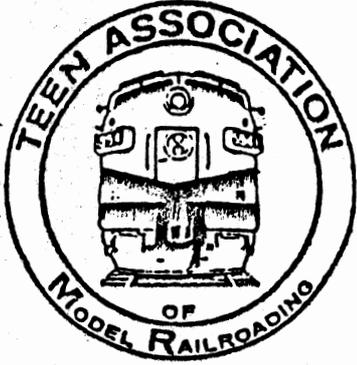


HOTBOX

Issue #245

October, 1989

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PRESIDENT'S MINUTE

I received a pleasant surprise a few weeks ago. When I returned home from a weekend away to find nothing else, but a HOTBOX waiting for me. It was nice to see one, and I was surprised two more within the next couple of weeks. I wanted to congratulate the HOTBOX staff for a job well done. The publication is not perfect, but it is a start, and it is being mailed out. Matt Heiman also did a good job getting the directory out, after a two year absence. Again it was not extravagant, but Matt got the job done. It seems as though things may be actually rolling for the TAMR. I just hope I don't jinx the streak. As every time that I have made that previous statement in the "recent" past, something went wrong. I hope things will continue to improve for the organization. However, in order to do this the TAMR officials need YOUR help. The HOTBOX staff has done a good job in getting a few issues out, but they have printed everything they have to print. The editors, NEED ANYTHING YOU THE TAMR MEMBERS CAN SUBMIT. Write up a quick blurb, short article, or send in some artwork.

If you cannot think of what to write about, why not tell others about your latest railfan outing, or the happenings on your layout. Give your writing talents a try. I guarantee it will be well worth your efforts. GET INVOLVED!!

Why not get involved in the slide/Photo Exchange? For those of you who replied to my original exchange last year, I will try and find your names in my "files". The columns that I typed up were lost with a previous editor, I will see what I can do.

If you have not received your membership card yet, contact Matt Heiman. All for now!!

Model Railroading is Fun!!

EDITORIAL

Hello to the TAMR Nomination Issue, and another railfanning story. The next two months will be a combines issued for the Comemorative 25th Anniversary Issue. This issue will also mark the end of 1989 for the TAMR. I want to thank all of you who have helped to get the HOTBOX back on track, and I hopefully will have their support in 1990, along with your support.

Let me now get right down to business now, and say let us start thinking about the '90 convention. Please send in your requests do you want a formal (set times and agendas), or informal one (just a group of people who can get together). Where do you want it, and who wants to run it.

Now back to the HOTBOX, send in your articles, long or short in length about almost anything of interest to Teen Model Railroaders.

This I hope will be my last plea for articles, and we can get down to some real serious editorials.

MODELING TIP

By Russ Witter

Here is a really great way to make authentic looking trees. First, you need to pull out a few and cut off their roots. Second, take the roots and leave them out in the sun for a day or two, so they can dry out and become easier to work with. Then use whatever kind of foliage you want but, I have found LICHEN works, and looks the best also. When you are all through putting foliage on you will be left with a realistic looking tree, and maybe even a weed-free yard.

ROMANCE OF MODEL RAILROADING CHUGS INTO EXPLORERS HALL

Proof that the public is still enchanted with the romance of the rails abounds in "All Aboard: The Romance of Model Railroading," a three-month exhibit opening Oct. 18 at the National Geographic Society's Explorers Hall museum. The exhibit recaptures the glory years of train travel and shows that our present day infatuation with trains can take almost any form -- from constructing finely detailed models and elaborate layouts to collecting china place settings from old dining cars.

"We created this exhibit because trains played a crucial role in our history and continue to be important to the country, both as a means of travel and as a popular hobby," says Jeffery Dering, design director of Explorers Hall. "There are more 'attic engineers' out there than most people realize". Visitors will find both toy and scale model trains on display.

The exhibit's wide range of displays highlights these technological changes. Near the entrance, for example, is a classic scene of 1930s' America, where an early LIONEL electric train meanders beneath a Christmas tree.

Not far away, a sophisticated computer-driven train runs on a plexiglass base, so visitors can view its intricate wiring system.

The computerized train is one of two displayed by Robert Hearne of Leesburg, Va., a dealer of Marklin trains, manufactured in Germany.

The exhibit showcases the craftsmanship of several model railroaders, including Lane Stewart and Robert Love, whose layouts are distinguished by remarkable detail.

