

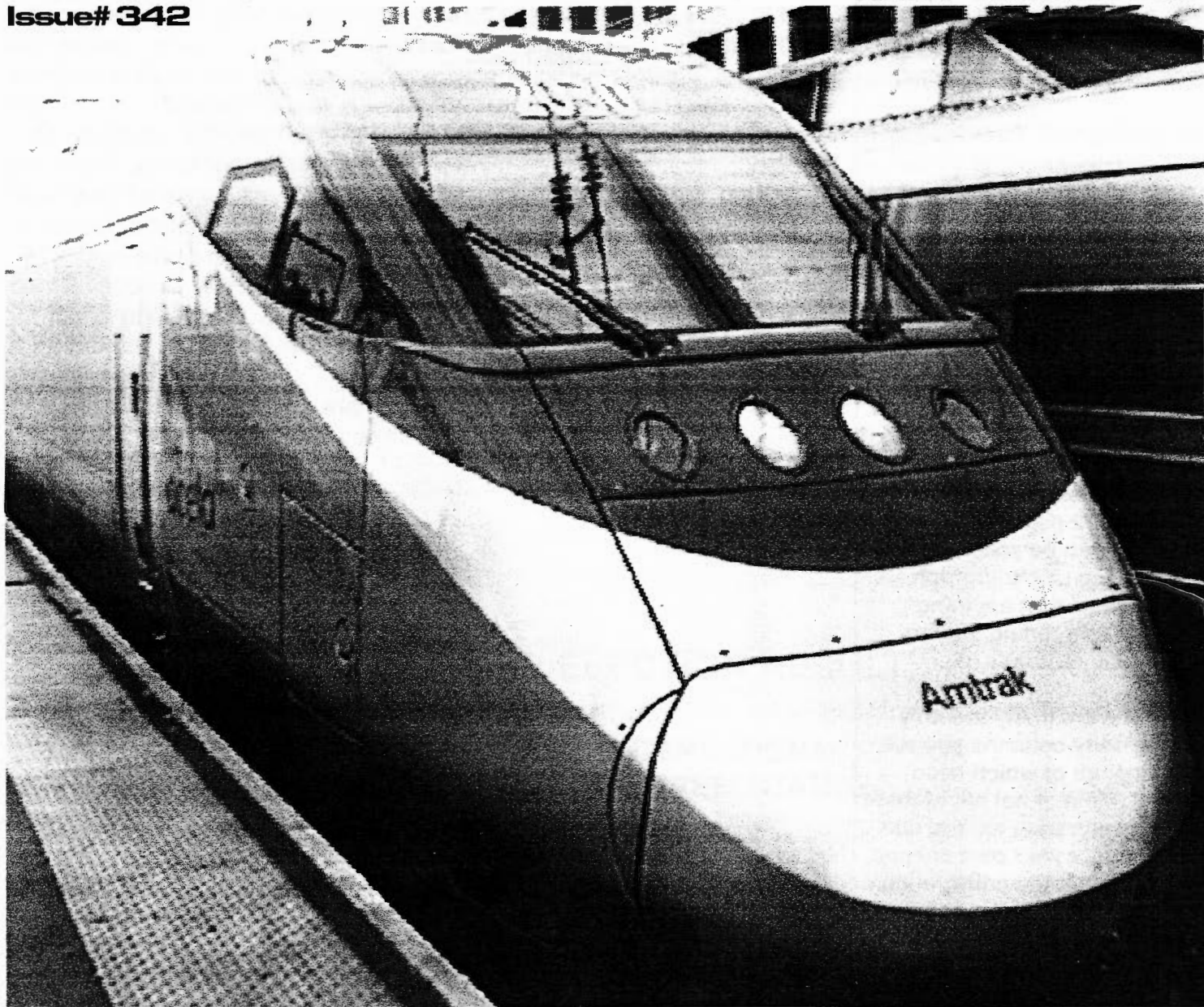
# ***THE HOTBOX***

***Youth Model Railroading at its Finest!***

January 2000 /

Issue# 342

ISSN 1093-622X



***Firstclass***

**A Ride On  
Acela**

**The Official Publication of  
The Teen Association of Model Railroaders**

# **THE HOTBOX**

**JANUARY 2000**

**ISSUE# 342**

**Send Articles To:**

**Charles Warcinsky**

[Charleswarcinsky@mail.com](mailto:Charleswarcinsky@mail.com)

## **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.

On The Cover: Amtrak's Acela Express HHL #2030 sits on the platform at New Haven, CT. Photo by Andrew Matarazzo

## **In This Issue:**

Page 2: Contents  
Page 3: 2000 Election Results  
Page 4: From The Tower  
Page 5: Light Rail Returns to Philadelphia by Brad Blivice/Top 7  
Page 6: When I worked for the Railroad by Josh Trower  
Page 7: ACELA by Drew  
Page 8: ACELA by Drew  
Page 9: ACELA by Drew  
Page 10: ACELA by Drew  
Page 11: Running Wisconsin & Central E-9's by Chris Danz  
Page 12: TAMR Directory  
Page 13: LOASSB by Peter Maurath  
Page 14: TAMR Events Page  
Page 15: Charles Warcinsky's photo page

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:

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

Please send membership to:  
Hans Raab, TAMR treasurer,

# OFFICIAL 2000 ELECTION STATEMENT & RESULTS FOR THE TEEN ASSOCIATION OF MODEL RAILROADERS

December 21, 2000

Dear Members of the Teen Association of Model Railroaders,

I am pleased to announce to all of you this day, the new leaders of the TAMR for the beginning of the twenty-first century. All ballots received were counted without any problems. Ballots will be shipped to the archivist to be preserved to ensure the security of this election, therefore I shall declare the results true and final.

As members, we should congratulate the officers who dedicated themselves to the TAMR during the past two years, as well as support the new administration. The first congress of the twenty-first century will have their hands full keeping the operations in order, as well as making the TAMR a premiere organization for model railroading.

Members who wish to hold appointed positions in congress should send their resumes to the new president as soon as possible. The appointed positions of the TAMR Congress include Hot-Box Editor, Promotional Manager, and Auditor. Other offices that do not have voting rights in congress are also appointed by the president or elected by congress; these offices will also be decided soon by the new administration.

I thank all of the members that participated in this year's election to support YOUR organization. I would also like to be the first to congratulate the new congress.

