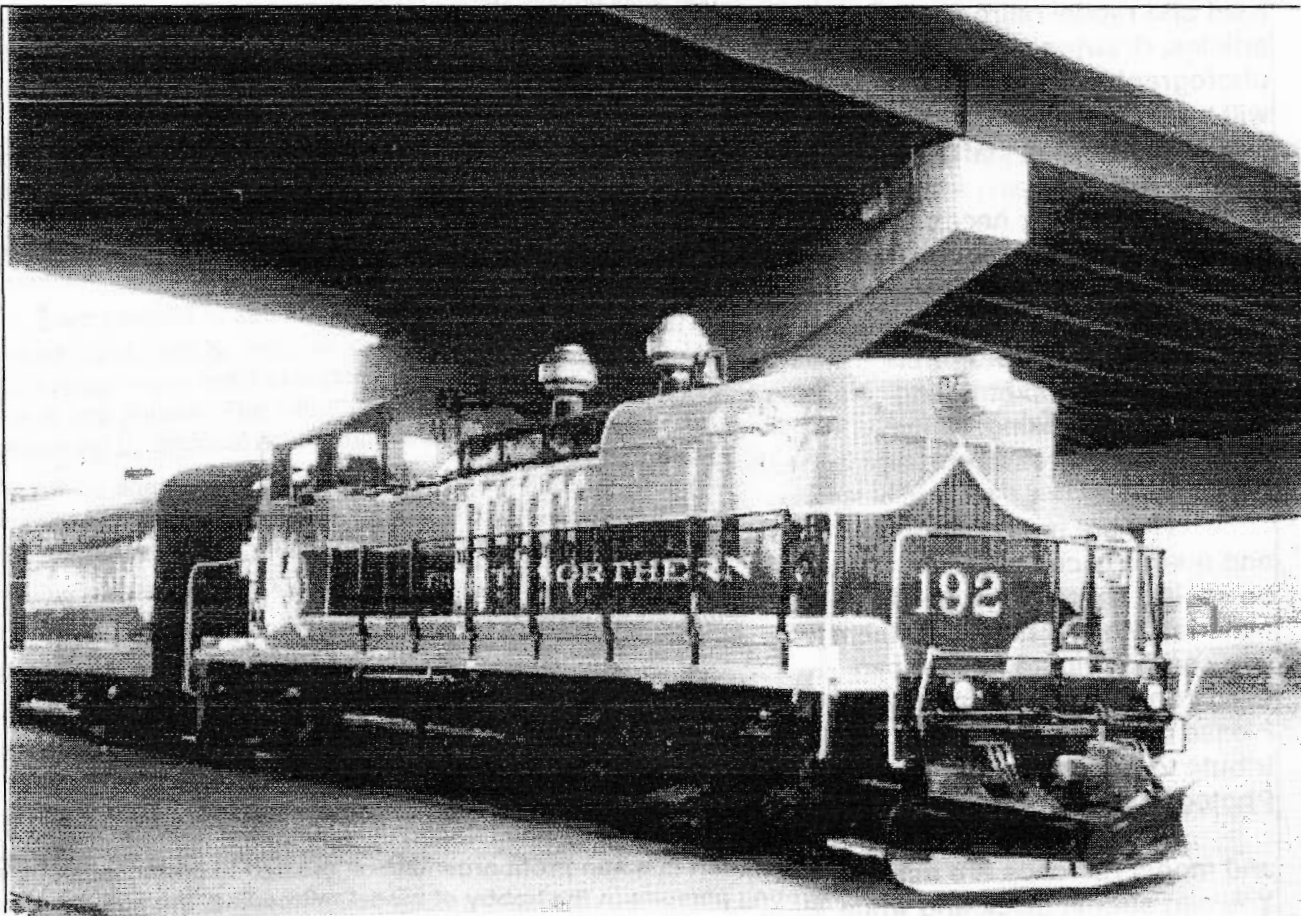


Feb 2001 # 343

THE HOTBOX

THE OFFICIAL PUBLICATION OF THE TEEN ASSOCIATION OF
MODEL RAILROADERS

ISSN-1093-622X



YOUTH MODEL RAILROADING AT ITS BEST!

THE HOTBOX

Send Articles To:

Charles Warcinsky

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.

Cover: Lake Superior Railway Museum's NW5 now wears this nice coat of GN orange and green seen shortly after the repaint in Aug. '99. It currently hauls tourist trains from May to October out of Duluth Minn. -photo by Andy Inserra.

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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:

Regulars (under 21).....\$15

Associate (21 and over).....\$20

International (outside US).....\$15

Sustaining.....\$20

Please send membership to:

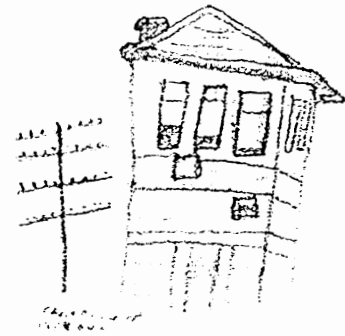
Hans Raab, TAMR treasurer,

From the Tower

By Chris Burchett and Joel Durfee

President

Vice President



Hello everyone! In the last issue, I introduced your new Board of Directors. Since then, we received a new Auditor! Allow me to introduce Andy Inserra of New Hope, Minnesota as our new Auditor! Welcome to the Board, Andy!