In one of two displays, Stewart has created a miniature Colorado Mining town as the backdrop for the travels of a Nn3-gauge (1:160) train.

Some of the displays represent the joint efforts of model railroading clubs, such as the Silver Spring (Md) Model Railroad Society.

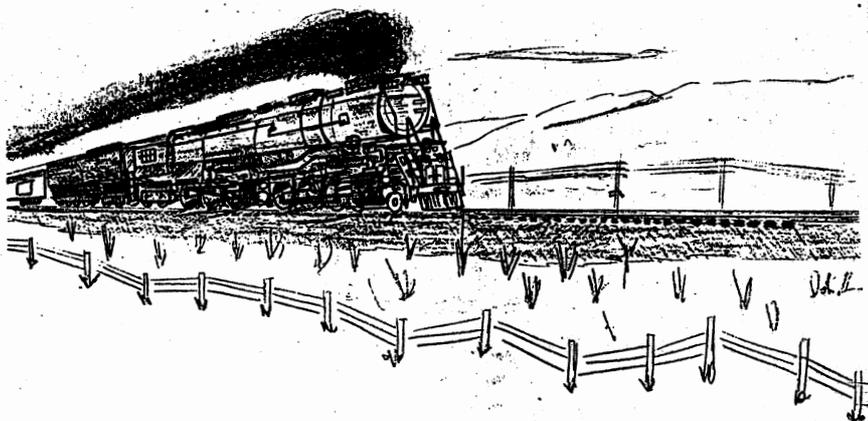
Another highlight is a growing subculture of model railroading: The garden variety; As people discover that they can combine a love of trains and gardening in imaginative outdoor layouts.

For the exhibit, the Washington, Virginia, and Maryland Garden Railway Society is running G-gauge (1:22.5) trains around a pond and rock garden, past bonsai trees and other miniature plants.

Not all of the exhibit's trains are mass manufactured; one notable exception is the craftsmanship of scale model builder R. Bruce Hamilton of Baltimore. Featured are two of Hamilton's faithfully recreated trains: a 1927 Baltimore & Ohio Railroad live steam locomotive, and a New York Central Railroad 1937 J3A Hudson.

For those interested in pursuing the hobby, there are live demonstrations of model railroading. Railroad enthusiasts will find cases of authentic train memorabilia.

The exhibit is scheduled to close Jan 7, 1990. The exhibit was designed by Jeffery Dering and curated by Peter Todd and Richard Kilday. For more information, call (202)-857-7588.



3985 on a run from Cheyenne to Laramie on June 17 1989 UNION PACIFIC

Bob Rimmitch '89

Product Review

ATHEARN REWIRING KIT

Model railroaders are very lucky these days. We have a whole array of products to choose from. Most of these modern wonders tend to be out of the teenager's price range. One major exception to this rule is the fine selection of Athearn diesels that are affordable and run very well. There is one slight problem with the Athearn mechanism. The electrical transfer from the wheels to the motor is done with thin metal strips that rely on pressure to keep the current flowing. This system is inadequate, especially at slow speeds.

The A-Line Division of ProtoPower West (PO Box 7916 LaVerne, CA 91750) has come out with a kit that can help you change all that. The kit comes with material to rewire two engines and sells for \$2.50. The package contains a white wire for connecting the trucks to the motor, clips to attach to the strips on the trucks, a black wire and eyelet for rewiring the ground under the motor.

I choose not to rewire the ground because I felt that the work necessary to do so was not worth it. If you to rewire the ground then remove the motor from the frame and take off the strip at the bottom. Be careful no to lose the brush springs. Solder the black wire to the strip and push the other end through the eyelet. Now drill a hole in the frame and press fit the eyelet into it.

Next cut the white wire in half and strip both ends. Solder one end of each wire to a clip. [By the way for any of you not familiar with soldering, there was an excellent article for novices, in the June 1989 RAILROAD MODEL CRAFTSMEN.] This is a small strip, the large one connecting to the trucks should have been discarded long ago. Solder the other ends of the white wires to the strip. Replace the strip to the top of the motor and press the clips on to the truck strips.

Now you have an Athearn Model that will run even better.

NOMINATIONS

It is election-nomination time again! The offices up for election are those of the President, Southern, Western, Central, and Canadian Region Representatives.

The first step in the election procedure is for nominations. Any TAMR member under 21 years of age may be nominated for the office of the President. Any member under 21 years of age and residing within the geographical boundaries of the region may be nominated for that region position. Please print the name and state of each member nominated for office.

