

Teen Association of Model Railroaders

# HOTBOX

October, 1992

Issue #274



# FROM THE DESK OF

## Phil Michaels, Editor/HOTBOX

Let me apologize immediately that this issue is two weeks late in coming. I am not about to fix the blame on anyone else, however, I refuse to take the blame for my first issue that has not been published during the week of the 15th of the month. Let me give you an explanation.....

The last two months haven't been the smoothest for TAMR, but all things considered, we're not doing bad. As it turns out, our President Jeremy Amundsen turned over the treasury to Brad Beaubien of Sgt. Bluff, IA., less than a month after Jeremy had received it. That lasted a long time, didn't it? Well, two weeks ago I get a letter from Jeremy stating that "as I probably know by now" the treasury has been transferred to Brad Beaubien. I had no idea! No one ever told me, John Reichel, or any other office holder! I personally paid for the August and September issues of the Hotbox because Jeremy had still

not sent me the payments for these. I feel paying for two issues of the HOTBOX is above and beyond my call of duty to start with. There was no way I could afford doing another one on my own. So I waited for the reimbursement.....and I waited.....and I waited. Finally, as I said, Jeremy informs me that the treasury was transferred. So then I had to get in touch with Brad Beaubien, and he immediately got me my reimbursement, and shortly thereafter sent me the prepayment for this issue (thank-you Brad!!!). I immediately got to work on publishing the HOTBOX, and here it is. Now I am stuck with the task of two issues in the next six weeks, but I will do it.

I would appreciate it if anyone who has been thinking of writing for the HOTBOX if you would do so, our material variety isn't as good as it could be. We've still got ideas rolling around about a longer HOTBOX issue, I will let you know of any significant developments.

As you probably will notice, most of this issue is in the larger print that I used earlier this year. This is temporary, and the small print should return at the beginning of next year. However, we may start to use a print that is somewhere inbetween the two, but that decision will be made later.

I'm going to be going to Lansing, the capitol of my state, and distributing TAMR flyers for "ALL ABOARD IN '92", I hope you all do the same. It's really going to be a lot of fun. Please continue to write to me with your questions and comments, and of course, HOTBOX material. If you have sent in material and it hasn't been published yet, don't worry, I have a file with all of your articles in it and I'm trying to get them in as soon as possible. I hope everyone has a great month, and you should be seeing your next HOTBOX around the 21st of next month, and then December is on schedule, published on the 15th.

## Pittsburgh, Marietta, & Ironton Railroad



### "Hauling big loads for big industry."

# October, 1992

## Bill of Lading:

Editorial.....Page 2  
SP's Delores Yard.....Pages 4-5  
TAMR News.....Page 6  
Train Orders.....Page 7  
Video Exchange Program.....Page 8

### On the Cover:

**TOP:** Previewing next month's Traction Motor topic (The regional railroad revolution) is this Chicago Central GP38 number 2005. The Chicago Central is one of several regional spinoffs from the Illinois Central, formerly Illinois Central Gulf, formerly Illinois Central. (Do you think they've made up their mind yet?)

**BOTTOM:** Here comes another Chicago Central, this time on a mixed freight. This is number 1592, a chop-nosed geep, probably of Illinois Central heritage. The regional trend has really become a big thing in the last the Chicago area by Chuck Janda of La-Grange, Illinois. Chuck has been very valuable to the HOTBOX due to his continuing excellent photo contributions. Keep up the good work, Chuck! And let's see some photos from the rest of you!

### TAMR HOTBOX

Official Publication of the  
Teen Association of  
Model Railroaders

The HOTBOX is issued monthly, for twelve issues per year, with a special mailing of the TAMR Directory of Members in May.

Dues for membership in the TAMR are as follows:

Regular(21 and under).....\$15.00  
Associate(Over 21).....\$18.00  
Overseas(Outside N.Amer.).....\$20.00  
Sustaining(Reg. or Assoc.).....\$20.00

Please address all renewals, membership applications, and address changes to the TAMR Secretary.

