

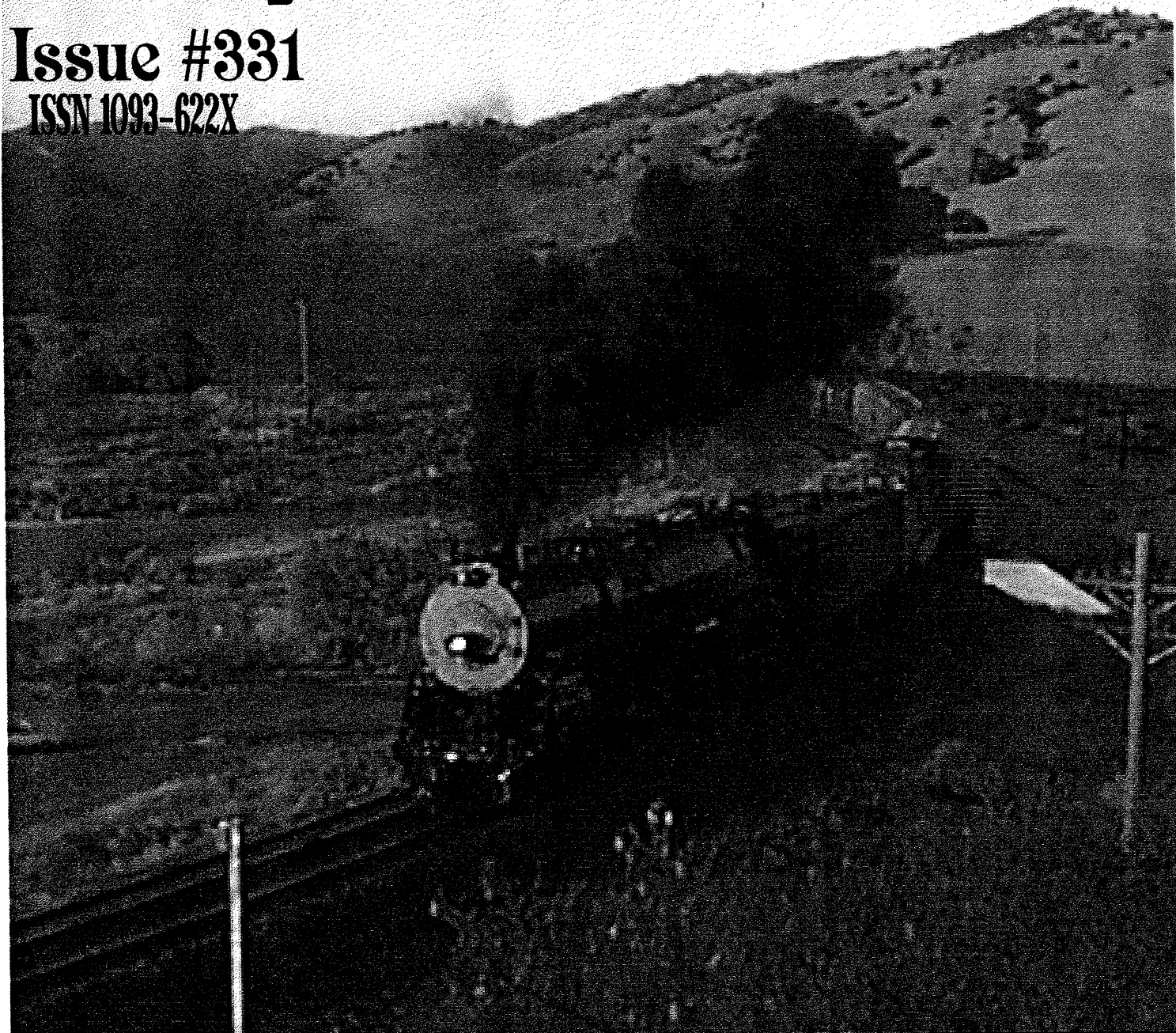
The Hotbox

February 2K

Totally Addicted to Model Railroading!

Issue #331

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The Official Publication of the Teen Association of Model Railroaders

THE HOTBOX

Issue#331 Feb. 2000

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Contributions:

The Hotbox depends on it's readers for material. All railroad and model railroad related articles, drawings, cartoons, and photographs are welcome, and will be published at the discretion of the Hotbox staff.

Feature Articles:

The Hotbox needs feature or lead articles the most. They should be 1/2 page to 2 pages typed and can be accompanied by a drawing or photograph. Articles can be on anything related to railroading, railfanning, model railroads,,ect..

Columns:

There are many monthly and quarterly columns you will be seeing, all of which need material. Most, if not all, of them you can contribute to. You can even conduct your own column. Please contact the editor to contribute to or conduct a column.

Photographs and Drawings:

Photographs of railroads and model railroads are needed. You can submit black and white and/or color prints, any size, as well as slides. Photos for the cover must be atleast be 3x4, larger photos are recommended.

Drawings, cartoons, and artwork should be done in black ink and on un-lined paper.

Please contact the editor for further details on submissions.

On The Cover: Santa Fe locomotive #3751 is under steam as it climbs up Horseshoe Curve at Caliente, CA as it returns from Railfair '99 Photo by Joe Bohannon.

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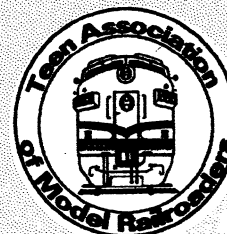


The TAMR is a non-profit organization created to promote, foster and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof.

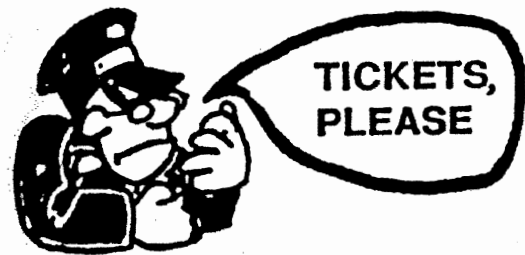
Membership to the TAMR includes an eleven issue subscription to the Hotbox, the annual directory of members, quarterly regional members and an invitation to participate in all TAMR event. The available membership categories are as follows:

Regulars (under 21)	\$15
Associate (21 and over)	\$20
International (outside US) ...	\$20
Sustaining	\$20

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The Directory Page



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Photo by Dan Schueth

Editorial

By Andrew Matarazzo
Hi TAMR!

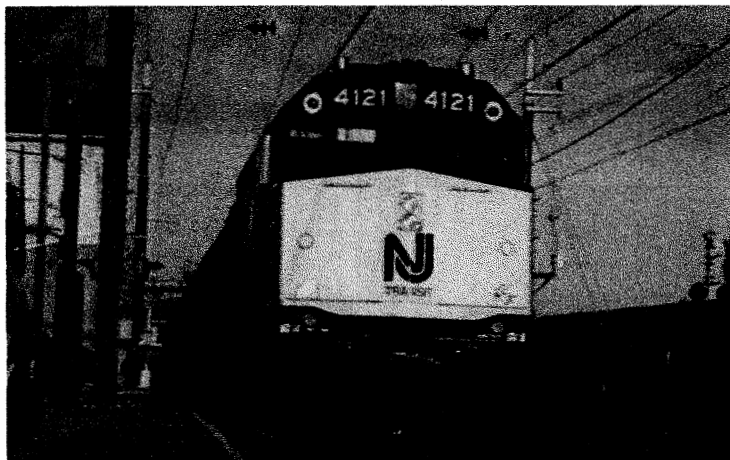
Greetings from New Jersey. I'm trying out a two-column style for this month's Hotbox. I think it's easier to read this way, and we can fit a lot more articles in it.

As you can see by the table of contents we have a twenty-page Hotbox!!! This is the first twenty-pager in a while, thanks to all of you for sending in all those great articles, so keep up the good work!

I put some western photos in this issue that I took, but I don't think it's enough, so if any of you have photos of western railroads (i.e., BNSF, UP, Amtrak California, ect..), please send them to Newton Vezina. His address is listed on page #2. I also want to get drawing and cartoons back in the Hotbox, the two drawings I have used for this Hotbox and last month's one I got from an old TAMR flyer. I am also trying out some different fonts for the Hotbox, so I want to know your opinion on those. I also am accepting photos for the Cover for the April and June issues, you can send me the photo for the cover or you can do it yourself. For more information on the cover photos or if you want to do the cover yourself, contact me at (732)-238-7238 or TAMRnyMets@aol.com.

Well I'm running out of space (that's a good problem to have in the Hotbox!)
So until next month, so long!

