

THE HOTBOX

Youth Model Railroading at it's Finest!

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**March 2000
Issue# 332**



**Springfield
Photo
Contest
results and
Convention
report inside!**

THE HOTBOX

MARCH 2000 ISSUE #332

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Contributions:

The Hotbox depends on its 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 at least 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 front cover: The winners of the Winter Convention photo contest.. On top is Jim Spavins shot of the School St. crossing at theMystic,CT Amtrak Station. On the bottom is a photo of a TC&W Train in North Dakota by Lewis Ableidinger.

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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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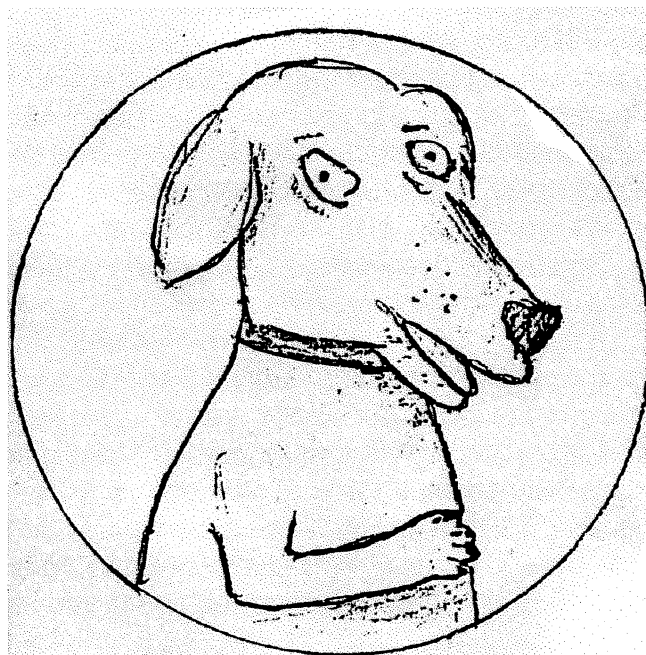
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"Bo The Wonder Dog", TAMR Mascot, is back!



Bo Wants YOU for
the TAMR!

"Hotbox University"

The first 100 days

The success of the Hotbox effort during the first 100 days has gone beyond anything we could have ever imagined when we started from "scratch" last December. Together, we created a new "megamerg-er" in the TAMR and named it "The Hotbox Team 2000". This month's issue is the third of its kind to be produced by our growing team of associate editors. Hats off to all contributing editors and members of the Hotbox team! You guys and gals are the real reason for the success! With the publication of this issue, we have now received contributions from all 5 TAMR regions!!

During the last three months, we have also introduced our national / international training program that we nicknamed "Hotbox University". This interactive support system of fellow TAMR members is a dynamite combination of talent, designed to create potential editors for The Hotbox, by the dozens. We're also taking The Hotbox on the road to places like Old bridge, NJ, Wareham, MA, Logan, OH, Kensal, ND, and in the Western Region next summer! A great way to give everyone a firsthand look of how the publication is created from start to finish. We're training the future editors of tomorrow, today!! Our finished product will become the "Hotbox Team 2001's" raw material. At some point along the way, the Hotbox became FUN again as more volunteers joined the Hotbox staff. Some of our currently active associate editors were pretty inactive until about 3 months ago. On several occasions, I had the opportunity to meet with a large and growing group of mostly Jr.high school aged TAMR members in New Jersey at a number of their regular conventions. The TAMR members of the "New York /New Jersey Metro Division" were among the first of many to volunteer and contribute to the Hotbox effort. Their enthusiasm greatly contributed to the successful outcome of the last three Hotboxes. It's commitment time at the "OK corral!!" Groups in other regions are always welcomed to do the same.

The Hotbox has been given the top priority in 2000 and rightfully so. The Hotbox is still the "lifeblood" of our organization and is the "glue" that keeps the TAMR together. As one of the greatest advisors in the history of this organization, Lone Eagle Payne told me (back when I first joined the TAMR), The Hotbox is "the steam which moves the cylinders to roll the wheels to keep us "on the right track!" There's a lot of "veteran" TAMR members

who have experience in writing articles and taking photos. You all are a very valuable resource for all of us and your articles have definitely proved that! It's also possible to learn from kids who are younger. They have the pure enthusiasm for the hobby and they have fun with this organization. We already got a wealth of talent out there of all ages. For members like myself who have been involved in the TAMR for more than 5 years, have in a fairly short period of time, reached the point of "Advisorhood". With this new role, the best way to teach and share what we know with our brand new members is sometimes we've got to take off all of our "medals" and get back in the "trenches" so we never forget what it was like to be "new" again. The best knowledge gained in any organization will be by example. It's about teaching teachers to teach teachers. With all the new high tech methods that magazines are published these days, it's sometimes easy to forget the simple things that have built our TAMR culture. This includes a publication that we can touch and feel in our hands and show to our friends at model railroad shows, etc. The Hotbox is still the best organization building "tool" we've got! In 2000, we have set bigger priorities and transformed the Hotbox into the ultimate organization building "machine" for all of the TAMR to benefit from. And like any working "machine", the TAMR has a lot of moving parts! If you want a dozen members on the Hotbox staff, find 20-25 who are interested. People in our age group get busy on a moment's notice and our day to day plans change quickly.

In closing, I would like to take this opportunity to publicly recognize Hotbox editor in chief, Andrew Matarazzo! Andrew has gone beyond the call of duty as Promotional Dept Manager to volunteer his time and effort for the benefit of the TAMR. A lot of the credit for the "good press" we've been getting is the result of Andrew's dedication. If it wasn't for Andrew, we would be printing the Hotbox in pencil! Keep up the good work, "Team 2000!!" The greatest accomplishments in the TAMR have always been achieved by the members who make it happen, not by those who wait for things to happen. The success of Hotbox effort is an example of another historical team victory in the TAMR!! The TAMR is in an age of prosperity and there's room for everybody!! Keep up the steam, TAMR!! Until next month, "this is TAMR19", signing off, over and out!!

HAPPY RAILROADING

Newton Vezina / Co-Editor, Hotbox Team 2000

Winter Convention 2000: A Success!

By: Doug Engler

Over all it was a great convention! I would like to thank the Amherst Railway Society, Railfan & Railroad Magazine., Model RR Craftsman, TRAIN-FANS.COM, and all who attended the show! With out you, there would be no TAMR! Thanks again and I wish you all a great railfanning year!

Doug Engler
TAMR VP

Winter Convention 2000 Contest Results!

PHOTO CONTEST:

Ben Rosen / Photo Contest Director

The Photo Contest 2000 at the Northeast Region TAMR Convention was a huge success.

First prize was awarded to Jim Spavins of North Stonington, Connecticut.

Second prize went to Dave Honan of Albany, New York.

Third went to "One Mile Division's" very own Willie Roberge!!

The National Winner was Lewis Ableidinger from North Dakota.

Everyone that entered got at least 1 vote, which just goes to show that our group takes great pictures. Keep up the good work, and get ready for Photo Contest 2001!

