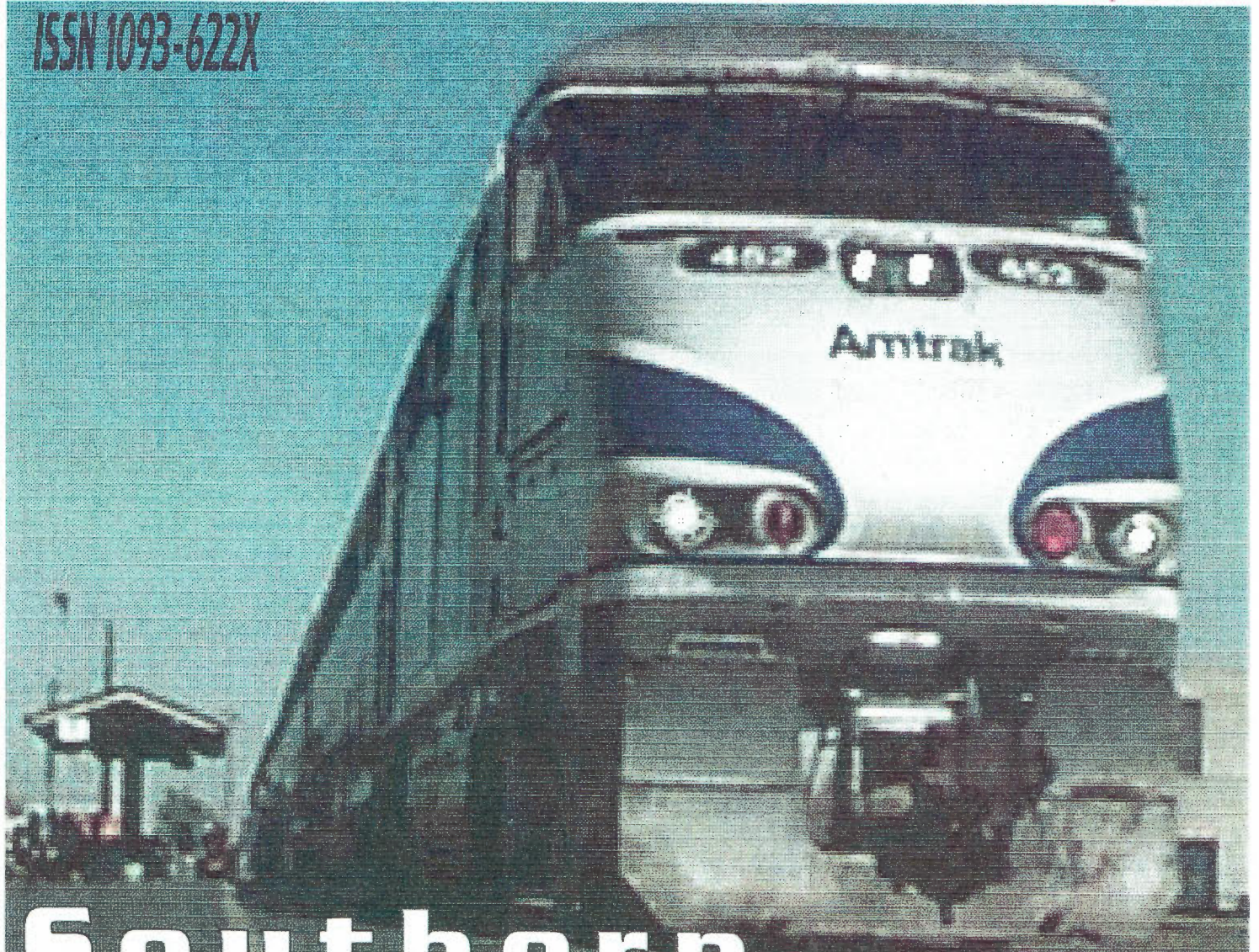


The Hotbox

May 2K

Convention Issue:

ISSN 1093-622X



Southern

Issue 334 CALIFORNIA

The Official Publication of the Teen Association of Model Railroaders

Front Cover: F59PHI #452 is about to depart Bakersfield, California with TAMR member, Jeff Wondolleck on board. Be sure to be a part of the action in Southern California this July!

Cover: By Joe Bohannon

SEND ARTICLES TO:

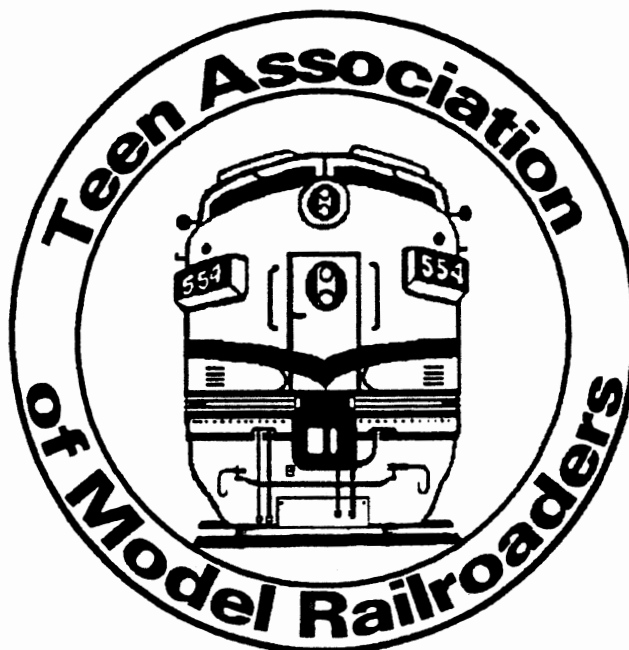
Newton Vezina

Back Cover: "Photo Gallery" by Joel Durfee

2000 CONVENTION ISSUE

Contributing Editors:-

Joe Bohannon
Chris Burchett
Joel Durfee
Andrew Matarazzo
Peter Maurath
Ross McKnight
Dane Nicholson
Willie Roberge
Josh Trower
Tim Vermande
Newton Vezina
Jeff Wondolleck



Annual Convention Issue!