At this moment in time, I'd like to recognize the members that have recently joined: Matt Larsen of West Palm Beach, FL; Jon Hall of Grand Rapids, MI; Shane Daly of NW Calgary, Alberta; and Nevin A. Byers of Rockhill Furnace, PA. Welcome to the TAMR, guys!!!

The Winter National Convention was, in a word, awesome! A great time was had by all, as we watched videos and clinics, ate pizza, shopped at the show, railfanned during the midnight hours, and operated layouts. Convention attendance went above what was projected, as it brought in 34 people! A big thanks and congratulations goes out to the convention committee for organizing this great event! You guys did a super job!

During the Winter National, former TAMR President David Hadley talked to the Board members that were able to attend the convention about the 501(c)3 tax-exempt status. The Vice President and I both feel this status could benefit the group greatly. Therefore, the Board will be looking into the matter of changing our status to 501(c)3 from 501(c)7, weighing the pros and cons. We will be working very closely with TAMR Government Relations Advisor Brad Beaubien.

I am pleased to see that all of the regional newsletters have been published! All of them looked great, Rep.'s, and I, as well as everyone else, look forward to future issues. I can't stress this enough - you need to support your regional newsletter. It helps even if you contribute just one or two photos. The same can be said about the *HOTBOX*. Contributions are always welcomed by regional newsletters and the *HOTBOX* alike. Support your TAMR publications!

Once again, I ask for any ideas, suggestions, comments, and/or questions you might have. I want to hear from **you**. Even if you'd just like to chat a while, it'd be great to hear from ya! I have listed my contact information once again, as well as Joel Durfee's so you will have no trouble keeping in contact with us.

Well, that does it for this issue. Tune in next time! From the tower, this is Chris Burchett, signing off. Over and out!

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Chuck Zehner 1942-2000

For those of you who have been scratching your heads for the last several years as to who "CZ" is, here's the explanation.

It all started at the 1994 convention when fellow member Brent Johnson brought out some old VHS tapes featuring early episodes of the PBS show *Tracks Ahead*. The magazine format show featured various rail topics including shop tours, layout features, and rr collections. It was a bit rough around the edges, but made for good entertainment. Chuck Zehner the shows creator and original host, was who most stuck in our minds. Maybe it was the name or the way he carried himself in those early episodes, but he became a running topic between the 94' conventioners after that. Years later he's still mentioned, popping-up in the Hotbox, or convention site airports (long story). Several attempts were even made to locate him for possible invitations to TAMR events. It was in the last attempt that I heard the news of his passing (December 2nd of a massive heart attack). You may be gone CZ, but we'll always remember the contributions you made to the hobby and to the great memories at Dayton, 1994.

Peter Maurath

T.A.M.R. ON THE WEB

The TAMR has an active presence on the internet, and we hope our members will take advantage of what we have to offer. All of this is included in your membership.

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@yahoogroups.com
- on the web, go to www.yahoogroups.com/group/tamr (This is most useful if you are already registered with E-groups or OneList).
- send an e-mail to pivotpin@tamr.org and request an invitation.

Note: Yahoo has recently bought E-groups. Most URL's will take you to a Yahoo page. Until things settle down, you may experience some difficulty using the site. Contact the Pivot Pin if you have a problem.

E-groups also has a "files" area where you can find the TAMR logo, some more pictures, and other information. Note: the list is only open to TAMR members, although a few exceptions occur for former members or industry contacts.

Third, you can have an e-mail address @tamr.org This is a forwarding address, so the e-mail is sent to another address that you already have. (It is possible to get a POP or stand-alone account, but there is a charge associated with this). For information, contact, treasurer@tamr.org.

Buffalo to Toronto and Back July 28-Aug 4, 2000

By Andy Inserra

This is a report of my trip to New York and Ontario-not much railfanning but some interesting sightings nonetheless.

Friday, July 28 Flew out of MSP to Buffalo on everyone's favorite airline, Northwest [yuck]. After traipsing all over MSP Int'l to get to the new gate after it changed shortly before take off time, I found myself sitting in the back of an ancient DC-9 with an engine that was so loud you literally couldn't hear yourself think. After a loud couple of hours I was in Buffalo.

Sat., July 29-Sun., July 30 Amazingly enough, no train sightings in either Buffalo or Niagara Falls! **Mon., July 31** In Toronto now, what a huge city! Anyway, I saw CN GP9r's #4130 and #4138 switching the yard by Union Station. Also near downtown was a GO train with a F59PH and a CN SD75 on an autorack train, it was engine number 4122. In downtown there were tons of TTC streetcars everywhere, both articulated and single cars. On the way back to the hotel I spotted the Northlander, Ontario Northland's passenger train that serves Toronto Union Station. In charge were a FP9 and a FP9B pulling old single level GO cars. That was an unexpected surprise.