Happy Railroading
Andrew Matarazzo / Hotbox Team 2000



NJT F40PH AT SOUTH AMBOY, NJ photo by Andrew Matarazzo

Train Orders

I believe the only appropriate way to kick off a "Train Orders" column would be to borrow the famous words of former Hotbox Editor, Aaron Marcavitch. Hi Aaron!!, this month's column is dedicated to you!!! "Not that I want to get sidetracked", but now it's time to start planning on how to get to the 2000, TAMR national summer convention which will be held during the week of July 3 thru July 7th in the Bakersfield, California area. Convention Director, Joe Bohannon has an excellent lineup of activities! Contact Joe Bohannon, 6624 Weldon Ave., Bakersfield, CA 93308, (661) 399-6163, E-mail: GeepM@fcmail.com

J&J Basic HO Layouts, LLC, sustaining members of the TAMR in Ada, MI. offers all TAMR members a 15% discount when shopping by mail, fax, or in person. To "Grandpa", John, and Joseph, we sincerely thank you for your support and commitment to "the future of model railroading!" It's a real pleasure to have you guys on board! J&J's mailing address, phone and fax numbers will appear on the "J&J" ad, located on page 13 of this issue of The Hotbox!

We're also looking for anybody in the TAMR who knows the whereabouts of Chuck Zehner of "Tracks Ahead" fame. Over the years he still has a loyal following among our members and feel that it would only be appropriate to invite him to the next 2 TAMR national conventions. If you got any information that can be helpful, feel free to contact the Hotbox staff or e-mail: Pencntrl1@aol.com

All TAMR members are invited to post your convention events on the events page of the Hotbox!!

The next issue of the Hotbox (#332) will be mailed out no later than March 20th. The March 2000 Hotbox will feature the results of the Winter Photo, Model, and art contests held at our recent convention in West Springfield, MA. The winning photo will be on the cover of the next issue! Keep up the steam, TAMR!!! "I hope I didn't get too sidetracked" (Aaron M.)

Until next month!
HAPPY RAILROADING!!!!
Newton Vezina / Hotbox Team 2000

Railroad Career Resources

John Buzine
By Andrew Sabens

John Buzine is avid railfan, modeler, and railroader. He stated as an architectural modeler. Then as time progressed he became more involved in trains and he started custom painting locomotives and cars for other people. As he was painting locomotives and cars he met and became friends with many people. I had met him at a hobby shop open house in New Jersey. We became very good friends and he custom paints most of our locomotives and cars now. With many friends one of them asked John if he would help him run his new railroad the New York and Greenwood Lake Railway.

He got involved in New York Greenwood Lake Railway when he helped paint their (NYGL's) ALCo RS-3. When the railroad started operations in Garfield, New Jersey. He became engineer on the NYGL but like most small short lines he also does track work and engine maintenance. The NYGL is also leasing a SW-9 from the URHS New Jersey chapter. He had to paint that back in to its as delivered Erie paint. I have been down to the NYGL many times. I have started and run the ALCo RS-3 and the SW-9 a few times.

John is also helping the New York Cross Harbor lode car floats on the New Jersey side. He uses an ex CN SW-12RS switcher painted in black and lodes car floats. The floats are floated from Greenville yard, New Jersey across the Hudson river to Bush terminal Brooklyn, New York.



Photo by Andrew Sabens

Welcome New Members!!

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FOCUS.....



about the TAMR!!!!!!!!!!!!

Andy Rasch (12) "we get to meet a lot of nice people and I like the fun activities such as railfanning"

Tommy Matarazzo (11) "It's fun and we do a lot of fun activities such as chasing trains and taking pictures of them"

Danny Matarazzo (13) "I like the fun activities"

My Cab Ride In a Baldwin

By Ritchie Roesch

Most railfans have experienced something unusual (railroadingly speaking) at least once in their life. Some have had Lady Luck on their side and seen something extraordinary, and they would not have seen it if it weren't for an odd chain of events. Some get to play engineer or dispatcher. Some simply make friends with railroad employees, which can lead to all sorts of adventures. For me? Well, I have a few I could tell, but right now I think I'll tell you my Big Boy tale.

This story starts on a late-July day in 1998. I was working at a hobby shop in the north Dallas area. At that moment I was cleaning the counter tops around the register. There were some papers that were trash, so I went to throw them away in the trashcan. As I dropped the papers into the trashcan something caught my eye. It was a fax that had something to do with a Big Boy locomotive. And didn't know what it said or what it was about, but I picked it up anyway and stuffed it into my pocket, for I didn't have time to read it right then.

Later on I got to read it. It was very brief, but it did get the basic message across: the Big Boy #4018 at the Age of Steam Railroad Museum was going to be used in a movie, and there was going to be some big press thing at the museum on August 13th. It went on to say that anyone who wanted a press pass just had to call the phone number that was on the fax, and it would be arranged.

As you can see, this was an opportunity I didn't want to miss! I later found out the specifics of this ceremony. The producers of the movie that the Big Boy was going to star in wanted to restore the locomotive to full running order. First, though, they wanted to make sure it would roll. So they put together this big event, with several speeches lined up, and all the press present, including the Dallas Morning News and several of the local TV and radio stations. And if the Big Boy broke the banner, the restoration and the movie were a go-ahead.

So I called.

The guy I talked to over the phone, who, as it

turned out, was one of the producers for the movie, told me there would be a RV parked out front of the museum. He said that on August 13th I just had to go into that RV, mention the guy's name and they would give me a press pass.

Pretty soon it was the morning of August 13th. I awoke early so I wouldn't miss anything. After getting showered and dressed, I loaded my camera, some black and white film, and a pocket tape recorder (for I knew I'd never be able to write fast enough) into the front passenger seat of my car, and headed into downtown Dallas where the Age of Steam Railroad Museum and the Big Boy would be waiting.

I arrived at the museum at around 9:00 AM (the ceremonies weren't to begin until around noon), and the parking lot was almost empty. I parked my car and gathered my 'press' things. It had been overcast all morning, and as I was stepping out of my car it tried to rain a little. The rain held off, though, and the humidity stayed high.

The museum was far from being large, only about 5 tracks wide and not all that long. Every piece of railroad equipment was stuffed in there, and it didn't look as though any more could be stuffed into the museum no matter how hard they tried. At one end of the museum was a small restored station that served as a gift shop. At the other end was an old railroad tower. A chain-link fence surrounded the museum entirely.

I quickly spotted the RV and started for it. Before I got there, though, the museum moved a Doodlebug and DDA40X out of the museum grounds and onto a track about a 100 yards away. I supposed this track was how they got equipment into and out of the museum. The reason they moved those two pieces of equipment was so there would be room to move the Big Boy once it was time to push it through the banner.

After watching them move the Doodlebug, nicely painted in Santa Fe's red-and-silver Warbonnet paint scheme, and the ex-UP DDA40X, I made my way to the RV. I was a little nervous when I opened the door and walked in, but they quickly put me at ease by offering me donuts and Tang. There were two men inside, one a younger guy with jet-black hair and the other an older fellow with white hair. I introduced myself, mentioned the man's name that I had previously talked with over the phone, and said I'd like to have a press pass.

"Sure," the older man said. "Just let me find your name on the list." He flipped through some papers and found my name. "Here it is. Let me give a press badge." He reached over into a box and pulled out a badge and handed it to me.

The press badge was nothing more than a piece of paper inside of a plastic sleeve on a piece of string (so that it could be hung around the neck). On the paper was printed 'Press Pass', with Lionel's logo to one side, for they were sponsoring this event along with a couple other companies.

I told the man thank you and walked out the door. Armed with my camera, pocket tape recorder, and press pass I ventured into the museum grounds. The way they had it set up was anyone with a press pass could go on the inside of the chain-link fence, but everyone else had to stay on the outside of the fence.

Before long a crowd started to build and the media was showing up, including a local radio station that plays 'Mandatory Train Tunes' every time they see a train (their studio is located near a KCS mainline). Both young and old were there. And the festivities began right away, with free snacks and cold sodas for all.

Before the ceremonies began I was walking around getting interviews with anyone and everyone who was willing to be interviewed. My hope was not only to learn all the inside information on the Big Boy restoration project, but also to do a big write up for the Hotbox. I was also busy snapping photographs at everything worth photographing. At the time I wanted to work for a newspaper 'when I grow up', so this was a good experience for me, I thought (and a lot of fun, too!).

During all this, one of the movie producers started handing out Lionel sets to young kids.

