

TAMR NATIONAL CONVENTION !

THE HOTBOX
ISSUE #237

by Stan Ujka

The Teen Association of Model Railroaders 1988 National Convention officially started in the early afternoon of Friday August 12. Lone Eagle Payne, John Huseby, and myself left Dee Gilbert's house for Mc Cook, Ill. Mc Cook is where the Santa Fe crosses the Indiana Harbor Belt. A wide variety of paint schemes can be seen here since many rail lines run over the IHB. In the little over two hours we spent here, we saw five Santa Fe freights (with new GE units, SDP 40F's and SPSF re-paints), a SOO freight, SOO/CP Rail #500, one Conrail and two IHB runs. We then returned to Dee's to meet with the others and get something to eat. Later we watched a few videos (including a Rio Grande and a BN-Classics), and toured the Gilbert Family Lines layout. Spencer and David Boeve, Nate Coleman, Dave Chapman, Tom Gasior, Mark Baker, Harvey Williams, and Steve Schwenk joined us for the fun.

Early Saturday morning, we all met in Des Plaines, Ill, to see Frisco 4-8-2 #1522 lead a steam excursion on the Wisconsin Central. The train consisted of 18 classic cars and ran from River Grove, Ill to Fond Du Lac, Wis. Gerry Dobey, Mark Kaszniak, Bryan Debshaw, and Matt Heiman joined us for the day's activities. After watching the 1522 steam by, most of us chased the train to a nice location towards Prospect Heights, Ill. After the train roared past, we split up into our railfanning groups.

Dave Chapman, Bryan Debshaw, Mark Baker, Steve Schwenk, and I went to the Soo Line's Bensenville enginehouse. After taking pictures of a newly repainted ex-Illinois Central Gulf SD 40A, an ex-Kansas City Southern SD, and two wreck damaged Milwaukee SD 40-2's, we drove to Bryn Mawr, Ill. Here we saw a train coming down from the General Motors plant in Janesville, Wis. It had a non dynamic brake equipped CNW SD 45 and an ex-BN SD 45 for power. A northbound North Western freight with two SD 40's passed on the second track. We headed up to Deval Tower after hearing Wisconsin Central #41 on the scanner. Here the CNW/Soo line crosses the CNW/Metra commuter line and the WC. The tracks form a Triangle. The most interesting feature is that the CNW/Soo crosses the WC on top of a bridge over a four lane road! While here we saw a couple CNW freights, a few Metra commuters (one with an E-8), and Wisconsin Central #41. The WC train had two ex-Burlington Northern SD 45's sandwiching a WC repainted SD 45 pulling 63 cars!!

While we were busy up north, Gerry Dobey and a few others railfanned the Chicago & North Western in Elmhurst, Ill. Tom G. and Nate decided to sleep in and later they headed out for a visit to many of Chicago's classification yards. One of their highlights was the Grand Trunk Western's LASER piggyback train with Canadian National power in the lead.

Dee Gilbert took the Boeves, Lone Eagle, and Harvey back south to La Grange, Ill. Later in the afternoon they took a ride on a Metra/BN commuter train to Chicago and back. Their train was pushed/pulled by an ex-CB&Q E-9. After the ride, the group headed for the Reid

Brothers' famous N' Scale CUMBERLAND VALLEY. This excellent layout was featured in the August 1981 issue of Model Railroader. After hearing of the visit, other convention goers were envious!

The whole group met back at my house in the late afternoon. Here we were joined by Mary Dobey, Tim Vermande, and Kathy Adams. The members took turns operating the N' Scale Spooner Central while they munched on grilled burgers, hot dogs, brats, snacks, and pop. After a group photo, we settled down for our Operation Lifesaver presentation.

Jerry Polley, an engineer with the Chicago & North Western was our guest speaker. The presentation started with a series of four video productions. The first was a more casual presentation of safety around railroad crossings. Each of the others was increasingly intense with the last one showing some of the devastating results of Auto/train accidents. The general lesson was to use extra care around railroad grade crossings. Don't drive around lowered crossing gates, and never cross in front of an oncoming train. The more specific ideas for TAMR members were NOT to become too comfortable around the tracks, even though we spend a lot of time there. Always be alert, and expect a train on any track at any time.

After the videos, Jerry answered members' questions about safety and railroading in general. We kept him longer than expected with our questions concerning such things as reduced train crews and caboosless trains. Everyone enjoyed the presentation, and I think we all learned something from it. There will be an article on railroad safety and Operation Lifesaver in a future issue of the HOTBOX.

