

T.A.M.R. *Hotbox*

October-November 1994
President--Brent Johnson

Issue #297
Editor--A.A. Marcavitch

The Official Publication of the Teen Association Of Model Railroaders
1994's Election Issue



**Well this is my
stop.**



The Route of the Indian...

Only the Hampshire Ry. can bring you speed and
quality only paralleled by the Cherokee Indian
trade trails.

Our mainline

upon the

Native-

biggest main-line,

Bull Trail. Same

a major trading

Remember this when you ship...Only the fastest, most safe
rail line can guarantee three day shipment to any part of
our lines. Honest as our Native-American friends.



was built

area's

American

the Kicking

as today, it was

trail.

You have my guarantee,

Aaron A. Marcavitch

Aaron A. Marcavitch President/HRys.

Happy Halloween!

Happy Veterans Day!

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Front Cover: (Pic 1) (ex-Western Pacific)) Up #674, GP40
Oakland,UP Yard KY. (John Reichel) (Pic 2)AEM 7 at
Washington DC on the Cardinal (David Hadley)

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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.

THE PRIME MOVER

CONDUCTED BY: David Hadley INFORMATION ON LOCOMOTIVES

First of all I would like to say that I'm sorry for missing last months HOT-BOX, I received very few letters information, or "sightings" of locomotives.

This months locomotive is featured in Amtrak's North East Corridor. The locomotive that this article is talking about is EMD's AEM-7 electric locomotives. It is small compared to its larger GE rival E60CP which wasn't doing a worthy job. In late 1975 Amtrak decided that they would need a new locomotive that would nearly be trouble free.

In 1976-77 Amtrak borrowed a Swedish locomotive the Rc4 numbered X995 through the testing Amtrak and EMD went through their research to improve on the design what they came up with was a 7000 h.p. electric locomotive with a top speed of 127 (no tow) M.P.H. Building of the locomotives were built in Austria, the car bodies built by the Budd Co., and final assembly by EMD at LaGrange, IL. From '80-'88 the AEM-7 was produced.

Three companies own the locomotives two commuter lines MARC who owns four AEM-7, the other being SEPTA which is based out of Philly they have bought seven of the locomotives, finally Amtrak bought 53 AEM-7 used for pulling Metroliners to Limiteds.

status on Locomotive	
Builder	EMD
Length	50' 7, 3/16"
height	(pantograph down) 14' 8, 1/2"
horsepower	7,000
trucks	four axle Swedish design
power	25kV, 60hz AC
built	1980-1988
owners	Amtrak, SEPTA, MARC
total	53 + 7 + 4 = 64

**Prime Mover Dept.
c/o David Hadley
836 Forest Dr.
Anderson IN, 46011**

1994 TAMR International Election

By the Hadley/ Schwerin team

Fellow TAMR members,

My name is David Hadley I am running for the TAMR president along with Matt Schwerin for Vice President, we believe that our association (and the hobby) has entered a "Golden Age". Our membership is growing to a new member every two weeks are more. The TAMR has received quite a bit of publicity thanks to Model Railroader, the Public Relations Department, and not to forget the Teen Association of Model Railroader's National Convention in Dayton OH, last year featuring Allen McClelland's Virginian & Ohio (V&O) which was the biggest convention in TAMR history, even Model Railroaders personality such as there editor Andy Sperandeno showed for the convention.

Thats all in the past presently our membership is rising from the fall in the past few months. Both Matt, and I have the experience in the Model Railroading field, we both heild representative positions Matt as Southern Rep./TAMR Secretary, & myself a Central Rep. along with the PRIME MOVER Dept. Matt & I also have gone to conventions and set up booths for Public Relations at train shows, we are also on the TAMR National Convention BOD which will be in Lexington Kentucky next June.

