

The Hotbox

Youth Model Railroading at its Finest!

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Teen Association of Model Railroaders



RAILFANNING NEW YORK CITY

THE HOTBOX

ISSUE#333

APRIL 2000

SEND ARTICLES TO:

Newton Vezina

ON THE COVER.....New York City Transit (MTA) steeple cab electric #5 at the New York City Transit Museum in Brooklyn. The museum is built in the old BMT Court Street Station and has a great collection of NYC subway cars dating back to the 1800's. Photo by Dimitrios Fradelakis.

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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, etc..

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.

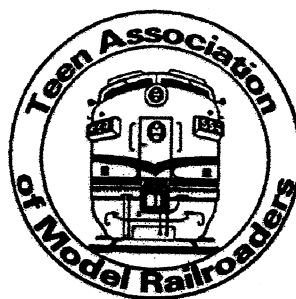
Photos for the cover must be at least 3x4, larger photos are recommended.

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

Please contact the editor for further details on submissions.

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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 newsletters and an invitation to participate in all TAMR event. The available membership categories are as follows:

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Mystery Science Theater 3000

A NOTE FROM THE EDITOR:

Hello, this is the April issue of the Hotbox, this is also my last Hotbox as I am moving to a galaxy far far way to live with the Ewoks and train to be a Jedi Knight to fight the dark side. As for the Hotbox I am selling the rights to the National Inquirer, so might might see a few changes being made, including a new column, " True Stories about Celebrities that aren't True".And one last thing April fools.

-Andrew Matarazzo
Hotbox Editor



Editorial of the Month

By: Aaron Marcavitch

Well, well, well! Isn't it inspiring to open the newest edition of the Hotbox and to discover that I am still remembered and known. Newton has always been a great booster for me and I appreciate his re-cycling of my words, "not that I want to get sidetracked." Then I to turn to the last pages and see my idea for "Pike Ads" in use. Granted my idea was not very well developed but I guess it is in use now.

So I figured it was time that I report in and let everyone know what the former newsletter editor is up to these days. Well to start I have graduated from Roger Williams University in Historic Preservation. I am now a fully qualified "Bob Villa." That means I cannot handle tools for risk of injury but I can tell you all about what other people are doing. As such a qualified candidate, I am now working in Boston for an organization called Historic Massachusetts. We are the statewide non-profit organization dedicated to advocating, educating, and preserving our environmental and built resources. I have, somehow, wandered back into newsletter business and have begun to help write the newsletter for Historic Mass.

I plan on returning to school this fall and majoring in American Studies or Public History (Education related). Where I haven't a clue, most likely Tennessee or Boston. In the mean

time I am consumed with sleep and dating a great girl, Andrea. She is understanding of my problems (preservation and railroads). I still have my box of everything models, but I just don't have the room to put anything up! (Its tough living in a six by nine room.) In any sort of spare time I design web pages for local history organizations (it was supposed to be a way to make money, but hasn't worked out that way) and go hunting for old drive-ins, diners, mills, buildings in general, or other things that might look good in picture form. I also am trying to do something special with my senior thesis on recreational items. (amusement parks, etc.)

I hope everyone out there is having a great time with model railroading, and I hope that TAMR never fades away. Please feel free to contact me by e-mail at acornhp@yahoo.com at any time about short lines, industrial items, turning old railbeds into trails, preservation items in your community, or anything at all. If I can be of any service to the board, with my skills in web design or newsletters, please let me know. I hope you are all well.

Aaron Marcavitch
Former Hotbox Editor
E-mail: acornhp@yahoo.com



Six Hours on the Kansas City Southern's Dallas Subdivision



Text and Photography by Ritchie Roesch

It was an overcast, foggy morning, but I didn't know it yet, for the sun was still an hour away from peaking over the horizon. The clock on my car radio told me in little green numbers that it was ten till six o'clock as I pulled into the Kansas City Southern yard parking lot on the north side of Dallas, Texas. This yard, known as South Garland Yard (MP T-215), is the southernmost (westernmost to KCS) end of the 42 mile Dallas Subdivision. Although the Dallas Subdivision isn't the busiest or best-known part of the vast KCSI system, it is, however, an important part of the system, for it allows the railroad to have east-west traffic (along with about a dozen other subdivisions that make up the east-west mainline).

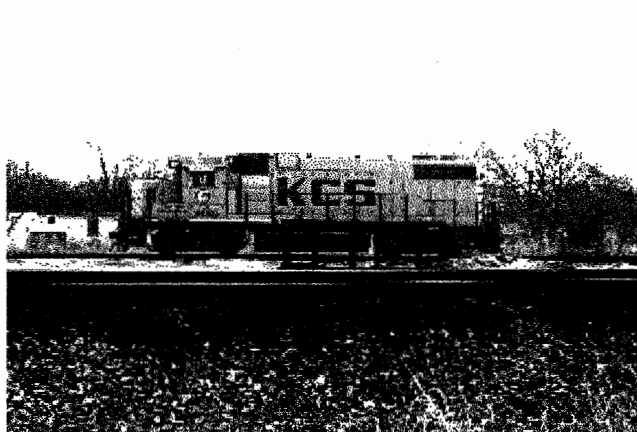
Six trains originate or terminate on the Dallas Subdivision, not including two locals out of South Garland Yard and one out of Greenville Yard (MP T-173—the easternmost end of the subdivision). Two of the trains are manifest—M SHDA (Shreveport to Dallas) and M DASH (Dallas to Shreveport)—and four are Intermodals—I KCDA (Kansas City to Dallas), I DAKC (Dallas to Kansas City), I NODA (New Orleans to Dallas), and I DANO (Dallas to New Orleans). There are four trains that traverse the line between Greenville Yard and Lavon Junction (MP T-200)—M NOAL (manifest New Orleans to Alliance), M ALNO (manifest Alliance to New Orleans), I ATAL (Intermodal Atlanta to Alliance), and I ALAT (Intermodal Alliance to Atlanta). The Alliance Subdivision splits off from the Dallas Subdivision at Lavon Junction and goes west to the BNSF Alliance Yard north of Fort Worth.

The reason for the railfan outing that morning was this article you are reading—*Six Hours on the KCS Dallas Subdivision*. My plan was to railfan the subdivision from six o'clock to noon to show the *Hotbox* readers that indeed it is an important part of the rail system, even though it isn't all that busy. However, when I walked into the yard office at the South Garland Yard at 5:50 that morning my hopes were quickly dashed away. "Everything is tardy today. No trains until around eleven o'clock—it'll be a piggyback," the yardmaster told me. But, as it turned out, I still had lady luck on my side and saw several things of interest.



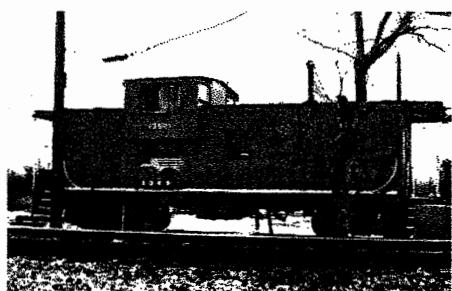
2/7/2000, 6:00 AM:

Even though South Garland Yard was full, there was no activity—not even switching. So I moved north, where I found HLCX SD40-2 6063 parked on a siding in Garland under the night sky.