Sincerely,  
David L. Hadley, Auditor  
Teen Association of Model Railroaders

## OFFICIAL TAMR ELECTION RESULTS:

### TAMR PRESIDENT

Chris Burchett----- 63%  
Joe Bohannon----- 37%

### TAMR VICE PRESIDENT

Joel Durfee----- 90%  
Chris Burchett----- 5 %  
Joe Bohannon----- 5 %

### TAMR TREASURER

Hans Raab----- 95%  
Dane Watson----- 5%

### CENTRAL REGION REPRESENTATIVE

Louis Granato III----- 67%  
Lewis Ableidinger----- 22%  
Andy Inserra----- 11%

### INTERNATIONAL REGION REPRESENTATIVE

Dane Nicholson----- 100%

### NORTHEASTERN REGION REPRESENTATIVE

Andrew W. Sabens ----- 100%

### SOUTHERN REGION REPRESENTATIVE

Josh Trower ----- 100%

### WESTERN REGION REPRESENTATIVE

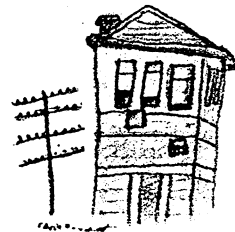
Joseph Suarez----- 100%

# From the Tower

**By Chris Burchett and Joel Durfee**

*President*

*Vice President*



**G**reetings, fellow TAMR members! The next administration of the TAMR is now beginning. Allow me to introduce the next Board of Directors: Treasurer Hans Raab; Central Region Rep. Louis Granato III; Southern Region Rep. Josh Trower; International Region Rep. Dane Nicholson; Northeast Region Rep. Andrew Sabens; Western Region Rep. Joseph Suarez; Promotions Manager Andrew Matarazzo; HOTBOX Editor Charles Warcinsky (as of February); and Archivist Mike Acree. And we are always looking for people to pitch in one way or another (like by contributing to the regional newsletters or the HOTBOX for instance). I, for one, can vouch for the regional representatives. - material is always needed for the regional newsletter. If you want to get involved, jump right in!

**A**t this moment in time, I'd like to recognize Joe Bohannon, the new Assistant Promotions Manager. Joe did a great job as President. Being President, running a national convention, and, at one time in 1999, being HOTBOX Editor isn't the easiest job in the world to have. Many great things came about during his administration, including the official TAMR Website ([www.tamr.org](http://www.tamr.org)), getting back to a timely HOTBOX, the TAMR e-mail group at e-Groups ([www.egroups.com](http://www.egroups.com)), and increased activity just to name a few. He went through some rough times as President, but he stuck with it! I salute you, Joe, for that alone!!

I'd also like to thank all those who voted for me. I hope and pray that I can live up to your expectations, and the confidence you have in me as President.

The first order of business is undoubtedly the "e-membership" proposal. This, if passed, will be a pioneer move by the TAMR. Although some groups and magazines have turned full Internet, some have stuck with the postal service. The TAMR would be one of the first groups to try on-line memberships, while at the same time using the current "snail-mail" system.

**N**ow I'd like to give the floor over to you. I want to hear from each of you. I want to hear your ideas, proposals, recommendations, etc. for the group. I will keep my mind, ears, and eyes open to what you have to say. Please don't hesitate to contact me for anything. If you need help with something, let me know and I'll see what I can do. I will do everything that is in the best interest of the group, not my own personal agenda. With that said, please, do not hesitate to contact me. I have listed below my phone number, e-mail address, snail-mail address, and AOL Instant Messenger screen name. And for those of you attending the TAMR Winter National.....see ya there! It will be great meeting you!!

Thanks again, and I look forward to hearing what you have to say. Talk to ya'll soon!

-Chris Burchett

**Phone:** .....

**E-mail:** ..... [president@tamr.org](mailto:president@tamr.org)

**AIM screen name:** TAMRprez33

**Snail-mail:**

# TAMR TOP SEVEN

"From the Home Office in Cleveland, Ohio, its tonight's Top Seven list!"

## TOP SEVEN new homes for the CSX E8As

Seen on the back of a cereal box by: Peter Maurath

- #7. Amtrak, for their new "bloody nose retro look."
- #6. A support girder on the 15th floor of a Seattle office building.
- #5. Up on blocks in Jethro's front yard.
- #4. "CZs been needing a bigger paperweight"
- #3. To become head-end power for TAMR business train.
- #2. Crazy Al's late-model, clean, used locos.
- #1. "1:1 scale E8A model now available at Caboose Hobbies."

## A Message from the Editor - In - Training

Hi, my name is Charles Warczinsky, and I am joining the Hotbox staff as editor-in-training. Any ideas, comments, articles, demands, etc. are welcome, so please send them my way. A little about my R.R. interests: I am interested in several railroads, but my favorites are CSXT, Canadian National and Grand Trunk Western. I am attempting to model the GTW and CSX currently.

- Thanks

Charles Warczinsky

## Light Rail Returns to Philadelphia

By: Brad Blivice

Charles Warczinsky

After waiting almost two decades, SEPTA (Southeastern PA Transit Authority) is finally in the process of re-building two of America's longest in-street trolley lines. With hope of completion in 2002, Philadelphians will once again ride trolleys rather than busses to and from work.

Routes 15 (Girard Ave.) in North Philadelphia and 23 (Germantown Ave.) in N.W. Philadelphia and Chestnut Hill, both are key projects for SEPTA and trolley fans. These routes serve inner-city neighborhoods while connecting up-scale shopping areas (Chestnut Hill, MT Ary, and Delaware Ave. / "Penns Landing" with Center City, RT 23) Philadelphia is making trolleys ideal for families on shopping ventures and workers in the office buildings of downtown. The hope is to revitalize the once prestigious Ridge Ave. shopping district in N. Philadelphia, which in 1960 was burnt down in the Philadelphia race riots. With the trolley re-routed rather than abandoned, the neighborhood became the "poster child" of inner-city blight. The route 15 trolley will (as busses do today) connect Ridge Ave. with the new entertainment / shopping areas on "Penns Landing" thus creating opportunities to bring people back to "the Avenue" to shop.

In other news, the first new high-speed rail project in SEPTA's history is being planned now. "The Shycall Valley Metro" will connect the city of Reading with Philadelphia via a totally private right-of-way (no road contact). Ever since the Rt. 100 (Upper Darby to Norristown) was abandoned west of Norristown, people had to drive to get from one city to the next. The new SEPTA trains will make it possible to get from Reading or Lancaster, PA to Philadelphia as easy as getting aboard and finding a seat!

# When I worked for the Railroad (well, sorta)

By Josh Trower

February 1997:

My father and I had just detrained from Amtrak train 79, the Carolinian, at Raleigh depot. We had been on a short jaunt to Florida in order to cover territory we had never ridden before. I noticed bringing up the markers on 79 was the FERDINAND MEGELLIAN, the heavyweight business car typically used by the President of the United States on campaign trips. Mom was there to pick us up and noticed two gentlemen detrain from the private car, thinking these to be important RR officials she urged me to go speak to them. They turned out to be Mark Sullivan and Steve Head of the North Carolina Dept. of Transportation Rail Division. Mom did most of the talking due to my shyness, the two men were very cordial and finally handed me their cards, saying to "call them up when I got a little older".

Spring 2000:

I kept those cards pinned up on the bulletin board in my room for three years; by that time I was 17 and a sophomore going on junior in high school. I sent Mr. Sullivan a letter reminding him of our meeting three years before stating I still had an interest of working for the Rail Division.

The NCDOT Rail Division is responsible for the promotion for state sponsored and maintained trains (the New York-Charlotte Carolinian and Raleigh-Charlotte Piedmont), rehabilitation of old right of ways, maintenance of the states many shorelines, crossing safety (including grade separation and crossing deletion), and the maintenance of the Piedmont train sets at a yard in downtown Raleigh. The Division is made up of three Branches: Planning (more on this later), Engineering (crossing safety and engineering), and Operations (Piedmont train set maintenance and operation contracted with Amtrak). Mark Sullivan, a 33-year veteran of state service, was Director of the Planning Branch. Planning is responsible for the securing of environmental documents and the research that goes into them, before a piece of track can be laid it must be seen if it runs into a swamp land full of endangered species, or possible a historical landmark, these docu-

ments access if there is a danger of such impacts. The Planning Branch's main on-going project is the South East High Speed Rail Corridor, the plan calls for refurbishment of the partially abandoned CSX (ex-SAL) mainline between Raleigh and Richmond (known as the S-line) to 110 mph ruining for high-speed passenger trains. Understandably many environmental documents need to be produced for this project, 2010 is the target date for actually beginning train service.