Tues., August 1 Toady I found two GO trains in Stouffville sitting after their last runs of the day. The trains were all made up of the standard F59PH and tri-level cars. The first train had engine 531 and seven cars, the second had engine 528 and six cars. That was it for today's railfanning.

Wed., August 2 Today I saw CN SD75 #5623 on an autorack. Later I was coming out of the Hard Rock Café in the Sky Dome and heard a train coming and went over to the tracks down next to the stadium. To my surprise I saw VIA's MLW built LRC #6917! I couldn't believe my good luck! Unfortunately I could only grab one shot from the angle I was at, but I got that one just fine! Later that day inside Union Station itself I saw a bunch of VIA trains-here is a list of the engines I saw (all are F40's): 6402/5/6/19/36. 6405-6 were in the Kool Aid color scheme, with one side in French and the other in English. Also there was GO F59PH #536. Just outside of Union Station a CN train pulled through with LMS C40-8W #724 and CN SD75 #5649. Later that evening I took TTC streetcar #4045 back to our parking ramp from Union Station. From the freeway I saw ONR FP9 #2001 and FP9B # 203 on the inbound Northlander. CP's Iron Highway rolled overhead with two SD40-2's; one might have been an StL+H unit. Also, I saw the TTC subway go over the freeway under one of the large overpasses that crossed the freeway.

Thurs., August 3 Niagara Falls today, one of the most touristy cities I've ever seen (but not as bad as Wisconsin Dells). I saw the Iron Highway terminal on the way-one train was there with two SD40-2's from CP, others had no power. In Niagara Falls, Ontario, I saw a couple of CP GR9r's and two CN units. One was CN C44-9W #2571 and the other was CN #5310, a GP40-2W.

Fri., August 4 Back to Buffalo today via Niagara Falls (I spotted Elvis there! The King lives and was totally gold, skin, clothes, hair, the whole deal!). I saw the Iron Highway facility again; this time I saw one of the special CP SD40-2's in Iron Highway paint with another normal SD40-2. I also saw a CN train from the QEW with a SD40-2W on the point in CNNA paint. In the train was a TFM auto rack-I found it rather interesting to find a Mexican car north of two borders. I got back to the Buffalo airport with plenty of time to spare. The Northwest plane was another DC9 that was equally as ancient and loud as the first. Once I got in the air I saw lots of trains from the air, something that doesn't happen much for me. I saw six NS units, two CSX units, one CR unit and one NS (ex-CR) bay window caboose still in CR blue. 'That's it for the trip, quite fun and I saw yet another rare Alco !

Andy Inserra August 2000

Joe_Inserra@cargill.com

Hello all! I was, as the title clearly states, bored, so I wrote the following. --Ritchie

Meet Mitch Skinneyde, Co-Webmaster for TAMR.org

Mitch Skinneyde was born in France in 1974. Fame was Mitch's destiny, for both of his parents were in show biz. Lonya and Tonya Skinneyde, Mitch's father and mother, were founding members of the premier polka group, Accordion Funk, who's 1977 hit "Don't Count Your Eggs Before They Hatch" made it all the way to #2 on the charts. However, one evening in late 1978 the band got into a heated debate about which fast-food restaurant they should eat at. Lonya and Tonya wanted to eat at McDonalds, while the rest of the polka band wanted to eat at Riki's Half-Priced Pizza. Since the band could not settle their differences, they split up. Lonya and Tanya created their own polka band in 1979 called The Skinny D's.

By this time Mitch was old enough to play the accordion, as well as do a little singing. After The Skinny D's first successful album in 1980 called Polka Party Pooper, the band moved from France to Los Angeles, where they expected great success. The band tried to play the club scene, but found it difficult to get booked.

Having financial difficulties, Lonya got a job as a bus boy for a local restaurant. That led him to a job as a city bus driver. And that led him to a job as a gardener for the almost-famous James E. Buss, who was Pat Boone's former roommate in college. James Buss found out about the band and was soon their manager. The Skinney D's big break came when they performed live on The Tonight Show in October of 1982. However, due to a freak snow storm, that particular episode never aired on national t.v. The final blow to the band was when James Buss got arrested for jaywalking, public nudity, and for having a concealed weapon in his beard.

Not giving up, the family started a new group in 1983, along with the Gumbo Triplets, known as When Windows Collide. This was a mime act. However, young Mitch, who was only 9, found it hard to stay "inside the box." He also found it hard not to talk. After causing tomatoes and other various fruits to be thrown at When Windows Collide during their performances, they decided this was just not Mitch's calling. He was forever kicked out of the group. Soon the group smashed into little shards of glass, never to be heard of again.

