

# ***THE HOTBOX***

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

**July 2001  
Issue #348**

**ISSN 1093-622X**



**This Month:**

**Euro Rails!**

**Ohio State Limited post  
convention report**

**And much more!**

**THE OFFICIAL PUBLICATION OF  
THE TEEN ASSOCIATION OF MODEL RAILROADERS**

## **The HotBox**

July 2001  
Issue 348

Send Submissions to:  
Charles Warczinsky

Editor:  
Charles Warczinsky  
[charleswacinsky@mail.com](mailto:charleswacinsky@mail.com)

Layout Design Artist:  
Andy Inserra  
[Andy\\_Inserra@tamr.org](mailto:Andy_Inserra@tamr.org)

### **Contributions!**

We always need contributions in all forms. Please send the following in if you wish for the staff to consider for an upcoming issue of *The Hotbox*.

### **Feature Articles:**

This is what we really need. They can be from a half page to two pages typed on anything related to railroading, railfanning, model railroading, you get the idea. Accompanying pictures are also welcome.

### **Columns:**

Another thing we can always use! If you wish to start one, please drop us a line. And if you like a current column, please let the staff know, we like the feedback.

### **Photos and Drawings:**

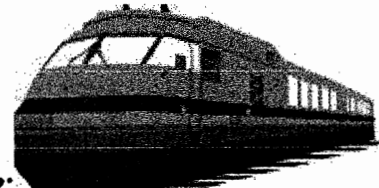
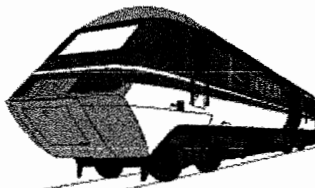
Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

### **Questions?**

Ask the editor for more info.

***On the Cover:*** ScotRail EMU 156442 stops at the Stirling, Scotland station on 6-18-00. Andy Inserra photo.

***Inset*** GNER HST 225's lead by 91 class units wait to depart at London's King's Cross station for the trip up the East Coast Main Line. Seen on 6-16-00, Andy Inserra photo.



### **Inside this Issue:**

#### ***Features:***

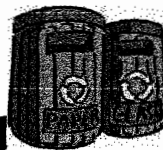
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***Please Read and Recycle***

Thanks to [rrhistorical.com](http://rrhistorical.com) for some of the railway clinart.

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 events. 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,

# TAMR DIRECTORY

## **Your Hotbox 2001 Crew!**

**Hotbox Editor-** Charles Warczinsky  
[charleswarczinsky@mail.com](mailto:charleswarczinsky@mail.com)

**Layout Design Artist –**  
Andy Interra [Andy\\_Interra@tamr.org](mailto:Andy_Interra@tamr.org)

**Columnists –** Peter Maurath  
[pencntrl1@aol.com](mailto:pencntrl1@aol.com)

Joe Bohannon  
[GeepM@att.net](mailto:GeepM@att.net)

**Contributing Editors** –See page 5

## **Other Really Important People**

**President-** Chris Burchett  
[president@tamr.org](mailto:president@tamr.org)

**Vice President-** Joel Durfee  
[vice\\_president@tamr.org](mailto:vice_president@tamr.org)

**Treasurer-** Hans Raab  
[treasurer@tamr.org](mailto:treasurer@tamr.org)

**Auditor -** Andy Interra  
[Andy\\_Interra@tamr.org](mailto:Andy_Interra@tamr.org)

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

**Pivot Pin----** Tim Vermande  
[pivotpin@tamr.org](mailto:pivotpin@tamr.org)

**Promotion Manager----** Andrew Matarazzo  
[TAMRnymets@aol.com](mailto:TAMRnymets@aol.com)

**Assistant Promo Mgr----** Joe Bohannon  
[GeepM@att.net](mailto:GeepM@att.net)

## **Car Exchange**

Doug Engler  
Joe Bohannon

## **Department of Advisors**

Chris Wagner  
[TAMRadvisor@hotmail.com](mailto:TAMRadvisor@hotmail.com)

## **2001 TAMR National Convention Director**

Chris Burchett [[osl01@hotmail.com](mailto:osl01@hotmail.com)]

## **2002 TAMR National Convention Director**

Andrew Matarazzo  
[TAMRnymets@aol.com](mailto:TAMRnymets@aol.com)

## **Video Exchange**

[TAMRvideo@aol.com](mailto:TAMRvideo@aol.com)  
Lewis Ableidinger  
Chris Burchett  
Newton Vezina

## **Representatives and more**

**Northeast Region Rep.-**Andrew Sabens  
[TAMR13@aol.com](mailto:TAMR13@aol.com)

**Central Region Rep.-**Louis Granato III  
[centralregion@tamr.org](mailto:centralregion@tamr.org)

**Southern Region Rep.-** Josh Trower  
[gg1\\_4935@hotmail.com](mailto:gg1_4935@hotmail.com)

**Western Region Rep.-** Joe Bohannon  
[GeepM@att.net](mailto:GeepM@att.net)

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

[TAMR2860@Canada.com](mailto:TAMR2860@Canada.com)

## **One Mile Div. [MA]**

Barry Simmons  
[bsimmons@capecod.net](mailto:bsimmons@capecod.net)

Willie Roberge, Doug Engler

## **NY/NJ Metro Div.**

Andrew Matarazzo  
[TAMRnymets@aol.com](mailto:TAMRnymets@aol.com)  
Dimitros Fradelakis  
[Metallicarox54@hotmail.com](mailto:Metallicarox54@hotmail.com)

## **Great Plains Div. [ND, SD, MN]**

Lewis Ableidinger  
[Soo201@hotmail.com](mailto:Soo201@hotmail.com)

## **Golden Empire Div. [CA]-**

Joe Bohannon  
[GeepM@att.net](mailto:GeepM@att.net)

## **Heartland Div. [MO]**

Joel Durfee  
[vicepresident@tamr.org](mailto:vicepresident@tamr.org)

## **Catskill Mtn. Div. [NY]**

Dave Mason  
[TAMR53@juno.com](mailto:TAMR53@juno.com)