-Ben

MODEL CONTEST:

Dave Mason / Model Contest Director

The model contest ended in a three way tie for first place. The model contest winners are:

Jim Spavins / operating "HO" scale draw bridge

Ross McKnight / weathered Conrail C-40-8W

Dave Mason / Super detailed Conrail SD80MAC

RAILROAD DRAWING / ART CONTEST:

Andrew Sabens / Contest Director

First Place: Joe Bohannon / Painting

2nd Place: (Tie) Levi Wielenga / Drawing

Willie Roberge / Drawing

Congratulations to all entries!

Greetings TAMR members,

The Y2K convention held in W. Springfield, MA was a giant success. Activities began friday night while members checked into the convention hotel. First to arrive was Anthony Person. Then Ben Rosen and co. showed up to get their rooms. I arrived at about 6:30pm. A total of 17 TAMR members arrived on Friday night out of 30 total attendees over the weekend. At about 8:00pm we had the usual pizza / video party!!!!

Saturday morning was an early wake-up due to the setting up of the table and layout at the show. Many members ate breakfast at Friendly's (walking distance from the hotel). At 9am the show opened and the fun began. Attendees were: Newton Vezina, Andrew and Tom Matarazzo, Barry and Steve Simmons, Anthony Person, Adam Sullivan, Pete Maurath (yes "Mr. Penn Central" made it!!!), Hans Raab, Dave Mason, Dave Honan, Ben Lee, John Lee (Ben's dad), Ben Rosen (brought along two people), Jim Spavins, Matt Wiwczar, and Doug Engler. (i'm sorry if I forgot anyone but with 30 attendees, it's tough to list everyone!).

Adam Sullivan, Ben Rosen. and I went railfanning on sat. didn't see much. A few DASH 8's idling but no action until we headed back to the show.

After the show we all headed for the mall for the usual food and Great Train Store run. after the mall it was clinic/slide/contest time. Pete Maurath held a clinic for his usual LOASSB. Willie Roberge, Dave Honan, and Jim Spavins conducted slide shows, then it was contest time. You'll find out who won the contests in the March Hotbox!!!! After the contests, Then a few more slide shows and time for bed.

Sunday started off with "Breakfast Club" at Friendly's then to the show. Today we met up with new member Michelle Tomlinson and her boyfriend. We also had a group photo (2 takes) and I got interviewed by the parent company for Railfan & Railroad magazine! I soon left and was later told that one of the vendors at the show donated a "O" scale inter-modal switching table to the TAMR!!!

GREAT PLAINS DIVISION: A YEAR OF SUCCESS

By Lewis Ableidinger

The beginning of the year 1999 looked bright for the newly formed "regional business unit" of the Great Plains. New member Nick Olek, and his brother, Joe, were only a hundred miles away from me, so there were plenty of good convention ideas. The GP RBU also gained a member in South Dakota, Paul Baker, so growth was sure to happen.

The first true, official convention to take place happened over April 10th and 11th. It was held here in Kensal, ND, although we did quite a bit of traveling. Nick, Joe, and myself were the only attendees, but we had fun anyhow.

Nick and Joe's parents dropped them off in Kensal, and we headed to my house for a long operating session on my HO scale Dakota Railways. Some highlights included computer track warrant control and a phone system.

On Saturday, April 10th, our first stop was Bob Kjelland's O scale modular layout, called the Midland Continental (the MC was a short line that was going to run from Canada to Texas, but only went 70 miles in ND, and was abandoned in 1970), in Jamestown, ND. Anyone who attended the 1999 NMRA convention in Minneapolis probably saw this layout at the convention center. It is very neat to see such large train running right next to you. The layout also features lots of detail.

After visiting his layout, we headed to a grade on the east side of Jamestown to watch a loaded BNSF Powder River coal train climb the grade out of the valley. The train slowed considerably, as most do. Normally,

trains won't stall, but I have seen that take place once! We then proceeded east to where the MC crossed under the Northern Pacific.

The MC's main reason for abandonment was many washouts, and as we walked down the old grade toward the BNSF, we had to stop because of another washout on that line! We expected to see the eastbound, but were surprised when a westbound empty coal train came. Figuring the eastbound would be coming, we relocated in Spiritwood, ND, for a better shot.

After catching it, we waited for an hour to have nothing come, so we headed to Valley City, ND, where we looked at the old NP "low line", the Valley City Street and Interurban line (ND's only traction line), which became the Soo Line in 1953, and the NP "Hi-Line", a 3700 foot long bridge over the town. A little later a BNSF train went across the bridge, so we went to Peak, ND, to catch it there. Soon, a westbound was coming, so we hiked a half-mile to a cut. Surprise! It was another coal empty, except for two gons still loaded! After that, we headed for home, but not before catching a Canadian Pacific eastbound at a nice "S" curve. That night concluded with more operating.

We didn't get up too early on Sunday, but rather than chasing trains right away, we took some rides around my farm on our "4-wheeler". After that, though, it was off to Bordulac, ND, to catch the Soo local heading west. It was classified as Soo 4509 west, so we expected a former Milwaukee Road GP38-2 to be leading, but to our surprise, one



Figure 1 Joe Olek

of the few Soo Line GP40's, number 4601, was leading, backwards! We chased this train to a cut west of Kensal. We waited around there for about a half hour when a CP eastbound arrived with two new AC4400's leading. We chased this train to the "S" curve in Valley City, then went into town to watch it switch. It's really something to see such large locomotives spotting a couple of cars!

About an hour later, another CP westbound was coming, so it was back to the curve. A few cars after the head was a cut up CP SD40-2 and a few cars after that was a demolished CP SD40-2. We drove into town to get pictures. We later found out they were damaged in the Rockies from a rock slide. That concluded the spring convention.

In June, we held our second convention. The dates were June 21st to the 24th. On June 20th, though, I did some pre-convention things in McHenry, ND. The town was celebrating it's centennial, and rides on the former NP McHenry Loop were being given all day. The Loop is a mile long reverse loop built at the end of a branch line. Now a Whitcomb diesel switcher pulls or pushes a former NP caboose around it. In town, a NP snowplow and speeder are on display, as is an 1800's shed with hobo markings all over it. Ironically, the original NP depot was hauled out by train prior to the 1982 startup of the McHenry Loop, so a Great Northern depot was brought in from Glenfield, ND! This loop is the only one of it's kind in the world!

On the 21st, while waiting for Nick and Joe to arrive in Valley City, ND, I did some railfanning and caught some BNSF coal trains. I also caught a CP train struggling up the grade near the interstate. Although I was suppose to meet up at a gas station, they saw me down below and just drove down there! That night was the traditional operating session.

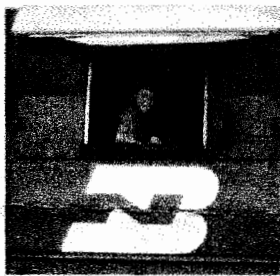


Figure 1 Nick Olek

On the 22nd, we headed for Harvey, ND, but first stopped in Carrington, ND, since a Red River Valley and Western train was switching the Pasta Grower's Pasta Plant. The power was a former Twin Cities's and Western GP7u, number 401. We watched them for a while, and then headed to Harvey.