7:20 AM:

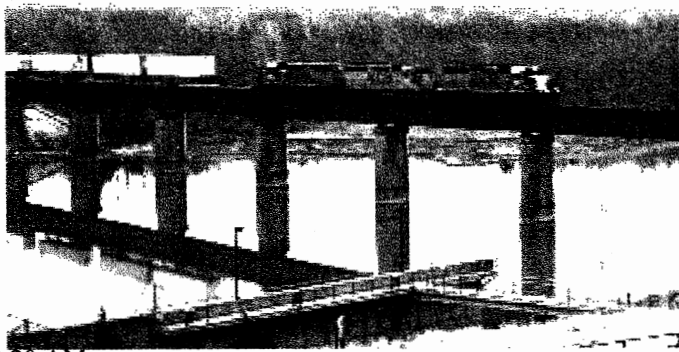
For the most part, major highways parallel the mainline, so I followed it north and east to see if I could find activity. But alas, after much driving I found nothing. Finally I reached Greenville Yard, which was pretty much empty. A lone GP38-2 (4026) sat idle in the middle of the yard.



Left: An ex-Mopac caboose is now used for storage at Greenville Yard.

Right: Not finding any activity on the Dallas Subdivision, I ventured onto the Greenville Subdivision momentarily. In Sulphur Springs I found three locomotives—SD50 708, GP40 4780, and SD40X 701—getting ready to work. At 8:15 AM I KCDA rolls through town, so I followed her west.





9:20 AM:

I caught up with I KCDA in Greenville, but, due to 65 MPH running, I couldn't get a substantial lead until Lake Lavon Dam Bridge, where I took the above photograph.



Greenville Sub ->
Farmersville Greenville Yard

Dallas Subdivision

Copeville



<- KCS Alliance Sub

Lake Lavon Dam Bridge

Wylie

Sachse

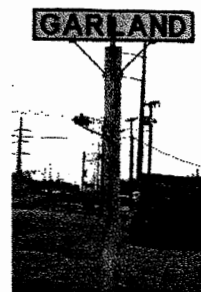
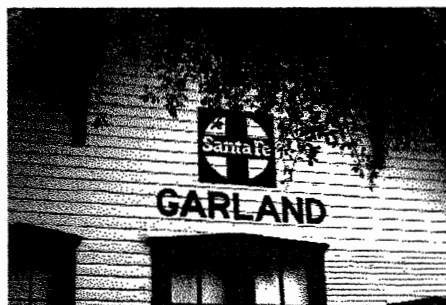
Garland

DGNO Crossing

To KCS
Alliance
Sub

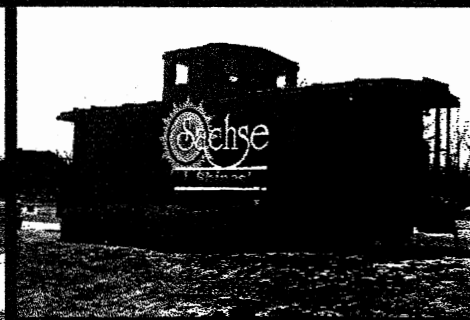
South Garland Yard

To U.P. Interchange in Dallas



Perfect Job?

As a railfan, what would be your dream job? The perfect job that's just right for you? Maybe locomotives engineer? Maybe working for a tourist railroad? I bet it isn't working for the chamber of commerce, right? Well, you haven't seen the Sachse, Texas, Chamber of Commerce! Sachse is a quaint town north of Dallas where people live to be away from the city—far enough from it to be quiet, yet close enough to easily commute to it. So what is so different about the chamber of commerce in this small town? It is in a restored ex-Union Pacific (number 25613) CA-10 caboose! The caboose was built in 1975 and had a quiet, short history. In the early 1990's it ended up on Southwest Railroad Car Parts scrap track. A few more months and it would have been turned into soda cans! But alas, Sachse, a town that once survived by the Santa Fe (who was the original owner of the KCS mainline), came in just in time to save the caboose. Now, it sits right next to the KCS mainline proudly displaying the town name.

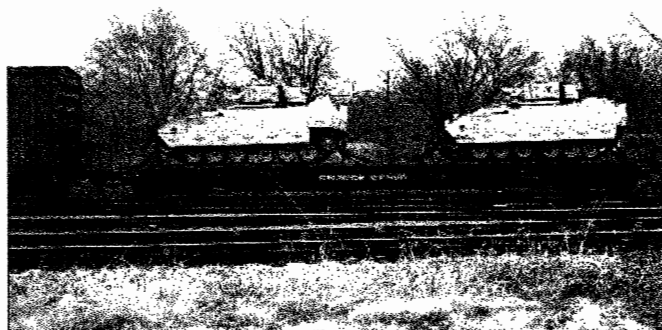




10:20 AM:

While chasing I KCDA, I happened upon another train, M ALNO, in Greenville. So after I had finally captured I KCDA on film I headed back to Greenville Yard to see if M ALNO would still be there, which it was (as you can see in the above photos). It had a couple of surprises, too! Two Norfolk Southern locomotives, SD60 6628 and DASH-8 3533, were the sole motive power, something I've never seen while railfanning the KCS. There was also another surprise! Tucked away halfway back were four flat cars with unusual loads—U.S. Army Tanks! Now that's something one doesn't see every day!

The locomotives were picking up and setting out cars, so I decided to stick around awhile and watch. However, a KCS employee told me that the train be in the yard for awhile, so I decided to head back to Garland.



11:50 AM:

When I arrived back in Garland I heard a train on the Dallas, Garland & Northeastern. I tried to get to the diamond where it crosses the KCS, but I didn't get there in time to get a good photograph with my 50mm lens.

I continued my trek south and finally made it to South Garland Yard. A GP40M-2 and GP38-2 were switching some well cars, but stayed behind other cars for the most part, so I couldn't get a good photograph. Also found were three locomotives on the service track—SD40-2 600, GP40-2 4769, and GP40-2 4822, the locomotives that pulled I KCDA earlier in the morning.

As I pulled out of the parking lot at South Garland Yard, after six hours of railfanning the Dallas Subdivision, I couldn't help but feel exhausted. As I look back I can see that in order to really show anyone that this line is important to the Kansas City Southern I must spend a day or two railfanning it, not just a six hour sample on 2/7/2000. However, I do believe every minute was worth it. I saw some unusual sights that I may never have the opportunity to see again. And most of all, I learned some new things (mostly dealing with how the KCS operates).

I truly hope this article will inspire you to spend your own "six hours..." railfanning a lesser-used line. One thing you can count on if nothing else—you'll have fun!

As I drove home the clouds and fog started to clear and the temperature began to rise. Although the day had a slow start, it turned out to be one of the nicest days I'd seen in quite some time.

—Ritchie Roesch

Railfanning from the Sky

By David Hadley

On Track and On Line

by Tim Vermande, who used to be Hotbox editor and knows what a job it is!

No, I'm not claiming to start a column, nor am I claiming to be an expert. But I'd like to take a few minutes to share some things about computers with you.

First, every TAMR member who has e-mail should consider joining the TAMR e-mail list. It is located at <http://www.onelist.com>. Search for "TAMR" and you'll find us, along with instructions on how to join. The list is not intended to replace the Hotbox, but it is a fun place to share. If you have any trouble, send me an e-mail (tsvermande@yahoo.com) and we'll get you started.