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General Convention Information

By: Joe Bohannon

Convention Site is at Riverlakes Community Church in Bakersfield, Ca. Directions will be supplied with registration conformation.

Non-Railroad Activities are available during the entire convention, please contact the convention director for more info.

Itinerary is located within this Hotbox Issue.

Contests the convention will be categorized into the following, Locomotive, stock. Locomotive, Kitbashed - Scratchbuilt. Freight/Passenger car. Misc. RR Equip. Photo. and Art. Entrants may participate even if they do not attend. Send the entry via mail to the convention director before the convention.

Clinics will be given at the convention site which has 'Sharp' vision projectors which play videos and computer programs onto two large wall screens. If you are interested in presenting a clinic or showing a video, please contact the convention director ASAP.

BOD Meeting will be held at the convention site. All BOD members attending the convention, please be prepared to give an oral presentation on current activities and or plans for the year. Voting will commence during the end of the meeting. Feel free to prepare a computer slide show using IBM compatible programs.

Post Convention will be held in Northern California where Jeff Wondolleck has prepared activities. Please contact the convention director whether or not you plan on attending the 3 day event.

Transportation to and from the train station and Airport will be provided by the convention director. It is important you notify him on how you plan on coming end. Please try to fly into Bakersfield and take the train into Bakersfield. The convention director can pick you up in LA, but that is a 4 hour trek to and from LA.

Keep money in small amounts when being carried on you, we will find an ATM machine if needed. Pick Pockets and Con Men take advantage of "Tourist", so be careful. It might be best to wear your wallet in your front

pocket and or place rubber bands around it. Especially be careful when at Airports and or train stations.

Hotel Costs, We will be staying in Hotels during our trip, we plan to stay at lower costing hotels, such as Motel 6, but be prepared to cover part of the costs of the room.

Gas Costs, It is mostly up to the driver, but it would be nice if you pitch in a few dollars, after all they will be driving you around, and that uses a lot of gas. Average Gas Prices in the LA area right now is \$1.65 per Ga.

CB Use, please bring a CB if you own one. Drivers WILL need to use them while driving to sites. Joking and talking on the CB is fine, but you maybe asked to stop while we discuss traffic situations during our trip.

The state of California doesn't allow persons under the age of 18 to smoke or use Tobacco products. Nor does the state allow persons under the age of 21 to use Alcoholic products.

Drivers, Please contact me if you plan on driving a personal vehicle to the convention. Please include the type of vehicle and how many passengers. I will prepare a detailed driving packet for you.

Bring plenty of Sunscreen and some cheap sunglasses. As well as a camera and lots of film. And yourselves!

For any information regarding the convention please contact:

Joe Bohannon
TAMR President
Convention Director

GeepM@Worldnet.att.net
GeepM@fcmail.com
AOL AIM: GeepM2K

CONGRATULATIONS
TO NEW WESTERN
REGION REPRESENTATIVE,
JOSEPH SUAREZ!!

Day 1 (Monday July 3rd)

Morning: 10:00am

Clinics

Videos

Etc.

Afternoon:

Hobby Shop visit (B&F Hobbies)

Layout Visit (Golden Empire Model Railroad Club)

Evening:

Pizza Party at Joe Bohannon's

Layout visit (Thunder Ridge Railroad)

Day 2 (Tuesday July 4th)

Morning: 10:00am

Contest

Clinics

B.O.D. Meeting

Afternoon - Evening:

Railfan (Tehachapi Pass)

Drive to Los Angeles. following the U.P. and or BNSF main.

Potential Late Afternoon, Night Railfanning along Cajon Pass.

Day 3 (Wednesday July 5th)

Morning: 10:00am

Museum (Travel Town)

Afternoon:

Museum (So. Ca. Railway & Locomotive Historical Society)

Evening:

Layout visit (Sierra Pacific Lines)

Day 4 (Thursday July 6th)

Morning: 10:00am

Hobby Shop visit (Allied Model Trains)

Afternoon:

Tour 1:00p.m. (Athearn Model Trains)

Evening:

Ride (Metrolink)

Day 5 (Friday July 7th)

Morning: 10:00am

Hobby Shop visit (Original Whistle Stop)

Afternoon:

Travel (Santa Cruz, CA)

Evening:

Beach activities, Relaxing time.

Day 6 (Saturday July 8th)

Morning-Afternoon:

Ride (Santa Cruz Big Trees RR, To Felton)

Ride (Roaring Camp and Big Trees)

Ride (SCBT RR, back to Santa Cruz)

Evening:

Please refer to Post Convention information.



Registration Form:

Name: _____

Address: _____

City/State/Zip: _____

E-Mail: _____

Please make checks or money orders payable to:

Joe Bohannon

Daylight 2000 TAMR National Convention Dir.

Note: This doesn't include food, lodging or other personal

expenses.