After a while, though, I got plum tired out of getting interviews and taking photographs, so I searched out a good place to sit and rest. I found one under the eave of the old station where there was a small cement embankment. Two men were sitting there, one was an older fellow with glasses and a black baseball cap and the other was middle-aged man with a blue bandana around his head. Neither one looked excited about being there in fact, they looked quite bored. So I started a conversation with them.

"Hello," I said as I shook their hands. "My name is Ritchie." They both told me their names, which I

have since forgotten. They then told me what they did.

"I'm a brakemen here at the museum," the older man told me, "and that guy over there is an engineer here." he pointed toward the middle-aged man. "We'll be working that Baldwin over there", and he pointed to a small yellow locomotive coupled to the back of the Big Boy which will push the Big Boy through a banner.

Everyone I had talked to up until that point seemed to emphasize the if when they talked about the Big Boy moving. If the Big Boy breaks the banner it means it can move after all these years on static display, and the restoration and movie are a go ahead. It was obvious to me right away that the Big Boy had already been moved that morning, though, for it used to sit at the end of the track, and now it was in the middle. These guys knew that, too, for they had probably moved it themselves. I suppose that was the main reason they were not interested in this big event, for it was nothing more than for show.

We talked for quite awhile. As it turns out, the older fellow was a model railroader, too. "I originally built an [HO] 12' x 12' 'L' shaped layout in a spare bedroom," he told me. "But then I realized how fun it was, and I decided to expand it. I filled up that room completely, tore out a wall that adjoined another room, and filled that room with trains, too. Well, then my neighbor came over and asked what I was going to do with this other room. That was the wrong thing to say, because then I had to build a layout in there. I then connected the two layouts by putting a track through the wall."

Soon the ceremonies started. Several people gave speeches, including the Mayor of Dallas, several of the movie's producers, and the president of the museum. Several of the speakers were long winded, and that part of the ceremony was boring. During this I placed myself in a good spot for photographing the big locomotive breaking the banner. After they finished a priest gave a short prayer, and the main reason for this ceremony soon took center stage, the Big Boy.

The crowd, led by one of the movie producers, counted down, '7..6..5...' On '0' a whistle blew, and the Baldwin pushed that big locomotive right through the banner as if it was nothing. The crowd cheered for quite awhile.

Having got my pictures and my interviews, I was just about ready to leave for lunch. The quickest way to leave, though, took me past the yellow Baldwin diesel that had pushed the Big Boy through the banner.

As I was walking past the locomotive I heard a voice call down, 'Hey, Ritchie! Come here for a minute.' I looked up towards the cab window and it was the brakeman, the older fellow I had talked to earlier. I quickly got around to the back of the locomotive, which is where the cab is, and climbed into it.

"Sit down there and stay out of the way!" The engineer told me with a smile on his face, as he pointed to a plastic crate on the floor. Of course I listened to him. I sat on the crate, and took in every moment of my cab ride in a Baldwin switcher.

Someone radioed something to the engineer, and he let off the brake and put the throttle into notch three or four. "She's pushing this thing real good!" I heard the engineer say.

We pushed the Big Boy back and forth on that short stretch of track four or five times. This was so the media could get camera shots from inside the cab of the big locomotive while it was moving. The engineer and brakeman worked together to stop the train at just the right spot so the news people could get the longest ride possible without getting too far down the track where people were standing.

"150 feet" the brakeman would call out, his head half out the window. And the engineer would adjust the speed accordingly. "75 feet! ..50 feet! ..15 feet! ..10 feet! You're there. Good job!"

I stayed out of the way like I had promised, and 'for being good' the engineer and brakeman both tried explaining to me how to drive a Baldwin diesel locomotive (unfortunately, I forgot what the designation of the locomotive is). I was hoping they'd even let me take the throttle, but alas it didn't happen. Oh, well. This is most definitely good enough!

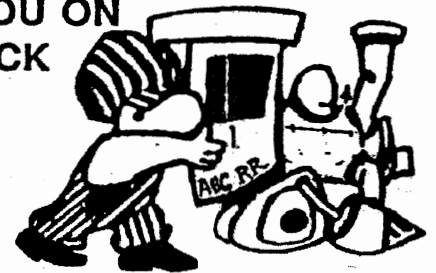
All too soon the cab ride was over, and the ceremony had ended. I had fun, though, you can count on that! I doubt I'll ever get another cab ride in a Baldwin diesel switcher, and definitely not one pushing and pulling a Big Boy, so even though it was just a short moment in my life, I don't believe I'll ever forget it. So, feeling sad and happy at the same time, I drove and headed for home, grabbing lunch on the way.

After I got home I attempted to listen to the tapes of all the interviews. Unfortunately they were scratchy and had a lot of static. Most of the interviews were lost. However, on some of the tapes you could make out what was being said. So I started drafting my right up for the Hotbox. Before I could finish, though, we replaced our IBM PS2 with a new computer, and I couldn't retrieve the document. I lost the tapes, and have yet to find them, so I gave up the idea of the write up. However, I decided to share my Big Boy/Baldwin experience with you, the readers of the Hotbox, in the above short story.

If you liked My Cab Ride In a Baldwin let me know, and I'll continue to write short stories, both fictional and true, for the Hotbox. Or, if you feel so inclined, you can even write your own. Ritchie Roesch

**WE WILL PUT YOU ON
THE RIGHT TRACK**

SO JOIN NOW!



ABOVE: The Texas Eagle runs through Tower 55 during the 1999 TAMR National Convention in Texas

What to Do With the Coal You Got For Christmas

By: Ole Bye

Coal has had an enormous influence on the railroad industry since the latter part of the 19th Century, serving as both locomotive fuel and commodity. No matter what era or locale you model, it's quite likely you'll end up simulating coal on your model railroad. You can buy scale coal from several semics companies, but before you do beware. Only real coal looks like real coal.

Coal is needed in many places: Steam locomotive tenders, coal hopper loads piles outside boiler houses, stock piles at mines and power plants, leakage from hoppers along the right-of-way, and as a dusting for any environment where coal is handled.

Preparing coal for use on model railroads is pretty simple: Take hammer, hit with coal...uh, or something like that. I find that it works best to break coal on a piece metal inside a container with a smooth bottom (makes salvage of coal easier). I have also crushed smaller pieces with the blunt end of an Exacto handle. This gives much better control over the size of the resulting particles.

Since coal comes in many sizes from the mines, it's the individual application that dictates how fine you should grind it. Checking prototype photos is a good idea. Coal for tender loads should obviously be smaller than the firebox doors of the locomotive in question, but I keep the chunks under a scale foot so my HO firemen don't have a heart attack.

Yard tracks are usually strewn with coal that has fallen from hoppers and locomotives. In this case I grind it pretty fine, and sprinkle it on after gluing ballast and ground cover, but not before the glue has dried. The millions of tiny sparkles add realism to the scene, especially if you're modeling a coal-hauling road. The same technique looks good on mainlines, but less coal should be used. I use only a fine dust for this, but in spots I do apply some larger bits.

In making coal piles, I try to use as little real coal as possible just because it's easier and no one's going to see what's under the surface. I usually just heap up some scrap pieces of cork

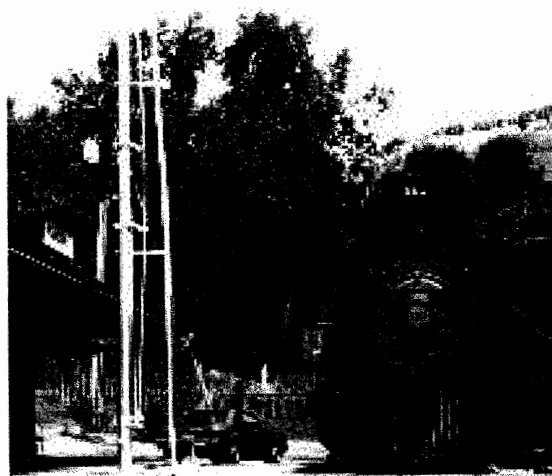
roadbed or little stones and cover that with ballast. After spraying that with "wet" water (a little detergent or alcohol added), I flow diluted white glue over the whole pile. While the glue is sinking in, I take a spoonful of coal (the spoon is largely underrated as a modeling tool), and sprinkle it until no wetness is visible. Let it dry, and the coal pile is complete.

I haven't made any coal hopper loads yet, but I don't think it should be too hard. I think if you started out with a form of pink/blue styrofoam and painted it black and sprinkled it with real coal, I think that would work.