## Addresses:

TAMR President Jeremy Amundsen 1418 Grand Ave. Wausau, WI. 54401	TAMR Secretary David Thompson Box 126 A Bavon, VA. 23013
TAMR Editor Phil Michaels 522 S. Tompkins St. Howell, MI. 48843	TAMR Auditor Eric Boone 7258 Walnut Ave. Jenison, MI. 49428
TAMR Treasurer Brad Beaubien 1508 Harrington Loop Sgt. Bluff, IA. 51054	TAMR Pivot Pin John Reichel 1800 E. 38th St. Oakland, CA. 94602
Can./Int. Reg. Rep. Mike Yan 6127 - 137th Ave. Edmonton, Alberta, CANADA T5A 0P2	Northeast Reg.Rep. Mike Thidemann 312 Adams Rd. Greenfield, MA. 01301
Central Reg. Rep. Zachary Gooch 1042 Maple Ave. Bellaire, OH. 43906	Southern Reg. Rep. Matt Caldwell 111 Dorie Rd. Belmont, NC. 28012
Western Reg. Rep. Jennifer Dooley 133 Osgood St. Long Beach, CA. 90805	Shortline Dept. Aaron Marcavitch 275 Crago Ave. Waynesburg, PA. 15370
TAMR Advisor John Rossi III 6 Beech Ct. College Point, NY. 13586	Promotion Dept. Newton Vezina 54 Boardman Lane S. Attleboro, MA. 02703

### Guidelines for Submissions:

**Style, content-** Your own writing style is fine with us; remember, you are among friends. Do you have grammar trouble? Let the editors worry about that. The ideas of what you write are what is important. As for content, we will accept almost anything on modeling, painting, scenery, electronics, layouts, and the prototype. Just make sure that it will be of interest to a majority of readers.

**Typing-** Typing is not required, as most everything we receive is retyped into a computer. But it will save the eyes of the editors, so please do so if you can.

**Artwork-** All drawings and artwork are preferred to be done in black ink, but it is not required. Please send two copies if possible.

**Photos-** Black and white photos generally work best, but color prints will come out fine also. Photos taken in low light just don't print well, so try to send brighter photos. Also, make sure that they have good contrast. Please send caption material with your photos. Caption material should include the location, date, and any other essential information.

### Next Month:

The Traction Motor will be back, we're sorry we didn't have it this month but there just wasn't enough room. We hope to have more modeling tips, product reviews, and things of that nature for you next month. The TAMR Clinic should return to answer your questions on model railroading. We have two feature articles awaiting publication, but they are a little long for an eight-page HOTBOX and the writer has yet to send me the photos I need. It should be great!!!!!!

## Submissions

The TAMR HOTBOX depends almost entirely on its readers for its material. If you have articles for publication or want to respond to one of our columns, send them to the following people:

Modeling Tips.....Mike Yan  
TAMR Clinic.....John Reichel  
The Traction Motor.....Zachary Gooch  
All other submissions.....Phil Michaels

# Southern Pacific's

By: J.C. Dooley

Delores Yard lies about a mile north of the Port of Los Angeles in southern California. The nearby ICTF (Inter-modal Container Transfer Facility) generates much traffic through Delores. There are trains coming and going every hour to half-hour.

## The ICTF

The ICTF is the source of at least half of all outbound trains and most of the inbound trains. It was opened in 1986 and helps move the container cargo brought into the port by ships operated by companies such as APL, NYK, and Evergreen. It is less than a mile from Delores, just over a bridge and through a tunnel. The switching work at the ICTF is done by a pair of SP GP38-2's, a GP38-2-SW1500 pair, or two SW1500's. However, I once saw two GP60's substituted instead of the usual GP38-2's.

## The Yard

Delores Yard itself isn't that big. It is only about 20 tracks across. Most of the time the tracks are filled with boxcars, reefers, tanks, covered hoppers, etc. In other words, this is where they put

anything that isn't labeled for container service. Most of the time this assortment is just sitting there not moving. However, sometimes I'm lucky enough to see the yard engines switching them around. It's really fun to watch them 40 feet in front of you. The scanner channel that they use for switching is Mhz 160.320. Sometimes you can see the person who's talking. It's fun listening to the conversation because then you know what will happen next.