Second, if you have a computer, and especially if it runs Windows, you should be concerned about viruses. They're dangerous. Most e-mail lists don't allow attachments because of the danger of viruses. E-mail lists are full of warnings about viruses—most of them fake and out of date. But there is an easy way to keep up with the problem. Go to <http://antivirus.cai.com> and you can where you can download a FREE anti-virus program that works. While you're there, click on the option for the newsletter and every couple of days you'll get a notice about updates.

You can also set your computer to show file extensions—the Windows default is to hide these three-character bits. But knowing the file extension can warn you if you're received a virus. If someone says it's a picture and it ends with ".exe," it's not a picture!

Finally, if you receive a virus, clean it, and let the person who sent it know (kindly). They probably don't realize what has happened.

Let's see now, I have my sectional charts and all of my checklist items complete for my flight. I better get out to the airport so I can get in my plane. Hold on just one minute, the TAMR is for stimulating and fostering railroading, not flying!

I have several hobbies besides railroads, one that includes flying airplanes, and I have a private pilot certificate. Since I enjoy railfanning and flying, it didn't take long to figure out that I could watch and photograph trains from the sky.

It's not quite as simple as what it may seem; railfanning from the sky takes a little planning. Several elements must be established before the trip takes place. Besides normal Federal Aviation Administration procedures, I must also plan what our objective is. Do we want pictures of yards, or a speeding container train? I must know what rail line the trip will follow, and for how long we will be in the air. I also need to know what kind of airspace will my course take me through. For instance a practical "railfan flight" couldn't take place over Amtrak's downtown Chicago yard! Normally, I try to follow tracks with track speeds of 50 miles per hour or faster; this makes my job a lot easier.

A photographer or another trusty railfan must fly with me to take the pictures of the trains. This is done since flying the aircraft plus using a professional camera tend to be a little work intensive to say the least. Before the flight the photographer and I will normally discuss the route and key points of interest. He or she is also briefed on what the aircraft can and more importantly can not perform. During railfanning flights safety is a paramount issue. Everyone in the aircraft must conduct themselves as true professionals, regardless how exciting the experience may seem.

I use a Nikon camera with a 250mm telephoto lens. It is important to use some type of camera with either telephoto or zoom lens. Legally a civil aircraft can fly no closer than 500 from any structure, person or vehicle in rural areas. In densely populated areas, aircraft must be at least 1000 feet above the ground. While 500 or 1000 feet may seem high, it really isn't, and nearly all photographs come out well if a telephoto lens is used.

If any members of the TAMR would be interested in participating in this unique type of railfanning please feel free to contact me. A typical railfanning trip in the sky will last approximately an hour and a half, but remember, the plane I fly can cover up to 200 miles of more of railroad in that amount of time.

Railfanning from the sky is one of the most exciting and unusual ways to capture images trains. Many times you can look down and the locomotives almost look like our models running on an ultimate layout of indefinite proportion!

David Hadley can be reached at (765) 643-8946 or you can e-mail him at David1852@aol.com

Layout on A Shoestring Budget

Conducted by: Peter Maurath

Road Work Ahead Series

Issue #1 Lets meet the players of our Game

Congratulations you have graduated Noodlemania, or Noodle Theory as we Pastaologists like to call it. Now we move on to a more advanced LOASSB, but don't worry, I'll take it easy on you.

This begins a new series, entitled "Road Work Ahead", in which we return to one of the foundations of any layouts scenery, the roads. They're a most often overlooked and under-detailed aspect of a layout, yet without them, what good are those \$80 operating wig-wig signals or that box of old Hot Wheels you've got under your bed. Using the right materials there is alot more you can do with simple roads then you probable realize, from striping to manhole covers, to the proper weathering. The best part about it is, it's cheap and easy to do. Now I'll just get down off my soapbox, and lets build some roads!

For the sake of this article we'll build a sample road, a tutorial road (if that makes sense) so I can describe the techniques. Our "tutorial road" is made of Illustration board, my pavement of choice. It's cheap, easy to work with, looks great, and did I mention it's cheap? It can be found by the sheet at most of your craft, or art stores (it's actually used to matte pictures in frames), and is available in a variety of colors. I opt for a shade of gray to match asphalt or concrete. We'll start by cutting out our road, which will be 1' (30cm) long and 3" (7.5cm) wide, for an N scale four lane road. An X-acto, or utility knife along with a straightedge ruler work best to cut it out, though I've used scissors in a pinch.

Once cut, we'll want to mark, using a pencil, the locations of the lanes and centerline. Dividing by two (see math is useful) you'll want the centerline at 1 1/2" (8cm), your burm line (optional) at 1/4" (5mm) and your individual lane line at 7/8" (2cm) (See Figure 1). Next, we'll add the lines using colored pencil (another advantage of illustration board). I use artists colored pencils available at art supply stores, they're a little more (99¢ each) but draw a much darker line than the average crayola (which is what I used till I could afford the better ones). You'll need a white and a yellow pencil, as sharp as humanly possible. Start with the double centerline, it's the trickiest to do, especially in N scale, drawing the two lines as close together as possible. Then, work your way outward. You may find it easier to make a template to draw the dashed lane divider line, being the nice guy that I am I've included one in figure two. The burm line is optional, you'll want to leave it off if sidewalks are to be added (to be covered in a later issue). That's raps it up for this exciting episode keep it right here where next month we'll add that low tech hubcap remover tool, the pothole.

Figure 1

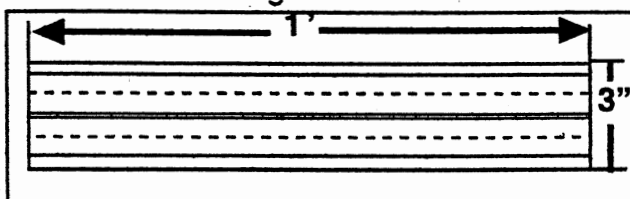
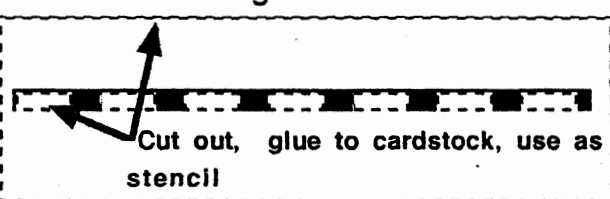
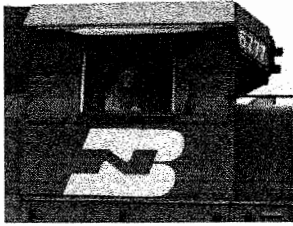


Figure 2





Eight Days of Railfanning

By: Nick Olek

Photos By: Joe Olek

During the dates of August 25th to September first, 1999, my family and I visited the state of Nebraska. My main purpose was to railfan as much as I could during this time. Since this is a train related publication, I will share with you my



A former Soo GP15C sits on RRVW tracks at Breckenridge, MN.

railfanning adventures that I experienced in those eight days.

On August 25th, my family and I started our vacation. Aberdeen, SD, was the destination for that day. Our first stop, though, was in Breckenridge, MN. Joe, my brother, and I stopped at the Red River Valley and Western's headquarters. The RRVW is a 600 mile regional railroad that operates former BN branch lines in south central ND. There, to our surprise, were two of the six newly purchased GP15C's! RRVW purchased these units along with some GP30C's from the CP's Soo Line a few months earlier. Although they came from the CP, they still retained their original candy-apple red paint scheme. After taking several photos, we continued on.

