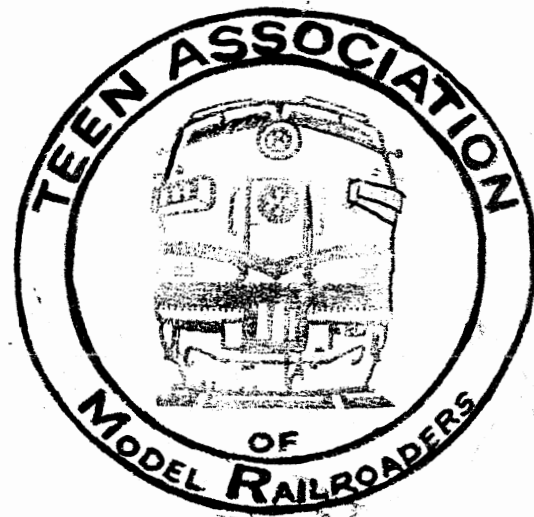


# T.A.M.R. Hotbox

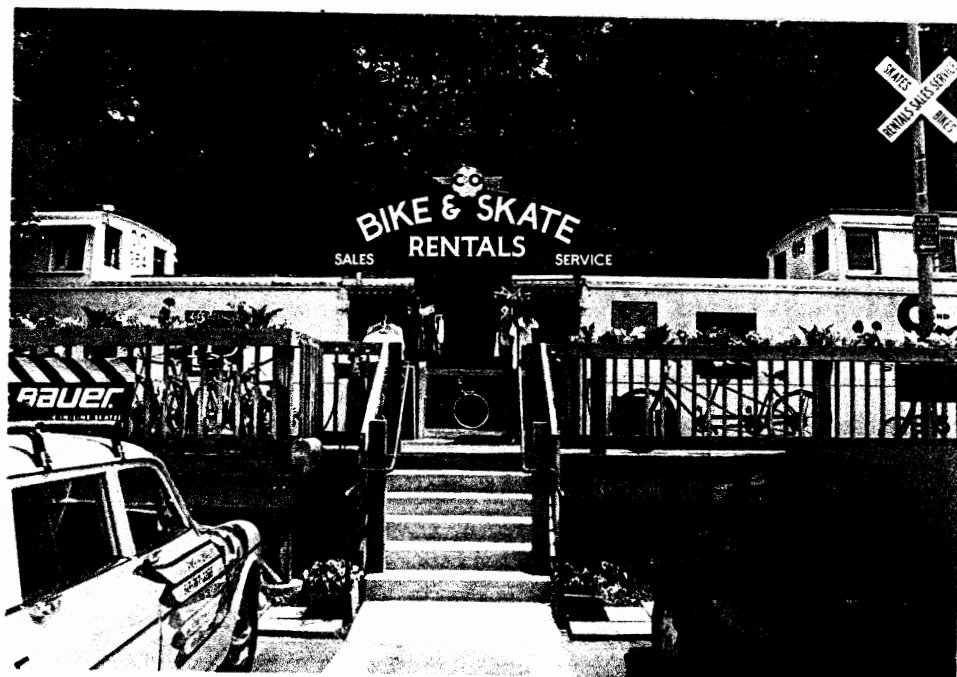
August-September 1994  
*President--Brent Johnson*

Issue #296  
*Editor--A.A. Marcavitch*

The Official Publication of the Teen Association Of Model Railroaders  
**Welcome Back to School Issue!**



UNION PACIFIC



# Promotion Contest Prizes!

*Provided by TAMR Secretary in cooperation with the Promotion Dept.*

This is the list of prizes for the Promotion Contest.

## For one Member

One HO Scale Athearn Freight Car (Up to 5.00 Value)

One N Scale Atlas or Con-Cor Freight Car

One Package of Atlas (HO or N Scale) Trackage

## For two Members

Two HO Scale Athearn Freight Cars

Two N Scale Atlas or Con-Cor Freight Cars

One HO Athearn Passenger Car

One N Scale Con-Cor Passenger Car

One All purpose maintenance kit (Includes track cleaner, oil, and grease gun, etc...)