## The Oil Train

One of the best sights at Delores Yard is the DOBKU, better known as "The Oil Cans". You have never seen a train until you have seen the

"Cans" at night. With grey Espees on the point and a perfectly symmetrical line of dark tanks it is one of the most sinister sights I have ever seen. It's kind of like it was out of a movie. The oscillating gyralite and the rotating beacon on top of the cab add to the eeriness a lot. The DOBKU (Delores-Bakersfield unit train) runs from Shell's Carson oil refinery to the Saco oil fields just north of Bakersfield. The DOBKU is the train of empties. It returns full of crude oil for the refinery. Lately, it hasn't been running on a definite schedule. It usually runs once a day and leaves around 5. It is rare for the crew to be called before 4.



# Delores Yard

## The Roundhouse

The Delores Roundhouse isn't really a roundhouse at all. It's just four tracks used for readying locomotives for their next run, which is usually an out-bound ICTF container train going to Dallas, St. Louis, Louisiana, and a few places in-between. At the roundhouse I've seen locomotives from all over the country. Burlington Northern, Conrail, and Wisconsin Central and various leasing companies to name a few. If you ever go trainwatching at Delores Roundhouse, make sure you have your camera with you all the time. This way employees won't mistake you for vandals or someone with unfriendly intentions. If they see you're a railfan they probably won't say anything. Many of them are friendly towards us. I have gotten to go on engines twice at Delores.

One more thing that is worth mentioning is, if you ever do go to Delores Yard, don't park right next to the roundhouse lead. Take it from me, it might be a lot closer, but it's a prime spot for minor derailments. I had one happen about twenty-five feet in front of me on January the 12th! It was an unnerving experience!

Delores Yard is a great place to go if you like the Espee or railroads in general!

Jennifer (J.C.) has served as the TAMR's Western Region Representative in the past and has helped TAMR. This is her first article published in the Hotbox.

## ATTENTION CENTRAL REGION MEMBERS!!!!!!!

As stated in last month's Traction Motor, we need help to get our Regional Newsletter, the Wayfreight, back off the ground. If you have any regional news, or if you remember the Milepost 225 and Taildisc columns from the old Pilot and have something along those lines to submit, please do so. If you have any ideas for how to operate the region better or what we can do with the Wayfreight, please write to the Central Region Representative as soon as possible. Thank you very much for your support of the TAMR Central Region and the Wayfreight.

LEFT: Two SW1500's are switching some tanks(out of picture) at Delores on May 23rd, 1992.

RIGHT: The Delores Yard office. The Roundhouse lead is just out of the picture to the left. It's nice in the shade on June 13th, 1992.(Both photos by: J.C. Dooley.)



# T.A.M.R. News

## All Aboard In '92 Update:

The personal prizes have now been determined. They are:

1st place- choice of any model locomotive, your scale, color, and brand up to \$80.00 in value.

2nd place- one year free subscription to your favorite R.R. or model R.R. magazine.

3rd place- 3 car kits of your choice.

These are some very exciting prizes that you don't want to miss, so get out there and do all you can to win! The following people are being recognized as three new regional assistant managers:

Can./Int. - Mike Yan  
N.E.- Mike Thidemann  
Sou.- Matt Bedford

You may notice that these are all regional reps. They have volunteered to handle their regional promotion as well, but you don't have to be a rep. to be an assistant manager. If you want to volunteer, drop a line to Newton Vezina at the promotion department. (Address listed on page three.)

The promotion department is looking for a new manager, if anyone is interested write or call Newton Vezina.

## Secreatry's Report:

In the month of September, TAMR received four renewals and six new members. This puts the Western Region in the lead of "All Aboard In '92" with two new members and the Central, Northeastern, and Canadian are tied with one each. The names and addresses of these members are listed below. Regional Reps: Add these names to your newsletter mailing lists. Also, I would appreciate it if you would send me your newsletters once in a while so that I can describe them better to new members.

