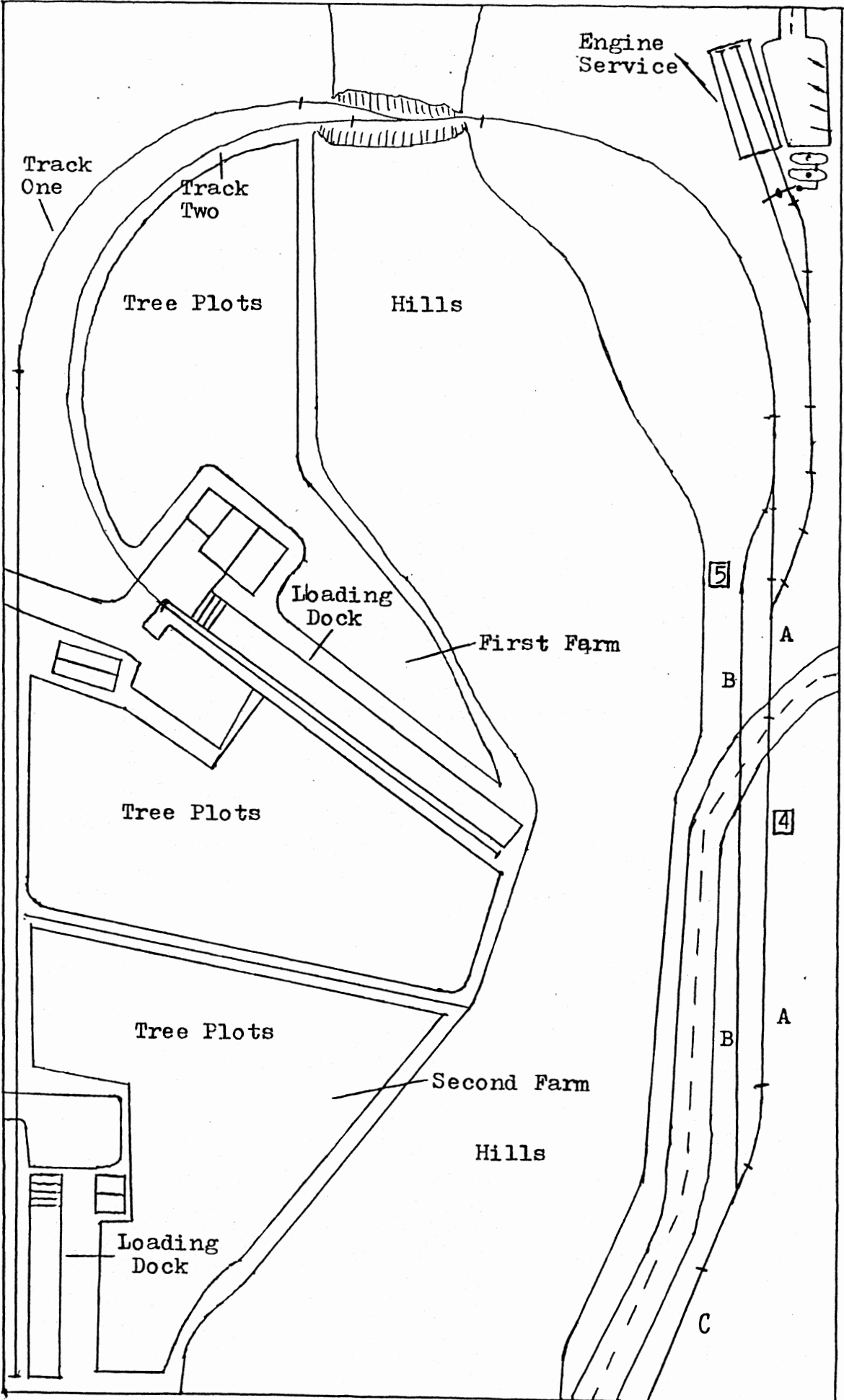
Mike Yan \_\_\_\_\_

Write-in \_\_\_\_\_  
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Return this ballot as soon as possible. All the candidates thank you for your votes and your continued show of support for the Teen Association of Model Railroaders. The election results will appear in the front of the 1992 TAMR Directory, due out on July 1st, 1992.