## **Boston & Albany Div. [MA.]**

Adam Sullivan  
[TAMR30@aol.com](mailto:TAMR30@aol.com)

## **North Wind Div. [BC]**

Dane Nicholson  
[TAMR2860@aol.com](mailto:TAMR2860@aol.com)

## **Air Line Div. [NC]**

Josh Trower

## **Archivist**

Mike Acree  
[TAMRMIKEA@aol.com](mailto:TAMRMIKEA@aol.com)

## **Webmaster**

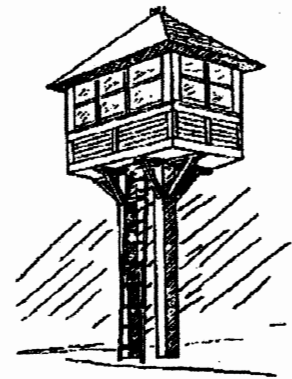
[www.tamr.org](http://www.tamr.org)  
Dane Watson

# From the Tower

By Chris Burchett and Joel Durfee

President

Vice President



Hello everyone! The 2001 national convention is now history. A fun time was had by all, touring many layouts and doing quite a bit of railfanning. A report on the convention is in this issue of the *Hotbox*. Thanks to all those who helped make the convention a success!

First off, I'd like to welcome Joe Bohannon back to the Board of Directors. He has recently become the new western Region Rep., filling in the vacancy left by Joe Suarez. A lot of good things are in store for the Western Region! Welcome aboard, Joe!

This issue, I'll tell you about what's new in Board of Directors news. The first item discussed and voted on during the annual B.O.D. meeting was the 2003 national convention. Ross McKnight first presented the *California Zephyr 2003*, based out of Davis, California, followed by Newton Vezina and Andrew Sabens presenting the *Lakeshore Limited 2003*, based out of Western New York, for Nick Wilson. After discussions were over, the voting began. The Board voted 4-to-1 for the *California Zephyr 2003*.

The next item discussed was the new TAMR boxcar. These boxcars have been manufactured and donated to the TAMR by Athearn. The entire TAMR membership will have first pick on these cars before being released to the public. The price will be \$10.00 each, plus \$3.50 shipping. Only one boxcar per member, please. To get your own HO scale TAMR boxcar, get in contact with Andrew Sabens, Northeast Region Representative.

The third item brought up was the moving of Virginia from the Northeast Region to the Southern Region. This was actually done last year, but no change has taken place in the TAMR Constitution. It was made "official" this year, therefore all copies of the TAMR Constitution must be changed. It is listed under Article 5, Section 1, Parts 3 to 4.

Another item discussed were promotional flyers. If you've purchased a copy of *Railroad Tycoon II*, you probably noticed the Athearn flyers. Or if you've bought an Athearn car kit, you've probably noticed the *Model Railroader* subscription form. The same idea is behind this new TAMR promotional flyer. We will be contacting various companies such as Athearn to see if we could put a flyer in a certain number of kits. If all goes well, a rise in membership is expected.

Then came the famous "e-Membership" proposal. Every Board member expressed his view on it, and then voting began. It was ultimately decided to post-pone creating the e-Membership class for the entire organization. But it looks like those in the Central Region will be getting the new class of e-Membership. Through the efforts of Central Region Rep. Louis Granato III, the Central Region will be the only region at the moment to accept e-Membership applications. It is not yet in place, as some details are being ironed out, but it should be in place rather soon.

And the very last item discussed and voted on was a new Corporate membership class. The Corporate class is open to all businesses related only to the hobby of model railroading and the activity of railfanning. Dues are \$20 and the benefits are the same as Associates, except voting is restricted.

Well that about covers the latest B.O.D. happenings. If you have any questions on anything mentioned above, have a question on the TAMR in general, and/or have a comment or suggestion, let me know. It's great to hear from you. This is your organization. Your views and opinions help make it better. Even if you'd just like to talk trains for a while, hey, those are the best!

Well, that's all for this issue. From the tower, this is Chris Burchett, signing off.

**Chris:**

**Phone:** .....

**E-mail:** ..... president@tamr.org

**AIM screen name:** TAMRprez33

**Snail-mail:**

**Joel:**

**Phone:** .....

**E-mail:** .....

vice\_president@tamr.org

**AIM screen name:** TAMRvpJoel

**Snail-mail:**

## **A Word from the Editor**

Hi all, I'd like to start by reminding everyone that we really need contributions. I'd also like to thank those who contribute month after month; you really help us fill the pages! I'd also like to invite everyone to send us comments about how you think the Hotbox looks and how you think we could improve it. Thank you also to those of you who have already done so. In conclusion, I would like to invite everyone to contribute at least one picture, or article, or drawing or something else to the Hotbox, if for no reason than to see your name in type! -Charles W

## **A word from the Layout Design Artist**

Hi everyone! Here is yet another issue with even more new features. Please welcome Joe Bohannon, our very own advice columnist. Can't figure out how to work something on your layout? Just drop him a line! Also, we have started a news section. If you have some news for your region (like an excursion coming up in your region or a new shortline, maybe a new product of a local landmark, you get the idea) this is the place to put it! Also, we need a news director plus a reviews director. They aren't tough jobs, so if you're interested just tell us. So sit back, enjoy the ride, and till next month, see you trackside!

-Andy Inserra

## **Thanks to this month's contributing editors:**

Peter Maurath  
Dave Honan  
Josh Trower  
Andrew Sabens

Chris Burchett  
Joe Bohannon  
Newton Vezina  
Joe Bohannon

## **Editor of the Month:**

This month it goes to Dave Honan for his never ending stream of pictures for the Hotbox. A month never goes by where he hasn't sent some in for us. This month he has helped make the large European railways photo-article. Thanks Dave for all of the great photography, we all appreciate it!

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### **Top Seven things TAMR members are thinking about right now.**

Discovered in a lost episode of Dukes of Hazard, by: Peter Maurath.