\$9.50 National Convention Fee

\$14.50 Roaring Camp

\$16.00 Santa Cruz and Big Trees

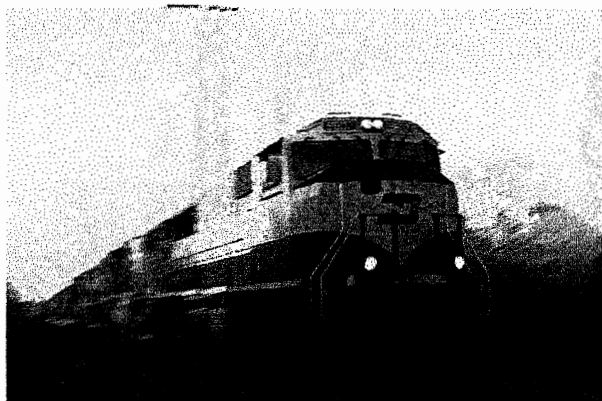
\$ _____ Total



Joe Bohannon
attn: National Convention Dir.

Joel's Photo Page

All photos that are on this page were taken by Joel Durfee, and some of his fellow railfans. Enjoy



BNSF SD70MAC 9607, races through Affton Missouri with a Southbound loaded coal train. I used my "speed technique" for this photo.



an ATSF special passenger train is sitting in Topeka Kansas-This photo is by John Hake



A Southern Railway Manifest is making its way through Melrose NC at dusk-Photo by J.E. Parker

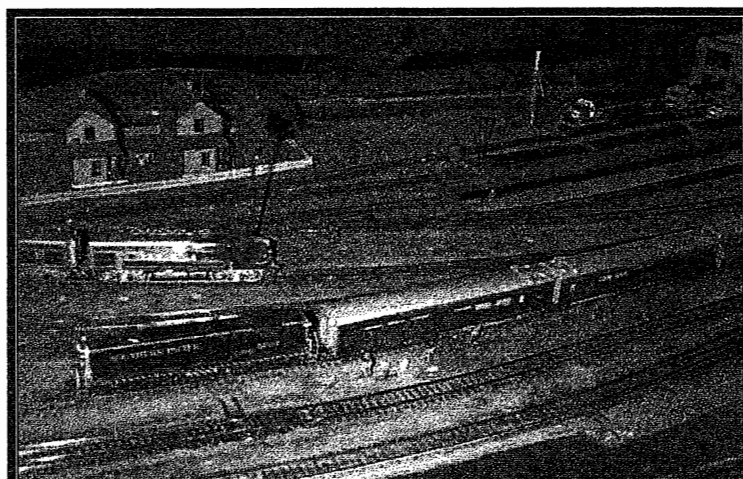


LOOK AHEAD-LOOK SOUTH

Sierra Pacific Lines

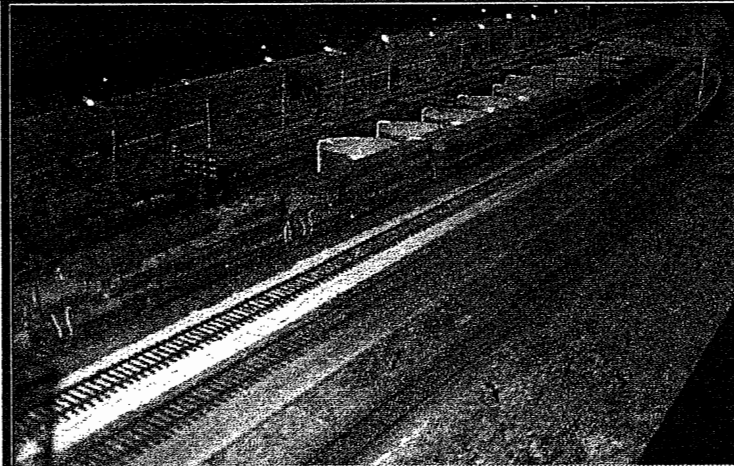
By: Joe Bohannon

A group of three GED members (Joe Bohannon, Adam Otten, and Jeff Wondolleck) went down to visit the Pasadena Model Railroad Club's layout called the Sierra Pacific Lines on February 12th. The purpose of the trip was an operating session on the nation's second largest layout. It takes over an hour for a train running at normal speeds to traverse the layout, although a Shinkansen model can due it in a little over 10 minutes at it's full speed.



A Southern Pacific Baldwin AS616 is preparing the Sunset, as it's road power, Alco PA1 wait outside the engine shop as a set of Santa Fe F-Units travel to it's train in the Alhambra yard.

When the group arrived they entered the building containing the massive layout, although the room looks small, the tracks double over areas once or twice before finally making it to the end of the layout. The first restrain for the operating session is to get the locomotives rated, and the three members took roughly 40 locomotives all together. With each locomotive taking 10-15 minutes each, it took a while to even rate the selective few locomotives that were to run that night. Rating involves the amount of Voltage and Amps per the locomotives speed. It also rated drawbar strength, as the layout has 2% grades and a stalled train is not wanted.