After completing an interview with Planning Branch member Dave Foster I began my employment as a paid intern over the summer. My job comprised of database work, going for this or that, and plain learning. One enjoyable activity was helping at the many public awareness meetings throughout the area for the High Speed Rail Project, one can meet many interesting people doing this, including ex-RR employees, one who told me he can't believe we are going to run trains at 110 mph on the S-line when it is good now for only 45! I worked with many interesting people at DOT and they taught me a good deal, these included:

Allan Paul: Director of Operations branch he has worked for many years in railroad industry, at one point owning his own car shop. The North Carolina Transportation Museum at the Southern's old Spencer Shops was his idea. He is also responsible for the procurement of ACL E unit 601 from a private individual in Wisconsin; it is currently at Spencer but is owned by the Rail Division. Allan manages the maintenance work on our two F59PHI's, one GP40P-2H, and various passenger equipment.

Marc Hamel: Marc creates environmental documents for the Planning Branch; he is also a die-hard Atlantic Coast Line fan. His office is filled with ACL memorabilia, whenever I wanted a short break from working on the database I would walk a yard to his office for some discussion on either trains or WWII history (we both had an interest in that as well).

Bob Grabarek: Bob is the business officer for the Division and also a

17-year veteran of the Southern Railway. He always has a yarn to tell me when I'm near his office to pick up the mail.... like the time a passenger engineer succeeded in ripping his train in half, leaving half the train stranded, and the half he had coming into the station with the brakes still applied...



After a while paper work can ware a little thin, which means its time for a field trip. More specifically a trip into the field, though some of the guys like to call this "railfanning on company time". Wherever we went, weather examining a crossing about to be closed, or a station slated to be restored we brought our cameras. Once while listening to an architect discuss old blueprints in a meeting a train horn was heard in the distance, everyone gestured at me to go get it!

Another great perk of working for the Rail Div. was the fact that I was only 6 blocks from the Amtrak depot. Every day at lunch I would walk through downtown to the ex-Southern station to watch the northbound Carolinian pull in, after a while the employees got used to my presence, one engineer routinely gave me the inbound train orders for the next engineer would just throw them in the garbage. The Amtrak Raleigh General Manager was a man by the name of Jay McArthur, he told me that maybe when I was older he would give me a job...though he said I would have to hide the fact I was a "buff". When summer ended so did my employment, though I come in once a month for paperwork duties, next summer I will be working in the Engineering Branch, I will write in a future hotbox about those experiences! —Joshua Trower/SR Rep.



# A Ride On Acela

by Andrew Matarazzo

It was 4:45am on December 27th, 2000 when I left my house for the Metropark station. I arrived around 5:00 at Metropark. I waited for a half-hour on the freezing-cold platform for the New Jersey Transit train to Trenton. At around 5:30, as I saw the New Jersey Transit Arrow III pulling into the station, I knew my ride to Trenton wasn't going to be all that comfortable. At 6:00 I got off the second-most uncomfortable train on the Northeast Corridor to wait for the best train in the US.

After almost an hour of waiting at 7:00, Amtrak Train 2150, the northbound Acela Express, was announced for track number 1, right on time. When I walked down to the platform, its headlight was shining around the bend as it approached the station. Then in a few seconds it slowed into the station. I had First Class tickets so I entered the last car. I walked over to my window seat (you can actually pick your seat if you travel First Class). The seat arrangements are two seats on one side and one seat on the other. I had the window/aisle seat so I didn't have to worry about bothering someone when I had to get up.


About a minute after we started moving. The attendant came to my seat and asked to take my breakfast order. I ordered the continental breakfast and a Hot Chocolate (if you ride first class, all food and drinks are free!). Then I sat back and enjoyed the scenery as we sped by Princeton Jct. at 135mph. Then my food came, it was delicious. I looked out my window as we rushed past commuter-packed station platforms at New Brunswick, Metropark, and Rahway. We arrived at Newark, NJ at 7:28. After a 2 minute stop, we left for New York. We rode right past the NJ Turnpike and easily beat the cars on the highway which were doing 75mph. We passed over a southbound CSX Intermodal train as we entered the Hudson River Tunnels. At 7:40 we entered New York City's Penn Station, five minutes early. During the scheduled twenty minute

layover, I walked on the platform to get some shots of the exterior of the train. We left Penn Station at around 8:00 and after going under the East River Tunnels, we surfaced in Long Island City in Queens. We passed two Long Island Railroad trains and under a Number 7 train (New York City Subway) as we entered Amtrak's Sunnyside Yard, in Queens, NY. Amtrak turns around, cleans and organizes all trains terminating or originating in New York. A few minutes later the train was crossing the beautiful Hell's Gate Bridge. Unfortunately for you, the readers, I couldn't get a shot of the NYC skyline from the bridge because of a CSX local on the opposite track blocking my view.

As we passed Oak Point CSX Yard in The Bronx, I decided to explore the train. The first class car is the last car on the train and I decided to walk to the Cafe Car which is the second car on the train. The Business Class seats on the train were relatively full. In between cars there is an enclosed platform instead of the normal vestibules on the Amfleet and Horizon cars. The Cafe Car almost looked like the inside of a Starbucks. There were stools next to counters on one side next to the extra-large windows. The food service counter was in the middle of the car. By the time I got back to my seat, we were about to arrive in New Haven, my final destination. We arrived at 9:20am in New Haven, seven minutes early. I gathered my belongings and reluctantly left the train. I then ran to the other end of the platform to videotape the train leaving. After an extremely loud blast of the horn, the train took off. It accelerated quickly away from the platform. As the rear end of the train flew by me, it had to have been going at least 40 mph. Well that ended my ride on Acela and began the NY/NJ Metro Division's End of the Year Convention.