What do you plan to do in office? First goal will be to pass the TAMR into the IRS plan called 501C3 (makes us legally non-profit so we don't pay taxes on certain things.) which the Hadley/Schwerin team has researched and was just recently published in the treasures report. Next plan we plan to raise membership up to 300+, which I will donate the \$130.00 to have a color cover on the HOT BOX. Get our TAMR ad if possible on the Student Fare section of MR magazine. I also believe that one of the biggest problems in the TAMR is communication, if the funding is not a problem I plan to get the TAMR on the Information Super Highway so people can get info quicker, plus member could be added to our list easier and it wouldn't take so for the present Editor to send the HOT-BOX. Thank you for your vote.

"The right team with the right experience."

David Hadley

Matt Schwerin

As Citizen Kane drew his last breath, he could be heard to say, its

The Article of the Month!

Rosebuds! Hey whats new? Well this is my last AOTM, but will it live on? Brent and time will only tell. Remember if you write an article you get a neat certificate. So let us partake in that great ritual that is Article of the Month. Our AOTM is from Ash Grove.

Dear T.A.M.R.,

My name is Michael Landis, and I am 14 years old. A year ago I discovered a problem. Springfield which is our state's third largest city, is about 25 miles southeast of our town. Springfield has 2 clubs, Ozark N-trak and N.M.R.A. Ozarks Division. Our town has many model railroaders, but they all didn't want to drive all the way to Springfield. That's when I started the Ash Grove Model Railroad club.

At the first meeting, only five were present but one modeler came from ten miles away. Now we have six or seven regular members, and I am the second youngest one. I am one of two teens, and the rest are over 24 years old. Not only do I plan meetings and displays at local festivals, but I also publish our newsletter called the Ash Grove Mainline, and I also write articles about the club for our towns newspaper, and maintain railroad information files at two local libraries.

Our club is building a modular layout that we plan to display at a local fair in June, along with other members layouts. I will display my HO scale 1970's era Rock Island's St. Louis line layout, a friends N-Scale layout and I will also run a model railroad/railroad safety information booth.

On April 23, our club travelled to the N.M.R.A. show in Springfield, and in June we will travel to the Eureka Springs and North Arkansas tourist railroad in Arkansas. Our club even thought about turning our own club into an N.M.R.A. Division, but some members were afraid we would be "swallowed" by the Springfield N.M.R.A.

Thanks a bunch,
Michael Landis (AGMRC founder)

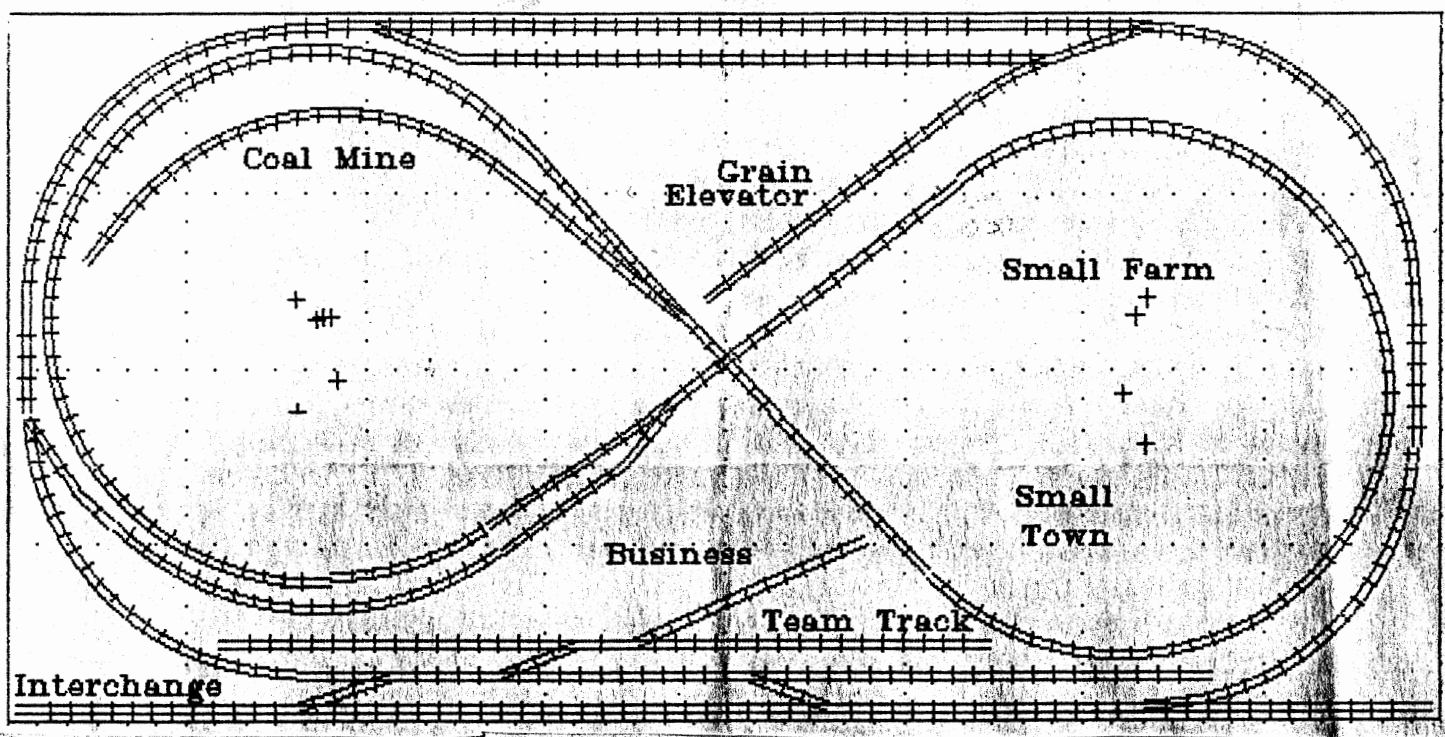
Could some of us send some info to Michael? Anybody could write to him.