After Mr. Polley left, we started our marathon slide show. One by one, members began leaving until Tom, Nate and I were the only ones left. We weren't about to give up on the evening, and so we had an intense Spooner Central operating session until 4:00 AM!!

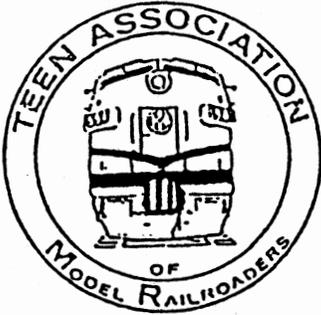
Sunday morning, members gathered at the DuPage County Fair Grounds for the Great American Train Show. The HO Scale modelers were getting some pretty good deals on rolling stock, and I did pretty good on the N' Scale side! We managed to keep Dee and Dave Chapman from really tending to their business!

By the time we left (dragging Tom Gasior out), the group had dwindled down to about five. Ed Moran had joined us earlier in the day, and we would meet back up with he and Gerry later. The remaining group went to Train Watchers Park (Highlands) in Hinsdale, Ill. to watch some Burlington Northern action. Here we saw several BN freights (GP 50's and LMX B 39-8's), EXPEDITERS, and Amtrak's California Zephyr and Illinois Zephyr passing each other.

After dropping Steve S. and Mark B. off at Dee's house (seeing a CSX transfer on the IHB), I met back up with Gerry D., Tom G., Nate C., Ed M., and Mary D., at the Dobey's house. We officially ended the 1988 TAMR National Convention with some pizza and one more video.

Due to various reasons, not all entries for the model and photo contests actually made it to the competition. However, Nate Coleman won a HO Scale Walthers Airslide covered hopper with his HO Scale Chippewa Valley (his road) GP's. Steve Schwenk also won an Airslide hopper as first prize in the slide competition.

I really enjoyed the convention, and the opportunity to see everyone. I hope to see YOU next year!



Presidential

Notes

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Right about now, you are all saying that "I've heard it all before". It does seem like the TAMR has had a great deal of trouble finding and keeping HOTBOX Editors over the past two years. It seemed like things finally got rolling last spring, but once again we are without an Editor.

As President of the TAMR, I relieved Dave Chapman of his Editor duties this past October. This dismissal came after months of pushing Dave to Publish an issue. Dee Gilbert and myself offered help to Dave on several occasions, and a FEW other members mailed in an article. However, Dave failed to find the time to produce the HOTBOX.

This "Presidential Notes" column is written to serve two purposes. First, it is to announce the search for two new TAMR Executive Officers, and it is also a request for help and patience from the general membership.

I am now announcing the vacancy of the HOTBOX Editorship. Any TAMR member in good standing is welcome to apply to become the next Editor. All applicants are asked to send in a letter containing his ideas and ambitions for the HOTBOX, and a one page sample of what a page of his or her HOTBOX would look like. The page is meant to give the Executive Board an idea of what your work would look like (neatness & style). No experience is necessary. However, a list of any related courses, experiences or printing capabilities would be appreciated. All rules and procedures for selecting an Editor, as stated in the constitution will be followed. These will be outlined in the next issue of the HOTBOX.

We are also searching for a new Secretary. Dee Gilbert has decided to resign for personal reasons. I will leave the explanation of what applicants for the job of Secretary need to do, up to Dee. Once again, no experience is necessary, but please list any that you might have. Applications for BOTH the Editor and Secretary are DUE DECEMBER 23rd. This will allow us to have chosen the new executives by the first of the year. The sooner we have the new Officers in place, the sooner we can get things rolling again.

I hope that many of you will offer your services to this Great Organization. If you can't find the time, or if you aren't chosen as an Officer, I hope you ALL will support the new Executives. Articles, ideas, and general support are badly needed.

One word or warning. Before applying for an Executive position, please realize that you are accepting responsibilities. Any position will take away from your free time, and there may be some pressures involved. Please make sure that you have the time and ambition to continue doing your job after the "new job" excitement has worn off. Both positions are exactly that, JOBS, but they can be fun. Please give us a hand in reviving the TAMR!

On a closing note, I ask that all of you TAMR members stick with us. I realize that the Association hasn't provided a whole lot of fun or excitement over the past year or so, but please give us some time to reorganize. With your patience, understanding, and support we can make the Teen Association of Model Railroaders the FUN club that it once was

Dee Gilbert and myself will be functioning as temporary Co-Editors over the next month or so. We would appreciate your support and understanding. We also need ARTICLES very badly. Please write about anything including recent modeling projects, new products you've bought, a recent railfanning outing, or even fictional stories. Send those articles in!! Its FUN to see something you've done printed. Try it!