Where should you look for the stuff? You can find coal along many railroad lines, even though steam vanished a half-century ago. If you are at a steam powered tourist line, you'll be sure to find coal laying around everywhere. I got a foot-wide chunk at the Mt. Washington Cog last time I was there. It is soft coal, "bituminous", and it is relatively crumbly. It is easy to pry off layers of this coal for grinding whenever they're needed. One piece like mine goes a long way and I'm sure I'll never need another for the rest of my life.

The other kind of coal, "anthracite", is really hard and is found only in Pennsylvania, I believe. I haven't tried to use it, but it would be curious to know if it's useful. Next time I'll describe another benefit of my coal chunk (Rock Molds Rock) and maybe even have a naming contest for it... or maybe not. I feel I should stick with 'Coal Boy'.

In the meantime, don't breathe coal dust (you could get silicosis) and don't break coal near an open flame-the dust is flammable. Happy Coal!



1990's Year In Review

by Doug Engler

Welcome to the 1990's year in review. The 90's has seen many great things happen within the TAMR. Video cameras and the Internet have become a big part of the TAMR. That TAMR also saw it's first Divisions in almost 17 years.

With the TAMR getting it's first official web page located at www.tamr.org, the TAMR has entered into new territory. The page is run by Dane Watson of BC, Canada. It has a photo section, news about the TAMR, info about the TAMR, a page for people to join, and links to many member pages and regions. For more info about the TAMR web page or to have photo's posted, contact Dane or you can email him at danerwnetscape.net, or write him at:

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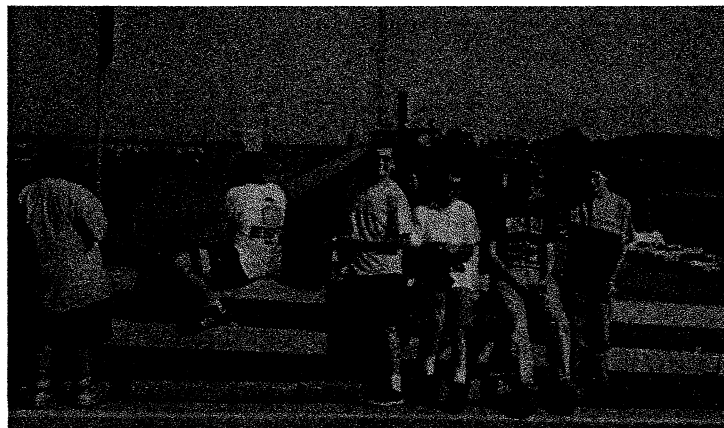
Many members are active in the TAMR video exchange program. Newton Vezina, Lewis Ableidinger, Doug Engler, Chris Burchett (just to name a few) have video camera's and send video to members who would like to see them. For more info about video exchange contact Newton Vezina or Chris Burchett.

Divisions have brought new life to regions that were struggling a little. The Northeast Region was the first to have a division. Wareham, MA started with three members and soon grew as the interest grew with them. They started to go to train shows, and small conventions and grew slowly. In a short time, they expanded to 5 member and with the help of Ben Lee (Randolph, MA), Adam Miller (Holliston, MA), and Anthony Person of Providence, RI all grew into the "One Mile Division". The OMD is now at 12 members and has 3-4 more potentials to join. They showed that if you have fun, it will be easy to get others to have fun with you. The OMD has had many bi-weekly meetings and operation sessions at the homes of Barry, Tom, and Steve Simmons, Mike Holmes, and Doug and Dennis Engler (All Wareham members). The OMD also has an Un-official layout, "The Frostbite Central", which many of you have heard of. The layout is co-owned by Doug and Dennis Engler and is based in the 1950-55 era. The railroads modeled are the NYC, PRR, and the NH. You will also see many modern engines that belong to Ben Rosen. Look for a story about the Frostbite Central Railroad in an upcoming Hotbox.

A year or so after the OMD was started, TAMR members in New York and New Jersey started their own division. Headed by Andrew Matarazzo, the NY/NJ Metro division took off and is now at about 12 members. They have hosted many mini-conventions and some great activities!!!! I was fortunately enough to make one of their conventions in April of last year. It was scheduled around a train show in Edison, NJ. Railfanning, RR videos, pizza, and yo-yos were also part of the fun!!! We also met TAMR member, Dan Adams from PA!!!!

Not to be out done, the Western Region started their own division. The "Golden Empire Division" was founded by

Matt Silcox after visited the NER for the 1998 National Convention. His first stop in New England was Wareham, MA after being met at the airport by Barry Simmons, Willie Roberge, and Doug Engler. He took his learnings from the OMD and applied it to the Western Region. Soon, Joe Bohannon, Andrew Berndt, Jeff Wondolleck, Ryan Steck-Bayat, and Adam Otten joined making it official, The GED was in business. They were successful in hosting the first convention in 1998 after a long drought, and have had a few since. A few members from that division have since moved along to College, work, or some other reason and I wish them all the best!



Group Photo taken at Selkirk Yard during the summer of '98 post-national convention activities. (left to right) Andrew Matarazzo, Jim Spavins Peter Maurath, Newton Vezina, Matt Silcox and Ritchie Roesch

In the 90's, the person that stands out as doing the most for the TAMR is Newton Vezina. He has made numerous conventions, and videoed most of them. He helped start the video exchange, and also is the main editor of the official TAMR videos for over 5 years. He also has done a great job in communicating with parents, and promoters to get members to conventions and also has an unbelievable driving ability!!!! An example of this is he drives 2hrs from Springfield, MA to Wareham, MA on an average of 2-3 times a month!

Other Ideas started in the 90's were a "numbering system", web sites (already covered), and a car exchange. The "number system" was started by Doug Engler after he bought the first "TAMR letters" and stuck them to the back of his car. He also added the #28. Soon after, Newton Vezina improved the idea by making them magnetic. Now there are many people with numbers, Newton Vezina (TAMR 19), Ben Rosen (TAMR 50), Dave Mason (TAMR 53), Barry Simmons (TAMR 1064), etc..... The car exchange was also started by Doug Engler. He first sent a car from his layout to Chris Burchett, and Chris sent one in return. Doug also has sent one to Joe Bohannon, and Pete Maurath.

And now the biggest highlight of the 90's..... The Great Conventions!!!!!!!!!!!!!!

I wasn't around in the group until about 4-5 years ago. The first Convention I attended was in 1997 when the TAMR's Northeast Region held a small convention in Hyannis, MA. In attendance were, Barry Simmons, Newton Vezina, Willie Roberge (day 2), Steve DelliCarpini, Steve's Dad, Jason Chmura, Hans Raab, and Doug Engler. I was only able to enjoy half of the first day due to working in the afternoon. Included in the weekend was multiple train rides at Hyannis,

(CONTINUED FROM PAGE 10)

and Edaville RR in Carver, MA.

The next convention I attended was the NER's Fall Convention held in North Conway, New Hampshire. This event was held in late Oct of 1997. Members included Barry, Tom, and Steve Simmons, Newton Vezina, Hans Raab, Willie Roberge, and Jimmy Spavins. On Saturday, we spent the day the North Conway station and rode the train to Bartlett, NH in the "first class coach". In Bartlett, NH the engines ran around the train and we headed back. Later that day, we went to one of the many mountains in the area. Sunday we headed to the Mt. Washington Cog Rwy. By then, nobody had enough money to ride the train so we just watched the Cog a few



times, and checked out the museum.

In the late 90's there were many great National Conventions held. 1999 saw the Southern Region holding their first convention in many years, "The Texas Eagle". Many of you attended and had a great time. The Conventioneers were treated with excellence by the BNSF railroad with them allowing us to tour their main dispatch (Network Operations Center) in Texas. There was alot of railfanning, pizza parties, and first BOD meeting held online! With Chris Burchett (CR Rep) and Doug Engler (VP) unable to attend, they hooked up using the AOL's Instant Messenger system. This was a TAMR first!

In 1998, the national convention was hosted in the NER. Vermont and New Hampshire were the locations for this one. This Convention had everything from Cab Rides to Railfanning the CV and Vermont Railway to Pizza Parties. The "post, post convention" saw it's way to Wareham, and the FCRR. In all, there were 15 members and guests at the FCRR and the railroading was enjoyed by all. One of my favorite sayings was by Peter Maurath when he said "Wow, this is alot bigger than mine is..... Video's don't do it justice". Newton Vezina has a 2 tape set of footage from this convention.