- #7. Who the heck is CZ?
- #6. If I dip into my college fund I could probably afford at least two brass SD60s.
- #5. Sale at Caboose Hobbies, sale at Caboose Hobbies, sale at Caboose Hobbies!
- #4. I'm in the money; I'm in the money (sorry, that's from the Top 7 things the treasurer is thinking about right now).
- #3. Is that a diesel horn???
- #2. Pasta noodles, I love this stuff!
- #1. Now is it cajun, or cahone?

---

## **WANTED!**

We need a reviews director and a news director for the Hotbox. If you are interested please contact Charles and Andy! Also, we need reviews and news; if you have any, please send them to Charles and Andy.



## Upcoming Events

### **A bumper crop of activities this year!**

JULY 9-14, 2001 (Ohio), 2001, TAMR National Convention, The Ohio State Limited will be hosted by the very active Central Region! Chris, Louis, and the 2001 national convention committee have planned an excellent railfanning and model railroading experience! Get ready for a super convention this 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: National Convention Director, Chris Burchett, E-mail: [osl01@hotmail.com](mailto:osl01@hotmail.com).

JULY 16-20, 2001 (Western New York) The TAMR "Western New York Division" will be hosting their first convention this summer! The 5 day event will feature a variety of layout tours, an operating session at the Rochester Institute of Technology Club layout. Members are invited to bring HO scale equipment to the layout. (Magnetic couplers only! No "horn hooks") Get ready to railfan some of the best locations in the Buffalo and Rochester areas! Railroad and yard tours are already in the planning stages. For more information, contact: Nicholas Wilson

AUGUST 9-14, 2001 (New Jersey) TAMR New York/ New Jersey Metro Division 4th annual Summer Convention. Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ). Visit the variety of model railroads, ride the train and railfan along the NEC, movies, pizza, pool party, and plenty of the traditional NJ post convention activities! For more information, contact: Andrew Matarazzo, E-mail: [TAMRnymets@aol.com](mailto:TAMRnymets@aol.com)

SEPTEMBER 14-16, 2001 (Rochester, NY) TAMR, Western New York Division "End of Summer Convention." Events include railfanning, layout tours, hobby store visits, videos, pizza party, and a special "G" scale rocket train event at Ridge Road Station. For more information, contact: Nick Wilson

SEPTEMBER 29, 2001- Southern Region Mini-Meet. Meet at Raleigh, NC Amtrak depot Saturday morning to ride train 73 to Salisbury, NC where we will spend the day at steam fest at the NC Transportation Museum and return to Raleigh on train 74. All members are invited. For further information contact Josh Trower(Southern Region Rep.) at [GG1\\_4935@hotmail.com](mailto:GG1_4935@hotmail.com) or Hayes Smith(convention coordinator)at [cookiemonster@rrmail.com](mailto:cookiemonster@rrmail.com).

OCTOBER 5,6&7, 2001 (Rochester, NY) TAMR, Western New York Division fall convention. Events include, layout tour/operating, Model Railroad show at Rochester Institute of Technology, TAMR table at the show, railfanning, videos, pizza, and more! For more information, contact: Nick Wilson

NOVEMBER 2001 (New Jersey) TAMR New York/ New Jersey Metro Division Fall convention! Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ), visit a variety of member model railroads, railfan along the NEC, pizza party, train videos, and more! For more information, contact: Andrew Matarazzo, E-mail: [TAMRnymets@aol.com](mailto:TAMRnymets@aol.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](mailto:TAMR2860@Canada.com) by September if you plan to attend.

NOVEMBER 10 & 11<sup>th</sup> (Los Angeles-Pomona, CA). Great American Train show (w/booth). Railfanning. Contact Joe Bohannon: [GeepM@ATT.NET](mailto:GeepM@ATT.NET)

NOVEMBER 24 & 25<sup>th</sup> (Bay Area-Pleasanton, CA). Great American Train show (w/booth). Railfanning. Contact Joe Bohannon: [GeepM@ATT.NET](mailto:GeepM@ATT.NET)

## **And for those of you that really plan ahead...**

JANUARY (dates to be announced) (Bakersfield, CA) 4th Annual "High Ball to the Loop". GEMRC Train show. A full day of Railfanning Tehachapi pass. Including the Tehachapi Loop. Contact Joe Bohannon: [GeepM@ATT.NET](mailto:GeepM@ATT.NET)

FEBRUARY 1-3, 2002 (West Springfield, Mass) Annual TAMR Winter Convention! This huge event will be held in conjunction with the largest railroad hobby show in the Northeast! (5 1/2 acres of trains under the roofs of three large buildings) TAMR table and layouts at the show. Contests, clinics, "Beach Party," and more! Another awesome multi-region event is being planned. Ideas and suggestions are definitely welcomed! We also welcome any TAMR member who would like to join the Winter Convention Committee. Mark your calendars now! For more information, contact: Adam Sullivan, E-mail: [TAMR30@yahoo.com](mailto:TAMR30@yahoo.com) or Newton Vezina, E-mail: [TAMR19@aol.com](mailto:TAMR19@aol.com) or call

JULY 10-18, 2002 (New Jersey / New York) The Broadway Limited 2002. With under a year and 4 months 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 for the best model railroading and railfanning in New York and New Jersey! For more information, contact The Drew Crew, 2002 Andrew Matarazzo, Convention Director. E-mail: [TAMRnymets@aol.com](mailto:TAMRnymets@aol.com) and Northeast Region Rep., Andrew Sabens, (Convention Director) E-mail: [TAMR13@aol.com](mailto:TAMR13@aol.com)

THIS JUST IN!!! The 2003 TAMR National Convention will be held in northern California during the month of July 2003!! For more information, contact Ross McKnight, E-mail: [TAMR4449@aol.com](mailto:TAMR4449@aol.com)

*Have a big railfanning bash coming up? Tell us here at the Hotbox and we'll let the world know about it!*

### **THE BOXCAR IS HERE!**

The TAMR's own boxcar is here! After many months the boxcar is finished. There are 119 boxcars for members of the TAMR only. This car will not be released to the general public. Right now the cars will be sold at \$13.50 per car. These great cars are HO scale only and are red with white lettering. This is a limited time offer so order now! Remember, this is a great deal that is only open to TAMR members. The price noted above even includes postage. Make payable to the Teen Association Of Model Railroaders. Send to your order to: **TAMR Boxcar,**

# TAMR ON THE WEB

## What could be better than free stuff?

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, so it is free. Yes, that's right, it won't cost you a dime!

