



# HOTBOX

"the Un-Magazine of Model Railroading"  
August 1985

No. 214



"Don't you ever again sneak up to me when I am airbrushing!!"



# HOTBOX

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

Annual dues are as follows:

REGULAR (under 21) \$10.00  
ASSOCIATE (21 and up) \$12.00  
OVERSEAS (outside N. Amer.) \$15.00  
SUSTAINING (Regular & Associate) \$15.00

Please address all renewals, membership applications, address changes and complaints of non-receipt of TAMR publications to the TAMR Secretary.

TAMR SECRETARY: Dee Gilbert  
Box 1098  
LaGrange Park, IL  
60525-9198

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor

PUBLICATIONS, Mark Kaszniak  
EDITOR 4818 W. George Street  
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be received 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

## FRONT COVER

For those of you who are fans of Scott Sackett, we have printed another one of his masterpieces of pen and ink. For those of you who are not, well what can I say. The man is obviously a third rate cartoonist whose drawings look like they were done by a three year old and on top of that, they aren't even funny. There, you feel better now? Take solace in the fact that the man's crazy and will obviously be placed in restraints in a mental institution soon so you will no longer have to put up with his bloody awful cartoons.



## Safety Valve Issue

I have designated this the Safety Valve issue as its total contents are devoted to letters that I have received from the membership. These letters cover a variety of issues, but the most important being our 21st. Anniversary and recent problems with the NMRA. I promised you back in March that I would print some of the responses that I received concerning the TAMR-NMRA situation. You will find them here. I believe that they are a cross section of the TAMR membership. They are included here not to increase hostility between the two associations, but to show the concerns of TAMR members as to the situation.

The 1985 TAMR 21st. Anniversary Convention was a smashing success. A full report will be forthcoming in a future issue. If any of the participants would like to have their comments published on the convention, now is the time to submit them.

Our proposed meeting with the NMRA went off as scheduled. I am not at liberty to reveal just what was proposed or discussed, but I feel that a meaningful dialogue has been opened with their officials. Hopefully this dialogue will allow the TAMR to remain virtually independent while providing some help to attract new members as well as some joint cooperation in critical areas. I am sure that our officers will tell all in upcoming months in these pages, but right now they are working up some proposals which will be submitted to the NMRA's Executive Council this coming February for consideration.

Finally, I want you to welcome David Holden of St. Louis, MO as Associate Editor of this publication. David will be working with me for the next several months on producing the HOTBOX. This will be his on-the-job training for next January he will become your new editor.

# TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

## 21st. Anniversary Issue

I have to congratulate you on a fine 21st Anniversary edition HOTBOX. I think the articles presented will convince anyone of the quality of our association. It has been said that the HOTBOX provides no useful information or articles, but I was certainly inspired by this issue, as I think many others must have been. Anyone who has doubts as to whether teens can do good work should see this issue. I think they would change their opinion. Do you think it would be possible to get a layout article in every month? Somebody must be good at persuasion if he got all those layout articles in one issue! They were exceptionally good and very informative. I hope to see more in the future.

--Chris Hogendorn  
N. Vassalboro, ME

## Alco Heraldry

While looking through past HOTBOXes, my eyes were continually drawn to the TAMR herald. I kept asking myself what does this herald signify of the Teen Association of Model Railroading? It seems to me that the TAMR ought to be called the Teen Association of pre1960 Alco Diesel Railfans, or the TAP1960-ADR. Although the present herald doesn't cause me to lose any sleep at night, shouldn't the herald represent we--the member--and what the Association is all about? Maybe the TAMR members could make up a new herald?

--Chris Hunt  
Calgary, Alberta

(Editor's Note: Many people have asked about the TAMR herald or logo. This information probably should have been in the 21st Anniversary issue, but we ran out of room. It was developed by Steven R. Seidel, our first Vice President, in 1965 or 1966. The diesel was borrowed from a drawing Steve had seen of a D&RGW F unit. The feeling at the time was to convey the TAMR as a younger, youth-oriented association as contrasted with the NMRA's steam locomotive driving wheel and coupler. At the time, this was the image that was conveyed. Is it out of date today? You tell me.)

## 21st. Anniversary Thoughts Continued

TAMR probably means more today than it did when it was started many years ago. Model railroading is at a crossroads. NMRA has lost membership. I think that it is a shame that the TAMR wasn't accepted better years ago by them. If so, model railroading would be in better shape today. Young people mean life and advancement in the hobby. At present, technology is pricing many young and old out of the hobby. Teens hold the key to keeping the market viable. Thank God the Atari craze has ended. It was about as big a threat as the model race car sets were in the 1960's.