Since we still had to travel south before heading west to Aberdeen, I thought we should stop by the town of Rosholt, SD. It is the first town on CP's branch to Veblen, SD. The CP has only two branches left in the Dakotas, the "Veblen Line" and the "New Town and Bismarck Lines". As you might already suspect, catching a local working this line on any given day is slim.

When we entered Rosholt, we drove down to the tracks. A large elevator is located in this town and it looked like many grain hoppers are loaded there. When we got closer, I spotted a train moving! Could

it be possible? Was I fortunate enough to catch a local? Minutes later I fired off fifteen shots of my catch!

The power on this train was fantastic! It was pure Soo Line power! A pair of GP38-2's sandwiched a former Milwaukee Road GP40 in the "bandit" scheme. My parents and other siblings were anxious to get moving, so I had to leave. We arrived in Aberdeen later that day and did a few other "non-railfan" activities. We did catch a BNSF grain train east of Aberdeen though. The line through Aberdeen was once part of the Milwaukee's Pacific Extension, but later became part of the BNSF.

Before leaving town the next morning, I took a few shots of a pair of Ortonville Stone Company SD45's.

During the drive to Sioux Falls, SD, I saw one train. It was a Dakota, Minnesota, and Eastern train in the town of Wolsey, SD. It was powered by a pair of the newly purchased ex CP SD40's and another DM&E unit. Unfortunately, I didn't get a picture of it.

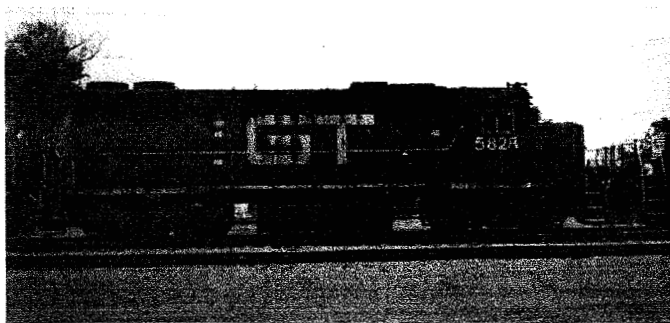
On August 27 we started for Omaha, NE. We stopped in Sioux City Iowa to look at a Lewis and Clark monument, but didn't have time to search for trains.

In Sargent Bluff, IA, I saw two units parked on a siding. One unit was a Union Pacific dash 8-40C and the other was a HLCX SD40-3. I later found out the line these units were resting on belonged to UP. The line



Soo 4419 leads switching operations at Rosholt, SD, on the Veblen Line

ran north and south to Omaha, and pretty much paralleled Interstate 29.



GT 5828, a GP38, sits at the Council Bluffs yard.

As we left Sargent Bluff I spotted another train! Soon we caught up to it and discovered it was an empty unit coal train with a pair of UP SD9043MAC's. We stopped to get photos at the nearest town. Farther down the line, and eventually reaching Omaha, we encountered at least four more trains. By this time, everybody was tired of railfanning! We reached Omaha late that afternoon.

We stayed a couple of days in Omaha. Joe and I did most of our railfanning while the rest of the family went swimming at the hotel.

After a lot of driving around, we found UP's ex C&NW's yard and diesel servicing facility in Council Bluffs, IA. We took many photos of consolidated UP power (UP, C&NW, and SP).

Right next to the UP was the Illinois Central's yard and intermodal facility. We also took photos of IC's SD40-2's and Grand Trunk Western's GP38's. The Canadian National/IC merger was evident with the presence of the CN units.

The next day we headed west to Grand Island, NE. Joe and I railfanned at the UP/BNSF "flyover". There we had a fantastic show of BNSF and UP trains,



An IC SD40-2 at Sioux City.

ranging from heavy coal drags to fast intermodals.



Two SD9043MAC's lead a train at Solan, IA.

A couple of highlights were watching a Nebraska Central local pull onto the UP main from the 60 mile branch line. Another thrilling site was the UP and BNSF's coal trains in distributed power mode. You could also call it "push/pull" operations, with one or two units on the head end and one on the rear. We only stayed in Grand Island for half a day before going on to Kearney, NE.

Kearney was ultimately our destination because it is located along UP's triple track mainline, which runs from North Platte and Gibbon, NE. UP runs an average of 140 trains a day, or a train every eight minutes on average, on this line. I can't remember exactly how many trains I caught, but once a train had just passed through, I could see the headlight of a following train. We stayed in Kearney overnight and went back to Omaha in the morning.

In Omaha, we made a couple return visits to the UP and IC yards in Council Bluffs. There wasn't really anything new here, so we didn't take too much time.

The next day, August 31st, we started for home, reaching Sioux City that evening.



A UP just clears as a BNSF train passes over it at Grand Island, NE.

The next morning, Joe, my dad, and I drove around Sioux City in search of trains.

We found the IC yard and service facility. There we saw a couple of IC SD40-2's and some more GT GP38's.

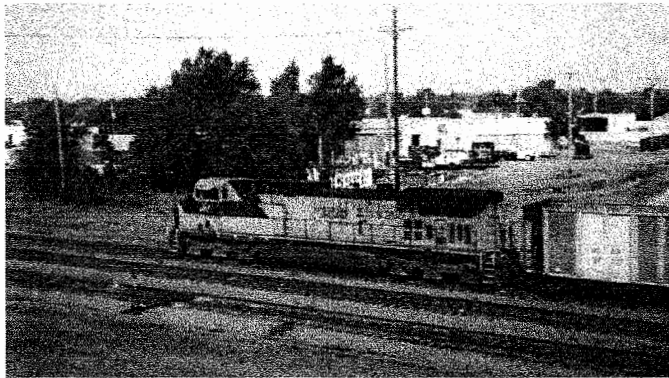
BNSF has the largest presence in Sioux City, therefore, I photographed BNSF power also. UP also serves Sioux City, but all that was around were the "all too common" GP38's.

Truly the best part of our trip was in Sioux City. There, while taking shots of a BN SD40-2 (number



Two Nebraska Central units pull a train through Grand Island.

6777), Joe, my two other brothers, Jack and Samuel, and I were invited into the cab! The engineer, whose name was Randy, showed us the controls and let us operate the air horn and bell. I was surprised this happened because it all took place in the middle of

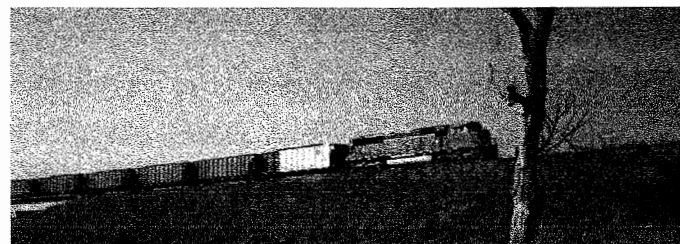


A former C&NW C44-9W is on a coal train at Grand Island.