1997 was the Western Region's turn and held the national convention in Colorado and Wyoming. Activities included Railfanning, 100 mile journies (see video to understand), "a road zamboni", pizza, and alot of fun. Many railroads were seen which include the UP, SF (pre BN-SF merger), and many others. Again, I was unable to attend due to work. I know, I work too much! Newton Vezina also has a 2 tape set from this convention titled "The Denver Zephyr"

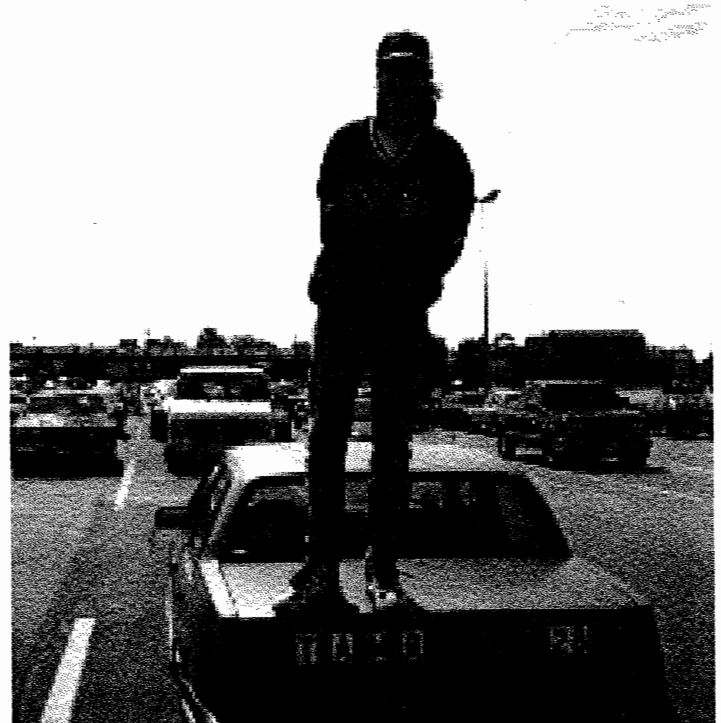
During the summer of 1996, the Central Region held a great national convention in Indiana that included railcar tours, shop tours, railfanning, and pizza. The railcars were an interesting addition by Jeremy Conyer and Dave Hadley and added to the fun. The BOD meeting was held in a convention facility located next to conrail track and was a distraction to members durring the meeting, but was fun to watch. Again, Newton Vezina has a 2 tape set from this convention titled "The Hoosier Special".

*****Special Reminder*****

I will be making many railfan trips to Palmer, MA and Selkirk, NY this year. I will try to keep all updated on when trips are going to be. ** Possibly every other week**.

Well, That is it for my Look Back At The 90's Decade In Review. I hoped you enjoyed it and comments can be sent to:

90's DIR
c/o Doug Engler
10 Broadmarsh Ave.
Wareham, MA 02571-1950



ABOVE: TAMR Vice President Doug Engler stands on the "original TAMR 28".

ABOVE LEFT: TAMR 'OMD' members (From left to right) Barry , Steve, and Tom Simmons, and Newton V. At Conway Scenic R.R. N. Conway, NH

BELOW: (From left to right) Barry, Steve, and Tom Simmons, Newton V., Hans Raab, and Ole Bye. 1997 Northeast region fall convention at the Mt. Washington Cog Railway. Photo by Doug Engler.



So long Minnetonka & Illinois

Northern by: Richard Krebes

When I joined the TAMR early this year the flag flying over my free-lance railroad said: "Minnetonka & Illinois Northern Railway Company". It had been flying ever since I brought that name back in the mid-1990's after it had temporarily vanished from my model railroading world. I guess you could say it was a "cute" name in that the "Minnetonka" came from the Minneapolis suburb in which my family and I live and "Illinois Northern" was because we used to travel down to the northern part of the Land Of Lincoln to visit my grandparents.

My Dad thought of this name when we got started in model railroading in the mid-1980's, he even made a sign with this name on it. A sign we still have in fact. As of October of this year, however, the M&IN is no more. It is now the Lake Minnetonka & Northern Railway Company. The reason I've renamed my freelance railroad is because I wanted a better name for the railroad, and man, I find this name quite better!

What's the story behind this railroad? I imagine that the LM&N was created by a group of Minnesota businessmen in the mid-19th Century (when the railroad craze was at its peak) who wanted to build a railroad from the Twin Cities of Minneapolis-St. Paul to Chicago, Illinois. As well as have it branch up from the Twin Cities to the Iron Range of northern Minnesota. Thus, they named the road after a famous and notable Gopher State lake that they loved: Lake Minnetonka. I imagine that the LM&N became, over the years, one of North America's "Super Railroads" like the UP and the BNSF by expanding to the Pacific Northwest and in one scenario I'm mulling-to the East Coast when it bought another railway! (Ah how John Whitby Allen, the maestro of that famous HO scale model railroad, the Gorre & Daphetid, was right: imagination DOES play an important part in a model railroad!)

I love Lake Minnetonka. It is a lake which has a main body of water with many bays branching from it located 12 miles west of Minneapolis. It's pretty much a quilt of land and water. My town is named after the lake and one of it's bays is located here. Is this lake rich in steel rail heritage? You bet! Trains and streetcars came to Lake Minnetonka

long ago, made their mark on it's history, and left behind a rich legacy.

You can still find the trains today thanks to the Burlington Northern Santa Fe at the towns of Minnetonka & Wayzata and Rail America's shortline railroad Dakota Rail which stretches from Wayzata through Lake Minnetonka-side towns out to Hutchinson, Minnesota. The streetcars thanks to a new streetcar line which was opened in May of this year by the Minnesota Transportation Museum at the town of Excelsior. By the way, if any of you TAMR members would like to know more about Lake Minnetonka's trains and trolleys of past and present, please let me know!

Getting down to the nuts and bolts of what'll happen next with the LM&N, the free-lance paint scheme and logo shape I created for the M&IN (which I had yet to paint and apply on HO scale equipment as I have no unpainted models or air-brush for starters) will be the ones for the LM&N (which WILL be painted and applied to HO scale models someday by golly!) I have yet to think of a style (or styles) for the circle-shaped LM&N logo, magnetic knuckle couplers will slowly but surely replace the horn hooks, a newer, better pike will replace the current one and, last but not least, I intend to concentrate from now on on the best trains, the best track, the best method of controlling trains, the best benchwork, the best of EVERYTHING in model railroading. Why? Because I've realized, after experiencing how NOT to go about model railroading and how TO go about it, that the latter is the way to go!

To wax a little nostalgic in closing, the M&IN was a "brass track" railroad in that every model railroad that was built in the basement of my home over the years had brass track. Which was once a standard in the hobby but is now antiquated. No M&IN train ever ran on nickel silver rails! No sir! It was a brass track railroad from start to finish. So long Minnetonka & Illinois Northern. I'll not ever forget ya.

The End



TAMR PROMO PAGE

by : Andrew Matarazzo and Andrew Sabens (The Drew Crew!!)

New TAMR Promo. Flyer System to be introduced in Springfield, MA

Hi Everyone!!!!!!

Hi, this is Promotions Manager Andrew M. I am introducing a new flyer system to find out where we get our members from. We will have a "test run" of the system at the "NER Millennium Convention" in Springfield, MA. The flyers have a small note (ex: Springfield) on the bottom of the membership application that tells where the flyer is being used. Then when Hans Raab gets the application he will write down what the note is. Then we will find out where we get most of our members from and put more money into Promotion flyers and ads for that particular place.

Also included in this issue is an example of a "ATTENTION TEENS" flyers to use where ever you want. Feel free to contact me at (732)-238-7238, or TAMRnyMets@aol.com if you want any more flyers . Happy Railroading!!

Andrew Matarazzo

RIGHT: An NJT ALP44 leads an express commuter train from New York's Pennsylvania Station in to South Amboy, NJ

BELOW RIGHT: ex Conrail GP15-1#1618, now CSXT #1555 idles in Freehold, NJ. This unit was one of the first GP15-1's delivered to Conrail in the 1970's. photos by Andrew Matarazzo



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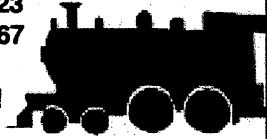
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TAMR Membership as of 2/01/00

Total Membership: 144

Central Region - 39 International Region - 9

Northeast Region - 58 Southern Region - 10

Western Region - 23



The View From the Cab

Interview by: Josh Trower

[JT: This issue features commentary from an individual we will refer to as

"BERTNSAV" on his railroading career. Currently he is an engineer with CSXT.

I do appreciate his willingness to contribute to this column.]