Mitch's father had always, in a thick French accent, told him, "Two multiplied by seventy two does not equal two-hundred and twenty-two." Recalling this, he learned to play guitar, and by the age of fifteen, which was 1989, he was playing rhythm guitar for a new band called Nebraska, which was formed from several former-Kansas band members, plus Weird Al Yankavick. Bo the Wonder Dog became the band's mascot. However, during their first concert Bo took a leak on several of the amplifiers, which caused the band to go

bankrupt.

Mitch stuck with it. He trudged along in school. He played guitar and accordion at local coffee shops whenever possible, yodelled some, and even sang a little, although he was usually asked not to. However, he found his true love was not music, but designing web pages for small, little known organizations that are run by teens and are about model trains. He struggled to find a job doing so until one day he ran into his old flee-covered friend Bo. The dog started barking and chasing his own tail until finally a passer-by just had to stop and ask, "What on earth is the square root of 2,348?" Well, the passer-by just happened to be none other then Bob from Accountemps. Bob and Mitch began talking, mostly about turning McDonalds Sweet'N Sour Sauce into an ice cream flavor. Soon Mitch discovered that Bob not only knows who Bo's new owners are, but is good friends with them. So, with a new mission, Mitch finds Bo's new owner, who just happen to be the Mauraths. Mitch knocks on the door and Peter Maurath answers, but not before a knock-knock joke, and invites Mitch in for spaghetti. Before long Mitch confides in Peter about his passion for designing web pages for small, little known organizations that are run by teens and are about trains. Peter, seeing a chance to rid himself of this polka-playing pest, tells Mitch about the Teen Association Of Model Railroaders and of Dane Watson, who is webmaster of the groups internet site. Before long Mitch meets up with Dane, and the rest is, well, science.

Sucessful Convention in Albany, New York

by Andrew Sabens

On december 3, 2000 the Catskill Divison held a convention in Albany, New York. It was held in the Albany "EGG" convention center. Five members were present for the Albany Great Train Extravaganza. They were Dave Mason of Saugerties New York, Ross McKnight of Unionville Connecticut, Andrew Sabens of Sleepy Hollow, New York, Paul Sternizke of Marlboro, New York and Newton Vezina of Springfield Massachusetts. There was a table at the show and the members in attendance displayed Hotboxes, flyers and videos.

MS Train Simulator

Review by Nicolas Jackson

Hi everybody, I just thought I would tell you guys about a cool new product that Microsoft is going to be coming out with this spring. It is called "Train Simulator" and it looks like it is going to leave all other train sim's in the dirt. It has 6 different highly detailed routes. Including the Northeast "Acela" corridor, the flying Scotsmen, Marita Pass, high speed commuter trains from Japan and two other places that are with my detailed train of thought (i.e. I can't remember what else they had but it will be great).

You can sit in the cab and control the train or you can view the train from above or a view from one of the first class passenger cars if your driving a passenger train or there's the outside view so you can see how wonderful your 60-car freight train really looks! As if that weren't enough this game allows you to create your very own highly detailed routes!! There is even a possibility that a group of people can get together over the net and build and operate their routes.

An article in the September 2000 issue of Model Railroader magazine brings up the possibility that this game might jeopardize the future of our hobby. They also point out that this game might promote interest in trains. I think it will promote interest in trains because for the modeler it seems that we never have enough space to model everything that we wish we could model. Try thinking about the game this way: the routes we can create using this program can be expansions or the whole route of the route and/or area that we tried to model.

Take for instance, I really wish that I had the space, time, and money to model the entire route of the coast starlight. In my case I will be lucky if I even get to start my model railroad before I go to college. It can take quite a long time to get a room ready for a layout. I may run out of money by the time I lay down the 3rd or 4th sheet of plywood. Then after I've saved it all up, I will just be able to put down 4 more sheets of plywood before you guessed it the money is gone.

Well I'm not planning to give up the idea of building a home layout I'm forced to hope that I will get a 15 by 15 room to put the layout in. Goodbye huge long 36inch radius curves, goodbye 10-14 car train of 85ft Amtrak

super liner cars, goodbye modeling a route that is over 1,000 miles long, goodbye dream. I've now decided to only model about 90 miles of my dream layout. Even that is pushing it because I want to follow the prototype as much as I can and I will be lucky if I end up with maybe 60ft (15x4) of mainline. (The tracks would go around the perimeter of the room) In a certain respect that's huge!! However when you consider that I will probably have to use #8 turnouts as a minimum for the main and #6 turnouts as a minimum for yards and spurs. Also you have to consider room for staging in two reverse loops on each end (28 inch radius) you end up realizing that there will not be much space for mainline running, which is my favorite part!

I'm still trying to figure out how to make it work or how to modify my plans. Well with train simulator I can build all the parts off the railroad that I didn't get to model plus the parts that I did model. Of course in my case I would have to build the Amtrak trains from scratch and most likely I would have to add a few freight locos before using topographical maps to go about designing the route. My point is of course to let you guys know about this really cool program but also I'm trying to say that new ideas or ways of doing things shouldn't be scorned.