## For three Members

Three Athearn Freight Cars

Three N-Scale Atlas or Con-Cor Freight Cars

One (HO or N Scale) Building Kits

One Package of Assorted Scenery Products

One (HO or N-Scale) Atlas Turnout (Auto)

## For four Member

One Athearn Locomotive (HO Scale) (Includes F7, GP9, GP35, SD9, FP45, SD45, SW7, V-Boats)

One N-Scale Life Like Locomotive (GP-38-2, F7, F40PH)

## For five Members

One Athearn Locomotive (HO Scale) (Includes GP38-2, GP40-2, GP50, SW-1500, SW-1000, FM Trainmaster, PA-1, SD40-2, SD40T-2)

One N Scale Life Like Proto-2000 Locomotive (FA-2, GP-18)

One Cornerstone Series Building Kit (HO or N Scale)

## For six Members

One HO Scale Proto 2000 Locomotive (FA-2, GP18)

One IHC Steam Locomotive (Mikado or Pacific Type)

One Rivarossi E8A and A dummy unit (HO Scale)

One Spectrum Locomotive (GE 70 Ton Switcher, EMD GP-30 Diesel)

## Grand Prize (For person who recruits the most members)

Rivarossi E8A and A dummy unit with 8 matching passenger cars (\$200 value!)

For more info contact TAMR secretary, Matt Schwerin 1-606-858-4426. For Special O-Scale and G gauge list. All items are your choice roadnames, if in stock. Special thanks to Nostalgia Station of Versailles, KY.

Happy Labor Day!

Happy Yom Kippur!

--In This Issue--

Shrining at Horseshoe Curve.....	4
Building a Layout.....	5
AOTM Continued.....	7
Rail Reporter/Top 7/TAMR RR Library.....	8
Getting Sidetracked.....	9

--Article Of The Month--

Two Letters/ Grown Teen/Roller Coaster.....	6
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Front Cover: (Pic 1) An abandoned B & O caboose. 6/26/94  
Covington KY. (Pic 2) Here's what you can do with two old  
caboose: Convert them in to a bike shop! Yellow Springs,  
Ohio Both photos by John Reichel.

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Address all renewals, membership applications, and address changes to TAMR  
Secretary, Matt Schwerin

**TAMR Membership--**

Membership in the TAMR includes a 11 month subscription to the association's  
magazine, THE HOTBOX, and the December mailing of the TAMR Directory of  
Members, and a quarterly regional newsletter, as well as an invitation to participate  
in all TAMR events. The following categories of membership are available--

Regular (21 and under).....	\$15.00
Associate (21 and up).....	\$18.00
Overseas (Out of USA).....	\$20.00
Sustaining (Reg. or Assoc).....	\$20.00

*The Hotbox* is the official publication of the Teen Association of Model Railroaders, a  
non-profit organization created to promote, stimulate, foster, and encourage among youth  
and young persons, the hobby of model railroading, the activity of railfanning, and the  
preservation of the history, science, and technology thereof.

Criterion for the  
HOTBOX

**Typing--**

Typing is not  
required as  
everything is  
entered in a  
computer.  
Typing will save  
the Editors eyes,  
so please do so  
whenever possible

**Photos--**

Black and white  
are the best,  
but color is fine.  
Just remember  
they don't come  
out as well.  
Photos taken in  
low light don't  
come out as well,  
either. Also have  
good contrast.  
Please send good  
captioning. It  
should include  
location, date,  
and other needed  
material.

**Artwork--**

All drawings and  
art are preferred  
to be done in  
black ink, but is  
not required.  
Please send two  
copies.

**Fiction--**

Anything  
interesting to  
most. RRing in  
general. Limit to  
500 words approx

**Style, Content--**

Your own writing  
style. Grammar  
trouble? Let the  
Editor worry(!)  
Content is  
anything RRing.  
Modeling to  
Prototype.

# Shrine-ing...

Family Vacations-not something new. But when you have the opportunity for something new, it is exciting.

Well, I've been three steps closer (or one incline) closer to heaven...if heaven is a railroad. The National Historic Landmark Horseshoe Curve in two words is "Oh...Cool!"

Altoona, the town, in general is great. Lots of railroad related history. But winding your way in to the woods and past Lake Altoona, and suddenly, don't blink, you're upon these yellow buildings that forms the visitor center. A museum, gift shop, and vernacular shaft house make up the grounds. The way to the curve itself is to either walk steps or take the vernacular. (Tip: buy the \$1.50 worth of two tokens, ride up, and walk down. This way you have saved one token as a memento.)