**First** is our own site, [www.tamr.org](http://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](mailto: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](mailto:TAMR-subscribe@yahoogroups.com)
- on the web, go to <http://groups.yahoo.com/group/TAMR>. (This is most useful if you are already registered with E-groups or Yahoo).
- send an e-mail to [pivotpin@tamr.org](mailto: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.

Yahoo 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](mailto:treasurer@tamr.org).

## Check us out on-line!

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**And while on the web, stop by our sponsor's site!**



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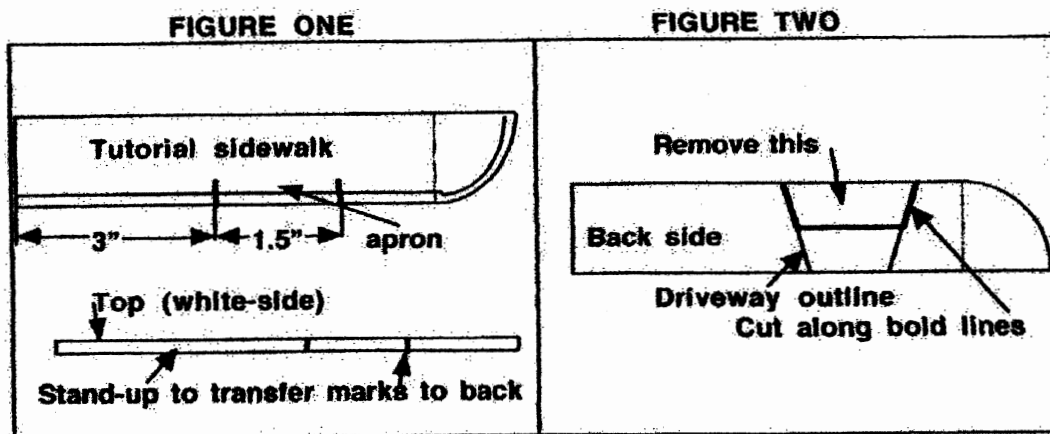
**Layout on A Shoestring Budget Conducted by: Peter Maurath**  
**Where the Sidewalk Begins**  
**Part 226, 987**

100% organic, it's LOASSB! This month we'll add some details to the tutorial sidewalk with a driveway apron and some expansion joints.

We'll begin with the driveway apron. By definition a driveway apron is a ramp of sorts that allows vehicles and people a smooth transition between the street and sidewalks, parking lots, driveways, etc. To add one to our tutorial sidewalk we'll utilize the ply-paper design of the illustration board (IB). For those not familiar with IB or who skipped this part in past articles of mine, the ply-paper design means IB is like a paper version of plywood. It's made of many layers of thinner paper to create the stronger material, like plywood, is many layers of thinner wood glued together. To create the driveway apron or ramp will involve peeling layers away to make the transition.

Begin by marking on the tutorial sidewalk the location and size of the apron. It'll be 3 inches from the left end, and measure 1.5 inches long (fig. 1). Using a pencil lightly mark on the topside (white side) the edges of the apron, along the curb (fig. 1). You'll then want to transfer those marks to the backside of the material. Holding the sidewalk on its long edge you should be able to transfer the original marks from the topside to the backside of the sidewalk (fig. 1). Next, flip it completely over (white-side down) and draw a rough outline of the apron with the pencil. It should have a slight taper, getting narrower away from the curbside (fig. 2). Don't worry about being exact here, though for future layout use make sure you match whatever the apron's going too. Finish the pencil scribbling with a line roughly across the middle of your apron outline, parallel with the long edge of the sidewalk (fig. 2). Now comes the ever-so-delicate part. Taking your hobby knife carefully trace the middle line, and the two apron lines going towards the curbside of the sidewalk (fig 2). This is delicate in that you do not cut all the way through, but only cut about  $\frac{3}{4}$  inches of the way through the material. Make sure you're cutting the right way, or the apron will end-up reversed. The best way to do is scribe a little bit, then peel away several layers, cut a little more, peel it away, and so on till most of the underside in that little spot is gone.

Once your satisfied with the amount of material removed, flip the tutorial sidewalk back over to the white side, and gently press down over the apron location. There should now be a transition, or ramp to keep vehicles from tossing hubcaps, to get where they're going. This technique also works well for creating handicap ramps at crosswalks, or mess them up with some uneven spots. Well, before I bounce off the margin here, join me next month when we add some expansion joints, and some wear and tear to our tutorial.



# ASK GEEPM

Joe "GeepM" Bohannon

Hello TAMR Members! I hope everyone is having fun and enjoying the many wonderful things of our hobby. I am starting a new column, which I hope will be able to better assist you with model railroading. The goal of the column is to have members write to me with questions they may have, whether it pertains to locomotives, track, scenery or others that may exist. Upon receiving the letters, I will respond to the question and hopefully answer the question in this column so other members can also learn. To get the ball rolling of sorts, I am bringing you some questions found on the forum at [www.TAMR.org](http://www.TAMR.org). The forums are a great place to ask questions, post railfan reports and like, so check it out along with our other one at [groups.yahoo.com/group/TAMR](http://groups.yahoo.com/group/TAMR).

The first questions comes from 'Sorg', and he writes: "Does anyone know the easiest way to control more than one loco on the same track? I'm hoping it doesn't involve a third rail!" That is a good question Sorg. Generally most modelers adopt a block system. This basically means you create sections to control. All you need to do this is to isolate the track by one cutting it or installing isolated track connectors (Available at most hobby stores). Once you have done this simply wire each section to some type of switch (Generally a toggle). This way one train can be run while another powered locomotive may also occupy the layout, and will not respond to the throttle until the switch is thrown for it (this is also the idea for dual cab control). Anything electrical must have a path to and from its source to create the needed energy for work. With the path broken it simply cannot go any further. It is like trying to drive a car to Hawaii, you cannot until a bridge is put in place. With three rails, the two outside rail provide the positive power and the middle track is the ground, which provides a route for the electricity takes back to the source. With two rails only one rail is positive and the other is the ground. By breaking one of the paths the electricity cannot flow. There is a lot more to the electricity for a layout and track work, such as reverse loops need special attention. There is still an even easier way, but involves a rather large amount of money invested. DCC (Direct, Digital Command) is an ideal source for controlling trains, as opposed to running track. I however have yet decided to invest money into the DCC option and really cannot help you with questions pertaining to DCC.