"I went to work for the SCL in June, 1973. I heard of the job from a gentleman with whom I attended church. (he was the savannah Division's Master Mechanic). I needed a job, I had quit teaching a few months prior to this and was in a dead end job making car payments and rent."

"The training I received was mostly on the job. I worked as a fireman on passenger trains and as a hostler from 1973 until 1975 when 15 of my co-workers and I were sent to Engineers School. This was in a converted coach at Savannah. It lasted 16-20 weeks, with some classroom and some riding the road operating trains under the supervision of engineers. At the end of school we were promoted to engineers.(We still were not yet.)"

"The typical workday depends on what type job you are working that day. If you are on a yard job, you and the crew show up at the appointed time, and the conductor is told by the yardmaster what tracks to switch in order of importance. I go crank the engine, place it where it can be supplied if needed and switch cars, until time to eat, and then later go home. Although they do not pay as much you can have some resemblance of a normal family life here.

"A thru freight or local goes to work 2 hrs after you are called. In that time you have to get something to eat, or something to take with you. If you like the conductor you bring enough for both of you. You go to the yard office, get the orders and consist and review them, call the yardmaster and get his instructions of what units need to be assembled or tracks to be doubled together. Then you proceed on your way, following instructions in train messages and signals. Hopefully you get off quickly, so you can get rest and make another trip to get back home."

"I prefer EMDs to GEs simply because of their loading characteristics. They respond more quickly

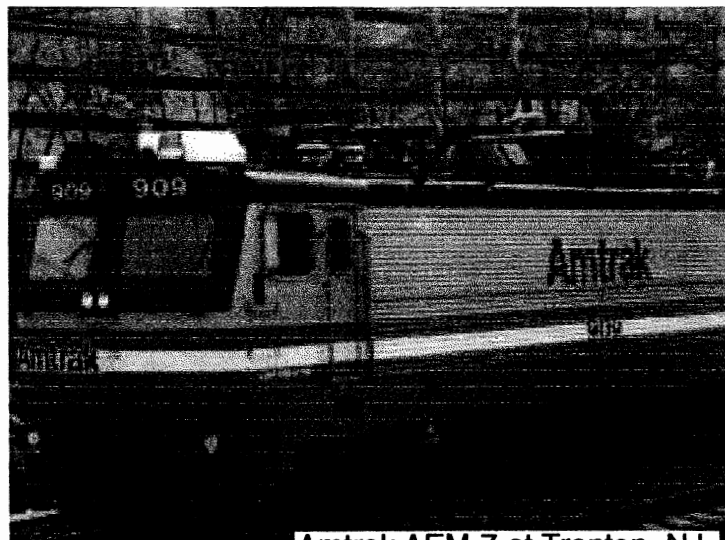
to the throttle. However, the 6 axle GEs ride better and are quieter than EMDs. I just do not like 4 axle units in the lead, for safety reasons in road crossing accidents. The dash 8 and newer GEs and the SD60I and newer EMDs have safety cabs and more of a roll cage than older units. 4 axle units do not have enough weight to help much in an impact with something heavy-like an 18 wheeler."

"The CR breakup makes sense from a business sense, mostly because of rate structure and the proportion of revenue the originating and delivering road receive. However, it has proven harder to digest than either CSX or NS thought."

[***Here "BERTNSAV" comments on what it was like "firing" passenger trains in the early Amtrak era.

"The steam generators on Amtrak E units were accidents waiting to happen. Wires were bare and had 36000 volts, you could get quite a charge from them. In about 1974 we started to see rebuilt units that had 2 smaller generators and worked better. The worst thing about these units was you had to read about problems from a book, or experience them yourself and figure out how to correct them, because the person who "trained" you had about 3 weeks more service than you. It is amazing some of us who went to work in the early 70's were not hurt badly."

"The irregular hours are the hardest part of my job. It makes having a family life and a social life impossible except on the spur of the moment. This takes a lot of understanding from family and friends. I would not recommend it to anyone.



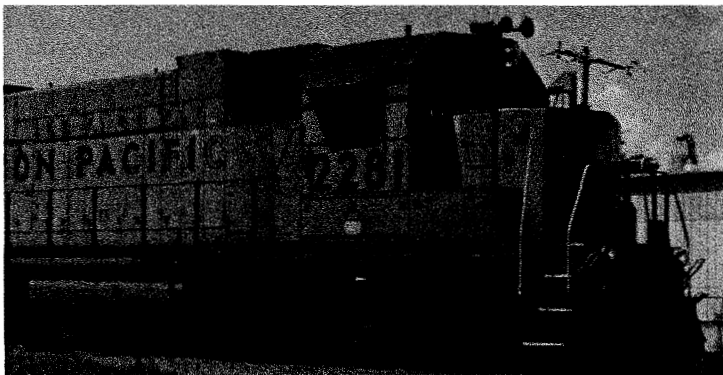
Amtrak AEM-7 at Trenton, NJ

DIESEL RARITIES

Andy Inserra

Diesel Rarities - the name says it all. Rolf Stumpf's latest CD is yet another winner, keeping up the proud standards that can be found on his other CDs. The full color booklet is of the highest quality with at least one picture from each line featured.

The CD starts on the Lake State Railroad. It is late at night and two Alco powered trains are meeting in the dark in Tawas City. After this, it is on to the Lake Superior and Ishpeming Railroad and their U30Cs. They put on quite a show hauling ore in Michigan's Upper Peninsula. Next come the sounds of all of the treasures of LTV Steel in Northern Minnesota. Here Baldwin S12s, Alco RS11's, C420's (and a lone C424), EMD GP38's, GP20m's and FP9's work to haul the rich Minnesota iron ore to the docks at Taconite Harbor for loading onto ships bound for distant ports. Also included on the CD are tracks from the Alcos of the Kankakee, Beaverville and Southern; Arkansas and Missouri; and West Tennessee. The KB+S is hauling grain through Illinois, the A+M has large lash-ups of solid Alcos hauling trains through the Arkansas Ozarks, and West Tennessee has M420s hauling trains on jointed tracks. Types of engines recorded are Alco RS2, RS3mk, C425m, GE U30C, Baldwin S12, EMD F9, GP20m, GP38, Alco C424, RS20, RS11, C420, T6, M420. Once again Rolf has done a great job capturing the surrounding sounds around the trains as well as the trains themselves, especially on the LTV. It really sounds like the mosquitoes are about to bite you. Close your eyes on one of the tracks and you will feel as if you're standing right on the waterfront at Taconite Harbor. Overall, it is a superb CD made to the highest of standards. Checkout all of the details at <http://www.railmedia.de> I guarantee that you won't be disappointed!



Pike Ads and Model Railroad Stories

Prototype and fictitious model railroads

Rosen Transportation Systems Report
Ben Rosen

Norfolk Southern wins R.T.S. "Railroad of the year" for 1999. In a surprise, prerennial superpowers, CSX and Union Pacific did not even win their division. Norfolk Southern because of an excellent service record, won the prestigious award. Other awards are as follows: "Best Eastern Railroad" - Norfolk Southern, "Best Western Railroad" - Southern Pacific, "Best Canadian/ Central Railroad" - Canadian National, "Best Passenger Railroad" - Amtrak, "Best Subsidiary" - Chessie System, "Best Looking Railroad" - Western Pacific, "Best Engine" - Amtrak SW-7, "Best Rolling Stock" - MOW 11050.

Even though BNSF and CN merged in real life, they did not merge on the R.T.S. BNSF president, "Stoshua Sterstrom" is even considering the separation of Burlington Northern and Santa Fe in some situations, but only time will tell.

As of Jan 7th, R.T.S. has 44 active engines. All R.T.S. equipment has been renumbered according to a scale. Stay tuned for more information....

Rosen Transportation Systems "Engine of the month" for January 2000 is Conrail, GP-9 #5883. This hard working engine was the leftover, unclaimed prize from last year's photo contest. This engine switches at Tobi Yard and is one of the hardest working engines R.T.S. has:



"Last TAMR Convention of the Century"

By; Andrew Matarazzo

Hi Everyone!!!