Neither Dee or myself has the time or ambition to take on the Editorship full time. However, we will do our best until a new Editor is found. One encouraging thought is that we already have three people mention their interest. Mail your samples in TODAY! The sooner we can get a new Editor, the better off we will all be!

THANKYOU FOR YOUR SUPPORT!

Star

TAMR CONVENTION !

I would like to tell other TAMR members about the good time that I had this past summer at the National Convention. Dee Gilbert gave me the train times for the Burlington Northern commuter trains. I was finally able to take a trip that I had wanted to for a long time. I now had the excuse to take a non-stop express train from Chicago Union Station to LaGrange Road. Dee was supposed to meet me at the station, but at first we had trouble finding each other. Finally he came up to me and I said, "Are you the man I'm supposed to meet?". He replied, "Oh, you must be Williams."

On the way back to Dee's house, Dee told me about the plans for the weekend. When we arrived at his house, there was a porch-full of young men waiting for us. It was a very friendly group. Inside we watched train videos, and later went out to eat at Wendy's. All of the members were full of jokes and tricks!

Saturday morning, we got up at 6am. We all met to see a FRISCO steam locomotive pull a passenger train on the Wisconsin Central. Two members had scanners to keep up on the location of the train. After an hour's delay, the steam locomotive chugged by with 18 nice passenger cars.

Later in the day, we had a bar-b-que, some good talk and contests. Next on the list was a talk by Chicago & North Western engineer Jerry Polley. He spoke about train safety, Operation Lifesaver, and then later showed some safety videos.

My trip home that night was on an all-stops local train. I had a great time at the Convention. Everyone was fun and friendly.

Harvey Williams
Chicago, Ill.

In Search Of A Secretary

With no fan-fars, no great Hurrahs, but sheading some tears, I'm resigning my position as Secretary.

With increased hours on my full time employment, and the growth of my own N Scale repair business, I've reached the point that unwanted decisions had to be made.

Our Auditor, Beth, has brought to my attention that the Secretary position can be made much easier, if two, not one, persons were handling the duties, and I for one, wholeheartedly agree with her idea.

It's really what has been wrong for a long time with this position... Two much work for one person, on limited time, to be able to completely, consistantly do. Especially for Teens who have school, dates, school activities, dates, part-time jobs, datescollege to consider, dates, home work, dates, family obligations, dates, and whtever else, besides trains, that goes on in a Teenagers' life. (How would I know? I got out of my teens some 30 years ago!!)

If we are going to make a change, we might as well do it now, as we start looking for my replacement.

So, how should the position be broken down???..... I propose that the following be done:

Receiving Secretary: Receives all applications for new and renewing members.

Records all checks, mo's, and cash received, and notes on each application, the start issue number, and the expiring issue number.

Copies of the applications, or, the information typed over on other paper, along with checks, etc., are to be sent to the Treasurer, who will establish the deadline date this will be done by, for each month.

Copies of the applications to be sent to the:

Corresponding Secretary: Receives copies of all applications, and sends out the membership cards, pens, and whatever else is needed to be sent to the members.

Answers all mail, or directs it to the proper person. (Editor, specific board members, or officers.)

If you are interested in either of the above positions, please send your name, address, and a copy of your platform (since this will probably go into a special election), to me at

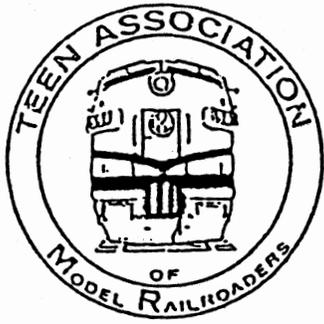
406 Newberry Avenue; LaGrange Park, IL 60525

ANY applications for these positions that are not legible, WILL BE DISCARTED!!!!!!

Should this evolve into an election, we are hoping to have that election in January, 1989, with results, and active people by the end of February!!

The address used for the Secretary: P. O. Box 1098; LaGrange Park, IL 60525, for the past several years will remain open, and all mail pertaining to TAMR will be forwarded to th correct person.





Presidential

Notes

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The TAMR National Convention was a success. I would like to thank all of you who attended, and especially those who helped out. The final total was 20 attending members from seven different States. The only disappointment was the fact that only one NorthEastern Region member expressed interest in coming to Chicago. Unfortunately, he was unable to attend. I realize that not everyone could attend. Finances, jobs and family vacations may have prevented you from coming. I realized that money might be a problem, so I tried to keep the convention informal and inexpensive. Chicago area members also opened up their houses for free sleeping quarters for members. A couple members took advantage of this. Unfortunately, more didn't.

