

# ***THE HOTBOX***

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*Youth Model Railroading at its Finest!*

December 2001

Issue #353

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**HAPPY  
HOLIDAYS  
FROM THE  
TAMRI!!**

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

## **The HotBox**

December 2001  
Issue 353

Send Articles 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:**

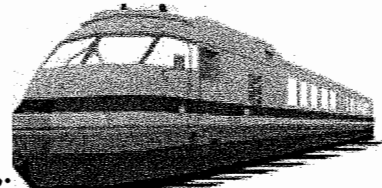
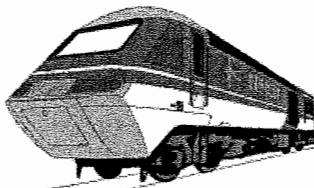
Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

### **Questions?**

Ask the editor for more info.

### ***On the Cover:***

A South Shore speeds through the fresh snow, leaving a nice cloud of powder in its wake. More modern units on the last interurban line in the US have since replaced these classic interurban cars. Seed in 2-78 by Tim Vermande.



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**Please Read and Recycle**

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

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

**News Director-** Nicholas Wilson  
[emdsd40-2@juno.com](mailto:emdsd40-2@juno.com)

**Reviews Director-** Nicholas Wilson  
[emdsd40-2@juno.com](mailto:emdsd40-2@juno.com)

**Columnist -** Peter Maurath  
[Pencntrl1@aol.com](mailto:Pencntrl1@aol.com)

**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 Inserra  
[Andy\\_Inserra@tamr.org](mailto:Andy_Inserra@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@fcmail.com](mailto:GeepM@fcmail.com)

### **Car Exchange**

Doug Engler  
Joe Bohannon

### **Department of Advisors**

Chris Wagner  
[TAMRadvisor@hotmail.com](mailto:TAMRadvisor@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.-** open  
**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@fcmail.com](mailto:GeepM@fcmail.com)

### **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**

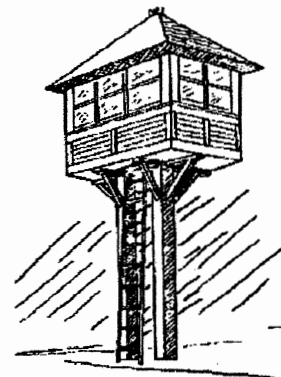
[www.tamr.org](http://www.tamr.org)

Dane Watson

# From the Tower

By Chris Burchett

President



Hello, fellow railroaders! I would like to take this time right now to wish everyone a Merry Christmas and a Happy New Year. I hope that you all have been doing well and will continue to do well (and even better) this next year. It is also my hope that the TAMR will do very well during the coming year.

There really isn't a whole lot going on in the TAMR that you all don't already know about. The one notable event is that of a new webmaster. Dane Watson has allowed his membership to expire, and in so doing, gave up the position as webmaster. Appointed in his place is Central Region Representative Louis Granato III. If you have any comments or suggestions, or if you'd like to help out somewhere, drop him a line at [webmaster@tamr.org](mailto:webmaster@tamr.org). Keep your browser pointed to TAMR.Org for updates!

Speaking of the official TAMR Website, don't forget to check out the forums there. Other things to contribute to are the events page and the photo gallery. There is also the TAMR Discussion/E-mail List, hosted by Yahoo! Groups. There are many things to do at TAMR.Org, and you can even get a small Website hosted there! Drop Louis a line if you'd like your Website hosted at the TAMR Website. And one other thing available. You can get a free forwarding e-mail address! In other words, you can get "Rail\_Fan@tamr.org" and it forwards to your real e-mail address. So like I said, many opportunities await you at TAMR.Org!

I think that about does it this issue. Just to give you all a heads up, starting in January, "From the Tower" will become a bi-monthly editorial. So it will be spotted in the *Hotbox* on a schedule such as: January - present; February - off; March - present; April - off; and so on. That will give me a little breather in between times, and also allow for much more articles dealing with trains.

If you have any questions or comments on anything you just read above, contact me. Contact info is, as always, available below. Merry Christmas and a Happy New Year to you all! From the tower, this is Chris Burchett, signing off.

**Chris:**

Phone: .....

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

AIM screen name: TAMRprez33

Snail-mail:

**Joel (vice pres):**

Phone: .....

E-mail: .....