### New TAMR Members:

- 1.) Mike Yovanov, 2510 S. Kevin Dr., Tuscon, AZ. 85748
- 2.) Daniel Maxwell, 17042 Calle Del Oro #D, Fountain Hills, AZ., 85268
- 3.) Chris Kellogg, P.O. Box 368, Edgemont, SD., 57735
- 4.) Nathaniel Weatherington, P.O. Box 39, Willow Springs, MO., 65793
- 5.) James C. Duffy, 34 Richardson St., Bridgeport, CT., 06610

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Aaron A. Marcavitch is the new head of our

revived shortline department. If you are interested in shortlines or would like to find out more, write to him at the address listed on page three.

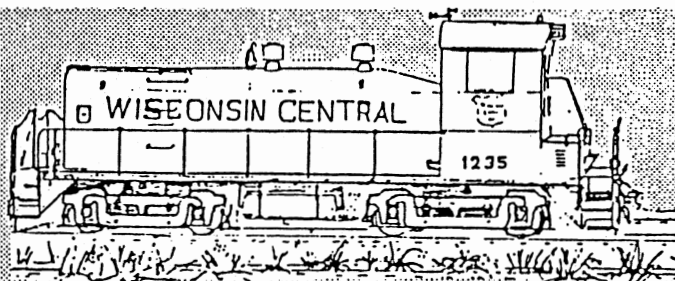
TAMR now has a new Treasurer (I know, we just elected one). He is Brad Beaubien of Sgt. Bluff, IA. This has cleared up the situation with Jeremy Amundsen holding more than one position at a time. Everything in that area would now appear to be normal again.

Although it has only been a few months since the convention, we need to be thinking about the 1993 convention. If anyone would like to be host to this event, or has ideas as to where it should be held, what kind of activities should be done, and what kind of promotional efforts should be undertaken, then contact the President, Jeremy Amundsen, with your plan and/or ideas. You have until January 20th to let him know. The site of the convention will be named in the February 1993 HOTBOX. I suggest we try for the Northeast Region this year, but it isn't a requirement. All bids will be reviewed on an equal basis, regardless of the region which they are from.



# Train

# Orders

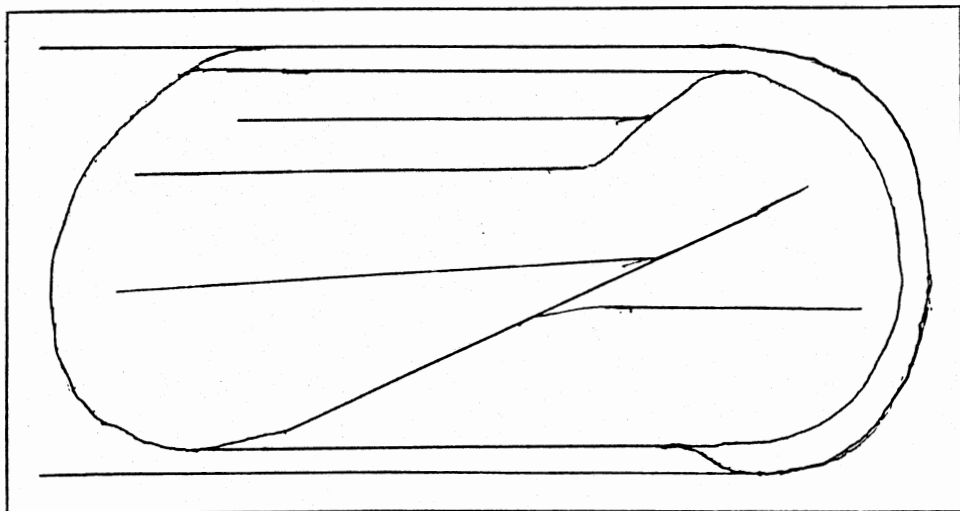


Here's a letter from Shane Ishii, who moved to Oxnard, California over a year ago from the island of Kauai Hawaii, which was recently ravaged by Hurricane Iniki:

I'm still working on putting a layout of the Arkansas Southern on my 4x8-sheet of plywood. I'm still on the benchwork, but it's almost finished. I then have to look around for the supplies which are used in the layout. If you didn't already know, the Arkansas Southern is a wood products railroad.