**ALL PHOTOS PLUS INFORMATION ON  
AMTRAK'S ACELA EXPRESS ARE ON THE  
FOLLOWING THREE PAGES.**

# Acela Information

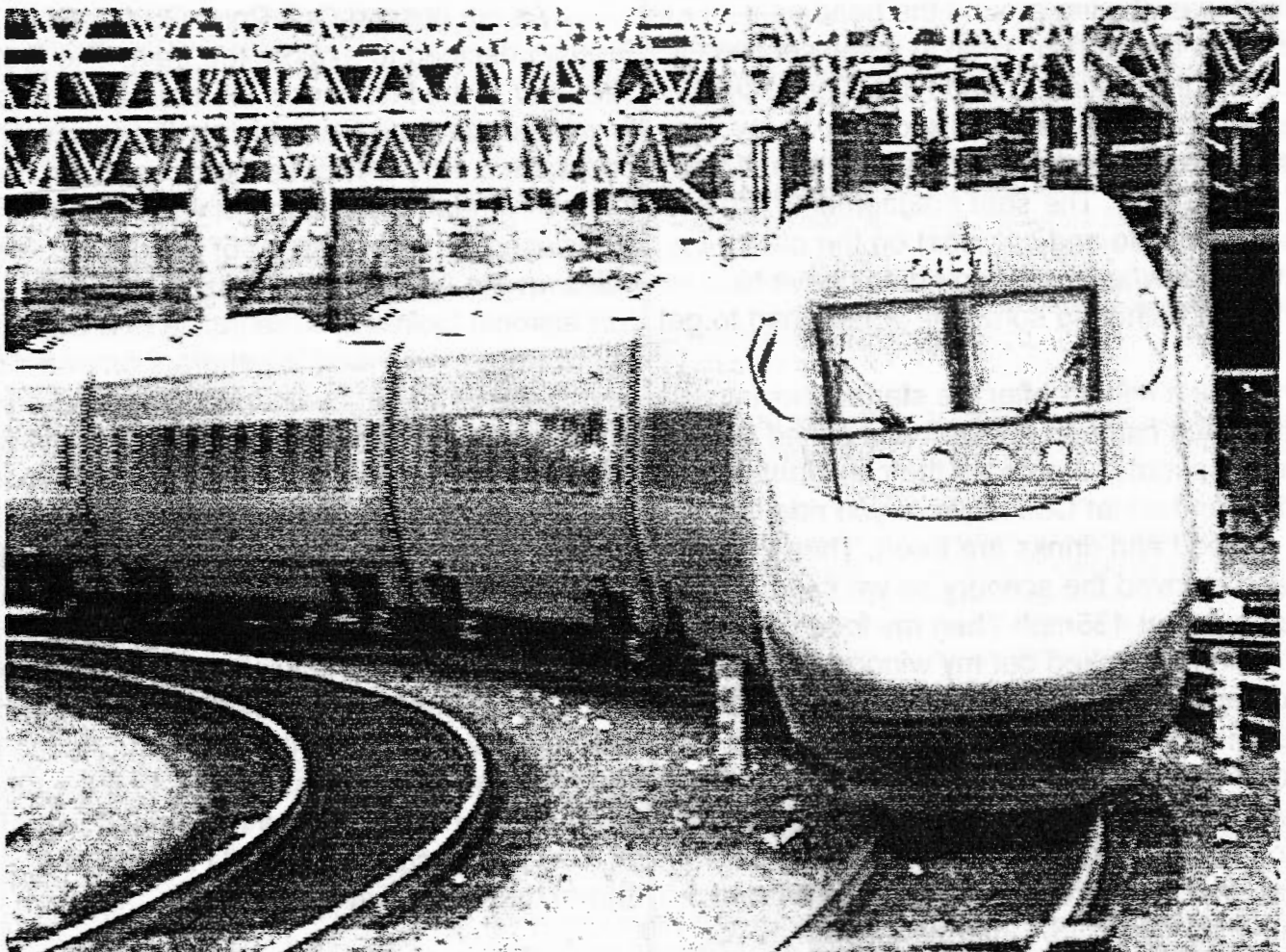
Time	Number	Train
7:00		2150 ACELA EXPRESS

## Schedule

Currently Amtrak only offers one Acela Express Train in each direction on weekdays( Trains #2150 and 2151). However this is expected to change before March. By the summer all 20 trainsets should be in service. There are also plans for an Acela Super Express Train which would make stops only in Washington D.C., New York, and Boston. For more info on getting reservations for Acela, visit [www.acela.com](http://www.acela.com), or call 1-800-USA-RAIL.

## Watching Acela

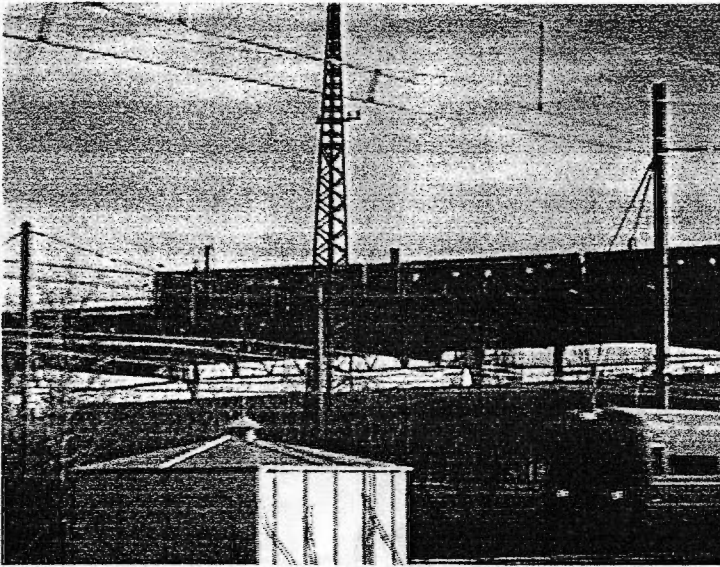
Unfortunately the current time table is not very railfan-friendly. One train in the early morning and one at night. Good spots for watching trains would be: The Drawbridge in New London, CT.; Hell's Gate Bridge in Queens(best viewed from roof-tops :-); Linden, NJ Station; Momouth Jct., NJ; Trenton Station; off rt. 95 south of Philly; and outside the Baltimore, MD and Washington DC stations. For more info on railfanning spots on the NEC contact me at (732)238-7238 or TAMRnyMets@aol.com or Josh Trower at gg1\_4935@hotmail.com.



Above: Amtrak's Acela Express Rounds a curve leaving New Haven, CT station.  
Photo by Andrew Matarazzo

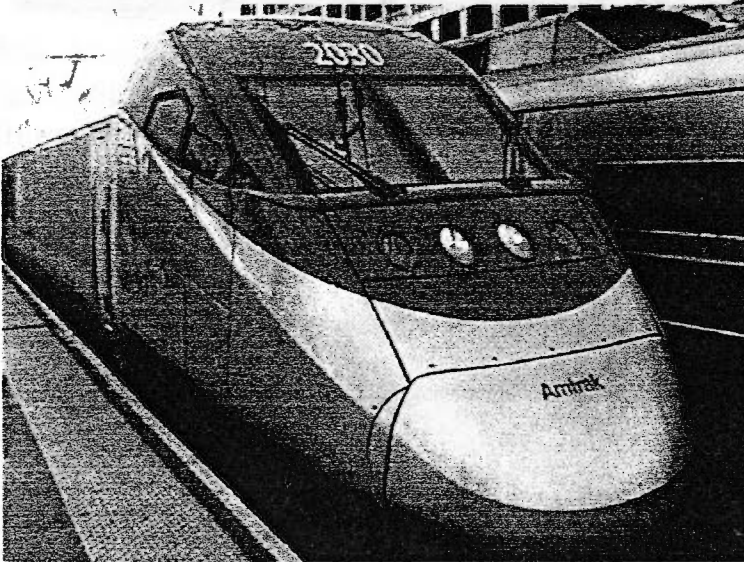
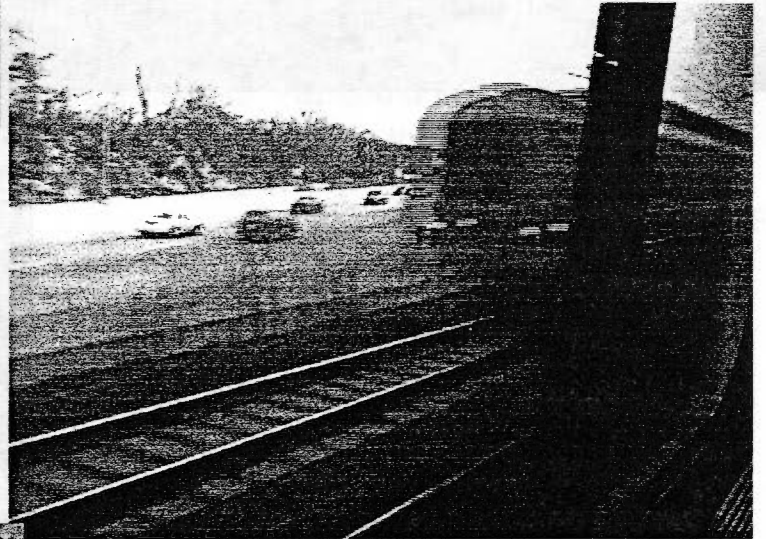