[vice\\_president@tamr.org](mailto:vice_president@tamr.org)

AIM screen name: TAMRvpJoel

Snail-mail:

## WANTED!!!

We also are thinking of doing a caboose special. If you have pictures or status reports please contact either Charles or Andy.

Be sure and prepare for the upcoming winter photo spectacular! Pictures now being accepted thru January 15<sup>th</sup> for this sequel to this summer's smash hit photo issue!

# A Word from the Editor

Hi everyone,

With all that is going on, I'm taking the month off from writing to free up some space for all the news. Happy Holidays! See you next month!

-Charles W

## A word from the Layout Design Artist

Hi everyone!

Well, yet another year is just wrapping up and we're still cranking out a monthly Hotbox. We're doing our best to put it out in a timely manner, and we're catching up fast. Be sure and send in those photos for the Winter Photo issue (don't worry – snow isn't mandatory!) and the Caboose issue. So with that we're going to let you get back to the issue and enjoy the holidays. Happy Holidays, Happy New Year, and as always...Till next time, see you trackside!

-Andy Inserra

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

Peter Maurath

Ray Reyes

Bob Warren

Dave Honan

Tim Vermande

**Editor of the Month: This goes to each and every person that has helped us out in the past year. We've had help from every region and appreciate each of you. We really want to thank Newton Vezina (thanks Newton!) for beginning the Hotbox Team. Without his innovative ideas I doubt we could keep putting out the Hotbox on a regular schedule. So thanks folks for another great year!**

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### Top Seven holiday suggestions for TAMR members.

Seen in a fruitcake ingredient label by: Peter Maurath

#7. Set-up an eggnog stand trackside.

#6. Decorate an unattended loco, in festive garland, and bows (wait, CP already does this).

#5. When caroling, replace old hymns with Boxcar Willy songs.

#4. New use for that fruitcake, layout mountain mold.

#3. Instead of dull Christmas lights on tree, try railroad flares.

#2. Dump old loop of track around the tree for a 50' reverse loop, DCC controlled, double decker, helixed, Clausewestern System RR, with switching.

#1. 10 cans of spray-snow, an X-Acto knife, a keg of RR spikes, and a Manheim Steamroller CD, 'nuff said.

# Layout on A Shoestring Budget Conducted by: Peter Maurath

Everywhere a Sign

Part 3G78xyz

Open late hours for the holidays, it is LOASSB! This final month in the year we close out the series on signs with the completion of the billboard started last month, along with a special announcement.

You've got the billboard (BB) completed; now all you need is the leg to stand it on. To build it, start with the 2 largest pieces, the vertical pole (from hereon labeled A), and horizontal arm (labeled B). Hollow styrene tubing works best for A, since you'll have to drill through it. I managed to find a section just the right diameter and length (Up to you, average is about 2" long for N), for N scale, in the remains of a Push-pop. If you'd rather skip the messy foraging through trash part, styrene rod can be found at most hobby, and craft stores for a good price. B will need to be a slightly smaller diameter rod, made of either styrene or wood trimmed just slightly longer than the BB.

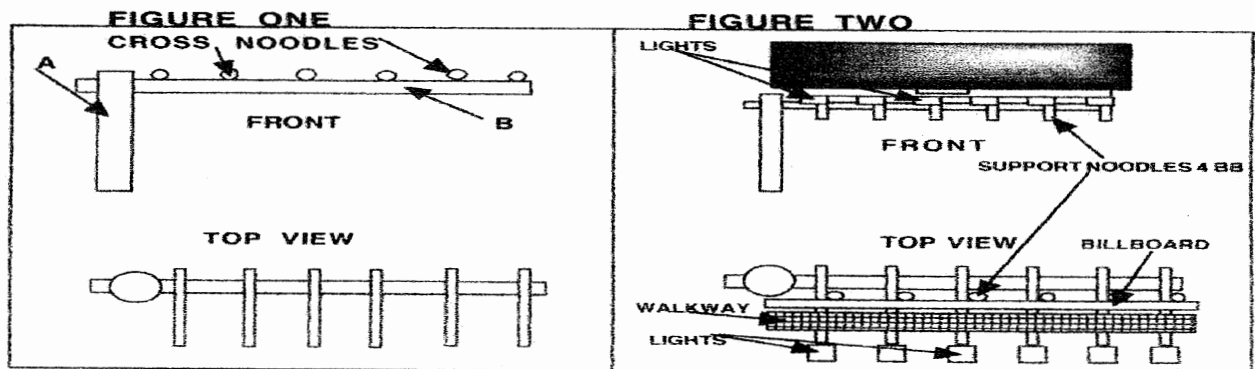
Drill or carve a hole in the end of A. Make it just big enough for B to snugly fit through. Positioning B depends on the surrounding and your preferences. For the sake of an example we'll place it offset to the right (fig. 1). If the fit is snug enough between A and B, glue isn't necessary. But if a little loose add a few drops of CA (super glue) from the top to secure it. Next, paint the arm. Color is your choice; popular shades are black, green, silver, and gray. While the paint is drying, paint a strand of noodle the same color. Once the paint has dried, cut 6, 1/2" sections of the noodle. These will become the horizontal supports your BB will rest on. Using the finished BB as a guide mark where each noodle will be placed on B, so it will not interfere with the noodles hanging down from the BB. Next, glue (CA) the noodle sections into place atop B. Place them horizontally, perpendicular to B (fig. 1) overhanging more to the outside.