Greetings from New Jersey!!! This is Andrew Matarazzo. The last TAMR convention of the 20th century was held from Dec. 27-30th. Attendees were Newton Vezina (MA), Andrew Sabens (NY), Dimitrios Fradelakis(NYC), Gus Monsanto (NJ), Tommy Matarazzo(NJ), Andy Rasch(NJ), and Andrew Matarazzo(NJ). Guests who joined us for some of the activities included, Danny, Steven, Jeff, John, and Ricky of Old Bridge, NJ. On Dec. 27, members arrived. We worked on the Hotbox all day. (with the occasional break for Railroad Tycoon II). That night we had the first of 2 pizza parties. We had to order 4 large "pies" because we such a large convention group. The pizza place that we went to was right across from CR/CSX/NS's Browns Yard. So while waiting to pick up our pizzas, we watched a CR GP38-2 and SD45-2 breakdown train Q432. (They have loud turbochargers!!). Also that night was the first ever DVD party in TAMR history, we watched "Ghostbusters".

On Day two (December 28th), we got up to catch the tail end of rush hour on NJT's NJCL (North Jersey Coast Line). TAMR "Breakfast Club" met at Dennys. Then we had a good old-fashioned video party. That night we did some more work on the Hotbox issue #330.

On Day 3 (December 29th), we got up at 6am to catch rush hour into NYC on Amtrak's Northeast Corridor (speed limit 125mph). We caught a 105mph NJT commuter train to Newark's Penn Station. From there we got on a PATH (Port Authority Trans-Hudson) one stop to Harrison, NJ and railfanned the morning rush. We saw on average an NJT/Amtrak every minute. From there we took the "PATH". On the PATH train we passed through CSX's Kearny Yard where we saw 2 AC6000's and two brand-spankin' new CSX SD70-MAC's. , a minute later a CSX train passed us with an AC6000 on the lead. Three stops later we were in the world famous Twin Towers in Downtown Manhattan. The we took the 1 train (NYC Subway) to Times Square. We toured around Times Square and saw the famous new years ball. Then we met TAMR member Dimitrios Fradelakis in Astoria, and went to Amtrak's Sunnyside yard in Long Island City, NY. Then on to the Home Depot to look at

power tools. Also, Chuck Zehner was paged. Then on to "Trainworld" in Brooklyn where we unloaded some TAMR flyers. We had pizza party #2 at a nearby pizza place. Then we took a jam-packed NJT back to my house. We played laser tag and then we finished up the Hotbox .

This was an awesome meet! A great way to end the century!!!!

HAPPY Y2K!!!! TALK TO YA LATER!!!!!!

HAPPY RAILROADING!!!!!!

Andrew M.

Promo Mgr.

VOICES OF THE TAMR

"The Mail car"

This column is dedicated to letters and e-mails received. All TAMR members are welcomed to share their comments directed to The Hotbox staff and the members of the TAMR.

"Thanks for issue #330. This is the best issue in my opinion the TAMR has ever produced. Keep up the much improved quality!" -- David 'Grandpa' Vago, J&J Basic HO Layouts, LLC, Ada, MI

"Just got the Hotbox, very well done! I think this may be the best one yet. Lots of nice articles, etc." -- Andy Inserra, New Hope, MN (via e-mail)

"Man, the new Hotbox issue was great!!! I liked it alot. It really looked good, enjoyed all the articles, especially the one about the Dallas convention. It was great. Just wanted to tip my hat to ya and say you all did a great job on it..... Keep up the good work!!!!!" --Joel Durfee, TAMR Heartland Div.Mgr,

St Charles, MO (via e-mail)

"COOL BEANS!!!!!!!!!!!!!!!"--

Peter Maurath, Cleveland, OH



LOASSB *Conducted by: Peter Maurath*
NOODLEMANIA SERIES
ISSUE #4: TRAFFIC LIGHTS (The sequel)

Call off the traffic cops because it's time to put in some lights! This issue we'll be building the traffic lights to go with the support poles we built last issue. To keep it simple we'll be building the three light traffic signal though once you have mastered these skills you can advance to build more complicated configurations that I will touch on later in this issue.

Let's get right to business, starting with the backing for the traffic lights. Begin with a small section of thin cardstock (preferably cereal box cardboard) no smaller than a 3x5 card. Paint it flat black, both sides(while it's drying paint a section of spaghetti noodle flat yellow, we'll use this later). Once dry, pick a corner to start from and cut (1/16")(2mm) slits in the cardboard(Fig. 1), be sure not to cut the strips completely off, the number of strips you make will depend on how many lights you want to build.

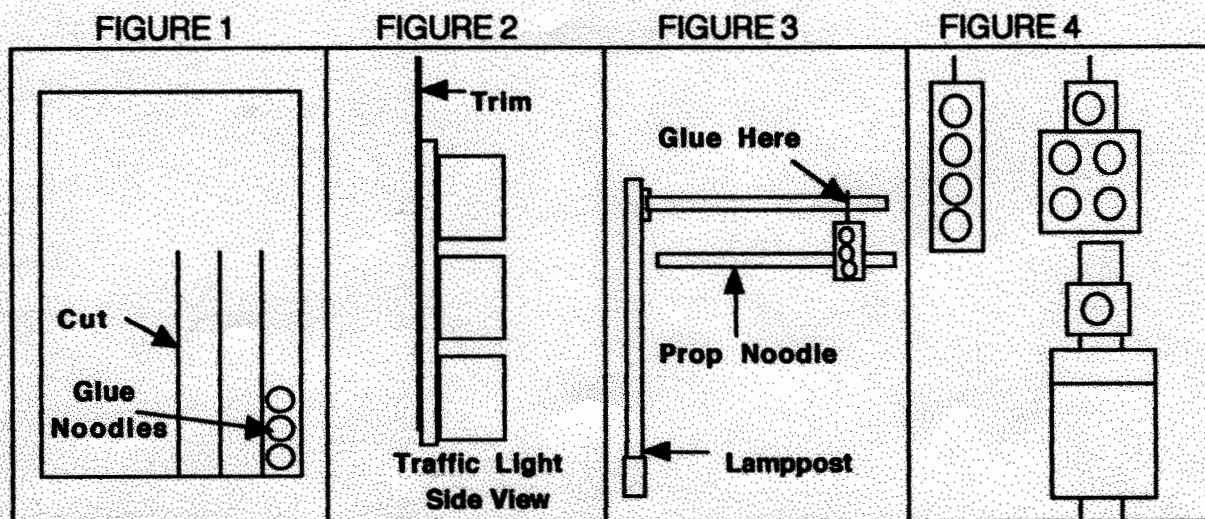
Next take the section of noodle you painted yellow and cut off (1/16")(2mm) sections for use as the actual lights. Cut more than you need since alot of them do not cut straight, or chip. The beauty of N scale is at this size almost no one could tell if they're dead straight or all the same height anyway, though try to keep them close. Starting with the bottom of the first cardboard strip glue (for this I recommend white glue) three (1/16")(2mm) noodle sections that will make up the traffic light as close together as possible(Fig. 1), this is the part that takes the most practice. Once the glue is dry paint the edges of each noodle section flat black. You now have a "blank" traffic light, it's up to you which position you want to paint it in, stop, go or floor it...I mean, caution. Once you have decided and the paint is dry, cut away your light (Fig. 1).

Now we apply the hanger that will suspend it from the support pole. I make mine out of fine wire pulled from a section of old window screening (get permission before you go ripping apart screen doors). Cut into a section a couple of inches long and using ACC glue to the back of the traffic light (Fig. 2), once dry cut the wire down till it extends approx. (1/8")(3mm) from the top of the traffic light . To glue to your support post, first set down pole on a flat surface in the direction you want the light to face. Just below the arm of the support pole set another spare noodle (Fig. 3), this will function as a lower support while the light dries. Now, apply glue to the tip of the extending wire and place where you want on the pole. Repeat this process a few times and place the pole or poles on that busy intersection. You are finished, for now.

You have the basic design, now experiment. There are many different variations of lights, from left/right turn signals, to multi-directional lights (Fig 4). These techniques even apply to other flashing lights for tight curves, school zones, ect (Fig 4). That wraps up this issue, though I have a confession to make. The Noodlemania series will run one more issue (making it 5) as we explore the misc. uses of that fine noodle. Be there!