# ACELA PHOTOS



LEFT: A number 7 NYC subway train and a LIRR train pass by the train in Long Island City, NY

RIGHT: Acela is passing a Metro North train while paralleling Interstate 95

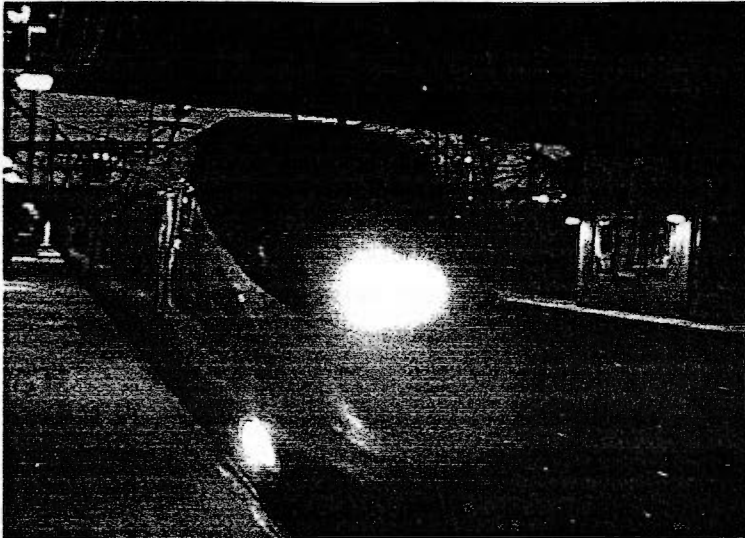


LEFT: Acela at New Haven, CT

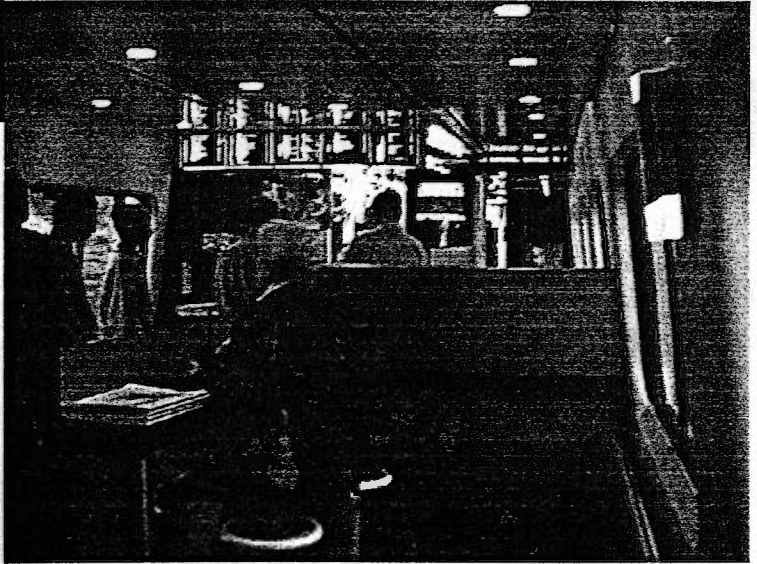
RIGHT: Acela rounding the bend north of New Haven



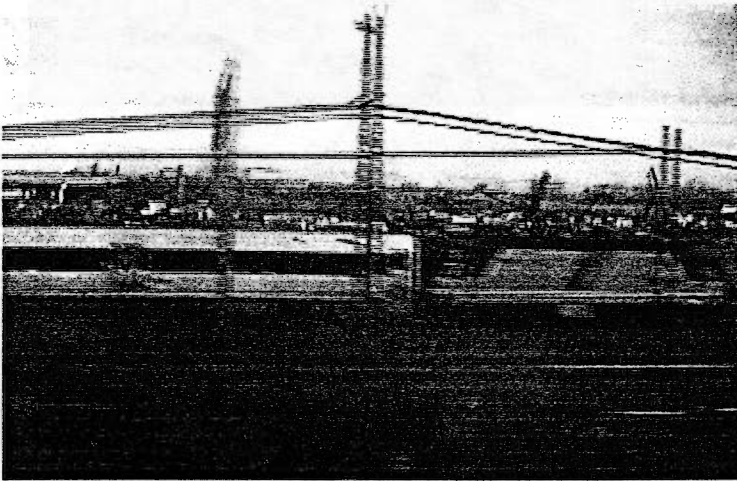
# ACELA PHOTOS



LEFT: Amtrak's Acela Express train number 2150 entering Trenton, NJ in the early morning.

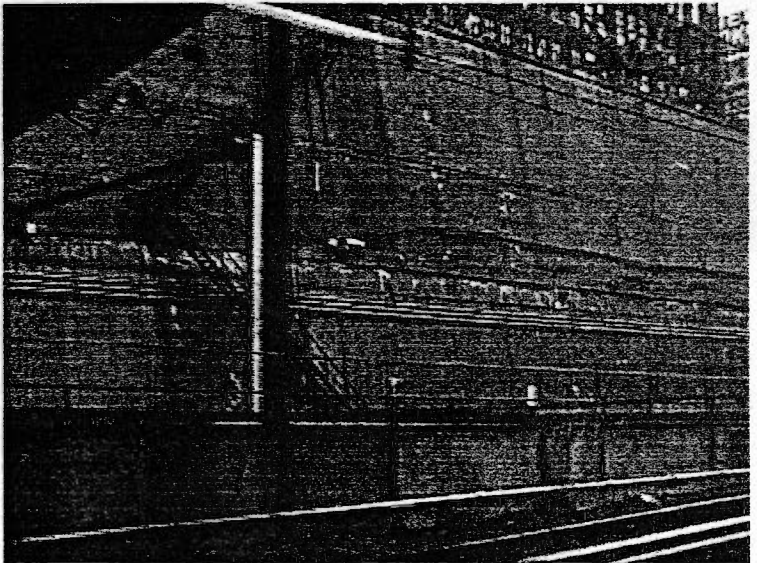


RIGHT: The inside of the Cafe Car.



LEFT: passing a 110mph NJT commuter train in Newark, NJ

RIGHT: Exiting the Hudson River tunnel and entering New York's Penn Station



# **Running Wisconsin & Southern's E-9's**

By: Chris Danz

I had the chance of a lifetime, running Wisconsin & Southern's two E-9's, 10A and 10C, in May of 1999. It all started when I called my dad who is the trainmaster on Metra's Chicago Union Station District and asked him if I could come and watch the Wisconsin and Southern's (WSOR) business train when it came through Fox Lake. My dad said sure to come down to see it. My dad was going to pilot the train through to Chicago Union Station.