After the glue has set-up, carefully drop the BB into place atop the arm. Having a vice or stand is necessary to glue it together. I just stuck a scrap of the wood dowel used to make B into a piece of Styrofoam, then placed A over it, holding it. You'll want it resting next to the noodles you just added, and against B, with the bottom of the signboard touching the cross noodles (fig. 2).

After the CA has dried you'll just have to add a few details. First, a platform in front of the BB. Using another piece of cardstock, about 3/16" wide, and as long as the BB, paint it to match the BB structure, let dry, and glue in place on the cross noodles extending in front of the BB. Finally, add some lights, by capping off the cross noodles with squares of illustration board approximately 1/8" square, paint also same as the BB. Now all that's left is placement. Alongside a busy highway or a small towns main street works. They're just about everywhere, and feel free to change angles and even add a second BB to the backside. They may not be too appreciated in real life but on the layout they're a nice detail, and will help place your layouts date as well a turn a few heads.

Before I close, there is a special announcement I'd like to make. November 2002 will mark the 10th year that Layout On A Shoestring Budget has run as a regular, and probably longest running, column in the Hotbox. To celebrate the occasion I'll run a yearlong series of retro LOASSB articles, reaching back into the archives of Hotbox's past, along with a timeline of events in the TAMR during that particular article. Not stopping there (and since I forgot the five year party two years ago), Top 7's will also join-in with Seven Years of Top 7's, featuring much the same retro material as LOASSB. Hey, if retro works for cars, and toasters, it gotta work for me! Seriously though before me and CZ get all misty eyed, I would like to thank the Hotbox's present editorial staff, Andy and Charles, as well as most of the editors past, for actually publishing my material. I also want to thank the readers for their support, and most especially the members who managed to stay awake during my LOASSB clinics during national conventions, thank you! Good night!

*(Let's all give Peter a huge hand for his unending hard work, this guy has saved editors more headaches and kept us from going insane. He never has missed a single deadline and keep's us on our toes. That and we can't stop laughing... We are truly in debt to you Peter!! - Andy and Charles, while watching reruns of Get Smart on TV Land, retro at its best!)*



## **Is This to Scale?**

**-AKA, when is good, good enough?**

**By: Ray Reyes – JerseyRailFan@Yahoo.com**

Que pasa amigos! Or what's up friends for our English-speaking members (don't be fooled, I'm not to hot in Spanish III!). So what in the world am I talking about now! Good question, this time it's all about determining how scale is, well, scale. Enough beating around the bush, let's dive into this ugly predicament!

So let's say you've got this wonderful and great 1:87 scale layout, HO scale! Well, what if I told you, you were out of scale? Recently HO scale has been changed from 1:87 to 1:87.1, oh wow! What a big change! (End sarcasm) So, what's the big deal? Well the goal of most model railroaders, if I'm not mistaken, is to represent a railroad in a scaled down form. Well, we come up to the question, how good is good enough? How much should we be able to accept for our models to be out of scale? Is a scale foot enough leeway or should it be a half a foot, or even a scale inch? These are some really hard questions to answer and in reality every answer will be different, but hey, I've to go somewhere with this, and that somewhere is helping you determine what your idea is of being to scale.