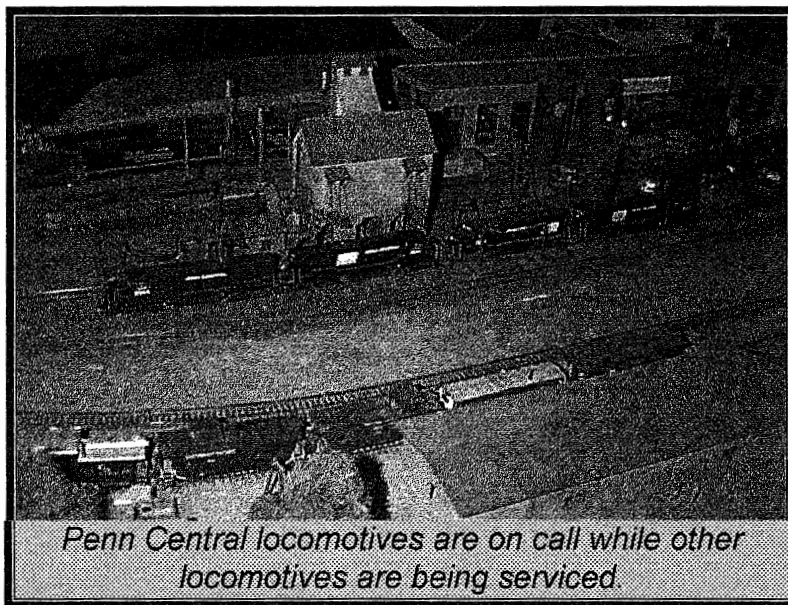
A Great Northern ore train is powered by SD50's and B36-7's as it passes through West Colton.

Once the trains were on the tracks and locomotives were rated, we were set to go. The trains the members assembled were a Santa Fe piggy back train, a Santa Fe general freight, a Southern Pacific empty train of flats, gons and hoppers and the last train was a Thunder Ridge Railroad passenger train. The Piggyback was placed in Zion yard with Jeff as the engineer. The general freight was placed in Alhambra with Adam ready to take it out. The Southern Pacific waited in the Zion yard until someone else wanted to take it out. Joe was anxious to inch the throttle on the Blue and Silver E8 with full lighting package on lead of the TRRR passenger train in the Alhambra passenger terminal.



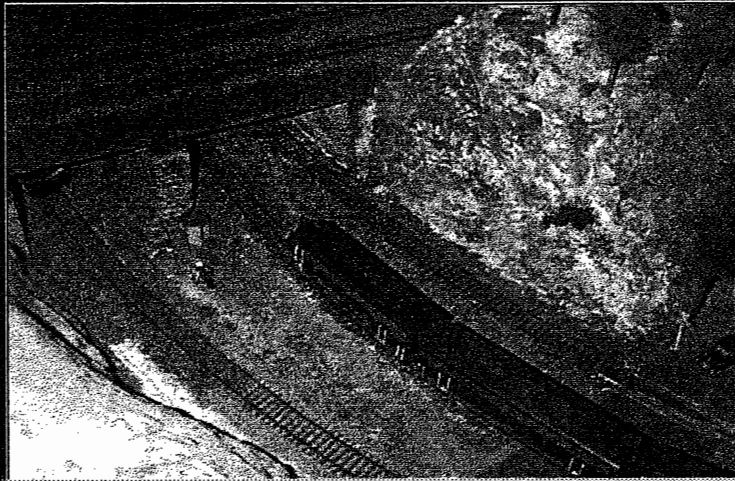
A Thunder Ridge RR Power set composed of a F7A, F7B and GP30r #2K await their call in the Zion yard.

The scene was set, right? Wrong, as the three were soon to find out as one of the PMRRC members tried taking a train around the layout. "The wheels are getting dirty, and fast. I just cleaned them!" The train went and stopped, went a little further, stopped again and again, sparking and stuttering around the layout. The club member realized something was wrong, but what? Then to the embarrassment they realized the problem, a new air conditioner vent was cut the week before and they didn't cover the layout with drop cloths, so the entire layout was covered with plaster dust, "and trains don't run to well with plaster on the rail, it's worst than dust."



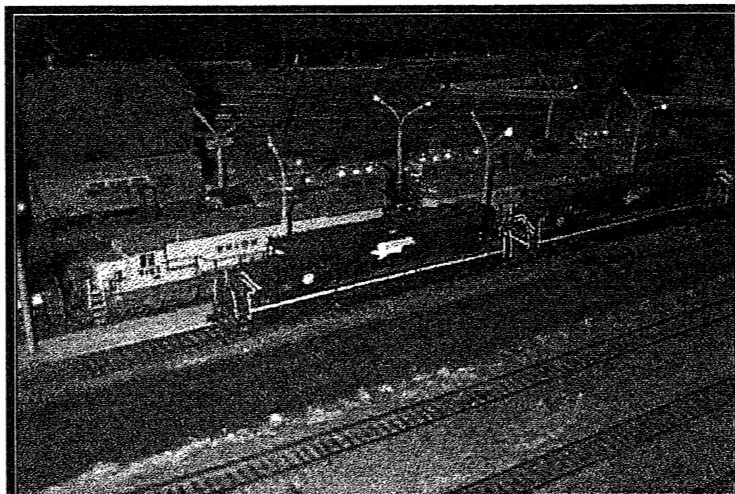
Penn Central locomotives are on call while other locomotives are being serviced.

As the three members waited and waited after every member cleaned rail by bright boy (Remember the size of this layout.) and eventually even the track cleaning trains stalled, it was time for the three to head home. Jeff did however get his train the furthest out, as Adam and Joe's still waited in the yards with red signals in front of them. All in all they had some fun seeing the layout, and taking photos, to which you see here.



A Southern Pacific Black Widow F Unit set leads a freight drag down grade out of Powder Horn.