My mom drove me down to Fox Lake to meet dad. When I got there my dad took me into the locker room to meet Dave Stotz (Roadforeman of Engines for Metra at Elgin). Then dad took me out side to see where the WSOR train was. We could just make out the MARS light's reflection in the distance. The WSOR was waiting for an inbound Metra train. After the Metra train cleared the main line WSOR came rolling on into to Fox Lake.

My dad climbed up on the engine then came down and surprised me by asking me if I wanted to go along for the trip. I said "Sure". I told my mom that I was going with and she drove home. Then I climbed aboard and met the WSOR engineer Buck. We departed for Grayslake where we had to meet a westbound Metra train, and into the siding to clear the main so the Metra train could pass.

Once the meet was accomplished it was onto the junction Rondout where we had to slow down to 25 mph to go around the curve, into the junction. But, after that, we got the train rolling up to 72 mph. At tower A-5 we had to WYE the train and shove it backward into Chicago Union Station. Upon arrival at Union Station the business train cars were cut off on track 23 and the engines run light back to Janesville.

Buck asked me if I would like to run the engines back to Fox Lake so of course I said "Yes"! I put the reverser into forward, kicked off the brakes, put the throttle into the third notch, and off we went towards Fox Lake. Once we passed Canal Street curve I put the throttle into the eighth notch. I had to keep it at 45mph because it was a light engine movement. The way back to Fox Lake was so much more different than towards Chicago.

We got to back to Fox Lake all too soon and I climbed down off the engines. Buck gave us a short whistle and put it into the eighth notch. That was one of the best parts of the trip, being able to listen to the two E-9's throttle up.

# TAMR DIRECTORY

**President** --- Chris Burchett

(TAMRcentrl@hotmail.com)

**Vice President** ----Joel Durfee

Amtrakp42804@aol.com

**Treasurer** ---- Hans Raab (treasurer@tamr.org)

**Auditor**--- David Hadley (tamrdave@aol.com)

**TAMR Gov't Advisor**--- Brad Beaubien

(TAMRtreas@aol.com)

**Pivot Pin**---- Tim Vermande

**Promotion Manager** ---- Andrew Matarazzo

(TAMRnymets@aol.com)

**Assistant Promo Mgr** ---- Joe Bohannon

(GeepM@fcmail.com)

## **HOTBOX DEPARTMENT**

**Hotbox Editor** ---- Andrew Matarazzo

(TAMRnymets@aol.com)

Phone:

**Hotbox Co-editor** --- Charles Warcinsky

(charleswarcinsky@mail.com)

Ole Bye (o\_bye@hotmail.com)

Andrew Sabens (TAMR13@aol.com)

Lewis Ableidinger (soo201@hotmail.com)

Chris Burchett (TAMRcentrl@hotmail.com)

Adam Sullivan (TAMR4130@aol.com)

Joe Bohannon (GeepM@fcmail.com)

Ritchie Roesch (CrazyTrain4@aol.com)

Willie Roberge (omdwillie@hotmail.com)

Andy Inserra (Joe\_Inserra@cargill.com)

Peter Maurath (PenCntrl1@aol.com)

Chris Wagner (TAMRadvisor@hotmail.com)

Anthony Person ( send to: TAMR19@aol.com)

Jim Spavins (Jimspav@aol.com)

Josh Trower (gg1\_4935@hotmail.com)

**Northeast Region Rep** ----Andrew Sabens

(TAMR13@aol.com)

**Central Region Rep** ----- Louis Granato III

**Southern Region Rep** ----- Josh Trower

**Western Region Rep** ----Joeseph Suarez,

CascadeDash944CW@rrmail.com

**Canadian / International Region Rep.** ---- Dane

Nicholson (TAMR2860@Canada.com)

**One Mile Division (MA)** ---- Barry Simmons (bsim-

mons@capecod.net) , Willie Roberge, Doug Engler

**New York New Jersey Metro Div (NY/NJ)** ----

Andrew Matarazzo, Dimitrios Fradelakis

(Metallicarox54@hotmail.com)

**Great Plains Division (ND)** ---- Lewis Ableidinger

**Golden Empire Division (CA)** --- Joe Bohannon

**Heartland Division (MO)** ----- Joel Durfee

Amtrakp42804@aol.com

**Catskill Mtn Division (NY)** ---- Dave Mason

(TAMR53@juno.com)

**Boston & Albany Division (MA)** --- Adam Sullivan

(TAMR4130@aol.com)

**North Wind Division (BC, Canada)-** Dane

Nicholson

**Air Line Division(NC)-** Josh Trower

**Archivist** ---- Mike Acree (TAMRMIKEA@aol.com)

**Video Exchange** ---- Lewis Ableidinger, Chris

Burchett, Newton Vezina (TAMRvideo@aol.com)

**Car Exchange** ---- Doug Engler ,Joe Bohannon

**Department of Advisors**---- Chris Wagner

(TAMRadvisor@hotmail.com)

**2001 TAMR National Convention Director** ----

Chris Burchett (os101@hotmail.com)

**2002 TAMR National Convention Director**---

Andrew Matarazzo (TAMRnyMets@aol.com)

**Webmaster (www.tamr.org )** ---Dane Watson

## **J&J BASIC HO LAYOUTS**

Limited Liability Company

"HO-ONLY TRAINS & ACCESSORIES"

P.O. Box #923 Ada, MI 49301-0923

(616)676-5983 FAX(616)676-1367

Out of State "Toll-Free" (877)676-5983

www.HO-ONLY.com

**15% OFF ALL MERCHANDISE FOR TAMR MEMBERS!!!!!!!!!!**



# Layout on A Shoestring Budget

Conducted by: Peter Maurath  
Modernizing Structures  
Part 31/2, "Granddad Joe Paint Co." (Roof work)

Sanitized for your protection, it's LOASSB! This month we begin finishing off the work on the Grandad Joe Paint Co., with some roof details.

## BASIC ROOF

We start with the roof material itself. Use the styrene supplied with the kit for the main building. Illustration board (IB) [matt cardboard found at art & office supply stores] or scrap styrene will work for the roof of the office addition added last month. Following the kit's instructions add strips of bracing inside the walls, then cut the styrene roof material to fit. Then using scrap bracing and the IB, roof over the office addition. Prefit all of the roofs, then mark which side is up, or facing outside (will save lots of confusion). Next, roofing material will be added. Instead of paint I've found sandpaper to be a much better match for asphalt roofing material. You can find sheets of it at most stores, it's inexpensive, last through dozens of projects, plus, it's usually the right color (shades of gray work best).

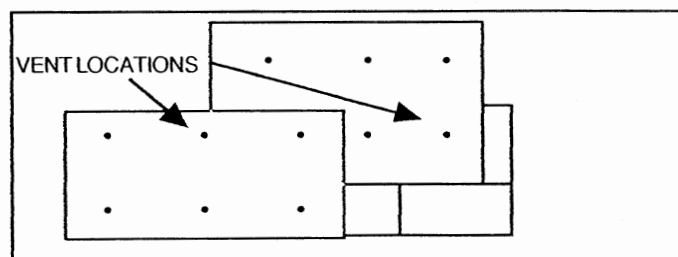
## RUFF ROOF

Lay the sandpaper gritty side down, then the roof panel on top of it (inside facing you). Gently trace the roofs outline, then cut out the section of sandpaper following those lines. Check your fit, then glue to your roof panel. Repeat with the other roof sections. Once completed, glue all roofs in place on the building, let dry. You can simulate roof sealant by taking a Sharpie permanent pen and run it around the perimeter of each roof. You can chose to age you roof by adding additional lines across the roof, or patches made from small squares of sandpaper edged with the Sharpie pen.