All this program does is let you realistically operate trains, and create layouts. Only in this case the layouts are on a computer. In the end this program is ideal for people (like me) who have a computer, love trains, have some free time, but don't have the money, skill or space to build a really satisfying and enjoyable layout. When it comes right down to it you can pay \$60 and then you can run trains!

Check out the web site for train sim located at <http://www.microsoft.com/games/trainsim/default.aspx>

Thanks and I hope the new staff enjoys my articles as much as the old staff did!

Nicolas Jackson

send e-mail to Nicnacjak@aol.com

or

cokedude75@hotmail.com

check out my web page @

<http://www.geocities.com/cokedude75/index.html>

TAMR Winter Convention 2001 Report

Greetings TAMR Members!

The annual TAMR Winter Convention was held in West Springfield, MA, during the weekend of February 2, 3, & 4, 2001. The multi region event was a smashing success as it exceeded our highest expectations in what has been best described as "a very friendly and fun national convention like atmosphere." The 2001, TAMR winter convention was held in conjunction with the annual 2 day, "BIG Hobby Railroad" show, sponsored by the Amherst Railway Society, based in New England. This is the largest model train show in the Northeastern United States; featuring 5 and a half acres of railroading under the roofs of 3 large buildings. Over 24,000+ people visited this gigantic event which features all scales of railroading during two full 8 hour days! At the show, TAMR members operated the very large "Amherst Belt Lines" layout, the "Mohegan & Pequot, HO" and our very own TAMR group layout, adjacent to the TAMR promotional table, covered with flyers and publications. A TV and VCR at our promotional table played the vast collection of TAMR convention videos, created by TAMR members from different divisions, located all over the country.

Another all time TAMR winter convention attendance record was reached during this year's annual event. The final number for 2001 is
(****drum roll****) 34 attendees!! (up from 30 in 2000) This should also be followed by a strong new member count. 100% of expected conventioners showed up for the convention. (A complete list of attendees are available to all who are interested.) Not counting the hotel rooms occupied by member's parents at "The Best Western Sovereign Hotel / Towers," we had to add a 3rd pool side "TAMR room" just to fit all the attendees for the post train show events.. This year's activities were divided up by each of the 3 room groups and attendees were able to select activities to attend, including a "train room" in which members can operate either an "HO" or "N" scale, "traveling layouts," provided by Joe Bohannon! Throughout the evening activities held in the group rooms included, videos, clinics, pizza dinner party, Internet access, photo contest, BOD discussions, while others took advantage of relaxing in the hotel pool and game room.

Weather was ideal for this time of the year as the sun shined up until Sunday night for a safe commute home. The convention was spared the threat of bad weather all weekend. We even managed to finish a "Post convention," only hours before a classic "Nor'easter" dumped 20+ inches of fresh, sticky snow in West Springfield on Monday. If this storm occurred just a day or 2 earlier, this would have spelled "disaster" for the convention events.

The 3rd annual Photo contest was conducted by Ben Rosen.

Winners are:

FIRST PLACE: Matt Wiwczar of Connecticut,

SECOND PLACE: Jim Spavins of Connecticut,

THIRD PLACE: (tie) Ross McKnight of Connecticut and Andrew Sabens of New York, and our

"NATIONAL" winner is Dave Honan of Indiana

Photo contest winners were selected by secret ballot.

Special Thanks to BEN ROSEN for sponsoring this awesome contest!

Congratulations to all winners!

The festivities kicked off on Friday night, February 2nd with the annual "Friday Night Indoor Beach Party," followed by "All request video night" and a pizza party. Saturday events included railfanning in West Springfield, and the Amtrak station in downtown Springfield, 2 lavish giant

pizza parties, plenty of RR videos which featured the latest video releases from our most awesome videomaker, Lewis Ableidinger and the "The Great Plains Division." All clinics were conducted by fellow TAMR members which included two super clinics: "Layout on a Shoestring Budget" by Peter Maurath and "How to Read Signals" by Benjie Lee. Special thanks to Peter and Benjie!! New to the winter convention activities was our first BOD discussion and although not much happened online, there was a lot accomplished in the meeting room which I will leave to our leaders to explain and share with the other officers.

It was really cool to see TAMR President, Chris B., and the last 3 TAMR presidents meeting in the same room. The continued dedication of officers who served and continue to be active after leaving office is awesome! We would often joke about renaming the weekend as "The Presidents Convention." Overall, this year's winter convention will be best remembered for all the good times we all had and the very impressive long distance turnout, including members from as far away as California, Missouri, Wisconsin, Ohio, Pennsylvania, New York, and New Jersey.

Post convention was held on Sunday night which was attended by a record 7 TAMR members, who stayed an extra night. "The post convention seven," enjoyed more relaxing activities following dinner. A few of us stopped at the Springfield Union Station and we got plenty of comic relief, provided by the entertainment value of the wide assortment of very popular MST3K videos!