# A Northern California Shortline

Scale: 1" = 1'  
Layout Size: 6' x 10'  
Min. Radius: 24"  
Siding Capacities: In box 1-1



# A Northern California

## Shortline

By David Thompson

This six-by-ten layout represents an ex-Southern Pacific branchline located in northern California. This line was abandoned in the mid-eighties and was resurrected to provide continued rail service to several tree farms in the area. Motive power is provided by two former SP SW1500 switchers. These locomotives are put to use hauling mechanical reefers to the interchange point on the layout.

The layout is separated into two main areas of focus: the tree farms and the interchange area. A hill serves to separate the two areas. One passing siding is included, as well as an engine house/service facility. This layout is a switching one instead of a place to run trains around.

Models to run the layout are easy to obtain. Athearn's SP version of the SW1500 switcher can be used to represent the two units. Be sure to paint over the roadname with a similar color. The reefers can be modeled by using Athearn 57-foot mechanical reefers. The reefers should be painted in the white SP scheme described by Bob Smaus in the July 1989 Model Railroader.

Operations are centered around the movement of the reefers. The first farm track will hold four cars while the other will hold two cars. One of the switchers comes and picks up half the cars from each track, making a total of three cars. The train then moves to track B. The other switcher, based on track C, moves ahead, couple to the cars on track A, and pushes them ahead to distribute them. The train pushes into the second track, pulls the loaded car from the first track, and puts an empty reefer in its place. The next move puts the three loaded reefers on track two, and the two empty reefers on track one. The loaded reefers are recoupled to the locomotive, and the train heads back into town.

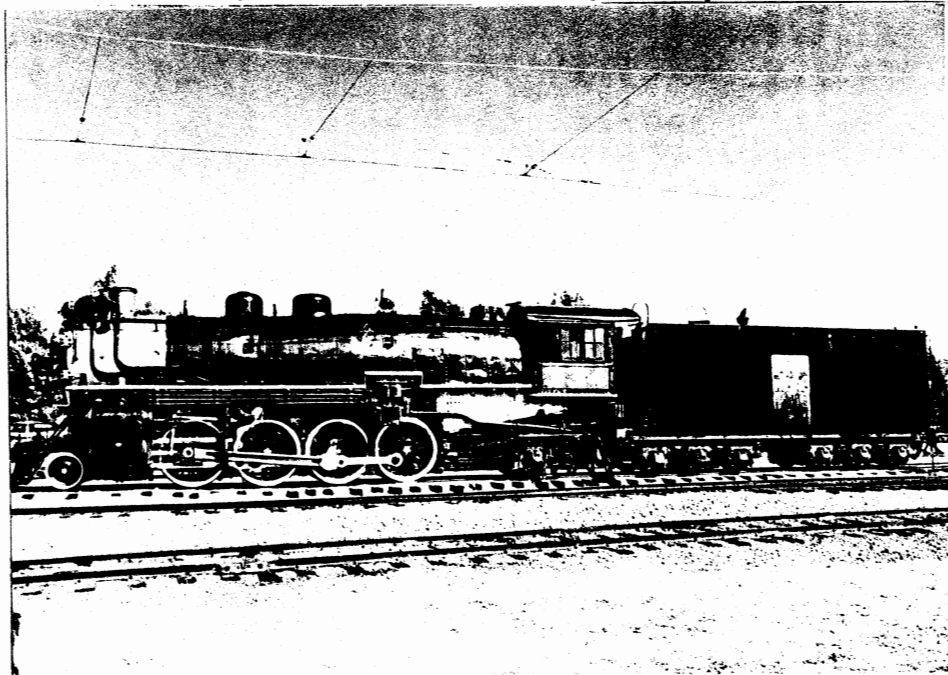
Meanwhile, the first switcher runs around track B and pushes the cut of reefers into track C. One of them is uncoupled, the locomotive runs around to the car, moves it up, and returns to the remaining cars. The process continues

until all the cars are on track A. An alternate plan would be to have track C connect to a yard or storage area of some sort, and have the first switcher exchange track B's cars for three to be placed on track A.



ABOVE: Here it is! The California State Railroad Museum, one of the many highlights of the upcoming TAMR 1992 National Convention, July 22nd-26th, 1992.