On our trip, the 3:55 General West bound passed at 3:58. All the times are posted on boards. The rain was pouring from Tropical Depression Burl. But the fog gave the hills and the whole area a aura of spectactac-ulation (is that a word?) There is a retired Baldwin next to the tracks. The engineers waved and 123 cars later (yes, my brother counted), the engineers waved again. Figure that one out!

We came down and the rain picked up. A gift shop later, a Trailer Train passed west bound. A short trip but a memorable one. Here's two more tips: Most of us know something about the curve, but walk through the museum. The models are great. Also watch the movie, it's fairly good. The second tip, There is a highway tunnel down the road. Go through it. It gives you a weird feeling of the area.

Directions: From Pittsburgh, west take the Turnpike to the Bedford exit to 219 north. This will take you to Altoona. Follow the signs from there to the curve. The road is pretty bad, but then again so is most in PA. From the east, you can also take the turnpike, and follow the same instructions. But from the south aim north on the best interstate. And from the north, I-81 may be the best, to get to I-80. From there, signs for Altoona or State College will be posted. Sorry for such bad directions.

---

Reprint of the Convention Picture. Due to printing problems, the picture came out bad. And then to top it off, a mistake was made where Carl Crizer from San Fransisco (!) name was listed as David Hadley's. David must be scratching his head over this one.



# Building a layout on a Shoe String Budget

*Conducted By: Peter Maurath*

This month's corner cutting invention comes straight from most cities, towns, and suburbs. We will build the amazing Traffic Light. It's a very simple project but requires patience and time to complete. We'll start off with the foundation. You'll need to paint two spaghetti noodles, one yellow and the other green or silver. Next paint a small piece of illustration board or thick styrene yellow, this will be the backing of the traffic light.

Next take the green noodle and cut one long piece for the pole going vertically and a short one for the pole going perpendicular to it. (figure A) Attach the two to form an L. Next you will need to make the lights themselves. Cut out a small rectangular piece of the backing with the yellow side facing up. Then carefully cut three tiny sections off the yellow noodle to make the lights (figure B). Afterwards you attach the three noodles to the backing to form the light itself, once this has dried you will need the colors for the lights and paint the ends of the noodle on the light. Finally you attach the finished traffic light to the mounting pole attaching the top portion of the light to the short pole propping up the bottom of the light with spare noodle. And as they say in France "Viola!"

Now of course this design can be modified to fit more lights or work on a corner. You can also use two poles and a black string to mount the lights from the string.

New for this moth is a supply list. I will include this feature in all my future articles. Next month we'll create some urban outdoor artwork. If anyone has any reason to think my articles are incorrect, wrong, biased, or offending let me know.

Farewell!

Peter Maurath  
3119 W.100th  
Cleveland, OH  
44111

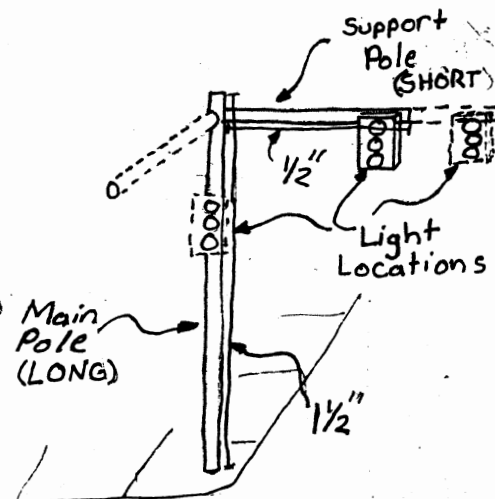
## SUPPLY LIST

Spaghetti Noodles  
Illustration Board or Styrene  
Paint  
Yellow  
Green or Silver  
Red  
Elmer's White Glue  
Scissors  
Houseplant

[Peter says just kidding,

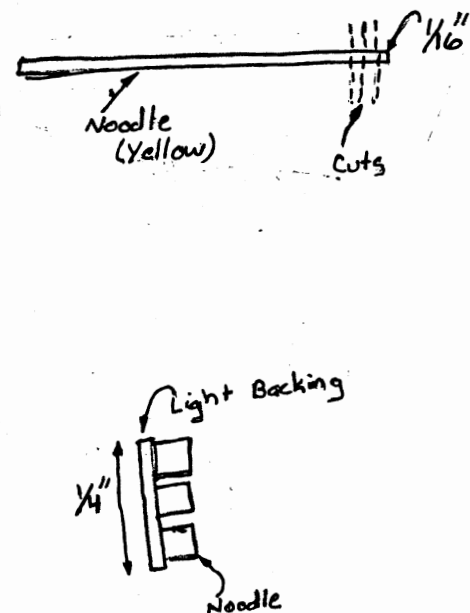
But you may get lonely. Just a suggestion.--Ed.]