My brother has an N-scale train set. I'm helping him with it. It is not a big layout; he decided to keep it small. Since we moved to California, I have seen many diesel trains going across streets and I really enjoy watching the "real" thing.

Arkansas Southern: Shane Ishii; Not to scale



Next is a letter from Christopher Harrison who has been a TAMR member for a little while:

My railroad is called the H&R RR (not H&P as listed in our Directory). It stands for my last name and the town my grandmother lives in.

My layout is in HO scale, and it will be 4x8 in size. I'm using ideas from some books I like, such as HO Railroad That Grows. You can write to me at this address:

Box 1107  
Pioneer, CA. 95666

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Now we here from Sam Watkins, who lives in Richmond, Virginia:

I just got back into model railroading recently. I bought a starter kit not more than a week ago and I am now in the process of putting a lay-

out together. All my friends have been in the hobby awhile.

We're thinking of starting up a local model railroad club. I would like some advice from anybody who has started up a club. Please send information to me, I'd really appreciate it!

15 Masonic Lane  
Richmond, VA. 23223

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The final letter we had room for this month comes from George Barna, a prospective member from Warren, MI. (My neck of the woods---ed.):

I am just getting into model railroading (HO scale). I have always been interested in trains, so I decided, with the help of my neighbor (he has a layout and he introduced me to HO), to start my own layout in my basement.

I have decided to run Conrail (NYC) and CSX (Chessie, B&O, C&O). At the moment, I'm trying to build up my rolling stock and engine fleet. Right now I have 3 engines and 18 pieces of rolling stock. I want to be a very active TAMR member. Write me at: 6048 Mackergie Ave. Warren, MI. 48091

# The Video Exchange

## Program

The promotional department is now sponsoring a video exchange program, available to all TAMR members. There has been some talk in the past regarding a program of exchange in which members could share videos. You may recall several articles in previous issues of the HOTBOX that mentioned this topic. However, as we have entered the 1990's, we have also entered an era known by many as the "age of video", as more of us have one or more VCR's and/or a camcorder.

If you don't have a camcorder, it's usually easy to borrow one. The best way to rent a camcorder is to contact your local cable or TV station and find out if there is a "Video Access Program" available to the public. Usually funded within the state, there shouldn't be any charge or fee to rent the equipment according to FCC regulations.

There's no better time than now to take advantage of this technology and formally introduce a video forum within the TAMR. No matter what your specific interest in the hobby happens to be, this program is for you.

The following are

just a few advantages and suggestions of the diversity of video exchanging:

You can exchange videos of railfanning adventures with TAMR members from all over the U.S. and Canada. If modeling is more your thing than prototype is, you can be set-up with someone who has a layout and the techniques of building that layout. Did you ever wonder how regional and national conventions are set-up? Video is a great way to document and promote these events. Another suggestion is to correspond with fellow TAMR members or groups via video. An idea that surfaced recently is to compile footage and put together a national TAMR video, which can involve all who wish to participate. This will not only effectively promote TAMR, but can become some sort of a "Video Directory" of model railroading and railfanning activities on a national "scale". This is to name just a few of the possibilities.

This type of program can be both fun and educational. The video exchange program would become another added benefit to your membership in the TAMR. I've already heard from quite a few TAMR members, but the amount of response will determine whether or not

such a forum can be possible. I need your help because I certainly can not do it all by myself. If you're interested, then your response does count! You don't need to write any elaborate letters. A "post-it" note or short note will do. Simply write down your name, address, and type of video exchange you wish to participate in.

Please mail your correspondence to:

"TAMR Video"  
c/o Newton Vezina  
54 Boardman Lane  
S. Attleboro, MA. 02703

All names submitted will be listed in a future video "mini-directory" which will be used as an easy reference for exchanging videos. I hope to hear from you soon.

Sincerely,  
Newton Vezina  
Acting Promotional  
Department Manager

\* \* \* \* \*

(This a great opportunity for anyone interested in videos or even model railroading in general. I know that I will definitely be taking advantage of this, I would hope that you do to!---ed.)