## ROOF VENTS

With the basic roof intact we can start adding details. We begin with the most simple, the roof vent. These are made from small (1" or less) finishing nails, with or without a head. Painting may not be necessary, though I chose to add some silver to mine before installation. The vents will be installed in a pattern across the upper and lower roofs (Fig1). The nails will need a starting hole in order to push through easily. Begin by marking the location, then using a hobby knife, gently puncture a small hole through the roof. Next add your nail vent pushing it in till about 1/16" (2mm) remains above the roof. Secure it in place with a drop of white glue or CA (super glue) on the inside of the roof. That's all the space I have for this month. Join me next time, when we'll rap up our roof work with some tanks, and old phone parts!

FIGURE 1





# The TAMR EVENTS PAGE!

**FEBRUARY 2, 3, & 4, 2001** (West Springfield, Mass). Huge "TAMR Winter Convention 2001". Get ready for "*Rail-Fun in 2001*"! This event will be held in conjunction with the largest railroad hobby show in the Northeast! (5 1/2 acres of trains in three large buildings) TAMR table and layouts at show, Photo, Model, and Drawing/Art contests. Slide shows, videos, railfanning (weather permitting), "*Breakfast Club*" and more!! All are invited to the biggest TAMR winter convention ever!! An impressive multi-region attendance is expected! The main event is now only days away!! Mark your calendars now!! For more information, contact: Adam Sullivan, E-mail: [TAMR4130@aol.com](mailto:TAMR4130@aol.com) or Newton Vezina, E-mail: [TAMR19@aol.com](mailto:TAMR19@aol.com)

**MARCH 9, 10, & 11, 2001** (New Jersey) TAMR "New York/ New Jersey Metro Division" 4<sup>th</sup> annual Spring Convention. Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ). Visit the variety of model railroads, railfan along the NEC, movies, pizza, laser tag, and more! For more information, contact: Andrew Matarazzo, E-mail: [TAMRnymets@aol.com](mailto:TAMRnymets@aol.com)

**MARCH 25 & 26, 2001** (Kingston, New York) The 4<sup>th</sup> annual TAMR "Catskill Mtn. Division" Spring Convention will be held in conjunction with the Kingston Model Train show! TAMR table at the show, plenty of spring railfanning on Saturday, pizza, videos, and more! For more information, contact: Andrew Sabens.

**JUNE 15-17, 2001** (North Dakota) Tentative dates for the annual "Great Plains" Summer Convention, "The North Coast Ltd". Activities include a possible visit to Bismarck, ND for plenty of BNSF railfanning, trolley rides, and possible layout tours. Sunday activities include riding the McHenry Loop Railroad, railfanning, and a visit to the state railroad museum. For more information, contact: Lewis Ableidinger.

**JUNE 22-24, 2001** (North Carolina) TAMR "Air Line Division" tentative dates for the annual Southern Region Summer Convention! Get ready for the best railroading in the south! For more

information, contact: Josh Trower, (Southern Region Rep) E-mail: [ggl\\_4935@hotmail.com](mailto:ggl_4935@hotmail.com)

**JULY 9-14, 2001** (Ohio), 2001, TAMR National Convention, "*The Ohio State Limited*" will be hosted by the very active Central Region! Planning for this excellent railfanning and model railroading experience are already taking shape! Get ready for a super convention next summer! Two layout tours are already official with more on the way! Mark your calendars now!! Check out progress on the web at <http://www.tamr.org/osl01>. For more information, contact: Chris Burchett, E-mail: [osl01@hotmail.com](mailto:osl01@hotmail.com).

**JULY 10-18, 2002** (New Jersey / New York) "*The Broadway Limited 2002*" With over a year and a half away, the 2002 TAMR National Convention is scheduled to be held in New York and New Jersey, hosted by one of the TAMR's fastest growing, and active divisions! Get ready to rumble!!! For more information, contact "The Drew Crew, 2002!" Andrew Matarazzo, E-mail: [TAMRnymets@aol.com](mailto:TAMRnymets@aol.com)

## TRAIN SHOW SCHEDULE:

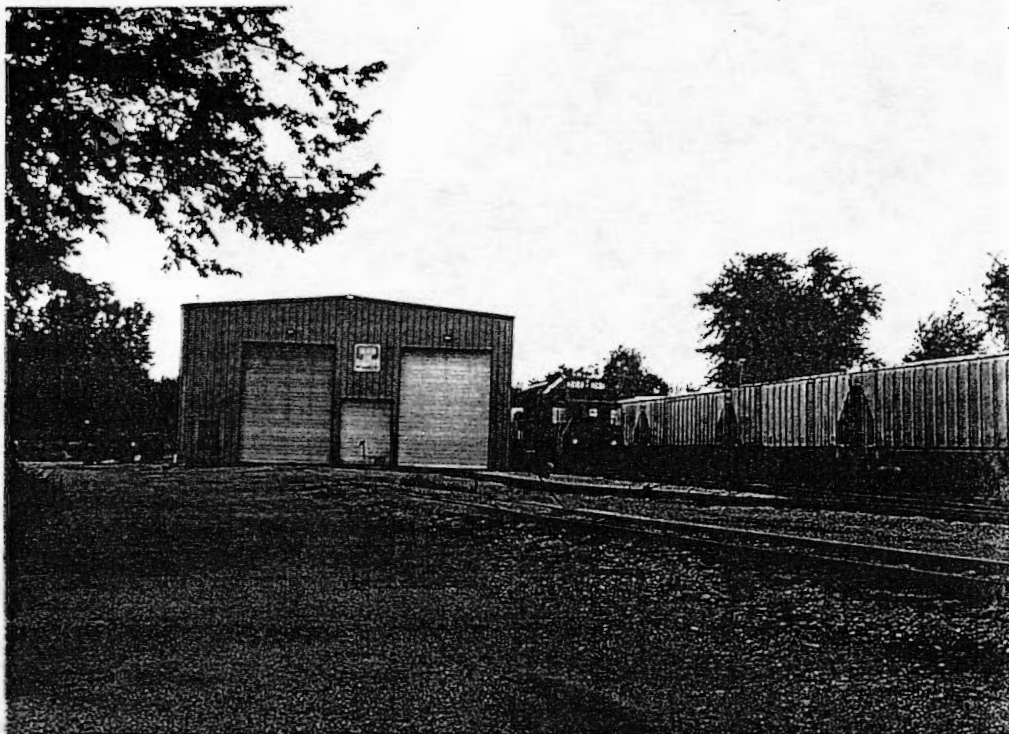
### GATS

February 10 & 11, Winston-Salem, NC  
Dixie Classic Fairgrounds  
February 10 & 11, Anaheim, CA  
Anaheim Convention Center  
February 17 & 18, Greensburg, PA  
Greengate Mall Expo Center  
February 17 & 18, Portland, OR  
Portland Metro Expo Center  
February 24 & 25, Columbus, OH  
Ohio Expo Center (TAMR Table)  
February 24 & 25, Denver, CO  
National Western Complex