At Harvey, we first caught the switch crew on the large dam built by the Minneapolis, St. Paul, and Sault Sainte Marie Railroad in the late 1800's to get water for the steamers.

Of course the MSt.P&SSSt.M became the "new" Soo in 1961 when it merged with the Wisconsin Central and Duluth, South Shore and Atlantic, and the "new, new" Soo in 1985 with the acquisition of the Milwaukee Road. Now, it's a subsidiary of the CP. The switch power: two AC4400's and an SD40-2.

At the roundhouse, we saw three Soo SD40-2's in storage, and Soo 2033, a former Milwaukee Road GP40 (original number, by the way), painted in the "bandit" scheme sitting in the roundhouse. Next. We went west of town to catch a CP westbound at track speed (49 MPH). When we got back, another westbound was ready with two AC's and Soo 4412, a GP38-2.

When we got back to Harvey proper, we visited the depot, and roundhouse. They'd since pulled out the 2033, and a roundhouse worker allowed us to go up in the cab, and to our surprise, drive it up and down the servicing tracks! Quite an experience! The Harvey roundhouse is doomed though, now shut down, and will surely be torn down soon.

After that, we went to Fessenden, ND, to catch the local. The head power was our friend from the spring convention, the 4601, but with Soo 4515 trailing. They came flying through town, stopped, backed up, picked up a car, and took off! It was really something. We chased it to Harvey and caught it from the pedestrian overpass over the yard. The power

Riding the Rails Behind the Royal Hudson!

By: Dane Nicholson

Hello there!,

Last summer, I was able to volunteer on the Royal Hudson Steam Train. I was able to do this because I railfanned there so often, that everyone at the station knew me by name. It was a wonderful experience and I had 30+ trips on board.

Before I get into the actual ride, I will tell you a little bit about the cars and #2860 engine. Here is the order of the cars when we leave North Vancouver.

- Indigo (Parlor car, built by BUDD in 1948)
- Seton (Club car, converted from coach in 1999, built by CC&F in 1954)
- Whistler (Coach, built by CC&F in 1954)
- Chasm (Coach, built by CC&F in 1954)
- Horseshoe Bay (Concession/ Souvenir car, converted from Cafe Lounge in 1998, built in 1954 by CC&F)
- Kelly Lake (Coach, built by CC&F in 1954)
- Sunset Beach (Coach, built by CC&F in 1954)
- Capilano (Coach, built by CC&F in 1954)
- Brunswick (Coach, built by CC&F in 1954)
- Shalath (Baggage car, converted to Power Car in 1955, built by CC&F in 1955)
- 2860 is a H1e Hudson, built by MLW in 1940 for CPR. It can go 100mph+.

Sometimes, the 2860 is not used and the 3716 is (for info on this loco, E-mail me at TAMR2860@hotmail.com)

Now we will start the scenic ride. It's 10am at the BCR's North Vancouver station. If you look west towards the engine, you can see steam from the engine, and you can not tell that we are in a day of diesels. We hear 2 short blasts of the steam whistle and the train starts to crawl. "Screech, screech, screech", the train starts to round some sharp curves in the yard. When we are about 200 yards down the main yard track (known by the crews as the "Whoopdy Doo We Are Home Track!") we normally see a switching unit (CRS20, RS18u) putting away the train that just arrived about an hour earlier. After we cleared the throat of the yard, we pass under Lons Gate Bridge. Unfortunately, to ruin the mood of passing under this historic bridge, we pass a sewage plant. We also cross a bridge here over the Capilano

River. This bridge is a great place to stand by for photos, as there is a lot of steam coming out of the 2860 as we pass by.

It has been about 6 minutes and we are in the community of West Vancouver. In West Van., there are hundreds of large homes and a lot of stars have homes there. Also, we pass Bears Toy Store, where there is a toy bear that comes out and waves at us. As a passenger on this train, you MUST waive back! Only the Royal Hudson is allowed to blow its whistle in West Vancouver. It is a sweet sound.

10 minutes later, we near the Horseshoe Bay Tunnel. This tunnel is the longest we will pass through on today's trip, and is about 3/4th of a mile long. The mouth of the tunnel has a trail that passes over and can create a perfect location to get photos. Because of the fumes from the locomotive you can't travel from car to car. That is the problem with steam!

About 2 minutes after we exit the tunnel, we pass the community of Horseshoe Bay. This town is below the train and is a ferry terminal for BC ferries.

After traveling for 7 miles, we are in Brunswick. To the left of the train is the nude beach, so keep the kids back! When we are heading back to North Vancouver, we will pass a train here. Just north of here we see the house on the point. The "point" is just a place where a rock formation jets out of the land.

It has been a while since anything of interest, but then comes Porteau. This is the stop for BCR's Pacific Starlight Dinner Train. There is also a campground here. This is a common place for trains to pass each other as there is 3 tracks.

It has been a few minutes and then we see Highway 99, the Sea to Sky. This is one of the most dangerous highways in Canada. As people sweep by us fast, they are honking their horns and waving at us, we begin to see a huge bridge with Railroad equipment on it. Cool! As we proceed even farther, we see the old Britannia Beach Mine. It is a building that looks like stairs up the side of a mountain. If you ever drive up there, you can ride their narrow gauge train through parts of the old mine! The PGE used to serve the mine, but all the tracks that were there are now gone. In South Squamish, we can see across the Howe Sound to the pulp mill. The only way to get to this mill is via a ferry. On one of the sidings beside the mill, there are 3 old passenger cars. After long attempts to find who owns these cars, I have failed.

We continue on into Squamish. We pass the Stawamus (Stue-Waa-Mish) Chief. This is a famous climbing area and we almost always see 15 climbers

per trip (I always wonder why the steam whistle doesn't ever spook them). According to the Squamish Area Native Band, everytime a chief dies, a rock falls from the mountain. Also the mountain does resemble a native chief!

We are now doing about 5mph as we enter the throat of Squamish Yard. The train stops and we back into the town of Squamish. After the train backs into Squamish, the engine is taken off the train. It is "wyed" and then comes back to be watered. This is a great chance to take photos as there is steam all over the place and it gives you the real feel of the steam era. The station is not the regular BCR passenger station, this is just a cement slab in the center of town. As we exit the train, we see several tour busses. Most belong to Pacific Spirit Tours, as they have a variety of tours available for passengers. There's also an old school bus that takes you to the West Coast Railway Heritage Park. This is a must for any railfan! The park is great and getting better! There is a mini-rail, a lot of freight and passenger cars and an Mikado being prepared to steam again. (www.wcra.org). We can get into the park for free if you show them your ticket. Also, since it is lunch time, you can purchase some food in Squamish or at Heritage Park.