Before I close, I want to say that we need to have more model railroads out before the public. We no longer have the real thing to enchant the young. However, if we lend a helping hand along with encouragement, the increased visibility of the hobby will help it to thrive. Good luck to the TAMR and I wish it many more years of success. It was good in the beginning and still is!

--David Burris, founder  
Baker, OR

It is always a happy occasion to receive a copy of the TAMR HOTBOX, because it serves as a reminder of some fun moments in what is now a long time ago. Current officers must think that at times the association won't make it much longer, what with all the problems that never seem to go away. Those of us who served as officers back then (I was TAMR's first Treasurer and later served a stint as Vice President) know something about those problems.

The truth is that the TAMR has always been a small organization (only rarely has it broke 200 in membership--most of the time it hovers around 125). It has always been short of cash and there have always been problems in getting the HOTBOX out on time. Yet do you realize the good part of this? These problems have now been going on for 21 years! That speaks a good deal about the vitality of the original idea behind TAMR. The association has persisted despite its disadvantages.

May I give an opinion? The idea behind TAMR was to have a separate association run by teens and focusing on teenagers' experiences with model railroading. The founders never intended it to be the arm of some other organization. There has been something appealing about that original formula, something that has allowed the TAMR to live through some pretty thin years. I hope the current membership will continue TAMR as a separate association. It may not be the easiest way to run (cont'd next page)

TRAIN ORDERS (cont'd from last page)  
things on a day-to-day basis, but it surely is a very good way to let the members set their own goals and solve their own problems. Happy 21!

--Doug Kocher  
Green Bay, WI

### NMRA vs. TAMR, Part II

(Editor's Note: Below is a sampling of the letters received by me following editorials that have been printed in several past HOTBOXes. Some have been edited to conserve space. They represent valid opinions held by our members and are included here for that reason)

Just a short note to give you some of my ideas on the NMRA crisis. I feel strongly about keeping the TAMR an independent association. Maybe I am being selfish because I have made many lasting friendships and had unforgettable times while in the TAMR. I know that you are probably confused about this next question like I am, but why can't we live together peacefully at the same time?

The reason I said "maybe I'm being selfish" is because I would like to keep our little group together. I feel that if we are an NMRA division, we would all just fade into the numbers of the NMRA. One idea I had is for the NMRA to refer younger modelers to the TAMR for more personalized service and attention. We would in turn encourage our members to join the NMRA.

I feel the two groups should work together to promote the hobby and make it better for everyone. Please keep me up to date on the situation and I'll let you know of any further new ideas I have. I have grown very fond of the association and would like to try and persevere it.

-- Stan Ujka  
Addison, IL

I am writing in response to your editorials on what the NMRA is doing about the TAMR and I think its sick! I think merging with the NMRA is a good idea, but we should have some say in the fate of our association. If we merge, I think we should keep most of our independence. We should still have our own officers, with an election each year, our own regions and activities and take care of our members pretty much on our own. Yet we could improve the HOTBOX and regional magazines with color pictures, more articles (not necessarily from members), better quality paper and better quality printing. We should negotiate in August and not just agree with everything they say. I had prior knowledge of the Phoenix meeting, but only told John Huseby III. I should have told everyone else, but I thought it sounded great for the TAMR.

I didn't realize it would come to this. I like the TAMR, but I agree with you that if we can't get member support, we should just disband. Well, good luck to the officers in August. I hope you can work something out.

--Alan Ristow  
Saline, MI

How disturbing!! This situation is no doubt sticky. I did not join the TAMR to be a member of the NMRA. I joined because I thought it would be an educational experience aimed at teens. I don't mind the TAMR being a little brother to the NMRA, but our association should remain completely independent of any of the NMRA's actions as a club. I don't see anything wrong with one association helping another, but they both should keep their identity. As of March 1, 1985, the TAMR had 129 members. I have read more than once in the HOTBOX of people referring to our membership as being weak. Quite the contrary. 129 people can have the voice of a majority--just if they'd speak. TAMR members--support your association and its identity!!

When I joined the TAMR, I had no intention of being a passive member. Members are responsible for what makes an association tick. Not long after I joined, I was active writing letters to Mark, as well as Lone Eagle, Dee Gilbert and a host of other members. The reason behind me doing this? To promote the hobby and to help interest other members to be active. When I wrote these fine folks, I did so to trade passes, maybe photos, or just to shoot the breeze. That's the idea--be active--do things.