Beth Wolstenholme, TAMR Auditor

I nominate _____
for the office of President

I nominate _____
for the office of Southern Region Rep

I nominate _____
for the office of Western Rep.

I nominate _____
for the office of Central Region Rep

I nominate _____
for the office of Canadian Region Rep

Signature of member (optional)

***Please return this form to the person listed below by midnight November 22, 1989. PLEASE allow for delivery by the U.S. Mail Service.

DEADLINE: NOVEMBER 22, 1989

To: Beth Wolstenholme
Nominations, TAMR Auditor
2 Hanover Road
Marlton, NJ 08053

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By Randy Broadwater, Photos By Author

The following is not intended to be an article on Horse Shoe Curve itself, but it is intended to give you the reader a feel for what happens during a day of operation over one of Conrail's most heavily trafficked stretches of Railroad.

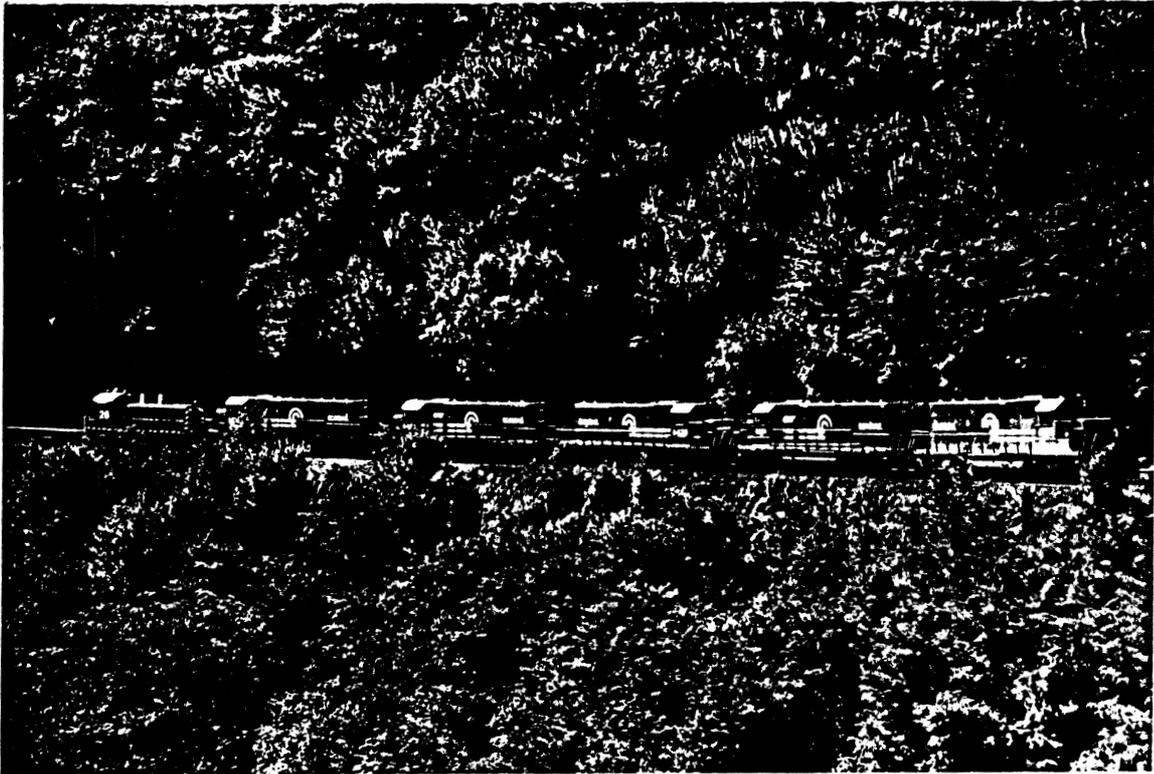
Conrail still operates about 50-60 trains a day over Horse Shoe Curve. If you have an opportunity I highly recommend a visit to the area. Do not limit yourself to one area because many of the more photogenic areas are only accessible by foot. However, you must remember SAFETY FIRST. The terrain and foliage in some areas can let a train go unnoticed until it is right on top of you. Also, walking surfaces are not the best, and you must keep an eye out for dark blue blazers (Conrail Police) who regularly patrol the area. Remember to keep the area clean for those that will follow you, and basically just use common sense and do not spoil it for others.