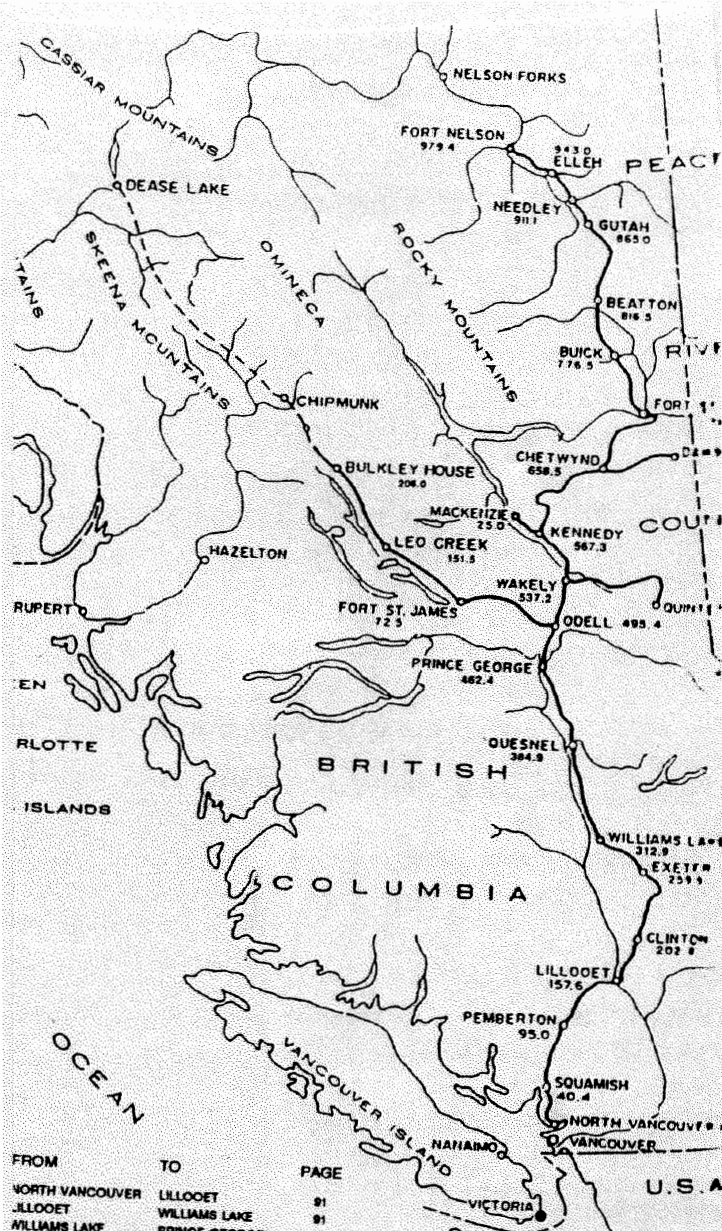
The trip is the same southbound, except we meet several other trains. Here is the schedule that will be in effect for 2000:

- Leave North Vancouver: 10:00am (Western Standard time)
- Arrive in Squamish: 12:00
- Leave Squamish: 14:00
- Clearance from Squamish Yard: 14:15
- Arrive in North Vancouver: 16:00

The train normally travels at a speed of about 24mph. The consist will be larger this year, and prices are going down. For more info, visit these websites: www.bcrail.com/bcr or www.bcrail.com/bcrpass. I would recommend pre-booking as the train can sell out.

If you have more questions about the Royal Hudson, you can reach me (Dane N.) at TAMR2860@hotmail.com, bcrking@hotmail.com or on Instant Message as "bcrking"

(map courtesy of Trackside Guide)



Top Seven Reasons Penn Central was better than Conrail.

#7. PC=Jade green, Conrail=Toilet bowl blue.

#6. PC=Used graft, corruption, and Washington bureacracy to create itself, Conrail=Got a check from Uncle Sam.

#5. PC=Happy worms logo! Conrail=That line and circle thing.

#4. PC=Took the time and hard work to run filthy, late, ramshackle passenger trains, Conrail=Let Amtrak do it.

#3. PC=Revolutioned the world with optical classification systems! Conrail= Ripped it all out.

#2. PC=Never difficult to derail trains, Conrail= Actually had to have thiers moving to derail them.

#1. PC=Lover of All things Baldwin, Alco, and Electric, Conrail=Hater of anything w/o an EMD logo or that had to plugged in.

PIKE ADS

Logan Southern Rail System

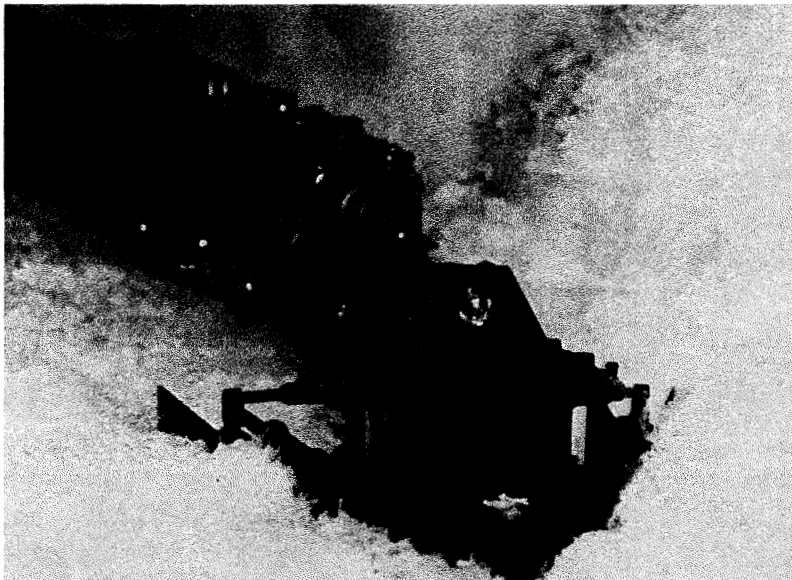
The Logan Southern Rail System can work for you! Using the PC-LSRS Boxcar Pool (a PennSouthern service), you can ship your cargo all over the East - and at a cheap price! The PC-LSRS Boxcar Pool uses existing LSRS and PC trackage, cutting costs and time of interchanges between different trains.

Check out : <http://welcome.to/lrs.com> for more information!

Units trains are expected to run by July.
Copyright 2000. Logan Southern Rail System



ABOVE: Peter Maurath (left), and Central Region Rep., Chris Burchett, operating the LSRS home layout of Chris B



Honorable Mention

The photo at the left was entered in the Winter 2000 Convention modeling contest by **Louis Granato III** (age 12) of Geneseo, Ill.

Louis writes: "A mighty G-5 ten wheeler on the PRR clears the rails on a branch line in the foothills of the Allegheny Mountains. In reality, this is a photo of a MTH Premier Line 3-rail O gauge PRR G-5 pushing a spreader,also MTH Premier Line. I made the mountains using cardboard, quilt batting and fake ground snow" Thank you, Louis, for your awesome entry!

TAMR PROMO PAGE

by Andrew Matarazzo and Andrew Sabens 'The Drew Crew 2002'

"The People's Choice"

TAMR Convention Bill

By Andrew Sabens - TAMR Asst.Promotional Dept.Manager

I believe all TAMR members should have the right to vote on the national convention. You may ask "how will members see the proposals?" All members will get a Hotbox with ballots in the mail then will be sent to a person to tally up the votes.

Officers votes will count as 2 and regular members can count as 1 vote. The TAMR national convention is something that all members should vote for. If just the officers vote for one convention and the members don't like it, we have wasted the time to plan one. Members are what make this organization run. Not just the officers.