Our next question comes from Carson Christian. He writes: "I have been thinking about starting a model Railroad but I don't know what color weeds or trees to use on my Iowa Scenery. I also can't find any corn or Soo Line Trains or Raillink of Iowa". I do not live in Iowa, so I cannot help you with that information. If and when you need help with scenery techniques, please write me. However on the subject of Soo Line equipment, [www.walthers.com](http://www.walthers.com) is great source of currently available model products. If you cannot access the site for what so ever reason, Walther's does have catalogs available at most hobby stores for around \$20. You can find more specific equipment on your home computer by going to Walther's site and doing an advanced search for either Soo Line or I+M RailLink. (Hey there! On the corn, I recommend old thick carpeting; you can find a wide variety of colors and sizes at carpeting stores. Ask and they may be able to give you free scrap material. With this you can trim it to the right height, make it look like it is being harvested, etc. Woodland Scenics makes great scenery for all layouts, try them out, they are at all large model shops. As for I+M RailLink -their rolling stock isn't really being made by modeling companies. Try looking for models of their parent shortline, the Montana RailLink. They are more popular and easy to covert to I+M -Andy Inserra, LDA)

Well that concludes this issue's column of "Ask GeepM". Remember to send ANY questions pertaining to model railroading to (Include name, and modeling scale):

Joe (GeepM) Bohannon,

[GeepM@ATT.NET](mailto:GeepM@ATT.NET)

*The Ohio State Limited 2001*  
**The 2001 national convention of the Teen Association of Model  
Railroaders**  
Convention Report by Chris Burchett

On Monday, July 9th, 2001, the first TAMR convention held in Ohio in seven years began. Our first stop was Berea, in the southwest corner of Cleveland, home of the Norfolk Southern Chicago Line and the CSXT Indianapolis Line (both ex-Conrail mains). Roughly six trains were seen in the time we were there. The next stop along the route that day was Bellevue. In Bellevue, we were given a tour of the equipment (including NKP GP30 no. 902) and restoration building at the Mad River & NKP Railroad Museum. During our tour, we saw about two or three Norfolk Southern trains, one of which had an old Burlington Northern SD70M in the "executive scheme"! Afterwards, we went on to Fostoria and spent the night there.

Tuesday morning found the convention convoy arriving around 9:30 a.m. at the old B&O depot in Fostoria, now used by Amtrak. I cannot say for sure how many trains we saw, but I'll put it this way - there were a lot! CSX's Willard Subdivision was the busiest, while Norfolk Southern's ex-NKP Fort Wayne District came in a close second. Interesting motive power seen included an FURX SD40-2. Around 1:00 p.m., the convoy moved south to Marion. When we arrived at the Marion Union Station Museum complex, we first toured the Marion Model Railroad Club's HO scale Ohio & Western layout. An awesome layout that doesn't even let on that it's over 40 years old! About five or six trains moved through Marion, mainly along the Norfolk Southern Sandusky District. The CSXT

Columbus Subdivision was fairly quiet while we were there, as was the old Conrail Indianapolis Line. We then went north to Chatfield and saw a northbound (timetable "west") NS train hit the Wheeling & Lake Erie diamond. As soon as the northbound cleared, an eastbound W&LE rock train was given a clear signal and proceeded across the diamonds. The group witnessed the Wheeling's newest paint scheme, the D&RGW-style scheme, as well as one of the Southern-style units (ex-SOU high hood GP35 of course). Afterwards, the group went back to Logan for the night.

On Wednesday, the convoy visited the old abandoned tunnels along the B&O St. Louis Line - Kings and Moonville Tunnels. The tunnels are in great shape for not being used in over 10 years! Each tunnel has its own unique feature: Moonville is brick (with "Moonville" lettered in brick) and Kings is all wood. After spending about 15 minutes at each tunnel, the group then moved on south to Lin Young's HO scale Grafton & Greenbrier in Gallipolis for an operating session that lasted from 7:30 p.m. until midnight! Information packets were given to each attendee, and each person



This is what happens when you park to close to the tracks! Actually it is the Operation Lifesaver "Interactive" display at the Mad River & NKP Railroad Museum with their Alco S6 and some poor guy's car. Photo by Peter Maurath.

got to be either engineer or conductor (some even lucky enough to be both after it was all done). After the operating session was over, we all headed back to Logan for the night.

The convoy then headed up to Deshler on Thursday morning. It was quite a drive, but it was worth every minute of it. Deshler is home to the CSXT Garrett Subdivision along the route to Chicago and the Toledo Subdivision between Toledo and Cincinnati. The greatest thing of all about Deshler is, not only the activity, but also the railfan park that goes right up to the junction of the two subdivisions. As soon as the convoy arrived, Brian Schmidt and the local railfans that frequent the railroad park there treated us to grilled chicken. Many trains were spotted, two of which had Union Pacific SD70M "Wings" on the point!! Another train had an old GE six-axle unit and two SW1500's dead in tow. Unfortunately though, we had to depart for Cincinnati at 5:15 p.m.

Friday morning was spent at two different layouts. The first was Jim Sicking's O scale layout of Cincinnati. The next layout was Bob Shaw's HO scale C&O Little Miami Division. What an awesome layout he has! The lighting is controlled by computer, as are some unique special effects. Afterwards, we had lunch and then shopped at Davis Electronics (also known as Davis Trains). This shop is quite large and was a great place to relax at. We then had dinner and moved on to Bob Bartizek's O scale Pennsylvania & Western for an operating session that lasted from 7:00 p.m. until 11:50 p.m. His layout is set in the 1950's when steam was still moving through Horseshoe Curve. Speaking of Horseshoe, his layout hosts a very nicely done "Curve". After the session, we retired to our hotel rooms and prepared for the morning trip back to Logan.