SPECIAL THANKS to all who attended. Each and every person in some way, traveled the miles and contributed in making this super event possible! The help, support, and great times we all had at this convention was phenomenal!! All the members, guests, and supportive parents who met at the West Springfield convention are the best of the best and the reason why the TAMR is thriving! Keep up the railroading!! Looking forward to meeting everyone at the 2001, TAMR National Convention in Ohio!!!!

HAPPY RAILROADING!!

---Newton / TAMR19@aol.com

**Others who attended the events in West Springfield, MA, are welcomed to share their comments and stories about the recent winter convention to be featured in The Hotbox and The Student Fare website by Rick Selby!

TAMR Winter convention Attendance Totals:

1995 = 2
1996 = 7
1997 = 13
1998 = 21
1999 = 29
2000 = 30
2001 = 34

Layout on A Shoestring Budget

Conducted by: Peter Maurath

Modernizing Structuring

Part 4.00000001, "Grandad Joe Paint Co." (More Roof Work)

Using only the finest quality pastas, it's LOASSB! This month we close out the work on Grandad Joe Paints with some roof details.

TANK YOU

Since the name of the plant implies dealing with paint, large tanks on the roof seemed in order. Rummaging through my junk drawer (I recommend everyone have one of these) turned-up a handful of tanks. Two from an Atlas skyscraper kit, and two more from an old Con-Cor tank farm (though any tank design will do). Add some silver paint and a few chalk rust streaks down the sides and we're in business. Glue them to the lower roof along side the taller main building (Fig.1).

CALLING ALL JUNK PHONES

To finish our roof work, the building would need some climate control, a.k.a. HVAC, machinery on the roof. To find the needed pieces I went no further than an old broken telephone (of course, get permission before ripping your phone off the wall). The parts needed were the old plugs on the cord, connecting the handset to the receiver (Fig.2). Simply remove the cord, cut off the plugs on each end, then remove the bits of wire remaining. Cut off the tab on top, then add a small piece of cardstock to cover the opening left from removing the wire (Fig.2). Finish with a coat of paint (silver, gray, or white). Add them to the plant roof with a dab of white glue, location is up to you (Fig.1).

CLOSING

Final touches to Grandad Joe Paints included a few signs printed off my computer, and a small awning made of scrap roof material over the truck dock. That completes the transformation of a mild-mannered DPM kit into a unique paint plant. Stay tuned next month when we'll attack a DPM storefront with a modern facade.

FIGURE ONE

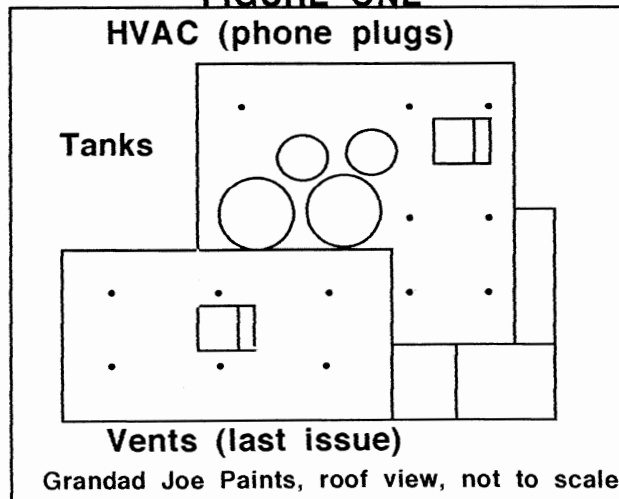
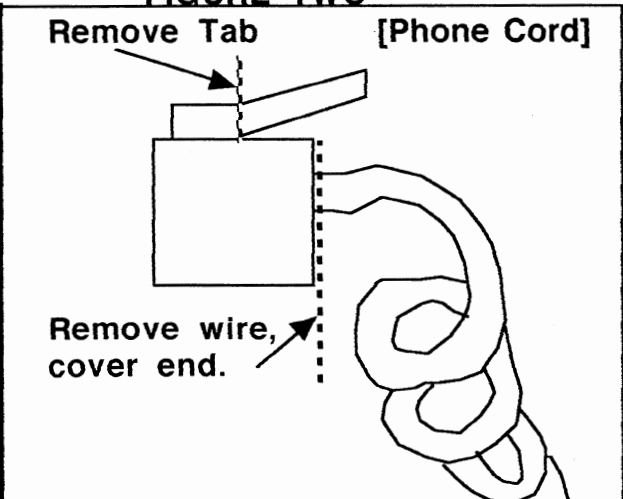


FIGURE TWO



Washington DC Railfan Notes

By Andy Inserra

This is a log of all the railfanning I did while in the Washington DC area. It includes all of the subway trips and the trips to Union Station and other train sightings while I was out and about this huge city! I left out most of the other stuff I did during the week for the sake of saving space, but if you want to know about that stuff too, just drop me a line.