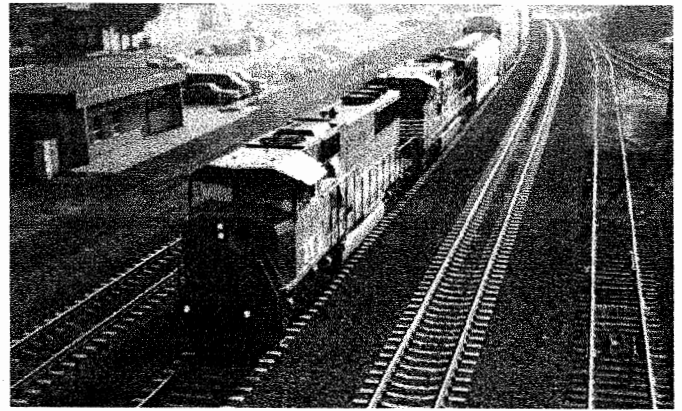
town! To say the least, it was a wonderful privilege to a non-railroader!

We made another stop in Sioux Falls, SD. We went to the Hobby Town USA and Joe bought a couple of items.

We made one last stop in Brookings, SD, where I found a DM&E unit parked on a spur. We arrived home that night.



A BNSF SD70MAC is on the rear of a train at Grand Island.



A UP SD60M and NS C40-9W lead a train through Kearny, NE, over brand new triple track.

Well, that sums up my eight days of railfanning. I can't complain at all. I caught the CP on a branch, heavy UP action in Nebraska, and a view inside a locomotive. I'll be hard pressed to compare this vacation with others!



SP power where it shouldn't be. SP 8575 is seen at Grand Island, now under ownership of Uncle Pete.



THE NEW YORK / NEW JERSEY METRO DIVISION PAGE

THE CRAZIEST DIVISION IN THE TAMR!!!!!!!

Railfanning the Big Apple

by: Andrew Matarazzo

The Big Apple, New York City. When most people think of New York they think of crime, vandalism, and over crowded streets. Well living so close to New York, and practically growing up there, I can't say that your 100% wrong. However, most parts of the city are not so bad, and as a railfanner, I think it's a great place to watch trains. It's one of the few places that you have to take a 'train' to almost all of the railfanning locations.

Of course by train, I mean subway. New York has the country's most extensive subway system, with nineteen separate lines connecting Manhattan, Brooklyn, Queens, and The Bronx operated by the MTA (Metropolitan Transit Authority). Also, not all subways are the same. There are at least six different types of subway cars currently in operation by the MTA. Also, there are many different types of lines. There are elevated lines, underground lines, and some lines that do both. Also some lines are quadruple tracked, while all others are triple or double tracked.

New York City also has a variety of trains. Anything from a speeding Amtrak, to a long double-decker Long Island Railroad commuter train, to a rubber-tired switcher (a.k.a a trackmobile) and two box cars running down the streets of Brooklyn. NYC also has some great railroad monuments like the Hells Gate Bridge, the Hudson River tunnels, and Grand Central Terminal.

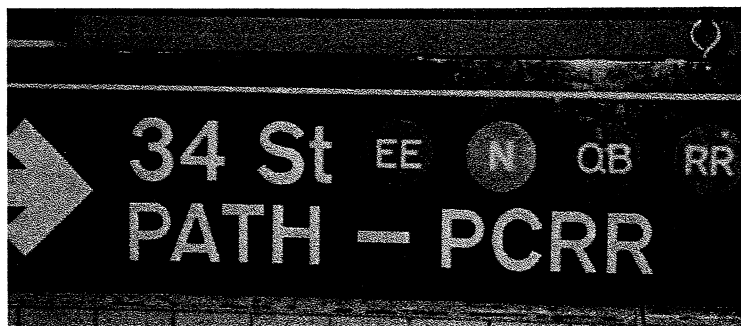
Grand Central Terminal is known has the grandest station of them all. It was built in the early 1900's by the New York Central to compete with the Pennsylvania Railroad's Pennsylvania Station (which was sadly torn down in 1965). It's main feature is the main concourse, which is 150 ft. high and features three tall arch windows on each side to bring in sunlight. On the entire ceiling of the main concourse is a

painting of the constalations. The terminal has 67 tracks, not counting the storage yards. This is extremely impressive considering the terminal is only now served by Metro North Commuter Railroad.

Another great railfanning location is Sunnyside Yard in Queens. The yard is mostly for Amtrak and New Jersey Transit, but the New York and Atlantic Railway uses a small portion of the yard for its freight operations. While railfanning the yard you will also notice the constant traffic of LIRR trains zooming by, plus the over-head roar of the '7' and 'N' subway lines.

A forgotten railroad line in NYC is the Staten Island Railway (SIR). The SIR was originally owned by the Baltimore and Ohio Railroad, but in the 60's was sold to the MTA. Even though it uses subway cars for passenger service, it's work train equipment includes old B&O hoppers, flatcars, and two cabooses. For power they have two ex-B&O S3 AICo switchers. Believe me, it surprises you when your expecting a subway-like train and an S-3 comes around the bend pouring out smoke with the work train behind it!

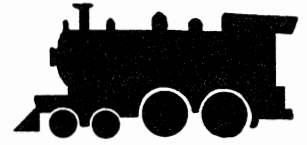
Well, that's all for this issue, look for more of "Railfanning the Big Apple" in future issues. If you want more information on any NYC railroad, feel free to contact me at TAMRnyMets@aol.com or my phone at Until next time,
Happy Railroading!!!!





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THURS - MAR - 16 - 2000

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John, Joe & "Grandpa"

CHARTERED
Feb. 27, 1996

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Accepted

ON WED-MAR-15, JOHN, JOE & I WERE HONORED BY A VISIT OF 4
FROM 2 TAMR AMBASSADORS OF GOOD WILL, INFORMATION &
SUPER ASSISTANCE. THE 2 CAME "FULLY EQUIPPED" WITH VIDEO
CAMERAS; GIFTS FROM VICE PRESIDENT - DOUG ENGLER; HAND
DELIVERED "FRESH-NEW ISSUES" OF THE HOT-BOX & THE PILOT; PLENTY
OF WARMTH, KINDNESS & GENUINE WELCOMED FRIENDSHIP. WHAT A
DYNAMIC DUO THEY WERE.

I WAS LUCKY 'CAUSE I GOT TO MEET & GREET THEM FIRST. IT WASN'T
LONG AFTER THAT WHEN OUR ELECTED TOWNSHIP SUPERVISOR &
FIRE CHIEF - ALONG WITH THE PRESIDENT OF OUR ADA BUSINESS ASSOCIATION
SHOWED UP TO "OFFICIALLY" WELCOME THESE 2 GREAT TAMR GUYS INTO
ADA TOWNSHIP - KENT COUNTY - MICHIGAN.

NEXT, THE VICE PRESIDENT OF THE BATTLE CREEK MODEL RR
CLUB (FROM THE CEREAL CAPITAL OF THE WORLD) SHOWED UP TO SAY
"HI" TO THEM & MEET THEM. HE WAS FOLLOWED BY A RETIRED
PROFESSOR FROM AQUINAS COLLEGE; NOEL BLACK - ONE OF OUR
ADVISORY GROUP MEMBERS; THE SECRETARY OF THE GRAND RAPIDS
MODEL RR HISTORICAL SOCIETY & THEN THE FORMER P.R. PERSON
OF THE HOLLAND MODULAR RR CLUB.