There is a scanner on road channel 1, 160.800 is indispensable. Other frequencies for the area are 2 161.070, yard channels 3 and 4, 160.860 and 160.980, and finally Conrail Police, 161.295.

Finally, try and talk with other railfans. Many of them are valuable sources of information, and you might make a new friend. I hope that you will find that a visit to Horse Shoe Curve is experience that you will not soon forget. Happy Railfanning!

TIME	LOC.	TRAIN	HA	PWR	CARS	RH	NOTES
0658	CURVE	UNL-52	Y	44	80	Y	Coal, E1
0721	CURVE	WHAL31	N	6	92	Y	Hprs. to C&I, W2
0722	CURVE	ENPI2X	Y	46	75	N	"Double" WHAL, W3
0753	CURVE	HLPRS	-	66	-	-	Lite Helpers, E1
0818	CURVE	OIPI-1	Y	466	92	Y	Stall on curve, W3
0839	CURVE	USX-?	Y	44	90	N	Empty steel, E1
0850	CURVE	TV-1	Y	444	70	N	Piggyback, W2
0929	CURVE	40	-	44	15	-	EB Broadway, E2
0937	CURVE	HLPRS	-	66	-	-	Lite Helpers, E1
0954	CURVE	HLPRS	-	66	-	-	Lite Helpersn, E1
1005	CURVE	ENPI1W	N	664	88	Y	W3
1011	CURVE	TV-3	Y	444	57	N	Piggyback, W2
1022	CURVE	PIBA-2	Y	666	114	Y	Dead US Steel, Unit behind power
1043	CURVE	PIEN-2	N	66	75	N	
1052	CURVE	TV-61	Y	444	69	N	4th unit smoking, (bad turbo) W3
1113	241.7	HLPRS	-	66	-	-	Lite Helpers, E1
1132	241.4	CAP11X	N	646	124	Y	W3
1220	240	46	-	4	5	-	Pennsylvanian, E2
1225	240	ENIN-2	N	46	117	Y	W3, 2nd unit MKT 622
1231	240	PIML-2	N	44446	130	Y	E1
1251	239.6	OIIN-1	N	66	104	Y	W3, 2nd unit MKT 602
1256	239.6	CAP1-1	N	66	41	N	"Double" TV-2, W2
1256	239.6	TV-2	N	444	60	N	E1
1318	240	HLPRS	-	66	-	-	Lite Helpers, E1
1324	240.3	ALPI2A	N	644	106	Y	W3, found bees
1334	240.4	ESPI-1	N	6666	80	Y	Mostly pigs
1346	240.6	MAIL-9	Y	444	47	N	"Double" PIP6, W3
1346	240.6	PIPG-2	N	66	127	Y	E1
1418	241	TV-12	N	4444	46	N	Piggyback, E1
1420	241	XWB-39	N	66	105	Y	9CH, 96 hoppers, W3
1425	241	HLPRS	-	66	-	-	Lite Helpers, E1
1446	241.5	47	-	4	6	-	Pennsylvanian, W2
1527	241.5	HLPRS	-	66	-	-	Lite Helpers, E1
1538	CURVE	MAIL9H	Y	44	49	N	W3
1626	CURVE	TV-62	N	444	84	N	Piggyback, E1
1713	CURVE	TV-4X	N	444	40	N	Piggyback, E1
1721	CURVE	MAIL3H	Y	44	41	N	W2
1724	CURVE	MOBI-1	N	66	125	Y	W3
1801	CURVE	MAIL-3	Y	444	66	N	W2
1834	CURVE	UPS446	N	66	76	Y	E1, Coal
1921	ALTO	UFY142	Y	66	105	Y	E1, Coal
1944	ALTO	TV-4	N	444	66	N	Piggyback, E1
2023	ALTO	UFY148	N	666	111	N	E1, Coal
2105	ALTO	41	-	44	15	-	Broadway, W3
2115	ALTO	MAIL4X	N	64	46	N	"Double" 41, E1
2115	ALTO	STES-i	N	666	95	Y	E2
2124	ALTO	ENPI2W	N	644	102	Y	W from yard lead
2140	ALTO	MAIL44	N	444	65	N	E2

**Special Notes: HA=Helpers ahead, RH=Rear end pushers,
E1 or W3 is direction and track #,
Double is meet of 2 trains, 4's and 6's under
"Power" denote 4 or 6-axle units. Locations are names (Altoona;
Curve is MP 242), or mileposts.