As I mentioned just a moment ago, we traveled back to Logan on Saturday. Back in Logan, we had a variety of clinics and slideshows including: "Layout On a Shoe-String Budget" by Peter Maurath; "TAMR Video Exchange" by Newton Vezina; "Trains on the Great Plains" slideshow by Lewis Ableidinger; and "Trains of North Dakota & Minnesota" slideshow by Nick Olek. After Nick's slideshow, Andrew Matarazzo and Andrew Sabens (also known as the "Drew Crew") presented a preview of the 2002 TAMR national convention entitled the *Broadway Limited 2002* to be held in New Jersey. Once the Drews' presentation was finished, the annual TAMR Board of Directors meeting began and lasted from 10:30 p.m. until 12:30 a.m.! Most members retired to their rooms once the Board meeting began.

Sunday morning found us arriving at old Hocking Valley Railway station in Jackson, to board a special caboose train operated by the Great Miami & Scioto Railway just for the TAMR! Power was GP35 no. 35 and our consist was made up of two wide-vision cabs - a C&O and a DT&I. The ride went from Jackson to Byersville Tunnel, west of Hamden. At Byersville Tunnel, we were treated to a photo run-by. Another run-by was staged at the other tunnel, the name of which has slipped my mind. After the run-bys, the train backed all the way to Hamden where we got a tour of the GM&S engine house. We then went south again, stopping in Wellston for a late lunch. Once we re-boarded, we went back to the Jackson depot and disembarked. At the depot is where the group split, one going to Erie, Pennsylvania, and another heading on to Wisconsin. The rest visited the Hocking Valley Scenic Railway in Nelsonville (where this writer volunteers) and toured the engine house there. When Monday morning arrived, the post-convention crew went on down to West Virginia, officially ending the 2001 national convention of the Teen Association of Model Railroaders.

The list below is of all nineteen who attended the convention:  
Chris Burchett (President and convention director), OH; Louis Granato III (Central Region Rep.), IL; Benjie Lee, MA; Newton Vezina, MA; Ross McKnight, CT; Matt Schwerin, KY; Scott Willett, WI; Bryan Warner, MA; Lewis Ableidinger, ND; Joe Olek, MN; Nick Olek, MN; Andrew Sabens (Northeast Region Rep.), NY; Andrew Matarazzo (Promotions Manager), NJ; Hans Raab (Treasurer), VT; Peter Maurath, OH; Dan Adams, PA; David Hadley, IN; Joe Bohannon, CA; and Jeff Wondolleck, CA.



Group photo! From left we have Andrew M, Chris B, Newton, Andrew S, Nick O, Hans, Ross, Joe B, Joe O, Jeff, Peter (where's CZ?), Scott, Brian, Lewis, Ben, and Dan. All are seen in front of the Fostoria station with the CSX main in the background. Peter Maurath photo.

Special thanks to the following companies, individuals, and organizations who helped make the convention a success: LBF Company, Ron's Books, Eastern Car Works, Athearn, Davis Electronics, Great Miami Incorporated, Craig Willett, Glen Orebaugh, Bob Shaw, Lin Young, Jim Sicking, Bob Bartizek, Jim Barrett, Louis Granato III, Newton Vezina, Bryan Malone, Brian Schmidt, Marion Model Railroad Club, Mad River & NKP Railroad Museum, and any others who I may have missed. Thank you all so very much!! Your donations, whether it was time, kits, videos, or anything else, really went a long way, and I again thank you so much.

For those of you who have access to the Internet, I invite you to check out pictures of the convention taken by Hans Raab. The web address is [www.tamr.org/osl01](http://www.tamr.org/osl01).

Now it's time to shift gears and start focusing on next year's national convention - the *Broadway Limited 2002* in New Jersey. Quite a bit is planned already, so it'll be a convention you won't want to miss!

### **TAMR NEWS**

**Southern Region** - For a long time the Southern Region of the TAMR has been considered the baby brother of all the regions, when I joined back in 1997 there was no activity to speak of in this Region. In 1999 I took the position of Southern Region Rep. with the intention of recruiting new members and getting some "action" down in the south. I believe I have been successful, there is still a long way to go though, but the future of the Southern Region is assured. When I joined I was the only member in NC, now there are three others, due to the distribution of flyers around the state and by making our selves known by the local NMRA division I expect that number to increase. When I joined I was excited about the prospect of regional meets, unfortunately I was told there were no such activities in the Southern Region, so in 1999 I hosted a highly successful Summer meet based out of Raleigh, NC, duplicate meets were held in 2000 and 2001, the planning for 2002 is underway. The Regional newsletter the Crescent was not produced with great reliability when I joined, I have worked to send out one every two-three months, this year I unfortunately got behind but have gotten back in the swing of things so to speak with this newsletter's circulation. Keep your eye on the Southern Region, we are doing great things, and be sure to mark the first weekend in July on your calendar for that is when the next summer meet will be held, we have great things planned for this convention, you will very possibly see three different steam locomotives on three different railroads in operation. The Southern Region also plans to make a bid for the 2004 TAMR National Convention, VOTE FOR THE CRESCENT LIMITED IN 2004!!!! -Josh Trower

**Central Region** - Due to the extreme heat during the summer, many in the Upper Midwest feel it is plain old Too Hot to Railfan. So for many, the few nice months there are to railfan have now gone bad!