Our Fearless pivot pin.
Faster than a speeding train.



Top Seven Excuses to Give to Rail Police From the Home Office in Sgt. Bluff, IA

7. I'm with Operation Lifesaver
6. I became tranced in the song Runaway Train
5. I'm with a re-raller crew and heard Amtrak was coming by
4. I wanted you to autograph my TAMR card
3. Uhhhhhhh, uh-uh-uh, uh-h-yea
2. I've fallen into railfanning, and I can't get out (Even the Editor, a pretty strict guy got chuckle out of that one.)
1. I'm Chuck Zehner, and I'd like to personally welcome you...(you had to be at the convention.)



CROW VALLEY LINES

This is layout I have been toying with for a few months now. Continuous running and scenery were the main objectives of this layout. I added a few spurs for switching operations and for some variety. For scenery I plan to have a small country town and farm scene located in and around the right section of the figure eight, as indicated. The left section will be hill country and contain a small coal mine and stream, and possibly a tunnel on the outer loop only. The bottom spur, above the yard, will be a medium size business, such as a brewery. Right by this business is a team track to serve any small business I decide to locate in town. The upper spur, by the passing siding, will probably be a grain elevator, which would fit in with the farm. I may have caught the loop virus, but I don't mind. To say whether or not this layout will actually be built, I don't know at this time.

Minimum Radius	18 inches
Layout Size	4 x 8 feet
Elevation	3-4 inches (by coal mine)

SLAMTRAK!

Wrecks of 1993 on "Amtrak"

Brought to you by David Hadley and readers like you.

It is pretty certain that 1993 has been the worst year in rail safety history but yet it will probably get better. For instance, the new Superliner's have better safety systems like fire alarms. Even with this some passengers still are not happy. Like the tragic wreck in September 1993. When the bridge gaveway, passengers say there should have been floatation device like on an airliner.

Another thing that went into all the bad wrecks is that it all wasn't Amtrak's fault. The first wreck in March, when a tractor trailer gas truck hit a southbound Amtrak Auto-train. Operation Life-Saver says that these kinds of wrecks could be avoided if the public would listen for the train and obey the crossing flashers. The amazing thing is that no one was killed on the train but most of the people on the other side of the grade crossing waiting for the train to pass were killed.