### GREENBERG

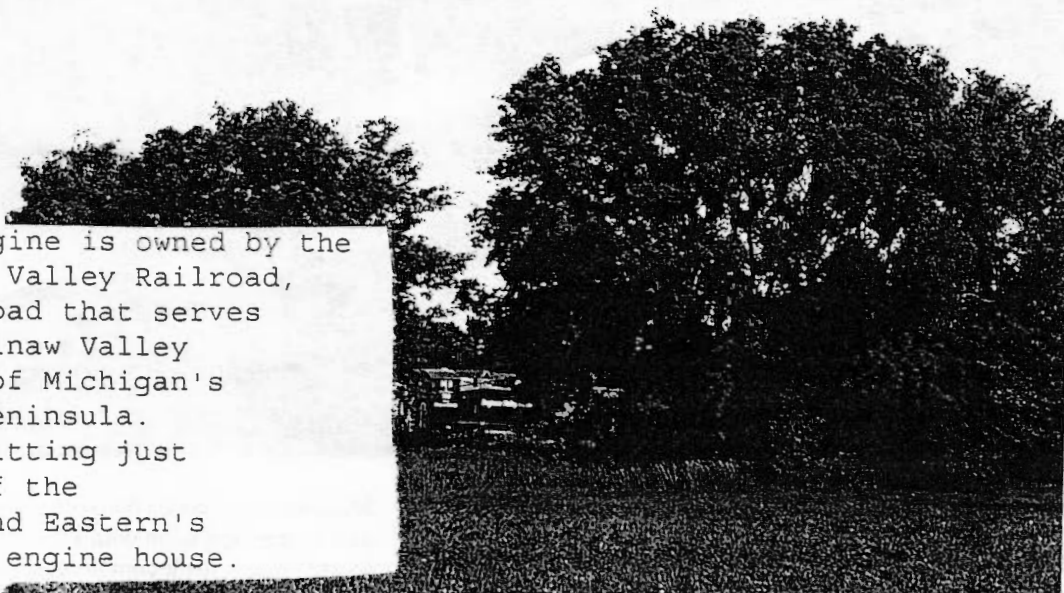
February 10 & 11, Upper Marlboro, MD  
The Show Palace Arena  
February 17 & 18, Ft. Washington, PA  
Ft. Washington Expo Center  
February 24 & 25, Monroeville, PA  
Pittsburgh ExpoMart  
March 3 & 4, Pennsauken, NJ  
South Jersey Expo Center  
March 10 & 11, Edison, NJ (TAMR Table at show)  
NJ Convention & Expo Center

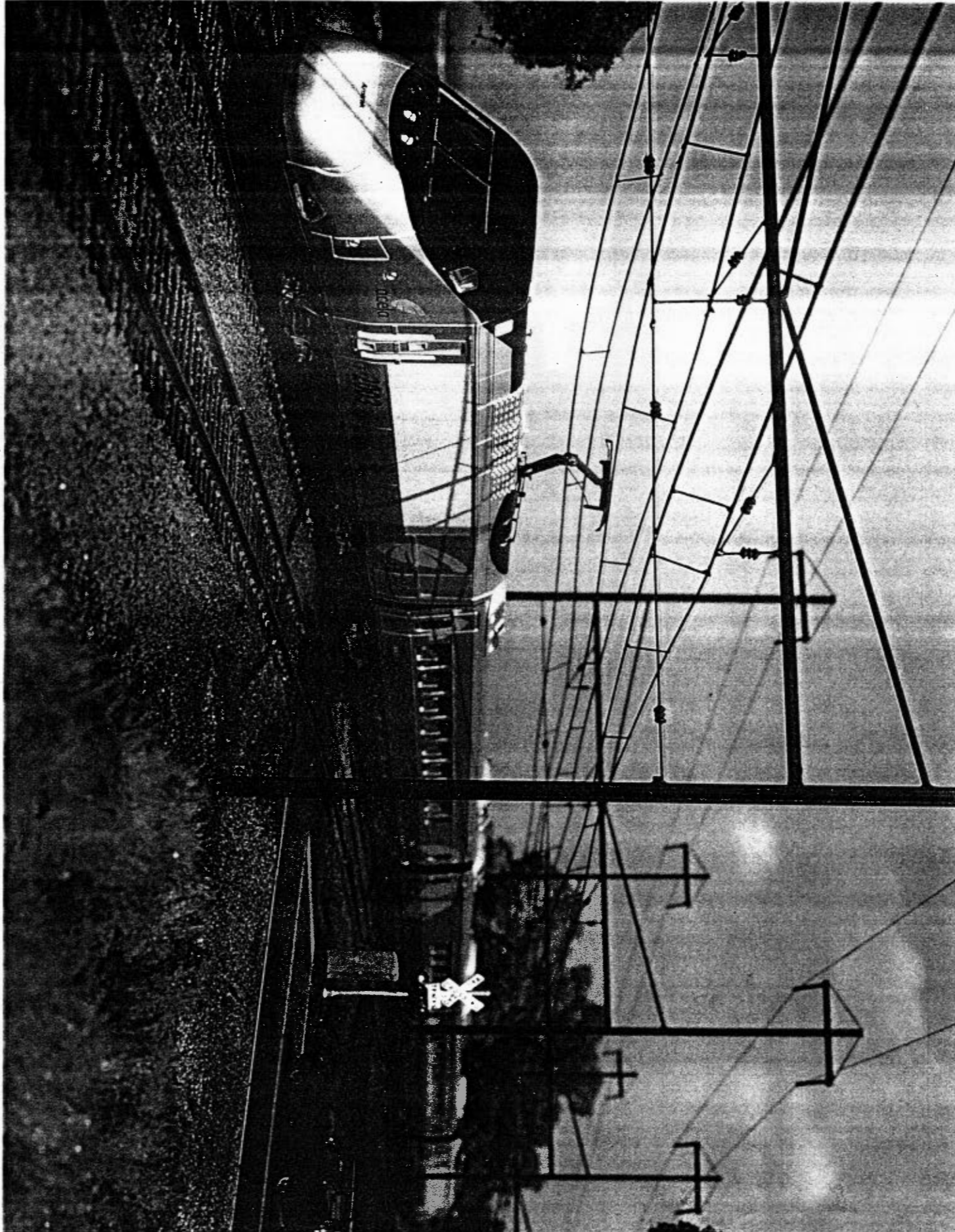
This is the  
Huron and Eastern's  
engine house in Bad Axe,  
Michigan.  
The Huron and Eastern  
is a shortline in  
Michigan's thumb.



## CHARLES W.'S PHOTO PAGE

This engine is owned by the  
Saginaw Valley Railroad,  
a railroad that serves  
the Saginaw Valley  
region of Michigan's  
lower peninsula.  
It is sitting just  
north of the  
Huron and Eastern's  
Bad Axe engine house.





Bachmann Industries, Inc., the exclusive licensee of Amtrak's new Acela<sup>SM</sup> Express service, introduces a HO scale model of the high-speed passenger service into their award-winning Spectrum<sup>®</sup> line.

Modelers can choose between rail or pantograph operation with a selector switch located inside the locomotive. The Acela<sup>SM</sup> Express is scheduled to ship to hobby stores in November.