I like many want to see the TAMR grow. I don't want to see the TAMR be eaten away by a giant. If we have to--we fight. Cut off relations if they won't cooperate. Let's talk to them face to face. Let the NMRA know how TAMR members feel. This situation isn't a lost cause.

--David Holden  
St. Louis, MO

In reply to the "combining" of the TAMR and the NMRA, I give a strong no! Why would we want to combine with them? I don't think there is any in between solution. You can't go halfway. They may say we'll have partial independence, but after some time passes there won't be any independence and then there won't be any more TAMR either. I think we should remain independent, but if they want to get us more members, why not?

--Eric Miller  
Altoona, PA

I honestly feel that we should try to merge our association with the NMRA.  
(cont'd next page)

TRAIN ORDERS (cont'd from last page)

We should try and keep our association's name and symbol (TAMR division of the NMRA). If we try and battle the NMRA, it will be like an SW1 going up against a DDA40X! Our association will probably benefit, along with the NMRA. Of course, I assume that TAMR regions will also be left intact. The printing problems as the Northeastern Region has recently experienced will be solved with the merging of the NMRA and the TAMR. The Northeastern Region has lost many members due to the printing problems. Merging with the NMRA will mean more photos (which is good) and provide a more reliable newsletter production schedule so that members do not lose interest due to the infrequency of the publication. All in all, I think it is a move that will benefit both parties involved.

--Dave Valentine  
Pottstown, PA

Concerning this matter between the TAMR and the NMRA, I feel that the TAMR should try to merge with the NMRA and become its youth division. By doing this, the TAMR has a better chance of surviving than if we compete with the NMRA. Also, it looks like the NMRA would be interested in helping the TAMR in several areas if we merged, such as promotion and model contests. Plus the HOTBOX could become a separate part of the NMRA BULLETIN, possibly eliminating printing and mailing costs. Whatever actions are taken in August, I hope they lead to a promising future for the TAMR.

--Aric Peery  
Dryden, NY

The recent takeover attempt by the NMRA certainly can not be ignored by the general TAMR membership as they have other important events in the past.

Gary Tempco's suggestion to lower the dues to \$5 again is good in principle, but such things as the 22¢ stamp (rumored on the way up to 27¢) have put an end to the old days of the TAMR. One might consider going back to a bimonthly HOTBOX. I doubt there are very many things printed that require the urgency of monthly printing and if such an item came up, it would probably be easier just to mail a letter to all TAMR officials. I think bigger issues would help get the publication away from the "gossip sheet" syndrome that seems to plague it. This is clearly due to the topics that Mark chooses each month, yet no one (including myself) seems to care enough to supply Mark with the necessary articles and ideas needed. How long should it take to write an article? I wish everyone would just write one article per year, then we'd have plenty! Since it only takes about two hours to crank out a page long

article, what is the big deal about spending two hours out of 8760 each year? The calls for a new editor have been around for awhile, but none of the younger members seem to show enough interest or talent to take over the job. I am not advocating giving the job to someone younger just to say that a teen produces it.

As for TAMR meets. Two reasons can explain the domination of railfanning. The first, when someone travels a couple hundred miles to a never before visited location, I'd rather see some trains that I can't catch by my house than discuss who is going to come out with the next RS3. Secondly is lack of planning. If we're going to have modeling items at meets (and I agree we should have some), it takes a lot of time to plan and organize--something that is typically lacking in every TAMR meet.

I agree that something must be done or the NMRA will completely wipe us off the map. Surely the TAMR can't expect to go head to head with them. The trick this summer will be to reach a compromise in our favor.

We should examine what the TAMR is all about. I wish I had a copy of the original constitution to see what our forefathers decided we should be doing. As I see it, our aim is not to put out a slick modeling or railfanning publication. I would leave that to the Kalmbach's and Dale Sander's of the world. I believe that our job is to help young modelers. The biggest resource we have to do this with is a network of friends. If it weren't for the people I've met in the TAMR, I doubt I'd still be around, much less modeling. We must get teens involved if they are going to get any benefit from us. They are not going to gain anything by sitting at home waiting for the HOTBOX.

The biggest threat the NMRA poses to us is their very structured and rigid organization. It will be even tougher to get anyone involved when there are master model railroaders looking over their shoulder. If the TAMR is to save one thing, please try to preserve the informal atmosphere in which modelers can be encouraged and not just "you listen and I'll teach" atmosphere.

I hope both the TAMR and the NMRA can benefit from a merger. I see no choice, but I hope the TAMR does not just pass off into the night like the Edmund Fitzgerald, steam locos and IBM's PCjr.