Dynamics Whining, five CONRAIL units drop FIBA-2 into the west end of the CURVE at 1022. Note US Steel unit (Fairless works 26).



CAP11-X roars upgrade past MP 241.5 at 1132. 124 cars trail.



The first Katy unit of two, the 622 is in the care of GP38-2 8174 on the point of ENIN-2, MP 240 at 1225.

FROM THE DESK OF LONE EAGLE PAYNE TAMR PIVOT PIN,
25 years can be a long time, yet it is only a short span in the life of a hobby such as model railroading. 25 years ago one teenager, David Burris, wanted to get into the hobby by joining an adult model RR club but was denied admission. Short sighted adults could not see the longevity of their organization by admitting younger members. So, with a friend, and some publicity, he got some other teens interested, and now the organization is tooting its 25th year of existence. He was amazed four years ago, when I contacted him on the occasion of the 21st anniversary of the TAMR. After his teen years he dropped out for various reasons, and expected the group would fold also, although he saw an ad for TAMR in MODEL RAILROADER, and RAILROAD MODEL CRAFTSMEN magazines. These magazines under Al Kalmbach, and Hal Carstens, have always been receptive to teens as they know they are the future of the hobby.

Back in 1967 I traded passes with Steve Seidel of Kankee, ILL. who asked me if I would like to join the group. I did. Then in 1970 when the TAMR officials hosted th NMRA officials at the adult convention in St. Louis, MO., Lloyd Neal, who was running for TAMR President, asked me if I would be the permanent address for the organization to put it on a stable basis from its two year cycle of status changing. I immediately accepted.

In the nineteen years since I have not been sorry one bit, although it has been a bit rough at times; Such as missed issues of the HOTBOX, lost checks from which nothing had been received, open personal squabbles which had to be cooled, queries on 'how-to', 'why', 'what to', and "why can't you give me all the information about model railroading". These queries had to be sent to proper officials as mine was thee only name seen as the TAMR by the public. Thus I received all of the complaints.

Over the years I have met quite a few members in person, corresponded with many more, and found them to be individuals on integritywho won't be tempted by drugs, and alcohol. Who will stand out in their community, who will do well in their business jobs, and will be an asset to the hobby long into the future. Although most have to 'shelve their trains' in the early adult years of starting a family, and business, they return to it later as their offspring become hobby minded.

It is gratifying to find that some former teens have advanced thru models to the prototype.

Alan Maty owns a loco, commuter coach, and some other equipment, and is employed by the Association of American Railroads. Dale Madison is with the Buffalo, Albany, & Cleveland Transit Authority, and Gary Tempo is with Hyundai Merchant Marine in Chicago, while I am

one of the conductors on the Whitewater Valley RR out of Connersville, IND. where we run weekend passenger excursions to a 'boutique' town of Meta Mora.

Names come, and names go. Over the years I have recorded many, and, if my personalnote with information has influenced anyone to follow the great hobby to their betterment, I am pleased of their accomplishments.

I too have reached the magic 19. In another year I shall be willing for someone to take my seat in the crew car for the next 25 years. I am thinking of extensive travel/camping around the U.S., and Canada on the Railroads I have not yet visited. So I am asking now fora good soul to become the next Pivot Pin of the TAMR.

The loco stands ready for another 25 year run; Steam pressure is 120#, Brake line pressure is 80#, the water glass is over half full, and the tender is full of coal, and water. The conductor has pocketed his watch, and a 'green' aspect shows on the yardarm. "All aboard" Highball. Toot, Toot!

**more
to
come
8**

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. Funny, or dead serious, that is up to you. It makes for interesting reading.

The pike as charged is based upon the number of typed lines (50 spaces per line) that you use. The cost is a mere \$.10 per line, with the header printed free. The Headers can be no larger than 1 1/2" wide by 4" 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 \$1.00 . All Pike ads should be submitted to the TAMR Treasurer with payment. No add will be printed until the full payment is recieved. Please make checks, or money orders payable to the Teen Association of Model Railroading. Avoid send cash, or credit cards, they will not be accepted. If you would like your ad published in a particular issue, please state this in a notice attached to the front of the ad.

1989 TAMR/HOTBOX Official Publication
1989 A ROSSI PRODUCTION

TAMR HOTBOX
C/O TAMR Secretary
Matt Heiman
38-15 Stratford Ln.
Louisville, Kentucky 40207



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