One of the next big wrecks was in an Alabama bayou right outside of Mobile. This tragedy could have been avoided if (1) it hadn't been so foggy and (2) if the air conditioner wouldn't have been knocked out on the train which delayed it about an half an hour. Once again it was not Amtrak's fault. The board of transportation said that it was a runaway barge. But they also blamed CSXTC for not having the proper sensor devices. As a spokesperson said to the press, the rails even that they were bent up by the barge three rails were still intact which to the CSX computer did not trigger the signals red. This tragic event ended up leaving three superliners, baggage cars and three locomotives in the mud. One of those locos was Amtrak's new GE AMD-103 number 815.

While several other small wrecks have been minor, mostly hitting an automobile. Even one that made my train late to Cumberland, MD last summer, right after the NMRA convention. Some gang of kids put several long metal poles between the track into the ground. This act ruptured the two F-40's fuel tanks. Luckily there was no fire, and only delaying the train for more than five hours.

One other one happened just two hours away from where I live in Anderson, IN an Amtrak train hit a dump truck near Gary, IN just after Christmas. All these events have created a bad rap for the Amtrak organization. It is a shame that Amtrak has become Slamtrak.

FYI from the Editor: I took the Capitol Limited to Washington D.C. from Connelville Station. This trip was spectacular. I recomend it to anyone traveling from Chicago or along this line. My trip was, for the most part, was uneventful.

My friends upon learning I was using Amtrak, reccomended using some alternative train. Now think about this. Where else am I going to use a different train? Hop a CSX coal train? Oh, well so much for friends.



GETTING SIDETRACKED! PERMANENTLY!

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

Well, this is it. The printer ink has dried up.

This issue is late again due to trips, and the like. The December issue will be taken by Brent. But I will write up the directory. I said in the beginning that the Editor's job should only be a one year job.

Eleven issues and one Directory. It has come to the point though, where it is one year, nine issues and one directory. My senior year has run away from me. Okee-dokie, so we move on.

Convention—

The next convention will be held in Lexington Kentucky. The Bluegrass Limited will be held on June 22-25. Matt Schwerin, Brent Johnson and David Hadley are the coordinators.

Elections—

Next month 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. David Hadley is running for President with Matt Schwerin as his running mate. I do not know if any of the regional reps are running again. And

the Secretary position is still up for grabs. If you would like to run contact Brent Johnson.

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.

Pike Ads—

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

Big Leagues—

I have entered the big leagues. I am volunteering at the Carnegie Science Center as a Railroad conductor of the Great Minature Railroad and Village.

If you are in that area on a Saturday between 2 and 6 p.m. please stop by and see the layout. I guarantee it is spectacular.

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

In the next column is the election ballot. Peter never sent me a election article, so it has become to late. You have seen his articles before so you have seen his work.

Also remember you can have a write in. Those go in to the blank lines.

Place check or X, or fill in.

PRESIDENT

David Hadley____

Peter Mauarth____

Fill in _____

VICE PRESIDENT

Matt Schwerin____

Fill in _____

TREASURER

Brad Beaubien____

Fill in _____

SECRETARY

Fill in _____

REGIONAL REPS

NE _____

SOU _____

WES _____

CEN _____

CAN/INT _____

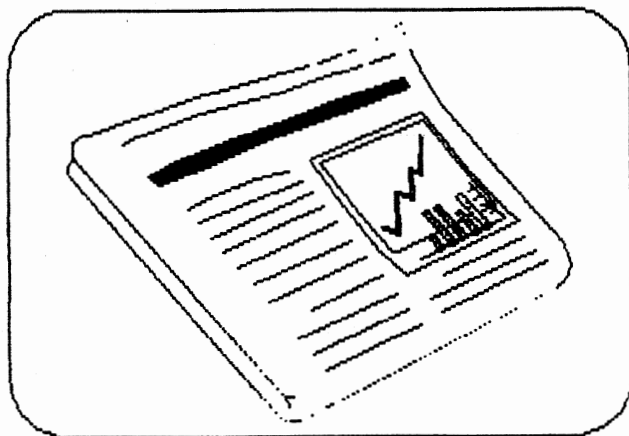
Clip this column from this page and send it to Matt Schwerin. Address is on page three.



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---- *Aaron A. Marcavitch*