--Greg "Opus" Dahl  
St. Paul, MN

I would like to comment on the TAMR-NMRA situation. Based on my experience with the NMRA regarding younger modelers,  
(cont'd next page)

TRAIN ORDERS (cont'd from last page)

I would say the following: They need you more than you need them. NMRA is very definitely in need of new blood. They need modelers with fresh approaches, interest in something other than remembering the good old days of steam and an interest in promoting and improving the hobby--not just crying about how it is dying.

There are two possible approaches that I see worth considering:

1) First the SIG approach. If I remember correctly, the TAMR is already listed as a SIG group. This arrangement allows you to retain autonomy and manage your own affairs in the best interests of your own membership. However, NMRA has been making noises lately about requiring SIG members to become NMRA members or they might withdraw what they see as "free publicity" for SIG groups. That would lead to TAMR members having to join the NMRA anyway.

The second route is NMRA youth membership (\$13.50 per year). However, before jumping on this one, consider carefully what it means. Though NMRA leadership is making noises about helping youth, it also seems to me that what they are doing is getting some young members in cheap and then, of course, hoping they will stay on and become full-fare adult members when they grow older. As for special programs, it would be good incentive to have a youth contest, a youth-oriented column in the BULLETIN, etc. Yet this means that there must be demonstrated interest in such activities. There also has to be funding for them.

It is important to remember that after all is said and done, the NMRA is still very much an "old boys club." There will be lip service to youth participation and possibly some real commitment on the part of a few, but it will be an uphill fight and youth will have to be VERY persistent to win.

I also think that if a youth joins NMRA under a youth membership, he has the right to expect services. Therefore, I recommend these memberships IF and only IF NMRA will clearly earmark all monies received from youth memberships specifically for youth projects: youth contest awards, BULLETIN youth column, youth promotional and service projects, etc. With the state of things as they are in NMRA at present, I think a tactful, but strongly insistent position as outlined above could be of benefit to young modelers.

One thing that is very important to remember: The NMRA is not important as they would like you to believe. Plus they have no real power at all. Back in the beginnings of HO scale in the 1930's

and 1940's, when there was a need for standards, the NMRA had a cause and a purpose--create standards. They did this and have refined them since. Today, many oldtimers think that everyone should join out of tribute to those pioneers of 50 years ago. Such a stand will not "wash" in a service organization. The association must continue to offer useful and beneficial services. In regards to younger modelers, there must be something to benefit them specifically. Whether it is special services within the NMRA or support for the TAMR as a SIG is a question that needs to be carefully considered. All options must be studied thoroughly before any irrevocable decisions are made.

--Paul Ingraham  
Alameda, CA

That was really an interesting editorial (March '85), but to quote you: "just what in the blazes is going on?" I've never seen the April NMRA BULLETIN. I got my May BULLETIN, however, and all it really mentions is the youth membership dues reduction.

The only thing that really disturbs me is the "draft" of Lone Eagle Payne as youth coordinator. Whatever did happen to Dan Carroll? Did the NMRA Executive Council forget about him and the TAMR? The first two provisions that you mention sound like the NMRA is taking charge without the help of the TAMR, but I don't see anything wrong with a teenage dues category, do you?

This program appears to be quite minor to me--A little clear communication between the NMRA and TAMR will hopefully fix things up. You're right the TAMR is worth fighting to save, but I hardly think a fight is in our future. If one is, we've lost before we started. I see no reason to shrink back in horror, or to draw our swords; only perhaps to pose our pens. I'll agree with you that the NMRA sees us as a rather lackluster association, not doing much to attract teen modelers. Come August, I think we should try to get the NMRA to let the TAMR be responsible for its youth program, with all of its functions. With the help of the NMRA, we can become a better association. Without money, the TAMR can do nothing. Is it possible for the TAMR to accept funds from the NMRA solely for youth promotion, while still retaining our independence? This is the path I would follow.

--Dennis Brandt  
Richland, WA

TRAIN ORDERS continued next page.

TRAIN ORDERS (Cont'd from last page)

Just got to thinking about this thing concerning the TAMR-NMRA situation. I too am gravely disturbed by the current chain of events. I would really hate to see 21 years of hard work in this association go down the drain. We have worked hard to get what little we have and it would be a shame to see it all be lost to the musings of big brother NMRA. Has it really taken these guys 21 years to realize that there are teens in this hobby? I think after reading the statistics in MODEL RAILROADER recently, they've finally realized that the amount of young (i.e. "teen") blood coming into the hobby is decreasing. They have been scared into realizing the possible fact that this hobby of theirs that they love so much is in fear of extinction because there may be no future generations to carry it on! I applaud their acknowledgement of the existence of some very enthusiastic and talented teens in our hobby.