Figure A



Dimensions (N Scale)

Figure B



Rocking, Rolling, He the king of swing, the sultan of rock it's

## THE ARTICLE OF THE MONTH!

Awoo, Baby! Nothing is so good as it now! Awoo! But seriously folks, we got some great stuff. This month we are taking care of business. Letters, Letters, Letters! Nothing to wild or mild! Our first if from a cat in New Mexico. Check itttt Awout AWooo!

---

A letter from a Grown Teen...sent by Harry B. Fuge

Although now a great-grandfather, back in 1934 I was a teen ager, 18 years old and the midst of my sophomore year taking engineering in Polytechnic Institute of Brooklyn.

My father had electric trains when he was a boy, operated from current supplied by WET CELLS, a source of constant worry to my grandmother for fear he would spill the acid of the wet cells on her living room rug. He didn't! I had my first windup American Flyer set when I was five and had a full set of electric American Flyer tinplate on a platform in the basement when I was seven. My father died in late 1929, my mother had to sell the house in 1930, so that was the end of my electric trains...for a while.

In the early 1930's there were two high school friends who were interested in what was now beginning to be called 'scale model railroads'. In 1931 I met a girl who lived in Upper Montclair, New Jersey. Seeing her during the winter months involved a subway ride from Brooklyn to the Erie ferry, then a ride on the first diesel electric rail car from Erie terminal to upper Montclair. It was a converted 'combination', baggage and passenger car, with the diesel engine and generator where the baggage had been. I made a model of that railcar in "O" gauge, using cardboard and balsa wood. A motor from a very inexpensive 4-wheel toy locomotive, along with bevel gears from Boston Gear Works connected to wheels from a toy passenger car, but soldered to the drive shafts, provided the motive power.

During Christmas break in 1934, work was begun on a model transformer sub-station. A painter doing the 2-room apartment I shared with my widowed mother, asked did I do that 'for money'. On my negative reply he said, 'Ach, you play like babies!'

With that taunt in mind I wrote an article and submitted it to "Popular Science" magazine. They accepted, it was published in May 1935 and I was paid \$15. (Equal to about \$300 in today's grossly inflated paper money.) Then I was paid \$10 for a follow-up article on high tension towers.

By that time I had heard about "Model Railroader" magazine and the fledgling "HO" gauge. Mr. Scudder, of the DL&W RR, send me a set of erection blueprints for engine #1036, a camelback, used on the commuter run from Hoboken to Netcong. Stewart Riedpath, London, England supplied a custom built drive "mecanism" with cobalt magnet motor, sup gears, and drive wheels specially machined to the proper diameter and axle spacing. Price was \$15, but what a surprise when Uncle Sam charged \$7.50 'ad valorem' import duty. The HO scale model was then completed from scratch in brass. Alas, came college graduation, a job in Elizabeth, NJ and no way to build a railroad.

A dozen years later, married with two boys, an "S" gauge American flyer railroad was built for them. More years pass, they are grown, out of college, and have the first grandson. I was then traveling frequently to Europe, so began bringing back Marklin HO trains for first grandson, granddaughter (who liked model railroads also), second and then the third grandson,

### Grown Teen Continued

who has them now at ten years old. The fourth grandson has dual HO set-up built originally so the first grandson and granddaughter could run two sets of trains simultaneously.

Well, here I am a great-grandfather and for my own amusement, as well as for a my great-grandson in six years or so, a small 40" x 72" "N" gauge layout.

Hobby model railroading outlasts sports and other 'active' sports and provides a lifetime of creative fun. My best to the TAMR, with hope that my few words might inspire interest in the 'teens' of today, as it did in the 'teens' of 60 years ago.

### ROLLER COASTER RAILROADING

Our next letter comes from Michael Feds, who is 14 and lives in Goshen, Ohio.

I'm building a 4x8, HO scale theme park layout called "Treasure Island." I am still in the process of building it, but it is coming along and looking great! I have a beautiful monorail on it and some rides.