First things off, you will never, ever, ever, ever, be 100% exactly to scale unless if you own a 1:1 locomotive! I know it's upsetting but it is true! There will always be something not to scale, whether it is the size of the rail or the diameter of a handrail, perfection is impossible. This however doesn't mean we can't come close to being perfect, just look at the Proto scales, Proto1: 87 and Proto1: 48 are close to scale standards that give the illusion of a perfectly to scale model railroad. So, how close should your model railroad be? Well, it depends.

Once again we come up with the same old argument, practicality vs. personal want. Sure, you may want a Proto1: 87-scale layout but how practical would it be for you to actually have one? Would you be able to find equipment at reasonable prices for your particular road in Proto1: 87? This however just isn't about Proto vs. regular scale; it pits other scales against each other. Sure, you can have a more to scale locomotive in O scale but is it really practical for you to have such large models or can you live with HO scale models? Okay, blah, blah, blah, is probably what is going through your mind, but hold on, there's more!

Even though I myself like to be to scale, it is important to not have being to scale 100% be the sole goal of your model railroad. This is of course because you will never achieve that goal (Why do I think one day I'm going to be eating my own words?) and you will only have total frustration and no fun! After all, we all do like fun don't we? Well, now to my overall pointers and the real stuff that you should pay attention to. Yes, it is okay to super detail your models with parts and other assorted items, just don't expect it to be 100% perfectly to scale. Yes it is okay to have a close to scale layout, again just don't expect to gain 100% "scalecy" (Being the writer means I get to make up words! Yeah right!). Also, learn to judge how to scale you want to be, obviously being within one scale inch is quite ridiculous but in O scale one scale foot seems to be an okay compromise. As the scales get smaller it's a good idea to leave more leeway for erroneous measurements. To summarize the key points (I bet you didn't find them!), basically this article is just saying don't try to get 100% to scale and try to weigh the practicality vs. the personal want. Well, I tried to help you guys out with this article so think about it, if you can't, just drop an e-mail (and nothing else) to the address at the top of this article. Anyway, thanks for reading and don't break any couplers! (You have to love my cheap tag line. Come on, I know you do!)



## *Upcoming Events*

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

**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 famous 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

**JUNE 13-16, 2002** (Kensal, ND) The current dates I am planning for the "Mountaineer" are Thursday, June 13-Sunday, June 16, 2002. Here is a rundown of planned events

*June 13:* Head for Harvey, ND, railfan the CP/Soo - Tour Ray Kuntz's HO Soo Layout - Slides/Clinics

*June 14:* Railfan BNSF between Jamestown and Bismarck, ND - Dave's Hobbies - State RR Museum - Huge HO Layout (uncontested, largest in state) - Spend night in Bismarck

*June 15:* Morning railfan BNSF west to Judson, ND - Tour of Wilton, ND, HO Club layout - Convention dinner - Clinics/Slides

*June 16:* Morning - Open, probably will be filled with railfanning - Ride McHenry Loop Afternoon - Railfan Valley City, ND

Of course this is subject to change, and probably will. For info contact Lewis Ableidinger at [soo201@hotmail.com](mailto:soo201@hotmail.com)

**JUNE 16-18, 2002** (Minneapolis/St Paul) A 2 or 3 day post-convention is in the works for the "Mountaineer" in Twin Cities of Minneapolis and St. Paul, Minnesota. Activities being planned: Railfanning (obviously!) - Bob Rivard's HO Layout (see Great Model Railroads 2001) - The O scale layout at Bandana Square - MN Trans. Museum at Jackson St. Roundhouse (well worth the trip right there!) For info contact Lewis Ableidinger at [soo201@hotmail.com](mailto:soo201@hotmail.com)

**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!*

# Modeling Tips

Bob Warren

**Our series continues with more from Bob and his work with the NMRA.**

## **MainLine Australasian Region**

In Ken Scales, MMR, article dealing with various aspects of scenery construction he presented the following Rules which one could consider being the Recommended Practices of Scenery construction.