During April 29th the PMRRC had a open house, which Jeff and Joe made it to, and actually witnessed the layout running, and running a lot better without plaster dust on the track. Although they weren't allowed to see or run their own trains it was fun seeing the layout come to life. The Sierra Pacific Lines is planned to be apart of the TAMR National Convention, the Daylight 2000, be sure to check it out.



Mopac and Union Pacific Diesels idle while a crew van is taking in the relief crew.

Railfanning!

By: Joe Bohannon



Tehachapi Pass

The famous Tehachapi Loop and it's twisting trackage all belong to some of the toughest railroading in the United States. Built by the Southern Pacific in the 1850's to connect Southern California with Northern California.

Enough of the history, lets get to some of what you may see while visiting the pass during the National Convention.

During the tour you will be coming from the Bakersfield area heading east on Edison Hwy, this parallels the mainline of both Union Pacific and Burlington Northern Santa Fe (Joint trackage). This same road becomes Bena Road when you come to the area known as Sand Cut. Sand Cut is a location that the line drops down the side of a hill, an S-Curve allows you to see trains charging up the hill from Bena and approaching from Edison from the vantage point above the curve.

The next location is Bena, at one time was home to Southern Pacific's helper spur, but has since been a bad order set out track for UP. Going on down the road, you leave the trackage a moment and curve on up a mountain pass. Later on you have to exit towards Caliente. Following this road takes you toward Caliente and regains contact with the railroads at tunnel 2. If you continue down the road you drive into the Caliente area, which is a horse shoe curve where trains gain more elevation in an attempt to conquer the Tehachapi mtns.

Taking the fork that heads toward Hwy 58, we pass Bealville. Bealville is home to the steepest grade, trains can stall out here, and is made even more dangerous because it is partly in a tunnel, which could suffocate a crew with exhaust or choke the locomotives killing them.

From Bealville we get onto 58 and head to the Keene exit, which takes us to the Famous Tehachapi Loop, where trains that are long enough will cross over themselves. Once at the loop, we will stay for a little while before continuing on our way.

The Mopac Flyer-Central Region Summer Convention-St. Louis Missouri

By Joel Durfee

Greetings TAMR! This is Joel Durfee, the Heartland Division Director. This summer, as some of you know, will be a huge Central Region Summer Convention summer convention. I hope that all of will be able to make it out, and have a good 6 days of railfanning! Anyways, this is a brief overview of what we will be doing at this convention. This is not a day by day itinerary, but just some of the stuff we will be doing.

First, I will start off with general information, there are many hotels around my house, depending on how many people are coming, people will be able to stay at my house. What I plan on doing, is, is that we will probably all stay in the same hotel, if we do get one, and just make that the convention site. Please fill out those forms as soon as possible, so that I can know how many people are coming, and get hotel reservations set.

Ok, now for the good stuff, TRAINS!!!!!! Alright, the first thing that I will share with you about trains, is the area hot spots, we will visit most or all of them.

a) Kirkwood Station- located in Kirkwood Missouri. Sees Union Pacific and Amtrak traffic, as well as some occasional Norfolk Southern run through. It is a beautiful Missouri Pacific made depot. Train traffic here ranges from 45-60 a day. A majority of the traffic is coal, coming from the Powder River Basin, this is a pretty cool railfan spot.



A U.P. Auto parts train rolls through Kirkwood Missouri-photo by Joel Durfee

b) Lenox Tower-this is the second busiest junction in the St. Louis area, located in Mitchell Illinois, this railroading hotbed will see 80-120 trains a day. Amtrak, BNSF, KCS, N.S, Alton Southern, and Union Pacific pound this junction. Amtrak traffic includes 6 trains a day-numbers 20,21,300,303,304,321. Their names include-Anne Rutlidge, Texas Eagle, State House, and Eagle. Most of the other traffic is general merchandise, intermodal, and grain, with some coal, but not much.

c) Valley Junction-this is the busiest place in the whole St. Louis area, it has been rumored that this place has seen up to 300 trains in a single train. Every class one railroad pounds this junction, including-Alton and Southern, BNSF, CSX, Conrail, NS, TRRA, KCS, Mfg. Railway, plus the Pandroll Jackson railgrinder usually pays a weekly visit. It is really a cool place to foam.

d) Mac Arthur Bridge-this is a really neat bridge, it spans the Mississippi River, and is the St. Louis' version of Hells Gate. U.P., BNSF, Amtrak, TRRA, A&S, and Mfg. Railway utilize

this St. Louis artery.

There are many other spots we will visit, but being that I have 2 pages, that was all I could fit. Now onto some of the activities.

We will do all of the following-

Locomotive tours-Amtrak

Yard Tours-U.P., Amtrak

We will chase te following trains-

The Texas Eagle-part of our midnight railfanning!!

Anne Rutlidge

State House-Midnight Railfanning

U.P., BNSF, KCS, and other freights.

Have a Central Region style shish kabob

Clinics will be held inside a Pullman Railcar, by NMRA, NRHS, TMRA, and TAMR members.

Once again, please fill out the form that is enclosed in this hotbox, and send it in, it will me out greatly, parents are welcome, and if your folks are interested, I will send them brochures on some of the other St. Louis attractions-the Arch, Busch Stadium, etc.

Till Next time, take it easy, stay cool, and Happy Railroading

Peace out!!

Joel Durfee

Central Region 2000 Convention Director.



International Region Convention!!

By: Dane Nicholson / TAMR IR rep.