Speaking of rides, I build all my roller coasters. I have two coasters. One is a ride through prehistoric times, where the riders experience close encounters with meat-eating dinosaurs. I am getting ready to build some new rides since I am on summer break, such as two new roller coasters, a haunted castle, and a mountain flume ride like Splash Mountain at Disney! I also buy rides from manufactures.

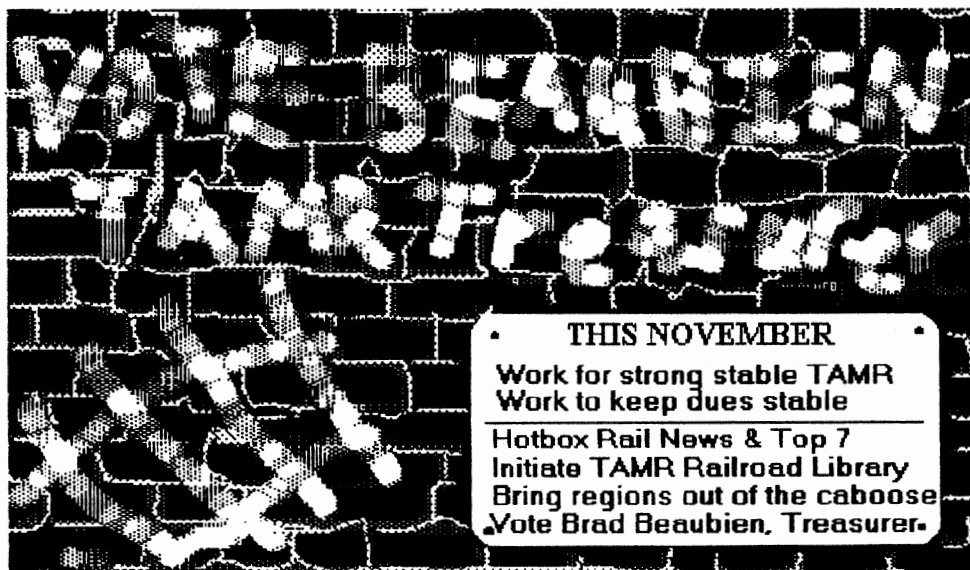
I just added an N scale track on Main Street for a parade train. It's awesome!

Would all of you Hotbox readers help me out with something? I am looking for any ideas and suggestions on how I can build a working HO scale suspended roller coaster (like Top Gun at King's Island).

Thanks! Please write to me at: Michael Feds, 1641 Fax Rd, Goshen, Oh 45122, or give me a call at (513) 722-1363.

Two quick items from the Treasurer. One is the fact that Renewals and Address Changes should be sent to the secretary. The other is that the subscription rates are going up in Canada. Instead of paying normal rates, any one outside of the US will pay overseas rate. Effective September 1, 94 this price increase is in effect. This change is due in part to the postage problems

And now a sound bite from the Treasurer.





# Introducing the TAMR Railroad Library!

Recently the Pentrex Company, a maker of railroad films, donated to the TAMR three of its most popular titles. I am proud to announce that these titles will form the beginning of the TAMR Railroad Library. We hope to expand this program to include many books and videos. How this program will work is pretty simple. We will publish the titles we have in the HOTBOX periodically along with the cost of two way postage next to each one. You send a check to cover the postage, and we send you the item. You then when finished and someone else can enjoy it. Most videos will cost around \$1.65 postage each way in the US. Below are the current titles we have. If interested, send you check to the TAMR Treasurer.

## Sierra Pacific Lines

Postage \$3.50 US

A look at America's largest and finest model railroad, the "Sierra Pacific Lines" of the Pasadena Model Railroad Club. This beautifully crafted and realistically operated layout occupies a 5000 sq ft room. 60 minutes running time

## Last of the Giants

Postage \$3.40

An original UP film documenting the largest locomotives ever built, the UP Big Boys. Filmed by UP crews in the 50's, you'll go trackside and in the cab to see them at work. 25 minutes running time

## San Diego Model RR Museum

Postage \$3.40

A detailed look at the largest indoor model RR exhibit in the US, located in San Diego. Four Permanent model RRs are on display including N, O, and two HO scale. 30 minutes running time

## RAIL REPORTER

Rail news by the Association of American Railroads in *Rail News Update*.