- Remember to allow for scenery when laying the track. If the layout plan allows it, always try and build the lowest part of the layout at the front with the higher tracks at the rear.
- Tunnels are usually best placed over the curved ends of the layout to hide the tight curves which can be difficult to make realistic and also to allow us to place our turnouts on the straight or gently curved sections of the layout.
- Try to avoid large flat sections on smaller layouts as although large, flat yards and industrial areas look good on large layouts, they can be difficult to achieve realism on a small layout.
- Don't place elevated tracks too close to those below or it can be difficult to make hills and embankments look realistic. Walls alongside tracks are usually expensive to build and difficult to make look realistic. Simple embankments with slopes less than 70 degrees are easy to build and scenic.

Remember none of this advice is absolute. I have seen many examples of what I have said not to do that look great but extremely talented and experienced modelers built them all.

## **The FLATWHEEL Div. 4, MCR**

What are perhaps the most overlooked parts of our structures are their roofs. Sure they might have a chimney but there a lot of other apertures that should be included. Eli Rantanen had a short article entitled "Roof Advice" in which he offered the following:

"Roof interest began with the lack of soil pipe events on HO homes. Vent pipes are normally 3' on resident homes, and 5'-6' on commercial buildings. The number depends on the number of units to be vented.

An elevator housing is normally 8'x8'x10' and should be vented with an access-roof hatch. You may have noticed the Walther's Dairy Kit has placed windows on the elevator housing, which is bad for firefighters. Some windowed shafts have boards across with SHAFT stenciled on it.

The water tanks on a roof for stand pipe/sprinkler system. This is a good spot for N scale water tanks.

What else could we do for our roofs don't forget to add pigeon coops... ah... romance. Use dishwashing liquid tops to make good and inexpensive vents (Ed. note: Warn others when you remove the cap otherwise it could be a mess). Also, you could make rooftop coolers, wooden with a waterfall effect. Packaging Corporations of American uses large pipes for vents from the press area. They are used to extract solvent vapors and send them to a 1500 degree incinerator."

**Thanks to Bob for these tips, watch for more in upcoming months!**

# 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).

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# *TAMR News and Reviews*

Conducted by Nick Wilson

## Western New York Fall Convention

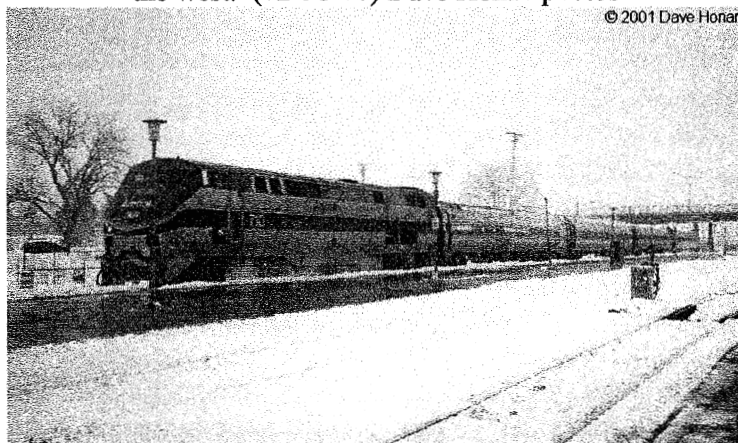
The convention started on Saturday morning when my Mom drove me to Buffalo. When we arrived I railfanned the Seneca Yard in Lackawanna, a town a couple of minutes outside Buffalo. After an hour, we started heading toward the Amtrak station. We stopped at Burger King on the way to eat and make a quick bathroom stop. After that, we continued onto the Amtrak station. On the way we passed CSX's Frontier Yard, where a bunch of inbounders were parked and were an SD35-SLUG combo was shoving cars over the hump, both painted in CSX colors. We soon arrived at the Amtrak station where while waiting for Andrew Matarazzo's train, we saw an Amtrak with a P42 "Shamu" leading an F40PH on an eastbound. Shortly after, Andrew arrived on train 63, the Maple Leaf. We then proceeded to Bergen just outside of Brockport along CSX's Chicago Line where we met up with Andrew Sabens and his Dad. After my Mom was chatting with Andrew's Dad, the "Drew Crew" and I proceeded to check out the area and Andrew Sabens was showing the TAMR layout in progress, when I noticed a light round the curve. I yelled "Triangle!" and everyone was ready within seconds. We soon saw the train, a mixed freight with some foreign power. Afterwards we noticed another train, a van train following close on the mixed freight with two AC6000CW's leading up front. We then proceeded home where Andrew Matarazzo unpacked and brought some of his N scale stuff to run on my layout. Andrew Sabens then arrived and we proceeded to watch videos when Newton Vezina also showed up. Now that the whole crew was there, we ordered pizza and had the annual pizza party. Afterwards, we went night railfanning at Bergen, where a stack train that had tripped the defect detector had gone into emergency and was blocking the Bergen railroad crossing as well as two others. We then detoured over an overpass after watching a van train speed by on the opposite track. We then arrived at our usual railfanning location, a parking lot behind the main street stores only 5 to 10 feet away from the tracks. Shortly after, a mixed freight flew through, going 15 miles per hour over the speed limit since they needed that track clear. Afterwards, we started to leave when Andrew Sabens noticed that the stack train had started moving. It was the most silent thing I had ever heard in my life. A while later, we dropped off Andrew Sabens off at his hotel with his Dad and then proceeded home and went to bed after viewing a previous convention video. We woke up the next morning and ate breakfast homemade by my Mom. We then drove to the hotel to get Andrew Sabens and his Dad. After a brief chat, we were off to RIT for the train show with no train encounters along the way. When we arrived we set up our table (actually three tables, thanks to Otto Vandrak of RITMRC!), the layout, the TV and VRC, Hotboxes, forms to join TAMR, and more. Before the start of the show, we explored all of the vendor's stuff. I purchased some intermodal equipment, while Andrew M. purchased and HO scale Chessie System dockside switcher, and an ex-Nickel Plate box car, now R&IT, RITMRC's fictional railroad (A quick note: RITMRC = RIT Model Railroad Club). The show then officially opened, while we sat back and let Andrew Sabens's layout attract people of all ages. The show was an instant success! MANY people took flyers to join the TAMR and I got joined up with Genesee Model N-Gineers, and N-trak module club. My mom, dad, sister, and grandpa also turned up for the show. News Source 13 was even there, filming the layout! Unfortunately, it never aired, due to people discussing Afghanistan instead. While we were there, we checked out the huge RITMRC layout in the basement, probably gained some new members, and had a great time! When the show was over, we packed up and headed to Coldwater station to eat lunch, just to find out that they weren't serving lunch at that time. So we then decided to go to the Railway Pizza Café, where it began to snow. There, we found out that the ovens hadn't been heated up yet, so we headed back to