Hello!,

I am pleased to announce an International Region Convention Schedule for 2000. There are 2 Conventions still in planning, but I would like to announce the first 2.

"Cascade 2000"

July 14th in Vancouver, BC

Starting on The 14th we will go on a small layout tour, and do the traditional Pizza Party I have heard so much about. You will also get experience Vancouver, BC weather! It will go from hot to cold in 5 minutes flat!

July 15th, Vancouver, Hope, North Bend, Boston Bar. We will start the day with an exploration of the Quintette tunnels in Hope, where the KVR/QVR ran in the 40s. These tunnels are dark, cold, and wet. Dress well!

We will leave Hope, after eating at Home Restaurant and go to North Bend BC. Officially, North Bend doesn't exist, so go look finding it on a map. (It is close Boston Bar). We will spend some time railfanning there, and BOSTON BAR. After that we will be able to have about 1 more hour exploring the canyon. We will return to Vancouver and wreak havoc on whatever we find. We will most likely great BC Rail's Pacific Starlight Dinner Train and Cariboo Prospector (RDCs). That will also give us a chance to take a sneak peak at the Royal Hudson.

July 16th, Vancouver area. We will

spend the day railfanning! We will see BNSF, CN, CP, BCR (Royal Hudson!), Via (yes I planned this so we can watch the Canadian leave), SRY and more! If you feel like a kid that day, we can also go to Stanley Park and ride the Ex. Zoo Train! There will also be a stop at Vancouver finest Train store, "Pacific Scale Rail". The main focus of the day will be too high light passenger Trains in Vancouver!

"Flying Hudson Convention"

August 2000

Details to Be Announced. We will take a ride behind the grand lady of steam herself on a Sunday. We may go railfanning on Saturday.

Details in the next 4 weeks. For more information, Contact: Dane Nicholson
TAMR2860@hotmail.com



Train Orders

Southern Region Convention!

By: Josh Trower

On June 1-4, the Southern Region will be hosting a convention out of Raleigh, NC. Now, people from ALL regions are invited to attend. There are many good reasons to come, below are just some:

1. You will see a SHAY in operation.
2. You will see a CONSOLIDATION in operation.
3. You will see two E units doubleheaded and in operation.
4. If you a MONON fan, this is the meet for you. If enough members come, we will participate in an operating session on Jack Frame's HO MONON layout. TAMR Members will be engineers, yardmasters, dispatchers, etc... The layouts in a 825 square foot room, and represents the railroad from Chicago to Louisville.
5. A possible Amtrak shop tour (still trying to work this out).
6. Railfanning!!

Come one. come all! If you would like a schedule or registration form just call or e-mail me.

Joshua Trower/SR Rep.

GG1_4935@hotmail.com

TAMR on the Web

By: Tim Vermande

The TAMR has two major presences on the web.

First is our own site, www.tamr.org. Here you can find out what's going on and see pictures from conventions. If you have a picture to add, or would like your own web site linked, contact us. We are also always looking for members who would like to help with the site (no experience is required). If you would like to have your own page at the site, we'll help you with that, too. For more information, contact webmaster@tamr.org.

Second is our e-mail list. The list does not replace the Hotbox, but does provide a fun way for members to get the latest news and make new friends. You can join the list in several ways:

- send a blank e-mail to:
TAMR-subscribe@egroups.com
- on the web, go to:
<http://www.egroups.com/group/TAMR>.
(useful if you are already registered with E-groups or OneList)
- send an e-mail to:
treasurer@tamr.org and request an invitation.

Note: the list is only open to TAMR members, although a few exceptions occur for former members or industry content.

RAILNEWS from Cape Cod

By Willie

Tuesday, May 2, 2000, the Massachusetts Call/Volunteer Firefighters Association's "safety train" was picked up from CSX in Middleboro at about 10 AM, and was spotted southbound on the Bay Colony about half an hour later. The train consisted of Bay Colony GP-9 # 1702 pulling the safety train, 3 tank cars, a refrigerated boxcar, and a caboose. At East Wareham Bay Colony added Cf-7 2443. All of the cars had special paint and/or decals proclaiming their use. The train is used to train firefighters on how to react in emergencies involving trains. Having actual train cars for the firefighter's training can be invaluable when confronted by a real emergency involving a train. The safety train will be on the cape until May 10. All 3 of the tank cars are painted black with white lettering, the reefer is painted light blue, and the caboose is painted in CSX colors. All of the cars have been donated. Pictures will appear in the next issue hopefully.

The "TRASH TRAIN" Bay Colony's famous trash train has not run since December 7, 1999, because of the tipper at SEMASS is busted. The tipper is the only efficient way to get trash out of the cars and it is really broken. The tipper, which was made in England, is hard to get parts for and therefore hard to fix. To fix the tipper and the parts problem American Refuel (the owners of SEMASS) has hired an American firm to rebuild/reengineer the tipper, thus Americanizing it. Hopefully this will help with the parts problem. To those of you who don't know, SEMASS is a power plant that burns trash. On an interesting side note the last car of the December 7th trash train, wasn't tipped, and is still behind Semass with 5 month old trash!!!! Bay Colony and SEMASS hope to have the trash train running by the end of the month. Bay Colony continues to run train on its Millis, Newton, Dean St. (Taunton), and Watuppa (Westport) lines, with Millis 5 Days a week, and the others as needed.