MY GRANDSON'S & FUTURE OWNERS OF "J & J" GOT OFF THEIR SCHOOL BUS &
& MET THESE 2 FINE SPECIMENS OF AMERICAN YOUTH & T.A.M.R..

THEN JOHN, JOE & THESE 2 GUYS WENT NEXT DOOR TO "SUBWAY" - WHERE
THE 4 OF THEM DEVoured A LATE LUNCH.

THESE 2 SUPERB INDIVIDUALS SHOWED JOHN & JOE HOW THE VIDEO
CAMERA WORKED & TALKED TO ONE ANOTHER ABOUT "RAILFANING"
& LAYOUTS.

LATER THAT EVENING, THE 5 OF US FOLLOWED UP ON AN INVATATION TO PRESENT
TAMR TO THE BOARD OF DIRECTORS OF THE COOPERSVILLE & MARNE RAILWAY
COMPANY - WHO WERE MEETING IN C.M.R. PASS. COACH #1 (A GUYL. TRK. HVT.)

...CONTINUED...

PRODUCT DEALER/RETAILER OF & FOR OVER 250 MANUFACTURERS WITH ITEMS MADE IN 26 COUNTRIES

THIS IS PAGE #2 - ARTICLE FOR NEXT HOT-BOX 2-16-00 - *Grandpa*

THAT WAS PARKED JUST WEST OF THE C&MR's ENGINE HOUSE WHERE AN EMD-SW-9 ^{#7014}
THEY ALSO HAVE A GE 50 TON CENTER CAB #3049 & A FARMER C&O NW-2-#5208.
WE LEFT THERE & HAD A LATE SUPPER IN 'SAM'S JOINT' - A HISTORICAL
ARTIFACT LAYDEN RESTURANT IN OTTAWA COUNTY, MI.

FROM THERE - WITH "HAPPY TUMMIES" - WE HEADED BACK EAST TO ADA,
MI FOR A BRIEF CHAT WITH GRANDMA, SHOWERS & SACK-TIME.

AT 9AM ON THU-MAR-16, WE ALL HIT THE DECK; HAD SOME CEREAL & MILK;
SAID OUR GOODBYE' & THESE 2 TAMR GUYS WERE OFF TO NORTH DAKOTA.
JOHN & JOE WERE OFF TO SCHOOL ON THEIR SCHOOL BUS #119; & "TIPPY" (OUR XC)
GOT IN THE CAR & WENT TO "J+J" FOR ANOTHER DAY - NOTHING LIKE YESTERDAY.

EARLY MORNING REFLECTION OF OUR TAMR YESTERDAY, BROUGHT WITH IT VERY STRONG
FEELINGS TO ME OF HOW FORTUNATE JOHN, JOE & I WERE TO HAVE SUCH FINE YOUNG MEN
SPEND THE DAY WITH US DISCUSSING JUST HOW "J+J" COULD BEST ASSIST IN
HELPING TO ESTABLISH A TAMR GROUP HERE IN ADA, MI - PART OF THE CENTRAL REGN.

FOR NEARLY 3 YRS., "J+J" HAS BEEN SEEKING "OFFICIAL" TAMR APPROVAL TO DO
EXACTLY THAT. ON JAN-19-2000 TAMR'S ELECTED OFFICERS & APPOINTED
ADVISORS GRANTED US THAT APPROVAL. WE'RE TICKLED PINK! (& THANKFUL)

OH YES - WHO WERE THESE 2 - 1ST CLASS TAMR REPRESENTATIVES THAT I'VE
BEEN TALKING ABOUT? THEY WERE TAMR'ers: -

CHRIS BURCHETT OF LOGAN, OHIO
+

NEWTON VEZINA OF SPRINGFIELD, MASS.

I APPRECIATE THEM & ALL OF YOU IN TAMR!

J+J BASIC NO LAYOUTS, LLL

Grandpa David

P.S. - WE ARE HONORED TO BE TAMR MEMBERS; & WILL WORK HARD TO SEE TO IT THAT
OUR TEEN CUSTOMER/CONSUMERS HAVE A REAL OPPORTUNITY OF BECOMING PART
OF TAMR. See Ya ☺

Voices of the TAMR

The Mail Car

about Conventions.....

"As a new member, it was great to meet all the NERers who attended...thanks for making me feel welcome!!" -Dave Honan

"Hello Everyone!, I would like to say my thoughts about the Millennium Convention 2000 ! it was Great!!! I would also like to say it is Great to Finally be a TAMR MEMBER!. To all the TAMR Members I talk with online you know who you are Thanks for being so Nice to me. I would also like to say all the TAMR Members were very Polite when I was introduced to them by Doug & Newton, if another Railfan came up to me and said do you know of any RR Groups to Join? I would have to say to them (THE T.A.M.R. IS THE GROUP FOR YOU!!)"

Thanks Again !

Michelle / TAMR

"Lots o trains!" -- Adam Sullivan

"This was my first trip to a TAMR convention and I had no idea how much fun I would have and how accepted I would be!!" ---- Ross McKnight

" I remember at my first convention meeting members and making new friends plus following that small Conrail local- BONK!!!" ---Andrew Matarazzo

"So um uh.....trains?" ---- Tom Servo

HOTBOX CLASSIFIED ADS

Hello!, My name is Ross McKnight and I will be running the classified ad section in the Hotbox. This will be a place where TAMR members can sell, place wanted ads or trade model trains or model train related items. Of course there will be no charge for placing ads. If you would like to place an ad 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 sell or trade for it. My e-mail address is gt2psxtrains@aol.com and my address is:

Ross McKnight

WHITE TRAIN TABLE with green top
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E-mail: NASTRN@capecod.net

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TAMR EVENTS

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

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 are welcomed! For more information, contact: Adam Sullivan E-mail: TAMR4130@aol.com

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

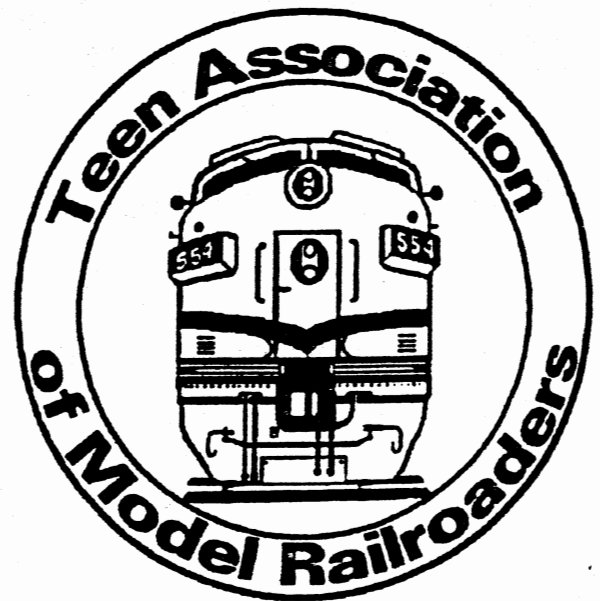
JUNE 5 thru 11, 2000 (Central Region) Central Region spring convention. "The Valley Flyer II" Experience a week of the best railroading in Ohio! Railfanning and layout tours! 2001 National Convention Convention preview! For more information, contact: Chris Burchett, E-mail: TAMRcentrl@hotmail.com

JULY 3 - JULY 7, 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 E-mail: GeepM@fcmail.com

JULY 13 - JULY 18, 2000, (Central Region) TAMR, Central Region's huge summer convention will be held in St Louis, MO. Planned events include, layout tours, railfanning, yard tours! A great opportunity for members traveling home from the national convention. All are invited! For more information, contact: Joel Durfee

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 ,E-mail:TAMRnymets@aol.com

FEBRUARY 2, 3, & 4, 2001 (Northeast Region) Annual winter convention in West Springfield, MA. Less than 10 months away!! Mark your calendars now!!

