

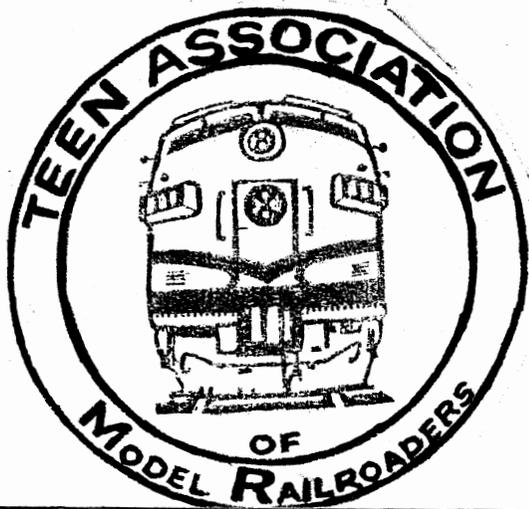
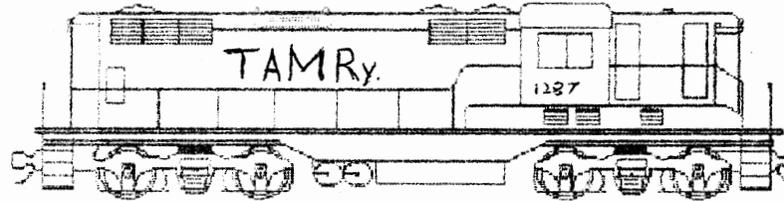
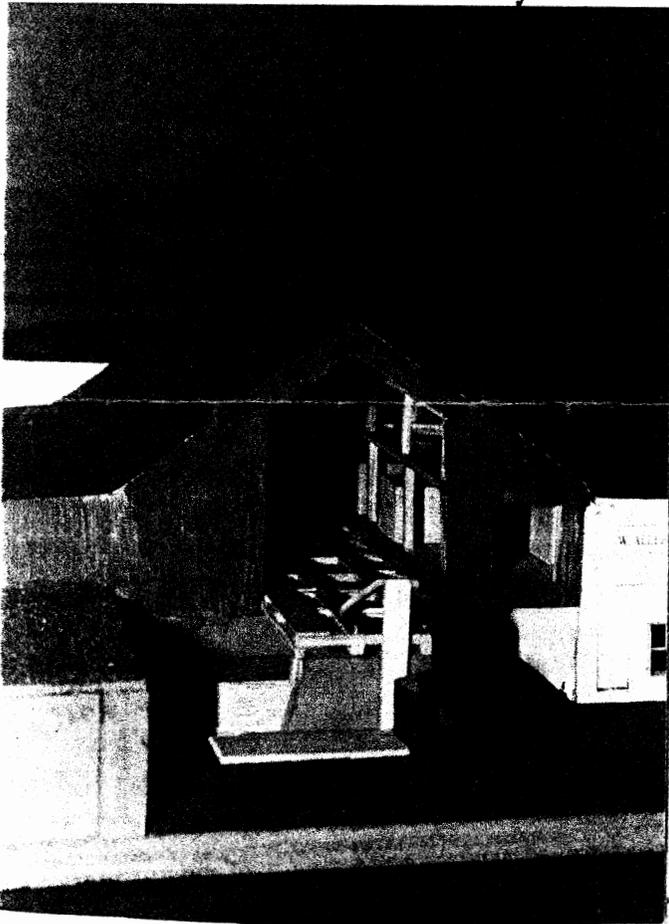
T.A.M.R. Hotbox

July 1994
President--Brent Johnson

Issue #295
Editor--A.A. Marcavitch

The Official Publication of the Teen Association Of Model Railroaders

The no-you-didn't-miss-any-issues-yet issue!



The Route of the Indian...

Only the Hampshire Ry. can bring you speed and quality only paralled 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 Fourth of July!

The Hotbox is back!

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Front Cover: (Pic 1) Scratch built lumber mill...more info on page 9. Photo by John Reichel. (Pic 2) CSXT #7524 Dash 8 June 4, 1994. Covington, KY Photo by Matt Schwerin

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Address all renewals, membership applications, and address changes to TAMR Treasurer.

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 N. Am.).....\$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.

BETTER THAN COMPUTER DATING...

I recently attended a summer college program (see Getting Sidetracked). While there I learned about Internet. This was great. All those model railroaders and all those other wackos. But in the process of interesting others (I put out information on TAMR) I "found" Steve Seidel, a founding member of TAMR. Here is a little history...