All this action by the NMRA is fine and dandy, but I am a bit suspicious about the whole thing. I am deeply angered by the way they have conducted business without even giving us notice. I have never had much interest in the NMRA, but the previous goings on have lowered my respect for them all the more. They obviously have not been informed or considered us as a viable association. That reflects a lot about what they think of the TAMR.

I for one would be greatly saddened if we should end up losing this association. I have worked hard to do my part to contribute to, support and promote the TAMR and I would hate to see my efforts and the efforts of others all done for naught. However, general apathy among the membership may do plenty to see that this terrible nightmare is carried through to horrifying reality. What to do? It's a sticky situation and solutions won't be easy. I do not feel that we should wholly merge with the NMRA as that will more than likely result in us losing our identity. What we need is mutual cooperation between the two associations. I feel that the TAMR should remain as is with help and promotion by the NMRA. They have the resources to boost our membership and coverage, let's use it. If we could have the NMRA as a kind of sponsor, we would certainly benefit from it. We have gone 21 years on our own without any help and I think we can still function as a separate entity, but not without a little outside help. Hopefully, the NMRA will be mature enough to recognize us and help us grow without them having

to create their own teen association to compensate. We need to work together in the open and not behind each others backs. Our teens and our hobby will need it to survive.

--Mark Miter  
Arlington, TX

I am glad that you are continuing to print past portions of the NMRA BULLETIN. For those of us who are no longer NMRA members, you are the only source of news from the NMRA, such as it may be. It seems to me that the NMRA has become rank with hypocrisy. Why are they telling their membership that they will work with and through the TAMR with regards to NMRA Youth Services, but in reality, they do nothing of the sort? I, for one, am completely fed up with the NMRA and their two faced operations. I am definitely NOT amused by what they are doing and I have told them so. I sent a very carefully worded, but caustic, letter to those in power in the NMRA, as well as to others that I know are interested in TAMR/NMRA relations. Since I sent that letter on behalf of the Canadian region, I suppose that means the letter is the official position of the region also. I hope this matter will be resolved to everyone's satisfaction in the near future.

--Stephen Garland  
Regional Rep.  
St. John's, Nfld.

#### Teens, Railroads & College

As teens, we face many agonizing and tough decisions every day. Some do with which girl are we (as good-looking model railroaders) going to let go out with us and maybe even let see our awesome layout. Others deal with whether to buy a '72 Olds 98 from your sister's boyfriend or get that brand new Shay from PFM. Well, fellow model railroaders, there may be one more tough decision to make in your teenage years. If I am going to college, where will I go? Maybe I can give you some guidelines that will help in your college choice as they did mine.

Once you've told mom and dad (or they've told you) that you are going to college, you will suddenly find out there are more places than you could ever imagine to go to. As you receive brochures, you find that colleges advertise heavily on their distinguishing features: How many profs have PhD's, the percentage of grads that go to grad school, etc. All this information is great--for your parents. These brochures leave off the two most important things for us model railroaders: (1) how good looking are the girls and how many are there and (2) what railroads are close and how extensive are they around the school.

(continued next page)

TRAIN ORDERS (cont'd from page 7)

My guidelines to all you who might have to consider college some day are: (1) Look through the brochures and choose four or five schools that your parents will approve of; (2) Visit these schools and check out the schools and the railroads around it; (3) Narrow your schools down to those that have both racquetball courts and a major Class One railroad close--those schools offering both Class One and smaller Class Three railroads are highly recommended; (4) when all these factors are laid out before you and you just can't decide, always fall back on the college that offers the most and more beautiful women. After all, even diehards like us can look at trains only so long...

--Pat Limbach  
Columbus, IN

SUPPLIES

TAMR BUTTONS - 1-3/4 inches in diameter with our famous herald in blue on a white background. These are professionally made and by recent authorization of the Treasurer are selling for 50¢ each. Limited quantities are available. Please order from the TAMR Secretary

TAMR CAPS - First time offer, special TAMR 21st. Anniversary baseball caps. Featured in the popular colors of blue and white with a special 21st. anniversary herald on the front. Mesh back and adjustable head strap. These are really neat, but quantities are limited. Order yours for \$6.00 from Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181

TAMR HOTBOX, "the Un-Magazine of Model Railroading"  
Box 1098  
LaGrange Park, IL 60525-9198

PLACE  
POSTAGE  
HERE

*Issued 8-26-85*

FIRST CLASS MAIL