Towards the end of the convention, one member said that he had enjoyed the weekend, and mentioned that he never thought of the TAMR as a group like he had been introduced to at the convention. He said that he had always thought of the organization as some people far away, who he would probably never meet. He never really thought that he might be able to participate in the TAMR's activities. The point that I am trying to make is that you are the TAMR. Each and every member is a part of what makes up the whole TAMR. The TAMR is not just the HOTBOX. It is not an organization where you can simply sit back and hear about what a chosen few have done. The TAMR is an opportunity to have fun, to meet others, and to make friends.

The reason that I am bringing all of this up is NOT to complain that many members did not attend. It is NOT to say that you were wrong by not coming out to Chicago. I am writing this to encourage you to look forward to next year. I am hoping that you will realize the opportunities of the TAMR, and that you will start being active in our organization.

We have not decided where next year's convention will be, but there WILL be one. We will let you know about next year's convention much earlier than this year's. I hope that you will at least consider coming out. I realize that not everyone will be able to attend, but why not try?

This year's convention may not have been the best in TAMR history. However, we did accomplish my goals of getting some younger members involved and having people make new friends. Most importantly, we had FUN!!!

TAMR SECRETARY : Dee Gilbert will be resigning from the office of TAMR Membership Secretary. We need volunteers to take over the job. The new secretary will be selected according to the process outlined in the constitution. I would just like to stress the importance of this job. Before you volunteer for this job, please think about the time and efforts it will take. We need someone who will be dependable and on time. We cannot afford to have the secretary's duties fall behind. If you are willing to work hard, please volunteer. We will try and help you get thru the first couple of months. Thankyou!

From the Secretary:

Well..... Here we are, about to end 1988, and enter 1989.

WHAT a year this has been!! The highlight was our Convention. While small in numbers, we certainly had a great time!!!

It was the week of my vacation, the wife and son were off on a trip, and I had the whole house to myself -- almost. While hosting various people by day, I painted window frames by night.

Encluded, I had a chance to ride the BN, see the Frisco steamer, and slides, and some great tapes about rail safety. That wasn't all!!! I got to meet new members, and renew acquaintances with old. It was simply a great time...

This year also marked the turning point in some of our lives, as well.

Dave, our Editor, found that there was more to running a new hobby shop than met his eye! He finally had to drop out as our Editor.

Amtrak is still running!!!

The Shouth Shore hasn't quit running commuters --- yet

Stan, our President, is learning about being an Editor....

And then there were the big decisions that had to be made this year..

Who for President of the United States????

Should I stay Secretary, or, ----- resign.

I have resigned, but basically keeping things going till I am replaced.

My N Scale repair business has continued to grow, and has reached proportions that are now really more than I can handle, still, it seems to want to keep growing.

My full time job has seen changes this year as well, and my days have turned into nine and ten hour days, with some hours on Saturday as well.

Besides all of this, I STILL have to make repairs to this ole house, if I'm to keep a leak-free location for GFL!!

Being Secretary all these years has really been fun. At times a real Challenge!! I've met a lot of our members through this position, and that was really great, broadening of the mind, and, to say the least, most certainly, some of you were most educational to me!!!!!!

And I've gotten to correspond with a great many of you, which also has been most enjoyable.

Resigning from this position, however, doesn't mean that I'm not any longer with you. From time to time, you will see articles from me in the HOTBOX.

Those in N Scale, will be seeing articles from in "Ntrak" magazine, a news letter from the N Scale modular group, and a new magazine is about to enter the market place for N Scale, this Spring, and I have been asked to do an occasional piece for it.

The N Scale convention will be held in Houston, Texas this summer, and I have been asked to come to do a seminar on Locomotives. I will be there.

From me to all the members, new and renewed, MERRY CHRISTMAS, AND HAPPY NEW YEAR!!!!

PIKE ADS

Take advantage of the HOTBOX's service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts or just your pike dreams.

These ads employ a reusable "Header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, or tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. It makes for very interesting reading.

The pike as charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is still a mere 10¢ per line with the header printed for free. Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on white paper only) or we will prepare one to your specifications for a one time fee of \$125,499.58. Just kidding, it will cost you one dollar. All pike ads should be submitted to the editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed inside this issue. So hey! tell us what's going on with your railroad or what the future holds for your main line!!

The HOTBOX is the Official Publication of the Teen Association of Model Railroaders. c1988, TAMR

c1988 ; An UKJA / Gilbert Publications Production

TAMR HOTBOX

The magazine of the Teenage Model Railroaders

P.O. Box 1098
La Grange Park, Ill
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