If there were more that one officer in one region than another. This will have an effect on the outcome. However, if all the members voted on the convention proposals, we would go to where the majority of members want to go.

Welcome Aboard New TAMR Members!!

Central Region

Jason Loudermilk

Northeastern Region

Christopher Ostrosky

International Region

Dane Nicholson

Western Region

Stephen Bray

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Photographing Model Railroads "On a Shoestring Budget"

By Ritchie Roesch

You just completed scenery on part of your layout. So you tell yourself, "Self, I think I'd like some photos of this newly completed scenery, so I can show Chuck Zehner and Bo how good of a model railroader I am!" So you get your point-and-shoot with built in flash camera out and go to town. However, two days later when your photos come back from the lab, they are yellowish, blurry, with a lot—and I mean lot—of unwanted contrast!

That can be very frustrating. I've been there, done that.

But then you read in a magazine that if you buy this really expensive camera, buy all this expensive lighting equipment, and have an expensive handheld light meter, you can take magazine quality photos. "Great!" You exclaim! But, after rushing upstairs and breaking open your piggy bank, you realize that you don't have \$3,000 to spend on photographic equipment.

So what do you do?

Over the next two issues of the Hotbox I'll show you that even with a limited bank account you can still take great photographs of your layout.

Issue 1, The Basic Operations of Your Camera

Hello and welcome to the first installment of Photographing Model Railroads "On a Shoestring Budget"!

First off you will need a Single Lens Reflex (SLR) 35mm camera, which are easily recognizable, for they have detachable lenses and an adjustable shutter, aperture, and ISO/ASA (film speed) settings. Now you may be saying, "Whoa, now, Ritchie! I don't have \$700 to drop on a camera." If you don't already have a SLR camera, then you'll have to spend some money here. However, I should note that I've seen good used SLR camera's with a 50mm lens for as little as \$150, which is still a lot, but not nearly as much as \$700. My camera is a rebuilt Canon AE-1 (it came with a 50mm lens). I paid \$300 for it. It had a one-year full warranty and the seller let me pay the amount in small payments. So it is not entirely impossible to find a SLR camera in your price range.

You'll also need a lens, but most of the SLR camera's you find will come with one. The 50mm lens is the standard lens, as it sees the same as the eye sees. A 35mm lens is a wide-angle lens, as it sees further away than the eye sees. An 80mm lens is a telephoto lens,

as it sees close then the eye sees. You'll find all of them useful, so you may want to get a zoom lens, which covers a wide range of lens lengths.

Two more things you will need are a tripod and a cable release cord. You don't have to drop a lot on a tripod; places like Walmart have some for as little as \$20. A cable release cord screws into the shutter release button on your camera (note: many newer cameras don't have a place to screw in a cable release cord). What it does is it lets you take a photo without actually touching the camera. On longer exposures even your heartbeat can cause camera shake, so you'll want to have a cable release cord handy whenever possible. I purchased mine for \$15.

Okay, you now have all the photo equipment that you will need. Before going out and taking photographs, though, you'll want to know how to use your camera.

First, load your film and set the ISO/ASA (film speed) to the correct setting (i.e. set the ISO to 400 if you are using 400-speed film). Next, point the camera at a subject, any subject, and push the shutter release button half way down. Looking through the lens the light meter in the camera will tell you what the correct aperture setting should be for the shutter speed your camera is set for. Out of doors (and depending on the film you are using) you'll probably set your shutter speed at 60, 125 or 250 (note: 60 equals 1/60th of a second, 125 equals 1/125th of a second, etc.). Indoors it'll probably be lower than 60 (note: put your camera on a tripod when the shutter speed is 30 or below, or else you'll get camera shake). Your aperture (or f-stop) is on the lens and will range from (usually) 2.8 to 22. The higher the number the better, as your picture will be much more sharp (will have better depth-of-field). In fact, your goal is to get your aperture as close as possible to f-stop 22. You do so by adjusting the shutter speed (note: for specifics on your camera, refer to your manual).

Something to know is that when you move your shutter speed from, let's say, 60 to 125, you have halved the amount of light entering your camera. Likewise, when you move your aperture from F-stop 5.6 to 8 you have halved the light entering your camera. It works visa versa, as well (i.e. from 8 to 5.6 doubles the amount of light). When you double the amount of light with the shutter you will have to half the amount of light with the aperture. So, let's say, your shutter speed is 250 and your meter tells you the correct F-stop is 11. You'll need to move your shutter speed to 60 to get your aperture to F-stop 22.

I'm out of room for this issue. Next issue I'll explain how to take out of doors photographs of your layout.

Train Orders

TAMR on the Web.

Thanks to Chris Burchett the Southern Region website has returned, check it out at:

<http://members.xoom.com/tamrsr>

-Josh Trower/SR Rep.

I just set up a homepage for Western Mass Railfanning:

<http://www.expage.com/page/westernmassrailfanning>

-Adam Sullivan

The new website is up! The new website is still going thru the final phases of development and the new website has some sections which are not complete however I am sure most will agree it's a new look and worth the time spent on it. Model Railroader has been notified that the ad doesn't have the new address (<http://www.tamr.org>)

Just thought you'd like to know that Model Railroad News has a website www.modelrailroad-news.com. If you have room to mention this in the Hotbox that would be great. -- Jim Spavins

Classified Section

Hello! My name is Ross McKnight and I will be starting a classified add section in the Hotbox. This will be a place where TAMR members can sell, place wanted adds or trade model trains or model train related items. Of course there will be no charge for placing adds. If you would like to place an add in the classified section you should write or e-mail me telling me what you want to sell or trade. This should include what you are selling a brief description of the item and the price of the item or what you are willing to trade for it. My e-mail address is:

Gt2psxtrains@aol.com

and my address is:

Ross McKnight

25 Sylvan Ave.

Unionville, CT 06085

(USA)

If you have any question write me or e-mail me.

Voices of the TAMR

"The Mail Car"

To Newton Vezina, and TAMR members, but especially you NEWTON!!!!!!!!!!!!!!!!!!!!!!

The Teen Association of Model Railroaders, just any old organization, hardly! The T.A.M.R. represents a statement unlike any other group. This association proves younger people can bond together under a common interest plus operate an organization as true professionals and enthusiasts.

The TAMR places major responsibilities to the members who facilitate the organization's business and operations. Some of you might only think of this group as a model railroading society, but it's so much more. Leadership and character is formed in today's teens, and for tomorrow's leaders. Running the TAMR is not an easy job. I know this from first hand experience with the many positions I had the opportunity to direct.

This organization could not exist if it was not for all of you, the members and officers of the TAMR. However, when I reflect at certain people who shaped the TAMR into what it is today a handful of names will appear many times. One person in particular is Newton Vezina.

Many TAMR members personally know this great individual. Most active members have seen Newton at countless TAMR conventions and events, usually behind a video camera! Newer members might only recognize him by a few emails or the "new" Hot-Box.

I am sure many of you don't know him, however; I do know that Newton is the kind of person who would do just about anything for the TAMR or any of its members. This includes taking month long road trips for TAMR national conventions.