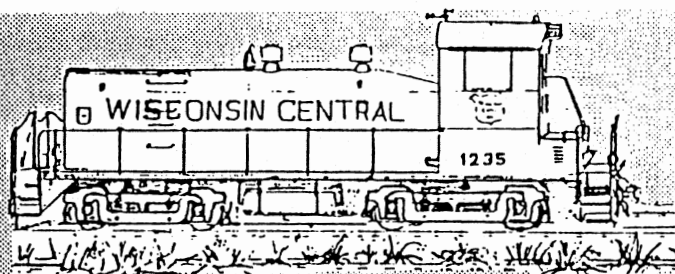
BELOW: Western Pacific steam locomotive number 334 at the Western Railway Museum in Rio Vista Junction, California. This is a possibility for the convention.





# Train

# Orders



[Cui Yijiong is a teacher in China. We first told you about him in Train Orders in the March, 1992 Hotbox. This is a letter he wrote to us. You might like (those of you in school) to show this letter to one of your teachers as an example of schools in China.]

In our country few adults take model-making as their profession. They usually work as tutors in the "Children's Palace" or the "Children's Family", two organizations designing and arranging extra-curricular activities for teenagers. They help students make model planes, ships, or racing cars (no railroads. What a pity!) and arrange model contests annually.

At present I am working in one of the families. The House is rather small and poorly equipped. But I love my job, my workshop, and my students. I graduated from high school during the Cultural Revolution, a disastrous decade in China, when the country was in a chaotic state. All the universities were closed. But I didn't give up my hobby. I took a keen interest in model railroad-making as a child and then decided to develop it in the hope that I would be amply compensated one day. With firm determination, I began my hard journey towards my destination. Thank God, after experiencing so much failure, I did make some achievements. I have acquired a large knowledge and experience, won some prizes, and formed some original opinions on model-making. Some toy manufacturers even expressed their willingness to produce my railroad models, which really aroused my expectations of success.

But things were not going on as I expected. One day one of my Family leaders came to tell me they had decided to make my workshop a dancing hall and let it so that the tutors' monthly income would rise. Though it was good news to

my colleagues, the decision was a disaster to me, for I was working on a half-done round track (diameter = 3.2 meters) a DF-4 type diesel engine, and YZ-22 type passenger cars. As a Family member I protested, pleaded, but in vain. I had to suspend my work. As I was in great trouble, one of my friends offered a suggestion.

"Why not tell your trouble to your American friends since you have set up contact with each other? Maybe they'll give you a hand. If possible, you can co-found a workshop, just like many Sino-American joint ventures in Shanghai," the friend said. Owing to the open-door policy, our government, welcomes foreign investment and offers any possible help such as raw materials, working-place, and workers. China is also a big market for railroad models. As far as I know, there are no railroads available in the toy shop. But I know it is a hard job. However, we can try what we can do. For example, we can co-sponsor a model contest or a train show, or work on the same type of model and let the other know its development. Could you make other suggestions?

\*\*\*\*\*

Are any TAMR members in the model-manufacturing business? If you think it is possible to make models of Chinese trains, or just to find out more, write Mr. Cui (Yijiong is his given name, Cui is his family name):

Cui Yijiong  
Room 404, No.8  
Alley No. 937  
QuQi Road  
Shanghai 200023  
CHINA

TAMR Has recently been receiving mail from all across the world! Here's another international letter:

My name is Wilbert Vossen, and I'm seventeen years old. I would like to know more about what TAMR does. I am also trying to obtain plans of factories, grain elevators, and houses so I can build models of them. I'd also like to make some new friends through TAMR, so please write to me.

Wilbert Vossen  
Leeuwebekstraat 6  
6035 CJ Ospel  
The Netherlands

\*\*\*\*\*

Now we come back to our side of the globe, to the land south of the border, Mexico:

I'm Adolfo Leyva Alvizo, a 14-year old student living in Mexico. My dad and I started buying electric trains some time ago in HO. We're planning our layout, and we'll be pleased to receive information about TAMR, bulletins, data sheets, and letters.

We have fifteen locomotives, including a USRA 0-6-0 steam locomotive, some F7's, SD40's, GG1's, FA2's, six power packs, fifty or sixty cars, two turntables, two sets of bridges, and all sorts of track. I'd enjoy getting letters from TAMR penpals. Thank you.