I was pleased to see the note that Aaron posted on the Internet recently. It reminded me again of the success and the staying power of the TAMR. It is clear that a model railroading organization of teen was as good an idea in 1965 as it is now.

I was one of the first active members of the TAMR. Aaron asked me to write this note about what I remember about the beginnings of the TAMR. For those of you interested in esoterica [Ed. Do we allow that here?], here is a little bit about how the TAMR got started and who got it started. Sorry to say, I have nothing tangible left from those days but one old membership card.

Back then, exchanging railroad passes was a common part of the hobby. (If you'd like one of mine from that period, send me a SAE.) That was how I ran across a fellow named David Burris from Baker, Oregon. He had been trying to get a model railroading organization for teens off the ground, and so I and few other friends offered to help. To make a long story short, in a couple of years we had over 100 members and were regularly publishing the Hotbox. The president for many of those years was Richard C. Wagle from Mequon, Wisconsin, the Treasurer was Doug Kocher, from Winamac, Indiana, and I served as Vice President, Secretary, and editor of the Hotbox at various times. Other founding members that I recall were Mike Gahagan, of Wauwatosa, Wisconsin, and Rod Owensby of Momence, Illinois. I don't recall whether Mike or Rod served as officers, but they both helped in many ways to keep things going, especially the Hotbox.

After we had grown large enough, we divided the U.S. into about a half a dozen regions. I don't recall the exact names, but the one that included Wisconsin was the most active. Mike was instrumental in starting the Expediter, the publication of the midwestern region of the TAMR.

I think it is fair to say that the period from 1965 to 1969 was the period in which the TAMR became solidly established. The Hotbox was started, the constitution of the TAMR was formalized, membership categories were established, the regions were determined, and a solid membership base was formed. I don't know how well the TAMR has fared since then, but, judging from the ad I see every so often in MR, and from the letters in Student Fare, it looks like it survived pretty well. In spite of all of the problems that come with running a national organization, and the particular problems that arise because of the limited "lifespans" of teenagers, I think you should be very happy that the TAMR is still alive and well. Keep up the good work!

As for myself, I am still very much involved in the hobby. I railfan when ever possible, I model in HO and I collect and operate Lionel.

Finally, if you've ever wondered who is to blame for the TAMR logo that you've been using all these years, it's me. I cut out the diesel from a catalog of railroad pass backgrounds and I used dry transfers for the lettering and pen and ink for the circles.

BUILDING A LAYOUT ON A...
\$HOE\$ STRING
3 BUDGET
CONDUCTED BY: PETER MAURATH

We have returned for another stimulating article on how to cut corners.

So we'll start with a building renovation. At first it appears to a harmless Bachmann N scale Burton's Men's Store, but beneath lies the housewife's worst nightmare, the Hardware Store! Arhhhh arghhh!?

To start we need the kit which can be found at most hobby shops and the occasional toy store. The work is quite simple so you don't have to worry about complications. I started by painting the structure a more reasonable color which can be any to your liking. Then I removed the present signs and the warped base of the building. The work from here is simple. Just use the large wall on the right side that is bigger than the others for measurements and build a three sided box. Any length you like to fit the structure will do.

Next add a roof to it and your major renovation is complete. Remaining details are yours to decide. Details like windows or doors [Ed...you know small unimportant stuff.] For signs I just picked a logo out of the Sunday ads of a large hardware company. Although if you are not the rugged type you can pick any company of your choosing.

For next month we will add a little three colored light to your life. If any one has anything they would like to say, feel free to lift that weight off their shoulders [and quite a weight it must be.] Farewell!

Peter Maurath
3119 W.100th
Cleveland, OH
44111

The
Conventioneers!
Taken at the
Cookout.



Back Left to Right-John Reichel;Lone Eagle Payne;David Hadley(?)(Sorry, can't remember);Andy Sperandeo;Mike Hood; Peter Maurath;Ole Bye;Newton Venuzia
Front Left to Right-Chris Wagner;Aaron Marcavitch;Matt Schwerin;Brad Beaubien;Our Prez-Brent

Still stuck in the traffic at Woodstock '69, it's like

The Article of the Month!

Now appearing on the North Stage is N.L. Weatherington. He has a nifty dig about the Ozarks. Groovy, man....