# Euro Rails!

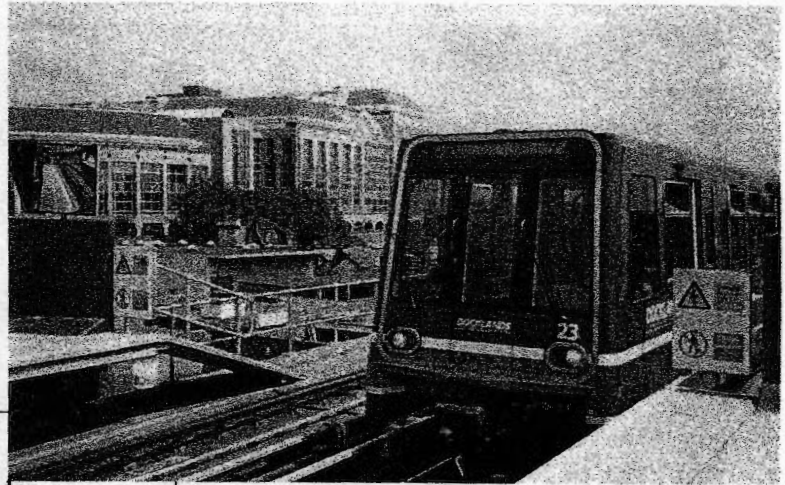
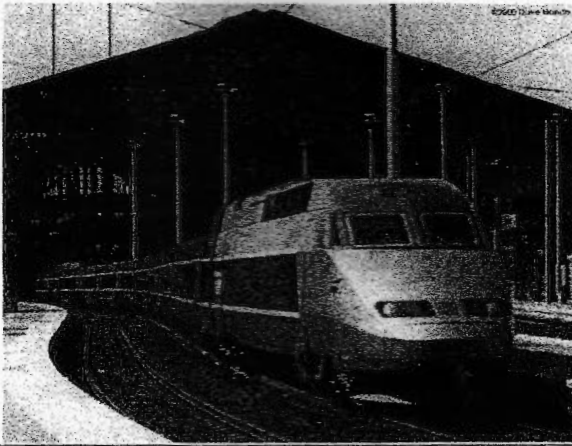
By Dave Honan and Andy Inserra

Hi everyone! This is a special photo section featuring shots from over the pond. That's right, Europe. Both Dave and myself had a chance to go there last summer and do a bit of railfanning. Dave got to experience the great speed of the French railways while I rode trains for two weeks through England, Scotland, and Wales. If you have the chance it is an unbelievable experience to go there and just watch the trains. Here's Dave on the Chunnel experience: "The ride through the Chunnel itself is rather boring, but the ride on Eurostar outside the portals is a truly exciting experience! Also, always get to the station at least an hour before your train is scheduled to depart – you'll want that much time, at a minimum, to railfan from the platforms!" I can't say enough about that; it is the best way to get in some very easy railfanning! The magnitude of trains alone is amazing in many stations. There seem to be dozens of trains serving even the smallest station daily. Add in loads for freight trains and there is action that never seems to stop. The Internet is a great resource for more info, a good start is [www.rail.co.uk](http://www.rail.co.uk) for UK trains, and here you can find links to every railway company's website in the country. And as always, feel free to contact us for more info and we'll point you in the right direction!

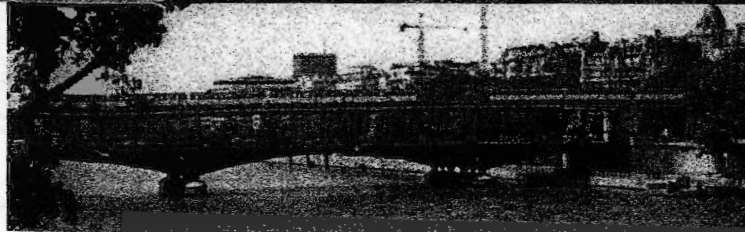
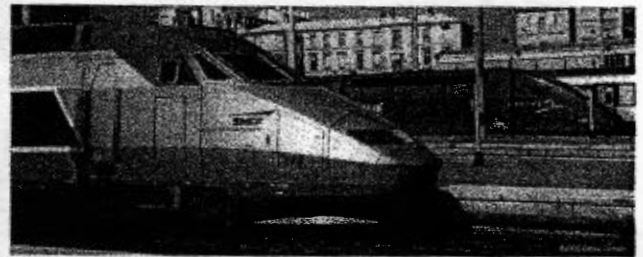
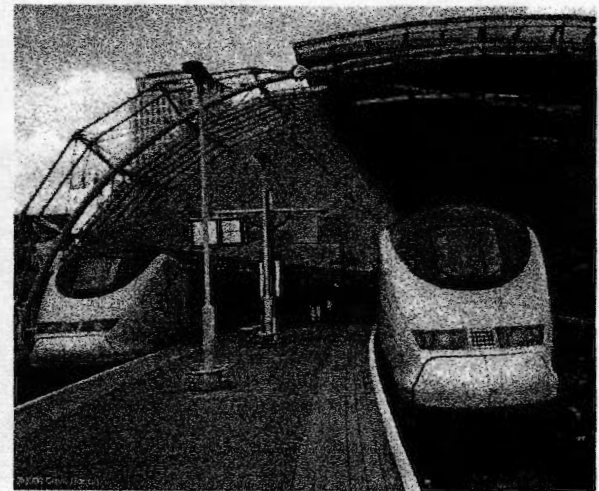
Clockwise from below: **Stirling Middle Tower**, in Stirling, Scotland. Many towers are still active in the rural parts of the UK along with loads of semaphores. **Virgin 86248** electric locomotive heads a train down the West Coast Mail Line (WCML), pausing here in Edinburgh, Scotland. **EWS 90029** in DB (German Railways) paint. These units are high-speed freight locomotives. Seen in the shadow of Edinburgh castle. All three taken 6-18-00. **First Great Western HST** locomotive (from the 43 class) sits in Paddington station with a Heathrow (airport) Express train in the background. These HST 125 trains are easily capable of reaching 125 mph and are diesel powered. The HST 225 trains are electric powered but not capable of 25 mph. Instead, they are a upgraded version of the 125. seen here in London, 6-14-00. All four photos by Andy Inserra