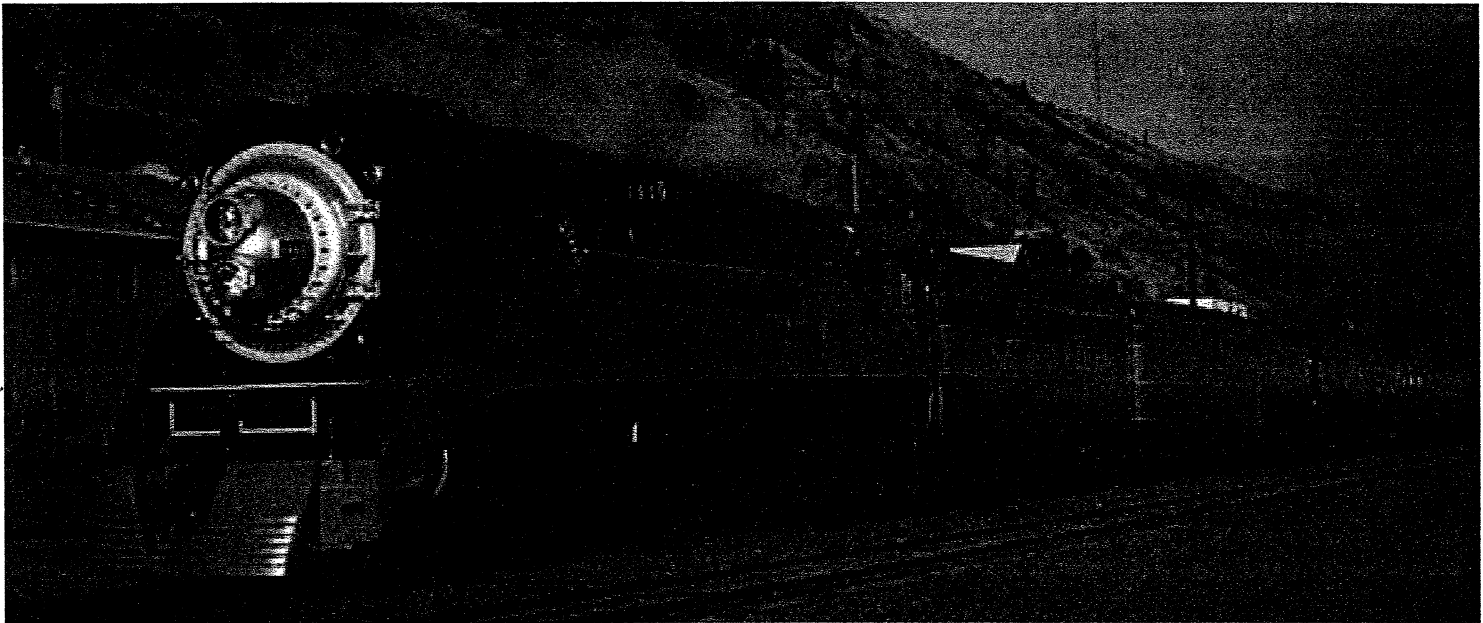


EDITOR OF THE MONTH

Each month, a member of the Hotbox staff is recognized for outstanding achievement of teamwork. The editor of the month for issue #333 is Peter Maurath. Like the famous "bunny", Pete's "Layout On A ShoeString Budget" column keeps going, and going strong in both the Hotbox and the Central Region "Pilot". Through his column, TAMR modelers have greatly benefited from Pete's unlimited supply of use fun money saving ideas for nearly a decade! Excellent job, Pete!!!!

NOW ARRIVING ON TRACK NUMBER ONE:

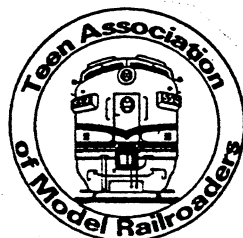
THE DAYLIGHT 2000



**COME TO THE DAYLIGHT 2000, THE 2000
TAMR NATIONAL CONVENTION TO BE HELD IN
BAKERSFIELD, CALIFORNIA!**

Don't miss out on the finest model railroading and railfanning California has to offer! The convention will start on July 3rd and end on July 7th, 2000. Meet TAMR members from all over North America. See great model railroads and railfan the spectacular Tehachapi Loop. Also enjoy the sunny California weather!

For more information on the National Convention, or if you want to conduct a clinic or slide show at the National Convention, THE DAYLIGHT 2000, contact Joe Bohannon at _____ or e-mail at GeepM@fcmail.com



Welcome New TAMR Members!!

Central Region	Northeastern Region	Western Region
John Paul Vago	William Brown, Jr.	Kevin Meads
HO scale	HO scale	HO scale
Joseph Nicholas Vago	Miguel Lopez	
HO scale		

From the home office in Cleveland, Ohio, It's time for the wonderful, amazing, TAMR tradition, The.....

TOP 7

Top Seven CSX New Years Resolutions.

- #7. Buy CP rail just to spite BNSF.
- #6. Tell the public what CSX *really* stands for.
- #5. More prank calls to Norfolk Southern HQ's.
- #4. Fire Chuck Zehner as Public Relations director.
- #3. Adopt old Chessie colors.
- #2. Replace FREDs with strobe lights.
- #1. More Peanut M&M's in the company vending machines!

RAILROAD NEWS

NEW YORK CITY- Today the ICC named the Penn Central Corporation 'Railroad of the Century'. Penn Central spokesperson Chuck Zehner said via phone " Ok, Tony's Pizza , I'd like two extra large pizzas with everything except those little fishies. And you better be here in 30 minutes or I'll sue!!!" The Penn Central had provided over 8 years of quality service,even though they were bankrupt for 6 of those years. And one more side note: TRAINS RULE!!!!!!!!!!!!!!!!!!!!!!

THE CRESCENT

OFFICIAL NEWSLETTER OF THE TAMR SOUTHERN REGION

The MONON RAILROAD:

An HO Scale Layout

BY JACK FRAME

PHOTOS BY KEVIN JONES

The MONON Railroad (formerly the Chicago, Indianapolis and Louisville - C.I.L.) was created north to south in Indiana until it was merged to the Louisville and Nashville in 1971. Its package is now a part of the CSX System. On this



This HO-scale layout, which occupies its own 825 sq.ft. building, has a Central Traffic Control Dispatcher's Panel, is fully signalled and is operated with Digital Command Control. The layout consists of about

are some 160 electrically operated turnouts, 31 locomotives (some in 2 or 3 unit permanently coupled sets) and about 480 passenger, freight and company service cars.