Friday, March 25 2000-We arrived this evening on Sun Country's one and only flight into Washington's Dulles airport. We were on an ancient Boeing plane from Czechoslovakia that was literally held together with gum[at least my seat was!]. Being 6'1" isn't a good thing on these small planes. But at least we made it on time. As we drove down Route 66 to get to Arlington we saw many Metro subway trains pass us on the freeway. They go right down the middle of this crowded road, flying by us stuck in clogged traffic. These were the first train sightings of the trip!

Saturday, March 26 2000-Here's a brief run down on the Metro, DC's terrific subway system. Each line is color-coded [Orange, Blue, Red, Yellow, and Green] and each train is named for the end destination. Therefore, the Orange line-Vienna train is the train on the Orange line going in the direction of the Vienna stop. Our hotel is just a few blocks off the Orange line's Court House stop in Arlington, so most every day we hoofed it to the stop [via Arlington's-and the world's-best deli, Gene's Market and Deli!] to take the train to where we were headed. Riding the subway was very convenient; most of the major attractions are on the Metro system, making it easy to get to all of the tourist spots. Onto today's railfanning, we took the Orange line-New Carrollton to the Smithsonian stop. As we got off the train an out-of-service train flew through the other platform with the driver leaning on the horn. Later in the day we reversed our route on the Orange line-Vienna to Court House. This time the train was packed worse than on the rush hour trains with tons of tourists and locals taking advantage of the great weather, the cherry blossoms and the kite festival!

Sunday, March 26 2000-We took the Orange line-New Carrollton to Metro Center. This is one of the main transfer stations with two tracks on both levels. The Red, Orange, and Blue trains all cross paths here. Today we took the Red line - Shady Grove to the Woodley Park-Zoo stop. Later in the day we reversed the trip back to the hotel. Monday, March 27 2000-Today we rode the Orange line-New Carrollton to Smithsonian, later we took the Orange line- Vienna to Metro Center, then transferred to the Red Line - Glenmont to Union Station. At Union Station I found a huge amount of activity. Amtrak, MARC, and VRE all use the station as a large hub, making it easy to get some great railfanning! Overwhelmed with the amount of action during rush hour, we picked a platform in the MARC area and decided to scout it out. We found MARC GP39H-2's #71 + 73 on one side of the platform. On the other side of the platform was MARC GP39H-2 75 and GP40WCH-2 61 on the train closest to the station; in front of this is another train on the same track being hauled by GP40WCH-2 67. Yes, 67 was double parking another train! Before 67's train left, the hogger on 75 right behind the other train notched up his unit. This created a cloud of sparks lighting up the station! As the sparks flew for a couple of minutes the unit put on a great show of light and sound! There was too much action to keep track of, between firing off shots I wrote down as much as I could. So here's a summary of the units found at Washington's Union Station from about 4 till 5 p.m. Many are missing I'm sure but I think I got most of them. Some quick tips for if you want to railfan the station, stay on the platforms and out of the way of the workers and you should be ok. Grab a free copy of MARC's Commuter Weekly for some good reading and check the boards ahead of time to get an idea of what power may lie at the end of the platforms. For instance, MARC's AEM7s only work the Penn Line so to see those, head down a platform with a Penn Line train. Also, VRE operates from a different part of the station from MARC and Amtrak's NE corridor trains, so find them just follow the signs and you should get there just fine. MARC_AMTRAK_AEM7_4903????_AEM7_946943938_GP39H-2_717375_SW_757798??_GP40WCH-2_4756576165672 x ??_CF7_582__GP9_760__Misc Notes-Business car/observation car 10001 "Beech Grove" on hand at the end of one of the platforms. Geep 760 smokes great! New paint schemes are showing up, I assume they go with the new Acela service. __Misc Notes- 75 a great sparker, new tri-level coaches in use, started service with them on the 17th of the month. __ After this we headed back to Court House via Metro Center.

Tuesday March 28 2000-We take the Orange line - New Carrollton to L'Enfant Plaza. We will later head back from Smithsonian to Court House on the Orange line - Vienna.

Wednesday March 29 2000- In Williamsburg we see Amtrak's morning train leave town on time. Later we see a CSX southbound empty coal train pass through town.