1993 Second Safest on Record--Last year there were a total of 2,611 train accidents in the US, up from the record low in 1992 of 2,359 accidents. Rail related deaths rose slightly to 1279, mostly due to grade crossing accidents, trespassers, and the wreck of the Sunset Limited. There were 1930 derailments last year and 205 train collisions.

Amtrak Funding Moving Ahead--A US house committee has okayed a bill giving Amtrak more than \$1.3 billion in funding for 1995 and 1996. The bill also includes money to purchase new equipment for passenger service.

Air Brakes Outdated--The rail industry has started a project to replace the 125 year old system of air brakes. The new technology would transmit brake signals by electronic means at the speed of light rather than the speed of sound. This would mean reduced train stopping distances by 40 percent. The air system used today uses air to both apply a brake and send the signal ordering the braking. The new system would still use the air to brake, but send the signal electronically.

All submitted by Brad Beaubien. Next month will be the TOP 7.



# Getting Sidetracked

Not that I wanted to get sidetracked, but...

Ah, the publishing world! So it goes...

You may have noticed several different things about this issue. One is the fact that the labels are all hand written. This is a test to see if they get through the mail better. If that ends up being the case, and you are reading your first issue (if you subscribed months ago) please write to me or the president. We need to know if the computerized labels were the problem with mis-handled mail.

The second thing is that this is several weeks late. I'm sorry but I hurt my knee and was layed up. Also my grandfather died and we were indisposed for several days. I have finally got things straight.

## **Resignation—**

Yes, I am resigning at the end of the year. I will put out the directory and quit. Send articles for January to Brent. Remember there will be no articles for December.

## **November—**

In November the elections will be held. So far we have Brad Beaubien running for his same post. And we also have Peter Mauarth running for President. If you would like to run contact Brent Johnson.

## **Apologies—**

Once again I have screwed up! In the photo of the convention attendees, Carl Crizer was mis-labeled as David Hadley. We only caught this after printing was done and half were sent.

Sorry Carl! And so far to travel, too. Parents and he had to come from San Fransisco, CA!

## **October—**

The month of October will have Halloween stories. Please if you have heard any related to Railroading write it down. Also we will have the shortest rail horror story ever.

## **History—**

In November, a rail history issue will be held. Any school reports, etc. will help.

## **Headers—**

I am still looking for headers for various articles. Opening lines, and neat titles always

help.

## **Promo Contest—**

The promo contest rolls on. You may or may not realize it but we are at an all time low! Bring in those members.

The prize list is on page two.

## **Pike Ads—**

Page two is intended to have pike ads. If you can make up an advertisement for your railroad, send it to me.

## **Pap—**

Why am I telling you this? I don't really know. But my grandfather died a few days ago. I believe that if he had not lived where he had I would not be writing this. He lived in a small town in the Monogahela Valley. Coal trains rumbled yards from his house. I would run down and watch them. I feel that this and my first Christmas train set built my railroading experiences. That and the words at the end of this column are all parts of him in this news letter.

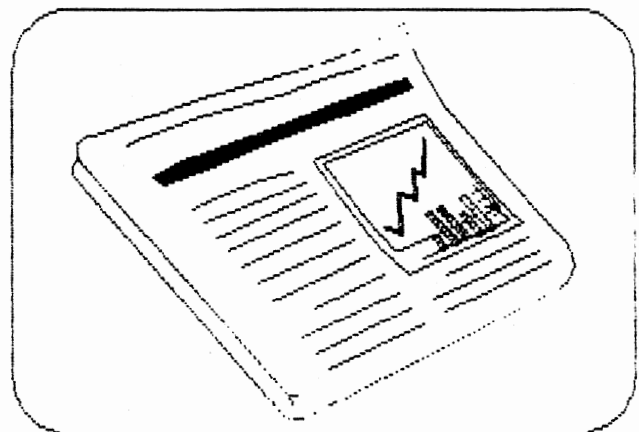
I hope I didn't get too side tracked.....  
See yunz all later!



275 Crago Ave  
Waynesburg, PA  
15370

## HEY, WITH THE WAY THINGS ARE GOING DON'T YOU THINK THAT THE CHRISTMAS SEASON COULD BE HERE NOW?

Well, if that be the case, buy your train set now...and when you do that, write to the Teen Association of Model Railroaders and become a beginner with a leg up on the competition. It's new news to most railroaders that there is actually a teen organization. So if you or a friend is a modeler, tell them about us.



Editor-In-Chief---- *Marion A. Marcanich*