CAPE CENTRAL RR The Cape Cod Central, which took over the Cape Cod RR's tourist run on the state owned Bay Colony tracks last year after a 1 year absence of tourist trains has changed owners. The previous owners, who were affiliated with the new Edaville RR and the Quincy Bay Terminal, claimed they couldn't turn a profit because of troubles with land-lord Bay Colony and a late start in the season because of this. I feel the real problem was poor advertising. Last years trains ran with 2 ex CN M420's and a ragtag group of ex Long Island RR coaches. The RR also acquired 3 cars from the Sunday River Ski train which were being used for a restaurant. Two of these cars were sold to the Wisconsin & Southern and were moved out this winter. The 3rd car is a tail end observation car with a bar and lounge was kept by the CCC. There is also a former CN restaurant/voiture (french for restaurant) car too. On March 8th ex B&M Budd-liner # 6143 & Ex CCR table cars, Monomoy, Race Point, & Sconset, and the former CCR Kitchen car, were delivered to Hyannis for use by their new owner's dinner train. For the regular tourist train CCC will use the ex LI cars which were retained by CCC during the change of ownership. The 2 M420's were returned to owner National Railway Equipment. Alco S-4 # 19 from the Quincy Bay Terminal, which was to be used for a back up is presently in storage behind Semass. Cape Cod Central this year will be using two GP-7's acquired from the South Central Florida RR. They left Florida on March 23, and as of April 30 were in Richmond Virginia. Also to be used is former Providence & Worcester RS-3m (rebuilt ALCO RS-3 with an EMD 1200hp 567 prime mover) # 120. The 120 is interesting in the fact that it ran on Cape Cod RR for a little while in 1997 when it was owned by Shoreline Locomotive Co. Shoreline was owned by a CCR employee. It was then sold to the Connecticut Central RR in 1997. The 1201 as it was renumbered was acquired by P&W when they purchased the Connecticut Central. The unit was built for The New York Central, and was passed on to the Penn Central. The Penn Central conveyed the engine to Amtrak in 1976 along with the North East Corridor at the start of Conrail. Amtrak repowered the RS-3 with one of the 1200hp engines from an E-8 in the 1980's (1984?). The 104 as it was renumbered served Amtrak until 1996 when it was sent to Cape Cod. It's last Amtrak assignment was as a switcher in Washington DC. It was delivered to Hyannis on March 29. As of April 30 the Ex ccr cars were being repainted.

EDAVILLE RR This Famous 2 foot gauge tourist line reopened last fall. They ran some trains in the Fall and they ran special train for Christmas. The Line even broke the 100,000 passenger mark! Major changes have been taking place since its reopening. About 12 standard gauge cabooses (all of B&M and MEC origin) have shown up and are on display. There are also 4 standard gauge locomotives, Stewartstown (PA) Plymouth ML-8 #9, Dragon Cement Plymouth # 3, fictional "Flagg RR Corp" (named for one of Edaville's Owners) Vulcan # 5, ex MBTA FP10 # 1107 (rebuilt F-3) and a three foot Plymouth lettered "Cranrail Corp" with an Ocean Spray logo on the cab rearing Cranberry Country. The FP10 is just a shell and is going to be restored to Santa Fe Warbonnet! Set to arrive soon is standard gauge 2-6-2 # 250 which was last run in the early 80's on the now defunct Wolfboro RR. The engine was then on display at the HOBO RR until about 1996(?) and is presently stored in Concord, NH. The 250 is quite a traveler, being built for the Bonhamie & Hattisburg in Mississippi, and being sold to the Wannamaker, Kempton & Southern (a Pennsylvania tourist line) before going to the Wolfboro in the 70's. Over the winter major work was being done to the equipment including stretching the 3 ex Edaville Entertainment excursion cars to 50 feet. The other older Maine cars are all being refurbished too. Reportably 2 new cars are being built from scratch too. The "Cape Cod Canal RR" (fictional) Whitcomb #3 which was used last year is having a newer taller cab as the previous cab was tiny with the engineer having to "curl into a ball" to run it. Cranberry Belt Line's plymouths 11 (Phoenix) & 12 Echo are also on the property. Edaville is reopening this Month (MAY).

Articles On the above railroads will be coming to a future hotbox soon and will explain the railroads in more detail.

Left Cape Cod Central M420w # 2000 sits at Wareham, MA on an excursion in the fall of 1999. Photo By Willie Roberge



Hotbox Classified

By: Ross McKnight

6 HO scale Spectrum Heavyweights SP Daylight. They have been run once at a local club layout, but are too long for my layout, but they run like new. They light up some need couplers, original boxes. 3 coaches, 1 diner, 1 sleeper, 1 observation.

Retail: about \$120

Asking \$100 or BEST OFFER!!

WANTED: Looking for Pics of SP and D&RGW trains. Will trade pics of Amtrak, Conrail, CSX, NECR, and a couple pics of selkirk... Any Pics I have!! I have 2 good pics of what it would probably look like if you put unleaded gas into a CSX GP40-2 :).

Contact: Ross McKnight:

E-mail: tamr4449@aol.com

1 Atlas Steel single door, 40ft boxcar. NOT NEW, some weathering, can be removed w/o trucks. Great Northern Seen alot of miles. \$2 or best offer.

Contact: Dane Nicholson
TAMR2860@hotmail.com

Welcome New Members!!