There have been many times in this organization when its future looked bleak, but Newton always seems to be the person who pulled everyone back together and made the grand idea of the TAMR work! If it wasn't for your leadership Newton, the TAMR might not be here today for us, the members to enjoys its many benefits. My hat is off to you buddy, your a true gentleman. Thankyou.

Sincerely,

David Lloyd. Hadley

TAMR President 1996-1998

Deere Pass and the Marshal Spine Line

By: Levi Wielenga

Dear TAMR members,

HELLO! from northwest Iowa. I am happy to have been chosen to write about my layout in The Hotbox. To start with, I have changed the name of my layout from "Stampede Pass and Big Flat Rwy" to "Deere Pass and the Marshal Spine Line".

My layout is 7' by 10' with an access hole of 2' by 4' in the center. Three sides are tight to the wall since the basement room is 7' by 20'. All the controls (power packs, switches, etc) are located in the access hole. This setup makes it difficult to have two operators running trains at the same time, and almost impossible to have three people in the center.

To power my trains, I have 2 MRC Dual power packs. One cab is used on the Deere Sub and another cab is used on the Marshal Sub. The other two power the Wilmar yard tracks, and the turntable roundhouse complex. All the yard tracks as well as the sidings are on toggle switches so I can make them "dead" tracks if I need to. On the two mains, I have 3 blocks that I can cut out power if I need.

My bench work is made of half inch plywood, supported by too many 2 by 4's! I mean you could put a truck of a real rail car on it. On top of the plywood is 2 inches of styrofoam. This is very nice to have when you come to landscaping. All of my track is code 100, except one curve switch, and mounted on cork road bed. The track height ranges from 3 feet off the ground to 3' 6", with a pretty hefty grade of 3.5 percent on the Deere Pass. I have all the track laid and all but the yard has been painted a light brown.

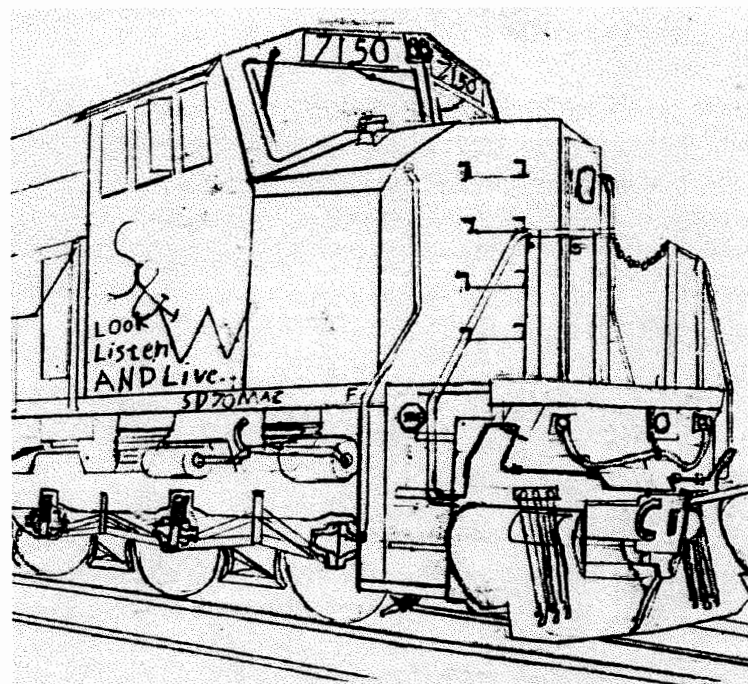
I am still working on scenery, but do have a lot of it done. I used plaster cloth to make the mountains and hills. After painting them an earth color, I cover them with ground foam. I have painted back drops on three walls, where the railroad is tight up to the wall. I also used pictures, cut out from magazines to make "real" back drop behind the bridge and overpass. I have rigged up a real working stream with real water! I also have a working turntable, a flashing crossing and I am working on the yard lights. Most of my buildings are either Walthers or Pikestuff. Some of my industries, served by rail are; an elevator, a printing house, and a possible mine. The Deere Pass as it's name implies is a pass through the "Little Rockies". The Marshal sub is a line that cuts through the "Corn Belt". (On my railroad world, the corn belt is next to the Rockies.) As for the operation end, I am still planning. I want it to be prototypical. At this point, I am planning to have two subs in between a Union Pacific sub and shortline sub. Trains going in one direction will pull into the BNSF from the shortline, travel both subs, and

then pull off of Deere Pass onto the UP line. Trains going in the other direction will pull onto the BNSF from the UP, travel both subs and then back onto the shortline. It's kind of complicated and I haven't worked out the details. These two turn off tracks for the UP and the shortline are in reality only one track that leads to the edge of the Southeast corner of my layout. I was making and going to make a bunch of transports. These train storage tracks are 3 1/2 feet long and fit on the end of the turn off track. But while looking through the March issue of Model Railroader, I came across an ad for Train-Safe-Center USA, which makes storage transports. So I think if I can swallow the rather large price, I will buy some.

All my locomotives are Athearn. One of which is a Genesis SD75IM. What a sweet locomotive! I highly recommend it. I am in the process of super detailing all 5 of my engines and my younger brother's 2 engines. My younger brother, Luke (age 11) owns one grain train, a BNSF Dash 9 "pumpkin", and a BN tiger stripe GP50. Luke also helps me when I need an extra hand.

I got hooked on trains ever since my grandparents gave me a Bachman train set for my 7th birthday. And I've been driving my parents crazy ever since. I love trains and that is why I continue to spend night after night down in the basement! I hope you have enjoyed the article, and if you want more information about my railroad; give me a call at 1-712-722-1828. Or if you are passing by Sioux Center sometime, call or stop by and you can have your own personal tour. Happy Railroading to all my friends in the TAMR!