Brockport. On the way, a CSX mixed freight flew under an overpass that we were driving over. When we arrived in Brockport, the "Drew Crew" and I ate an extremely late breakfast (3:00 PM) and then headed over to Radio Shack to check out scanners. After some running around first, Newton dropped us (Andrew M. & I) at my house and waved goodbye as he headed back to Massachusetts. Andrew then slept while I messed around with my layout. Then Andrew Sabens arrived and we went to his house for an operating session on his Lehigh Valley layout. After that, we dropped off Andrew Sabens at the hotel and said goodbye since he was going to be leaving the following morning. Then Drew and I went home and watched some train videos and how "Curious George Goes To The Railroad Station" (Andrew's idea to watch this video) where Curious George decided to screw up the schedule his toy train off of the tracks just before a train flew through the station at an unrealistic 60 MPH. Afterwards, we went to bed. The next day, we got up early and dropped off Andrew at RIT for their open house. Around 2:00 PM, we picked him up and went to Attridge Road for a little while, where we saw a meet, in which one of the trains got a red signal slowing from 75 MPH to walking pace, and back again when the signal changed to green. The other train was a unit grain train (way out here?!?) with 3 C40-8s for power. Then Andrew, my mom, and I drove home where Andrew slept AGAIN while I messed around with my layout. Afterwards, we ate dinner, played Train Dispatcher 2, watched videos, and then went to bed. The next day, we awoke at 4:00 AM since I had to go to school and Andrew had to go to the Amtrak station. We said goodbye, and he then left, being dropped off at the station by my dad. And that was the end of the Western New York Division's Fall Convention of 2001!

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Above: Brand-new Amtrak P42s 135 and 134 idle in the snow at the Albany-Rensselaer shops. (01-04-01)  
Below: Amtrak 710 arrives at the Albany-Rensselaer station in a driving snowstorm with a short train from the west. (12-31-00) Dave Honan photos



***HAPPY NEW YEAR FROM THE HOTBOX CREW!!!***