Thursday March 30 2000- We take the Orange line - New Carrollton to Federal Triangle. Today our train operator is terrific. Approaching each stop he would say nice and loud "This is the Orange line - New Carrollton train at [fill in the stop]. Doors will be opening on the left/right side. The time is [fill it in]." And just as he halted the train he came on again "And have a good day!" At Federal Triangle he went through the whole thing. Then a little voice came on the speakers after him saying "And you have a great day, too, mister train operator!" Needless to say his other voice talking back brought lots of smiles and laughs. As we left the operator had his head out of the cab window talking to people; lots of other people were wishing him a good day. Everyone came off the train in a great mood. Throughout the station lively music flowed. Thinking this was a nice addition we figured Metro was really doing its part to liven our day. Well, leaving the tunnel we found a guy with an electric guitar playing away! He was great! We later took the Red line - Glenmont from Metro Center to Chinatown and the Yellow line - Huntington to L'Enfant to Smithsonian via the Orange line - Vienna. By the Jefferson Memorial I saw a Amtrak train, a VRE train, and a CSX Juice Train[Tropicana OJ cars in bright orange] all southbound. Later we took the Orange line - Vienna to Metro Center to Union Station via the Red line - Glenmont. Yes, once again we are back at the great union station! Another hour of terrific railfanning. Here's the full run down of units seen from 4-5 p.m.[see the table below] After we were done we headed home on the Red line - Shady Grove to Metro Center to Orange line-Vienna to Court House. On the red line we rode in the lead car which just happened to be #1027, the old address of TRAINS magazine! MARC_AMTRAK_VRE_AEM7_4903_F40_4002*???_GP40R_V23_GP39H-2_None_P42_5842*???_Misc Notes-Saw a train of new tri-levels just as it left. __GP40WCH-2_54576256_AEM7_908940918933__Misc Notes-More tri-levels on hand as well as more double parking of trains. __SW_797__Misc Notes- 10001 still there, "Corridor Clipper" there too, a rebuilt Metroliner I think. 918 in the misty gray scheme with no markings, a 'ghost' scheme. Got great roster shots of 400, a lucky find! Also saw two sets of Superliners sneak under the wires, a close call. Also got a nice view of the operating tower there.

Friday March 31 2000-Took the Orange line-New Carrollton to Capitol South. Later we took it back to Court House from Smithsonian. On the way to the Airport we saw more trains on Rt 66, they were Orange line Metro trains. We paced one and it was at about 55 mph! Not bad! After a long 3+ hour delay we took off for home on an old and noisy jet being almost the last plane out of the airport for the day. We got down just before midnight. This ended the trip, and it was a great one! Andy Inserra April 1, 2000Joe_inserra@cargill.com

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***"From the Home Office in Cleveland, Oh, it's tonight
Top Seven List!"***

TOP SEVEN Rejected Amtrak Acela Train Slogans.

Pulled from a Florida ballot box by: Peter Maurath

#7. "Acela, a train now faster than most city buses."

#6. "It's electric, boogie, oogie, oogie."

#5. "Acela, the wannabe TGV."

#4. "Acela, for the rollercoaster enthusiast in all of us."

#3. "Unlike a plane, if you crash in the Acela, you won't plummet from 30,000 feet."

#2. "Enjoy the view of urban decay at 100 mph."

#1. "Acela, the train with the 'kickin' wing logo."

The TAMR EVENTS PAGE!

MARCH 9, 10, & 11, 2001 (New Jersey)
TAMR "New York/ New Jersey Metro Division" 4th 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

MAY 6, 2001 (British Columbia, Canada)
"Whistler North Wind". Railfan BC Rails' new elegant Whistler North Wind on its first ever run! We will follow it north to Squamish and then turn back. An awesome meeting is planned! For more information, contact: Dane Nicholson, E-mail: TAMR2860@Canada.com

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: gg1_4935@hotmail.com

JUNE 24, 2001 (North Vancouver, British Columbia, Canada) "Summer Steam"—We will be doing a usual IR convention, riding the rails behind the 3716 Consolidation (POCO) engine. This convention will be a run of the "Jingle Bell Express". For more information, contact: Dane Nicholson, E-mail: TAMR2860@Canada.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! Three 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.

NOVEMBER 10 and 11, 2001 (British Columbia, Canada) "TRAINS 2001" will once again be held at the TRAINS show, held on November 10th and 11th. Bring money for new 'toys', and food! We will also again run the Digitrax DCC display. This was the best convention of 2000; so don't miss out this year. Please contact Dane Nicholson, or E-mail: TAMR2860@Canada.com by September if you plan to attend.

JULY 10-18, 2002 (New Jersey / New York)
"*The Broadway Limited 2002*" With under 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 railfan!!! For more information, contact "*The Drew Crew, 2002!*" Andrew Matarazzo, (Convention Director) E-mail: TAMRnymets@aol.com and Andrew Sabens, (Convention Director) E-mail: TAMR13@aol.com

All Aboard!!
It's time to plan your
arrival at "The Ohio
State LTD" 2001,
TAMR National
Convention,
July 9-14, 2001.



(Pictured left to right)
Peter Maurath and
Andrew Sabens work
at the TAMR "Promo"
table at the annual
Model Railroad Hobby
Show February 4, 2001

(Pictured left to right)
Andrew Matarazzo and
Joe Bohannon operate
the TAMR Promotional
Layout at the annual
Huge Model Railroad
Hobby Show in West
Springfield, MA
February 3, 2001
Photo by: Newton Vezina



TAMR Winter Convention
2001 group photo of
two thirds of the 34
Coventioneers who
attended another
awesome event held
in West Springfield
Massachusetts during the
weekend of February
2-4, 2001
Photo by: Newton Vezina