Bill of Materials

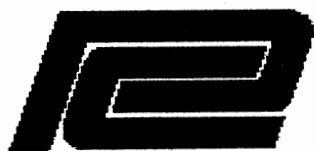
Spaghetti noodle, cardstock(cereal box), fine wire(window screening), Testors® flat black, yellow, red,& green, ACC (Super Glue), Elmers® White Glue



Reasons the Penn Central merger failed

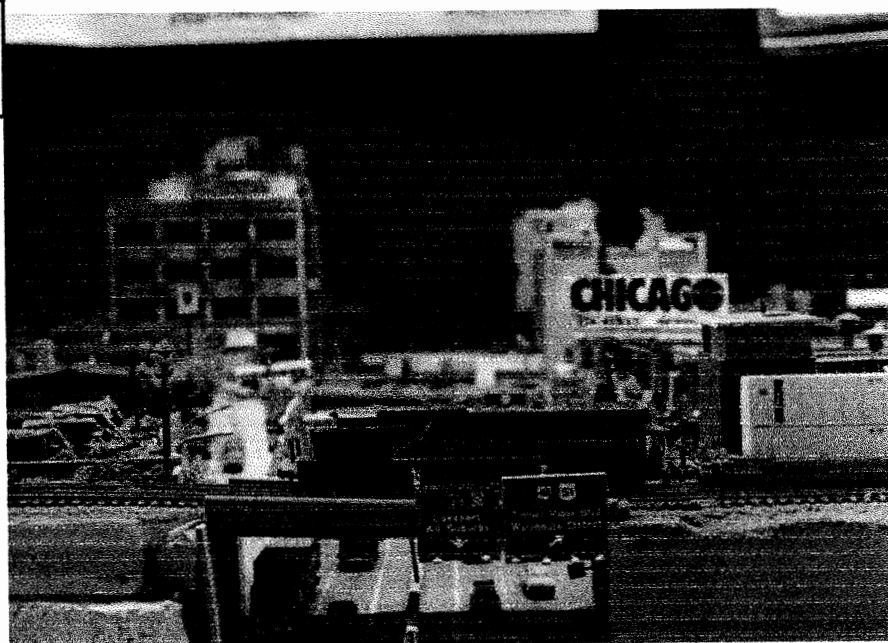
7. Promise to get passengers to destination in thirty minutes or less, bad idea.
 6. Chuck Zehner, Spokesperson
 5. Let's paint everything lime green!!
 4. Plan with KGB to take over world transportation didn't patch out
 3. Roach coach, need I say more
 2. People in econo-class ride in the baggage car.
- And the number one reason the PC merger failed:*
1. Main menu item...Spam

PIKE ADS



**PENN CENTRAL RAILROAD
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RIGHT: The N scale home layout of Peter Maurath, "What If The Penn Central Still Existed Today" Notice the Penn Central C44-9W in the foreground!



TAMR EVENTS



MARCH 10, 11, & 12th, (Northeast Region) TAMR New York / New Jersey Metro Area Division convention. Greenberg Model Railroad show at the New Jersey Convention and Expo Center, Edison, NJ, TAMR table at show, layouts, railfanning, and more! Meet the TAMR's fastest growing division!! For more information contact: Andrew Matarazzo (732) 238-7238 ,E-mail:TAMRnymets@aol.com

MARCH 19th, (Northeast Region) TAMR "One Mile Division" Annual Spring Model RR show Meet, to be held in conjunction with the spring "Ed's Boxcar" show, at the Wareham Elks Lodge, Wareham, MA. A TAMR table is planned for show. Possible railfanning (weather permitting) For more information, contact: Ben Rosen (508) 295-8674, E-mail: ben_peg_rosen@hotmail.com

MARCH 17, 18, & 19th, (Central Region) TAMR Great Plains Division spring convention, Kensal, Carrington, Bismarck, North Dakota. Railfanning, layout tours of private and club layouts, videos, pizza!! This convention is worth the trip! Even if you have to drive from Massachusetts!! For more information, contact: Lewis Ableidinger (701)435-2971, E-mail: soo201@hotmail.com

MARCH 25 & 26, 2000, (Northeast Region) TAMR Catskill Mtn. Division Spring convention, Kingston, NY. Kingston Model Railroad show (Mar 26th), TAMR table at the show. For more information, contact: Dave Mason, (914)246-8087, E-mail: TAMR53@juno.com

JUNE 2000 (Central Region) Central Region spring convention. "The Valley Flyer II" Dates : Second week of June 'to be announced' by Chris Burchett, (740) 385-6654 E-mail: TAMRcentrl@hotmail.com

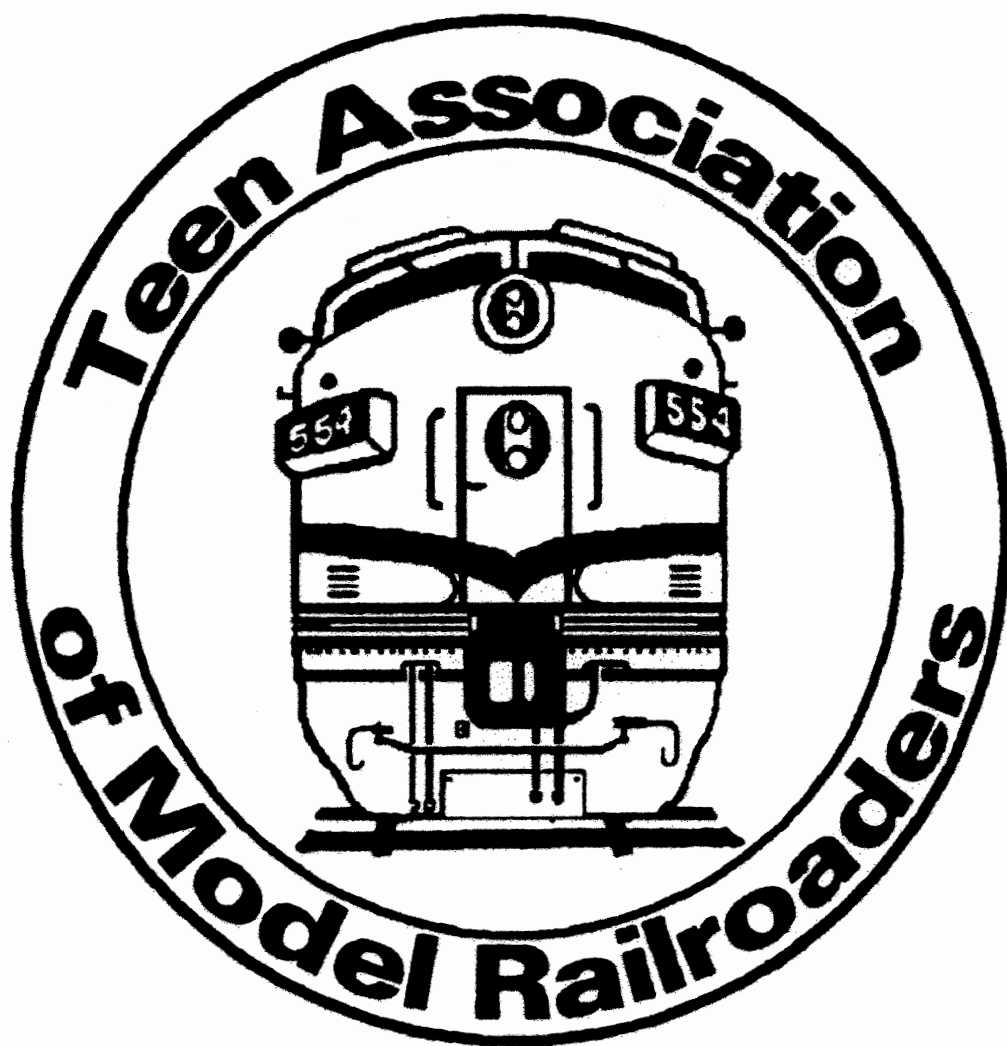
JULY 3 - JULY 7, 2000, TAMR National Convention 2000! Bakersfield, CA. Meet fellow members from all over North America at the convention of the year! For more information, contact: Joe Bohannon (661)399-6163, E-mail: GeepM@fcmail.com Annual "Post-Convention Activity" dates will be announced by post-convention director, John Reichel.

AUGUST 9th thru 14, 2000 (Northeast Region) 4th annual TAMR New York / New Jersey Metro Area Division summer convention. Greenberg Model Railroad show at the New Jersey Convention and Expo Center (Aug. 12 & 13), Edison, NJ. TAMR table at show, layouts, railfanning, and more! For more information contact: Andrew Matarazzo (732) 238-7238 ,E-mail:TAMRnymets@aol.com

EDITOR OF THE MONTH

Each month, a member of the Hotbox staff will be recognized for outstanding achievement of teamwork. The "editor of the month" for the February 2000 Hotbox is Ritchie Roesch. He has been extremely helpful "behind the scenes" to the new Hotbox staff and the success of issue #331. With only a month away until entering the United States Air Force, we again pay tribute to your instrumental role in the TAMR Department of Advivors. Ritchie's 3 page article in this month's edition of the Hotbox speaks for itself.

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