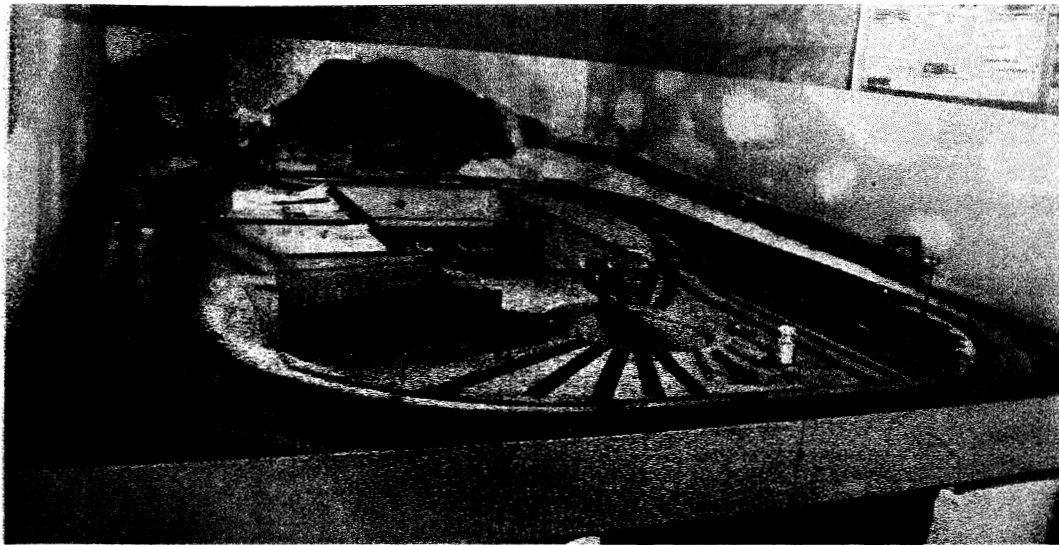
Your Friend,
Levi Wielenga



Levi Wielenga

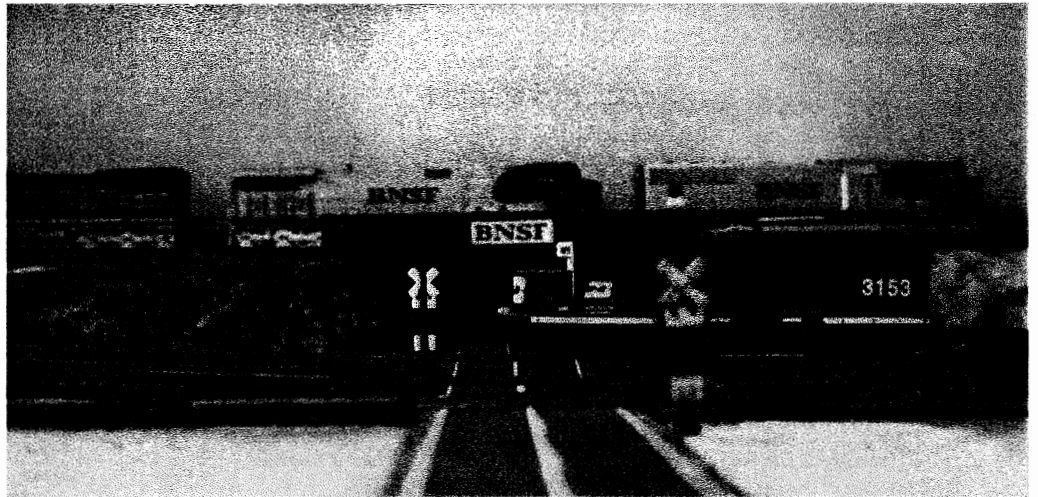
Deere Pass and the Marshal Spine Line

Photos By
Levi Wielenga

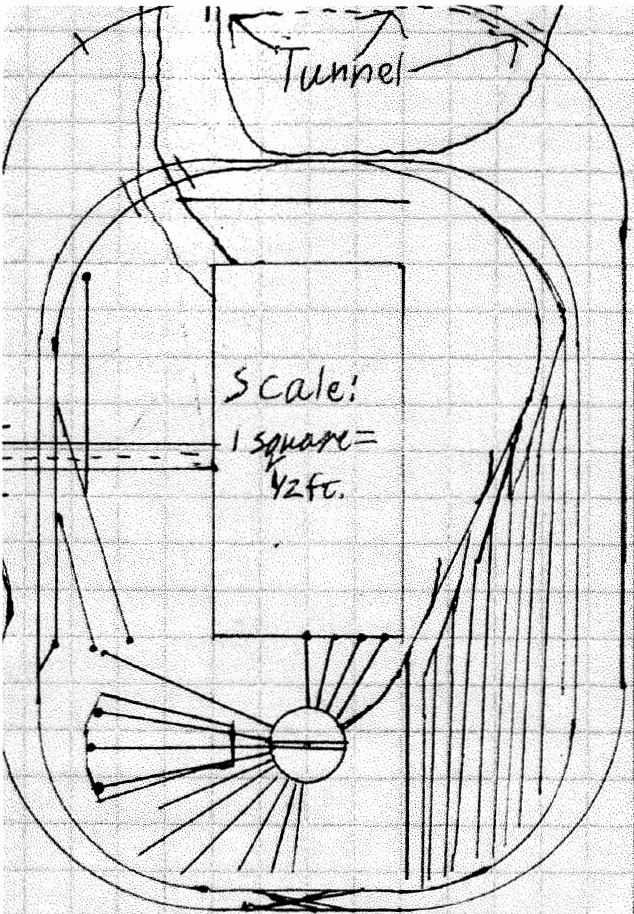


Top: An overhead shot of Levi's home layout, the Deere Pass and the Marshal Spine Line

Right: A GP-38-2 switches while a BNSF freight passes in the background with a BNSF SD75IM



Lower Left: "DP&MSL" track plan by Levi



Lower Right: A BNSF freight passes through the amazing scenery on Levi's layout.



LOASSB *Conducted by: Peter Maurath*
NOODLEMANIA SERIES
ISSUE #5 MISCELLANEOUS USES

Welcome back, this issue, I'm sad to say, will wrap-up the Noodlemania series. We finish with a look at some of the miscellaneous uses for this amazing uncooked pasta.

Roof vents can be very easily constructed in large quantity to suit your needs. Just paint a section silver, gray or black. When dry, cut sections to the required height you want it to be from the roof, and glue in place. Add a little speck of flat black paint to the top once the glue has set, and your finished.

You often see yellow poles, that act as protection, around garage door openings, fire hydrants, streetlamps, ect.. These are an often overlooked detail that can be easily duplicated by painting a section of noodle yellow, then cut to the desired height (N scale roughly 1/8 " or 3mm). Then place around the layout to keep your citizens from taking out a warehouse door.

Fence posts are also a great use for the noodle, from solid wall fencing to chainlink. Inexpensive chainlink fencing is made by gluing painted sections of noodle to cut sections of window screening. Height and design can vary, use prototypes to make your model versions. Though the screening won't match the chainlink "diamond" pattern exactly, for N-scale, even HO, it's convincing enough. Fencing designs depend on what you can create. Use what you see in the real world, or just invent a design. We'll cover more on fencing in later issues.

Billboard and sign posts are another great use. You can paint several sections of noodle at once, then build a simple framework for the billboard or just attach it to some cut, even spaced vertical sections. Also use to attach street signs or as a pole to hold-up an outdoor sign for a business on the layout.

Make good use of your skill at bending noodles for streetlamps. Tank farms, refineries, anywhere that requires alot of outdoor piping, can be done by bending the noodles to the direction you want, painting and mounting in place. What's great about it is they're easy to mass produce, inexpensive, and can be custom bent to suit your needs.

Really this is only a sampling of what is possible with the noodle. I discovered this secret over five years ago and even today am still uncovering new uses for it. Most of what I came up with was through trial and error and from looking at that world outside my basement. Well I'm all out of space. Coming-up next issue, we kick-off a new series on road building with Illustration Board. Time to put the DOT crews to work!

T A M R E v e n t s

APRIL 7, 2000 (One Mile Division, NER, Wareham, MA) Beginning on April 7th, Spring and summer Friday night operating sessions will continue (on every other Friday!!) All are invited!! For more information, contact: Doug Engler (508) 291-8927, E-mail: NAS-TRN@capecod.net

MARCH 25 & 26, 2000, (Northeast Region), TAMR Catskill Mtn. Division 2nd annual 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

MARCH 31, 2000, (Northeast Region) TAMR Railfan Day, Palmer, MA and/or Selkirk, NY. All are invited!! For more information, contact: Doug Engler (508) 291-8927, E-mail: NASTRN@capecod.net.