A Steam Train Visits The Ozarks by N.L. Weatherington

On June 19, 1994 I had the chance to ride on a steam-powered passenger train "The Peachblossom Special" from West Plains, MO to Jonesboro, AR.

The trip I took was sponsored by the St. Louis Steam Train Association, St. Louis Chapter National Railway Historical Society. Burlington Northern Railroad provided the route for the trip, and the Norfolk Southern provided the passenger cars.

The reason for the trip was the steam engine, the Frisco 1522, was headed to a National Railway Historical Society convention in Atlanta, GA. The train originated in St. Louis and stopped at various cities along the way picking up and letting off passengers (who were returned by chartered buses).

The 1522 was built in 1926 by Baldwin Locomotive Works of Philadelphia. The 1522 operated on the Frisco (SLSF). It was used on passenger trains between Kansas City, MO and Birmingham, Ala.

This locomotive is the only operational mountain type loco in the U.S. The 1522 was retired in 1951, and in 1959 was donated to the National Museum of Transportation in St. Louis. In 1985 the St. Louis Steam Train Association, a not-for-profit all volunteer group, began a three year restoration project that ended in 1988. They put 40,000 hours of labor and \$180,000 in parts and services.

Here is some information about the locomotive.

Engine weight	342,000 lbs.
Weight on drivers	233,700 lbs.
Main driving wheels	69.7 inch dia.
Fire box dimensions	10x7 feet
Fuel	4500 gallons
Tender fuel consumption	14 to 15 gallons/mi.
Tender water capacity	11,700 gallons
Cylinders	28 inches x 28 inches
Tractive effort	56,800 lbs. w/o booster
Valve gear type	Walscheaerts

Part 2-A Steam Train Visits the Ozarks

Length Engine, Tender	88.5 feet
Weight Engine, Tender	598,890 lbs.

The trip its self was great. We saw alot of people along the line waiting for a glimpse of the train.

The Ozark Mountain Range that extends from Arkansas to Missouri has a lot of rolling hills and wide open areas, and it is very pretty. The only problem we had on the the trip is that we were stopped by a red signal, however the engineer recieved permission to pass the red signal.

Finally we entered into Jonesboro, about five hours later. We stopped by Arkansas State University, left the train, and boarded the bus to return to West Plains.

There were some special circumstances that allowed me to go on this trip. The Maintenance-Of-Way crews, including the Willow Springs patrol gang, the Willow Springs, welding gang, the pot welding gang, the Seymore district gang, the West Plains district gang, the signal maintainer and the roadmaster all chipped in and bought me the ticket for the train ride. Talk about being nice, that was a very happy day for me.

--This is a shot of the Frisxo 1522 on a photo run-by at Bakersfield, MO. Taken June 19, 1994 by N. L. Weatherington.



Where is your summer vacation story of great trains? Write it down!!

T.A.M.R. CONVENTION '94!

The 30th Anniversary Convention was great. Not only was this the largest turnout ever...but it had a large majority of the voting body, too. Many things were done and we had some fun on the side.

After arriving at the Holiday Inn (Which by the way had "Welcome Teen Association of Model Railroaders" on their sign!), I checked in at the TAMR desk. I recieved my packet of information and went inside to the rest of the "crowd" (?). I put on the nifty tag, which had in bold brazen (sort'o) letters "TAMR EDITOR." I really didn't mind. I met various people, like all those wonderful people who send me material...gee, you wern't there were you?

After operating the in-house layout, which by the way was run by remote control... better than sliced bread, we listened to Peter Maurath and his "Building A Layout On A Shoestring Budget." We then listened to John Larsen tell about kitbashing rolling stock. In addition to rolling stock, he also explained how to kitbash tractor-trailers. We then had the free time to run the in-house layout until parents arrived or we decided to leave.

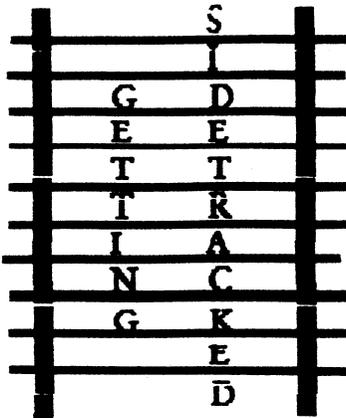
On Saturday, we all met at the un-godly hour of 8:00 am! But, looking back it was worth it to wake up. We went in two groups, one to see and operate the Cumberland Southern Ry. at Steve Hood's home. Mike Hood, his son, is a TAMR member. An article on this will be upcoming next month. The group I was in went to see the Santel family Ohio, Michigan, and South Shore. GREAT! I ran the Kelly's Crick section...good fun! But I would say better than that was being there with big leaguers. Dick and John Santel, the operating crew of the O,M,&SS, and Andy Sperandeo, *the* editor of MR! For this humble editor, this was....undescrivable.