Northeastern Region

Charlie Albonetti

Email: NHRR2171@aol.com

Western Region

Joseph Suarez

International Region

TAMR Membership 143

Northeast Region 60
Central Region 41
Southern Region 10
Canadian / Int'l Region 5
Western Region 22

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Layout on A Shoestring Budget Conducted by: Peter Maurath

Road Work Ahead Series

Issue #2 "Look out Below", Manholes

I'm back, and this time, it's personal. Part two in the infinitely expanding road building series brings us out of the basic building of the road and into the super-detailing (if that's even possible for a road). When modeling the cities that surround the roads we take care to add the details on the surface, such as structures, cars, and noodle lights. But what about what lies beneath the surface: utility lines, sewers, and fiber optic cable. Being realistic you can't model all those details, but, you can make it look like you do. Grab a hole-puncher, some scrap brick material, a Sharpie pen, and the tutorial road. Behold, the incredibly simple, manhole cover.

We start with the scrap brick or other textured material. This will give us the best appearance of a manhole cover. Begin by coloring a section of the brick sheeting black with the Sharpie pen. After the ink has dried, using the hole puncher, punch out your manhole from the blackened brick material.

Next, we repeat the hole punching procedure with the tutorial road. We'll place it right in the middle across the double yellow. Punch out your manhole and fill it with the new cover. Don't worry if it's not level with the road's surface, as they're rarely level in 1:1 scale. Now you've given your layouts utility crews access to the major systems that keep your city moving, and access for Animal Control, to take care of that alligator problem. The great thing about manholes is there's no wrong place to put them, and you can punch out as many as you like in one street (though turning Main street to swiss cheese is not recommended). They can even be added to sidewalks!

That about wraps it up for this month. Be here next time for the finishing touches on our tutorial road. We'll be adding weathering, patches, and "asphalt alignment testers" or potholes.

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

TOP 7

Top Seven ways to get to the 2000 National Convention in Bakersfield, CA.

Stolen from a level 9 government facility by: Peter Maurath

- #7. Hijacked golf-cart.
- #6. Fed-ex yourself.
- #5. Very nicely ask parents for a lift.
- #4. "CZ's got plenty of room in the weinermobile".
- #3. Ask Amtrak if you can borrow an AMD-103 for the week.
- #2. Click your heels three times and say, "there's no place like Bakersfield."
- #1. There's always the transporters on the SS Enterprise.

TAMR Events

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 Railway 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 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@icmail.com

JULY 13 - JULY 17, 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

JULY 14 - 16, 2000, (Canadian / International Region) "Cascade 2000" Vancouver, BC, Canada. Layout tour, pizza party. Visit Vancouver, Hope, North Bend, Boston Bar., explore the Quittance tunnels in Hope, where the KVR/QVR ran in the 40s. Plenty of railfanning! We will see BNSF, CN, CP, BCR (Royal Hudson!) For more information, contact: Dane Nicholson E-mail: TAMR2860@hotmail.com

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

OCTOBER 7th and 8th, 2000 (Northeast Region) "One Mile Division" Fall Convention, Operating session at the famous "Frostbite Central Railroad". Model RR show on Sunday. For more information, contact: Doug Engler, E-mail: NASTRN@capecod.net

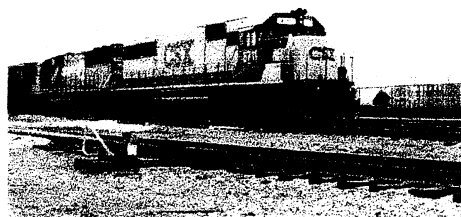
FEBRUARY 2, 3, & 4, 2001 (Northeast Region) "TAMR Winter National Convention 2001". All are invited! Annual winter convention in West Springfield, MA. Less than 9 months away!! Mark your calendars now!!

EDITOR OF THE MONTH

Each month, a member of the Hotbox staff is recognized for outstanding achievement of teamwork. The editor(s) of the month for issue #334 are TAMR President, Joe Bohannon and Heartland Division Director, Joel Durfee!! From 1000s of miles away, this edition of The Hotbox is truly a multi-regional effort!

DO TRAINS-NOT DRUGS
J&J BASIC HO LAYOUTS LLC ADA, MI

Photos of the central region by Joel Durfee and Chris burchett



CSXT (exConrail) SD60 #8711 and sister SD60 set on the south (timetable east) side of ex-Hocking Valley Parsons Yard, Columbus, Ohio.-photo by Chris Burchett



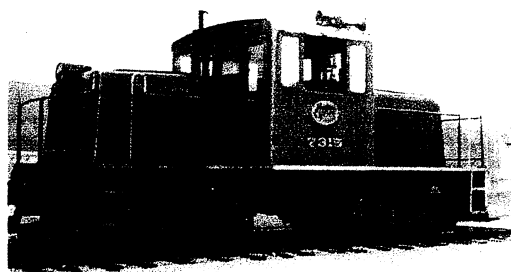
A CSX AC4400CW is pulling an auto parts train, through the Lenox Tower interlocking-photo by Joel Durfee



Kansas City Southern AC44CW #2027 and sister AC44CW set at the east end of CSXT Parsons Yard, Columbus, Ohio.-Photo by Chris Burchett



A Norfolk Southern local has just left Mc Kinley yard in Wentzville Missouri-photo by Joel Durfee



Hock-
ing Valley Scenic Rwy. 45-tonner #7315 (exU.S. Army) sets in front of the Nelsonville (Ohio) depot, ready to depart with the annual "Chilli Train."-photo by Chris Burchett



**AMTRAK
CALIFORNIA**

By Ross McKinght