APRIL 26, 27 & 28, 2000 (Northeast Region) Burlington, Vermont Spring break! Railfan the Vermont Railway and the New England Central, publish the TAMR 2000 directory, eat some pizza, chill. For more information, contact: Hans Raab, E-mail: treasurer@tamr.org

MAY 19, 20, & 21, 2000 (Northeast Region) First Annual "Boston & Albany" Division spring convention! "Chester on Track" in Chester, MA / Railfanning on May 20th and 21st. All welcomed! For more information, contact Adam Sullivan (413) 739-1949, E-mail: TAMR4130@aol.com

MAY 12,13,&14, 2000 (Northeast Region) Spring convention Steamtown meet Scranton, PA For more information, contact Andy Rasch

JUNE 1,2,&3, 2000 (Southern Region) TAMR Southern Region Meet: We will attend Rail Days at the NC Transportation Museum, you will see steam and diesel, model and real! Also ride the New Hope Valley Rwy in Bonsal, NC. In the evening, TAMR members will participate in an operation session on a gorgeous area home layout based on the MONON RR. Other activities are being planned. For more information, contact: Josh Trower, E-mail: gg1_4935@hotmail.com

JUNE 5 thru 11, 2000 (Central Region) Central Region spring convention. "The Valley Flyer II" Experience a week of the best railroading in Ohio! Railfanning and layout tours! 2001 National Convention Convention preview! For more information, contact: Chris Burchett, (740) 385-6654 E-mail: TAMRcentrl@hotmail.com

JULY 3 - JULY 8, 2000 (Western Region) **TAMR NATIONAL CONVENTION** "The Daylight 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 the post-convention director.

JULY 12 - JULY 18, 2000, (Central Region) TAMR "Heartland Division" summer convention, St Louis, MO. Planned events include, layout tours, railfanning, possible yard tours! A great opportunity for members traveling home from the national convention. All are invited! For more information, contact: Joel Durfee (636) 477-0582

AUGUST 9th thru 14, 2000 (Northeast Region) 4th annual TAMR New York / New Jersey Metro Area Division summer convention. Greenberg Model Railroad show and gigantic N-trak layout (32,000sq. ft.) 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

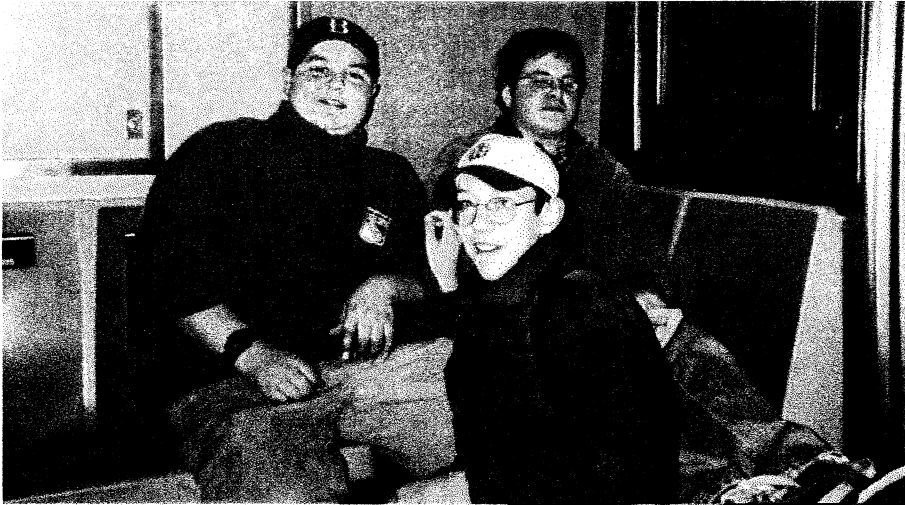
FEBRUARY 2, 3, & 4, 2001 (Northeast Region) By popular demand, here's the dates of the next annual winter convention in West Springfield. Less than 11 months away!! Mark your calendars now!!

EDITOR OF THE MONTH

Each month, a member of the Hotbox staff is recognized for outstanding achievement of teamwork. The editor of the month for issue #332 is Lewis Ableidinger. Leader of the TAMR "Great Plains Division", he wrote about this remarkable division, built from "scratch" in this month's Hotbox.

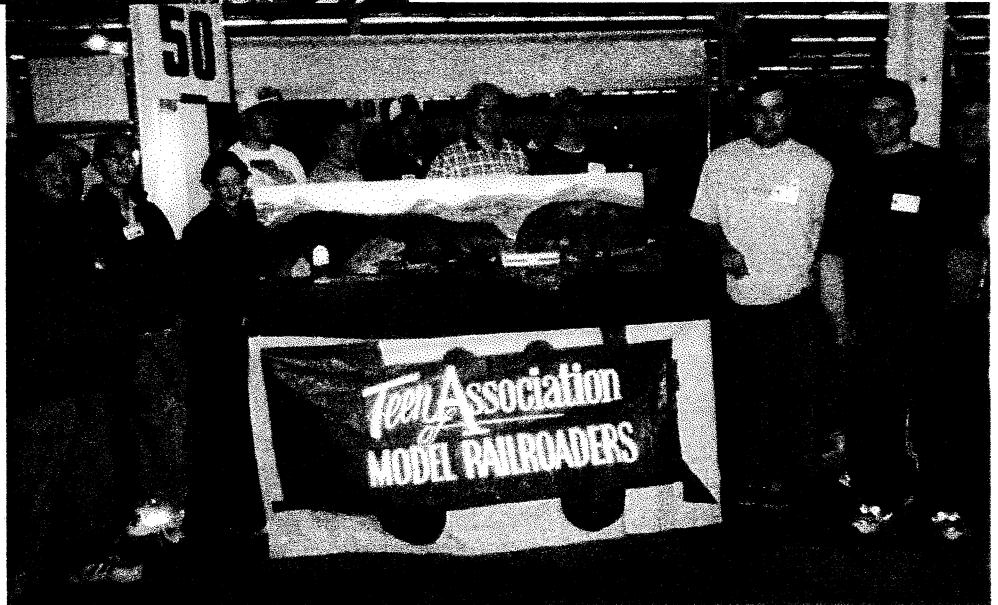
Convention Photos

All TAMR members are invited to contribute photos of their convention activities, large and small.



Left: Riding the NYC subway in Brooklyn, NY. (from left to right) Andrew Matarazzo, Andrew Sabens, and Dimitrios Fradelakis

Right: One third of the attendees at the "Winter Convention 2000". (from left to right) Andrew M., Andrew S., Steve S., Dave M, Dave H., Doug E. Barry S., Matt W., Pete M., Ross M., Andy R.



Left: TAMR members at the November 1999 NY/NJ Convention. From left to right, Gus Monsanto, Danny Matarazzo, Andy Rasch, and Tommy Matarazzo