After returning for lunch, we then listened to three great talks. Allen McClelland spoke about "The V&O; Then and Now." This great railroad you may remember from Model Railroader. Great photos were shown. Then it was on to "Cajon Pass in HO Scale" given by Andy Sperandeo. He presented the future layout for his home. A great area for modeling, Cajon Pass is a favorite of Santa Fe fans. After this was a clinic by Bob Fink on "If Computers Are the Answer, What Are the Questions?" This was an informative talk on how the world of computers is making the world of railroading better, faster, and smarter.

We then convened to to the TAMR Board of Directors meeting. We made several decisions, including the passing of Southern Region Rep to Matt Schwerin. We also kicked around ideas for upcoming conventions, ploys for more members, etc. Most of this information will become knowledge later on.

It was then on to the Cookout. Gracefully catered by the Johnson family, we wraped up the days activites. With myself leaving shortly, we decided to take the group picture. After this i had to leave for the five hour drive back home. But there were door prizes given out.

All in all, it was a good time and we did have a large turnout. Hopefully, wherever the convention is held next year (WBG?), we will have a larger turnout. AAM!



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

Guess what! We have published on schedule! Suprised? You should be. I inteded the July issue to come out in August. This was due to a college program, which I will get to. But what about the August issue? Well the issue will be double with the September issue. Don't worry you will still recieve all your issues, the numbering stays the same, just labeling changes.

MY SUMMER—
Well I had one heck of a vacation. After leaving the convention, it was five hours home to then, the next day, go to Carnegie Mellon Univeristy for a six week program in Architecture. This was grulling. Hour after hour of lectures and projects. Stress City...but the social life

was great. I loved Computer Modeling. If possible, take courses in CAD and Form-Z. You will love it. After this program it was once again home for a day and then another five hour drive to Williamsport, PA for a week long business course. If you are from Pennsylvania, take advantage of the Pennsylvania Free Enterprize Week. After this stressful week, it was off to vacation, no time home. But it was to Sturbrige Village and that area in Mass. There is very good railroading in that area. On the way home we did stop and see the Horseshoe Curve at Altoona...wait til next month for the article on this Shrine. This is being typed on the, only, fifth full day home in 8 weeks. AKKKK!

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.

STEVE'S ADDRESS—
Steve Seidel's address from page 4 is right here. This is for any info that you might want from him. Or RR passes.
Steve Seidel
224 Blanche St.
Houghton, MI 49931
and for those that figured out the Net--
steve@cs.mtu.edu.

THE CONVENTION—
Wow! You should have been there! The article does not say it all. As an editor it was riding cloud nine to shake the hand of Andy Sperandeo...*The* editor of MR!!!! WOW!

OPENING PHOTO—
The photo is of Carl Crizer's scratchbuilt lumbermill. It was the winner of the TAMR Youth Award at NMRA Pacific Coast Region 50th Anniversary Convention, Santa Clara, CA, May 1994. Go Carl!

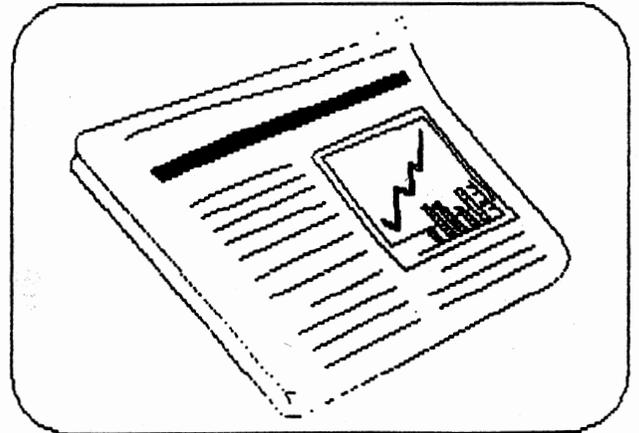
Well I hope I didn't get too sidetracked...See yunz all later.



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. Marcanitch*