On operation session nights (the 2nd & 3rd Friday of each month from 7:30 to 11:00), fifteen to eighteen operators are required, including two Dispatchers and five Yardmasters. Operations are governed by time-table and fast-time clock. Each operating session covers about 14 scale hours and starts where the previous session left off. There are 39 scheduled trains in each 24-hour time period. Engineers are in communication with the Dispatchers by two-way radio. Yardmasters can



of the layout, time has been opened in the early 1950s when there was a good deal of passenger, freight and local right plus some interchange operations with other railroads. Since MONON was



Editor: Dave Nicholson
Contributors: Scott Adams/Sullivan/Dave Nicholson/Newton Veritas/Josh Truwer

To contact the "TAMR Column": E-Mail: TAMR2850@hotmail.com

Shag Mail: Dave Nicholson
4534 Cove Cliff Rd.
North Vancouver, BC, CANADA
V7G 1B6

Quintette Coal Mine to Close

On the date of March 2, 2000, it was announced that the Quintette Coal Mine, located near Tumbler Ridge, BC would close on August 31st 2000 CE. This will affect about 2500 people. Reasons for closing are the following:

1. Less demand for coal
2. Lower prices for coal
3. British Columbia is in a slump
4. Costs to transport the coal are more than double than when the mine opened.

Bull Moose Mine, smaller of the 2 mines in Tumbler Ridge will still be opened until 2003. The date for both mines closure was 2003, but because of the reasons shown above the Quintette, mine will close earlier. It is expected Tumbler Ridge will be a ghost town in less than 5 years.

BC Rail has served these 2 mines since they opened in 1981, but now they will only have the one smaller mine to serve after August 31st. The units BCR uses on this line are the unique electric's, 6000HP, C-C trucks, classed GFC (6001-6007). The units were built between 1980-81 at GMD's London Ontario plant. The line uses 50KV of overhead power supply from the W.C. Bennett Dam. BC Rail will loose a project 4-8 million dollars (Canadian) due to the closure. With the economy, how it is today in BC, BC Rail will become a money losing RR until other industries can pick up some more business.

THE HOTBOX

Youth Model Railroading at it's Finest!

SSN# 1093-622x

March 2000

Issue# 332



Springfield Photo Contest results and Convention report inside!

The Heartland Flyer

Just Charles Editor

Volume 5 Issue 1 Fall/Winter 2000



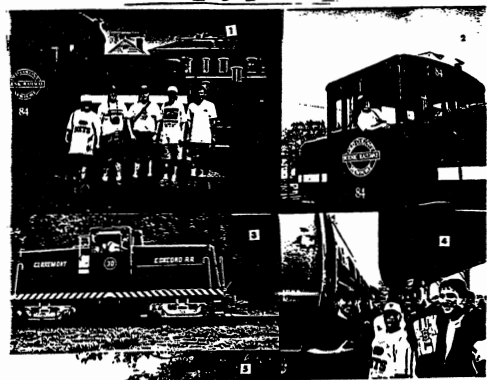
The official Publication of the Heartland Division of the Teen Association of Model Railroaders



One Mile Division Dispatch

Issue 2

October 1998



In this Issue:
NER Spring Convention
National Convention Report
Railnews
Did You Know
Coming Events
Prototype Locomotives

THE NEW GREAT PLAINS DIVISION

Issue No. 007

Oct. 1999

The new Great Plains Division? Yes, the new Great Plains Division! At the first online TAMR BDD meeting, it was decided that Regional Business Unit's shall become divisions, started by TAMR members. Because of this, a division leader can set up whatever borders he or she wants, so the new borders are North Dakota, South Dakota and Minnesota, creating a more functional division, as this tri-state setup forms more of a square, so that the director of the division can't end up being 700 miles away from a border of the division. Here are the current statistics of the Great Plains Division:

Great Plains Division
States included: ND, SD, and MN
Total TAMR members within division: 6
Next Meet: October 23 and 24, 1999, Ramada Hotel, Fargo, ND
Director: Lewis Ablesinger

Welcome Minnesota Members!

(And Nick and Joel)

Welcome to the Great Plains Division Andy and Richard (and now more officially, Nick and Joel)! The GPD was formed last year as the Great Plains Regional Business Unit, and has since been putting out the April 19 newsletter. We've held two successful meets in the past year. The first was in April, where we realigned the Soo Line and BNSF, and toured a modular O scale layout. The next one was held in June, where we realigned the Soo, Red River Valley and Western, and toured a fair sized HO scale Soo layout. We also got to be the engineers of Soo 2033 (former Milwaukee GP40) for about 10 minutes each one of the days! Our next meet is this October 23rd and 24th, in conjunction with CTC Round's Day in North America, and the Spad Valley Train show. More info on that can be found further along in this issue.

The Form 19 accepts about any articles written by members, along with photos (B&W and Color Prints, no slides), and drawings. So I welcome you to the GPD!

Contribution Stuff

Send articles, photos, or meet information to:
Lewis Ablesinger
8746 4th St. SE
Kenosha, WI 53145
wca111a@hotmail.com

The Pilot

Editor Chris Burdett
July 1999
Issue No. 4

Message From The Central Region Rep.

I have some great news! The Central Region will be hosting the national convention in 2001! It was voted upon on Saturday night (17th) during the meet convention in Texas. It will be in Logan, Ohio (near the Valley River, except on a much larger scale) and is appropriately named the Ohio State Limited. A new member has also joined the group! His info is in the "CR News" section. Check that out and make him feel welcome! In other news, there will be a mini-convention in Dayton/Logan, Ohio, info about that is in its own article. Also, articles are still coming along great. A lot of good ones have been sent in. So, when sending those awesome articles in here! Unfortunately, "TAMR" will not be able to be in this issue, as Peter Maunth was at the meet convention, and was unable to send anything in. It will pick up in the next issue though. The region has also received a new logo! It is nothing special, but it gives the region its own look at least. Check that out at the end of this issue.

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(Page 1)



TAMR Central Region Homepage

Welcome to the Central Region's Homepage!!

Here, members can find out most of the happenings of the Central Region. Mini-conventions, regional conventions and BBI: meet will all be listed here, as they become available.

Summer 1999

THE DEPOT

The official publication of the Northeast Region



Index
Valley Railroad
Northeast Hot Spot
Summer Schedule



Welcome !!!

If you plan to attend be prepared to have a great time! plan to include railfanning, pizza party(s), slide show(s) and more. This show has been around for almost 10 years and the highlight is the 1 to 1 slide locomotive presented by C&E Transportation. Usually about 15 trains pass by between 8am and 5 p.m. including the engine moves, locals, and Amtrak 440 and 448.



What will happen a May 19

Basically on Friday, May 19th all that we will be doing is welcoming attendees to my house and planning our weekend! If you need directions, email me at TAMR@1000.com, TAMR@1000.com or call me at 413-727-2553

Saturday

In the morning we will be heading to Chester around 8:30. We will take about 30 or 40 minutes to get there. Then we will decide what we are going to do. It is likely that we will have a picnic. The first train should go by around 10. About 10 miles down the tracks there is an old engine house and cooling tower that was used by the Boston and Albany Railroad. After the show ends we will return for a while to go back to West Springfield and order a pizza from Lupo's Pizzeria. If anyone wants to bring slides go ahead. Someone would need to bring a projector. Then possibly return a movie or use my laptop. At night about 27 trains pass by mostly Delaware and Trailblazers



Sunday

Because Chrysler on Track is only on Saturday, we will return and go to local hobby shops. Then I guess we will drive.