Adolfo Leyva Alvizo  
Sierra De Ascotan #4886  
Villa Mitras  
Monterrey, Nueva Leon  
Mexico 64170

\*\*\*\*\*

It sounds like Adolfo and his dad have an awesome layout. Maybe if we write to Adolfo, he'll send some pictures for the Hotbox. Now, before we get back to some U.S. letters, we have some important and exciting news!:



# Train Orders (Contin.)

We recently received a letter from Whitewater Community Television, a community-access TV channel in Indiana. They are interested in running public service announcements about model railroading, and they've invited TAMR to submit videos.

This is your chance to participate in a model railroading equivalent of "Wayne's World." John Reichel would like to put together a video using your contributions. Do you have some footage of your layout or of real trains in your area? Don't worry if it's not all great quality; we'll just use the good parts.

We can especially use videos that have you and your model railroading friends in them. Send VHS (full-size) or 8mm tapes to John at the address listed on page two. Sorry, we can't use Beta or VHS-C tapes (unless we can borrow your adapter). ALL TAPES WILL BE RETURNED TO YOU.

\*\*\*\*\*

Now, on to those U.S. letters. The following is from one of TAMR's longtime members, Richard C. Wagie:

When I think back to the late 60's and early 70's, when I was active as the TAMR Secretary and Hotbox publisher, long hours of seemingly thankless work come to mind. The general membership, being younger and not as "worldly wise" as adults, often [But not always---Ed.] have little concept of what it takes to keep things running. You can't expect younger people to know these things; they just haven't had the experience yet. Now, at the ripe old age of 41, I can look back on those back-to-back weekends of solid typing, paste-up, negative/plate work, printing, and addressing for the issues of the Hotbox I produced, and I know what the present staff is going through. Of course, one of the

main problems we had back then, you still have today: A desperate plea for articles!

While I am not much more than an armchair hobbyist at this point (my being a Lutheran school teacher and church organist for the past 19 years has severely limited my hobby time), I still do take great interest in the workings of the TAMR. I wish you every success!

\*\*\*\*\*

Our last letter for this month is from David Thompson of Bavon, Virginia, who has written this letter for the Hotbox's layout contest, soon to be over. So if you haven't yet written a letter but would still like to, get it in before it's too late!:

Now that the TAMR is up and running again, I figured that I could write an article for the Hotbox's layout contest. For those of you new to the TAMR, my name is David Thompson. I am fifteen and a sophomore [Class of 94, I like this guy!---Ed.], model in HO scale, and have been a TAMR member for two and one-half years. My home layout is the Portlock, Coalton, and South. The story of this modern coal hauler was featured in the August-October 1990 issues of the Hotbox. However, I have made many changes and hope to describe them in a future article.....

\*\*\*\*\*

David sounds like a nice guy, and he also wrote the feature article on page six, A Northern California Shortline. That's all for Train Orders this month. We hope to keep hearing from all the TAMR members about what they've been doing in the model railroad world. So keep up the great work, everybody, and we'll see you again in July!

(Convention: cont. from page three)..... far from San Jose, so going there would probably mean missing a steam excursion.

Visit the Niles Canyon Railway of the Pacific Locomotive Association, although which days they're operating is a question.

## Accommodations:

These are the NRHS hotels:

Fairmont Hotel, 170 S. Market St., San Jose, CA. 95113 (\$85 for single or double room).

Park Center Plaza Holiday Inn, 282 Almaden Blvd., San Jose, CA. 95113 (\$75 for single or double, \$85 triple).

Of course, there are motels nearby, too, and you don't necessarily have to stay in San Jose. For example, if you stay in Oakland, you can ride down to San Jose with John Reichel. And, as stated, if you're traveling alone or with another TAMR member, and you can't afford a motel, we'll try to work something out. Let John Reichel know right away. Sorry, not enough room for whole families. We'll have a great time! This is your big chance to meet other TAMR members. Call or write right away to the address in front. (510) 482-8760.

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(Short Line: Continued from page six)...

Track on the layout should look well-used and have worn, dirty, ballast. An exception would be the engine service area, which should have fresher ties and ballast. The hill should be tall enough to hide the portion of the layout opposite your side. Placement of the layout is determined by whether or not you add the yard. If you do, then the end with the enginehouse should be on the wall. If not, it should be the other side. You'll need more reefers with a yard. The switchers go to the enginehouse at the end of the day. This adds up to a layout with great operating potential.