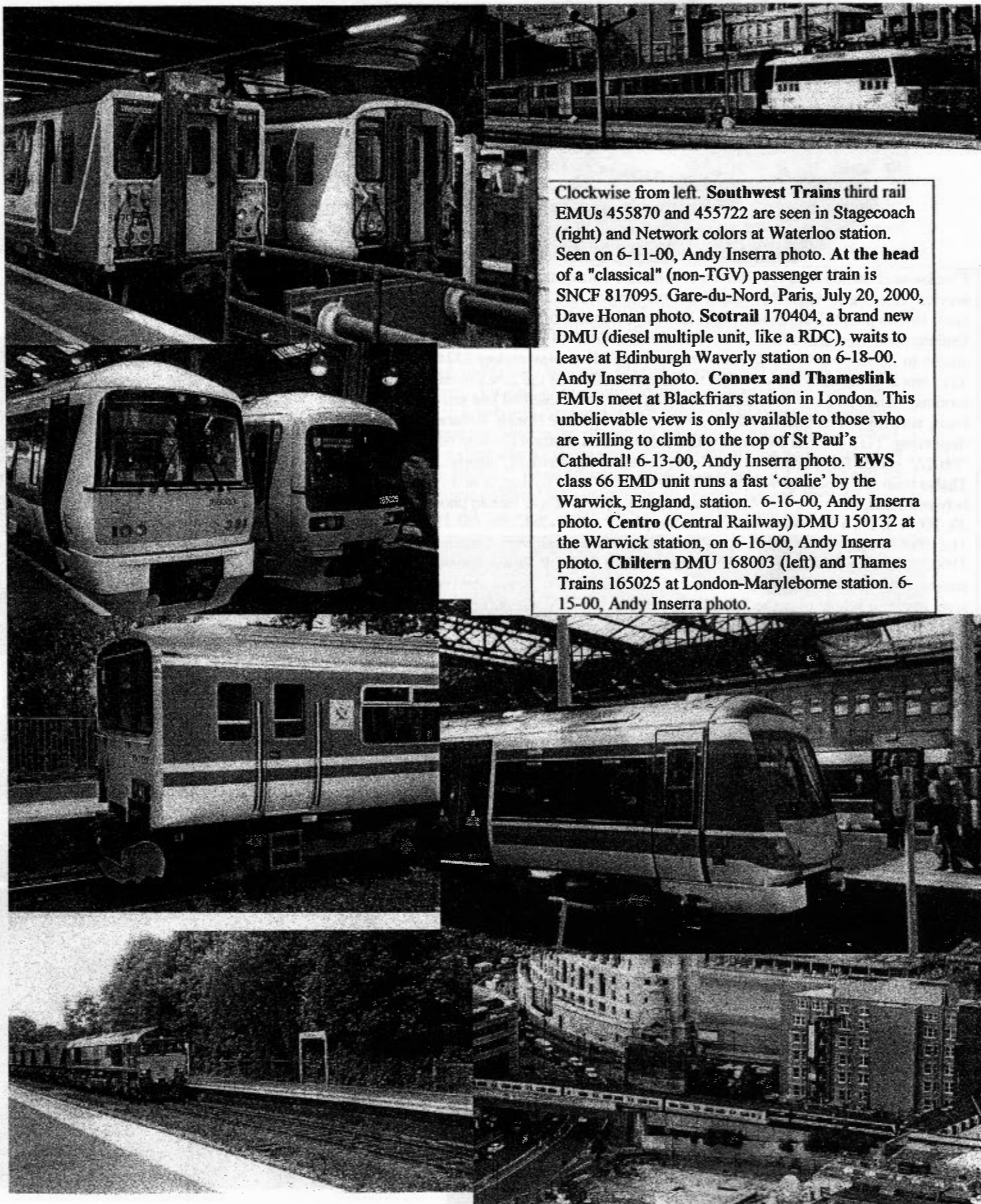




Clockwise from above: TGV-Reseau 544 leads a northbound service out of Paris Gare-du-Nord on the morning of July 20, 2000 Dave Honan photo. Docklands Light Railway, a branch of the London Underground, operates a fleet of driverless trains. Train 23 is seen at Blackwall station in London. 6-10-2000, Andy Inserra photo. Eurostar motors 3224 and 3217 rest at London-Waterloo under the unique roofline of the new Eurostar terminal. The 3217 was the trailing motor on the service that had just arrived from Paris, with myself on board. July 20, 000 – photo by Dave Honan. Before departing, TGV-Reseau 544 rests with Thalys-PBKA motor 4306 beyond. "PBKA" stands for "Paris-Brussels-Koln (Cologne)-Amsterdam;" another type of Thalys train set, produced with the TGV-Reseau car body styling, is in service between Paris, Brussels, and Amsterdam (thusly, PBA). Dave Honan photo, July 20, 2000. LTS, a commuter line in London (today called c2c), uses old 310 and 312 class electric EMUs (electric multiple units, like Metroliners). Here is 3100092 leaving Fenchurch St station as seen from the DLR Tower Gateway station. 6-10-2000 photo by Andy Inserra. Two Parisian subways meet on a two-level road/rail bridge over the Seine River on July 19, 2000. Dave Honan photo. The Underground, the world's first subway, is also one of the biggest and best systems in the world serving almost all corners of London. One of their trains is seen here speeding out of a typical station, probably the Green Park one. 6-10-00 photo by Andy Inserra.



## Euro Rails!



Clockwise from left. **Southwest Trains** third rail EMUs 455870 and 455722 are seen in Stagecoach (right) and Network colors at Waterloo station. Seen on 6-11-00, Andy Inserra photo. **At the head** of a "classical" (non-TGV) passenger train is SNCF 817095. Gare-du-Nord, Paris, July 20, 2000, Dave Honan photo. **Scotrail** 170404, a brand new DMU (diesel multiple unit, like a RDC), waits to leave at Edinburgh Waverly station on 6-18-00. Andy Inserra photo. **Connex and Thameslink** EMUs meet at Blackfriars station in London. This unbelievable view is only available to those who are willing to climb to the top of St Paul's Cathedral! 6-13-00, Andy Inserra photo. **EWS** class 66 EMD unit runs a fast 'coalie' by the Warwick, England, station. 6-16-00, Andy Inserra photo. **Centro** (Central Railway) DMU 150132 at the Warwick station, on 6-16-00, Andy Inserra photo. **Chiltern** DMU 168003 (left) and **Thames Trains** 165025 at London-Marylebone station. 6-15-00, Andy Inserra photo.