

# ***THE HOTBOX***

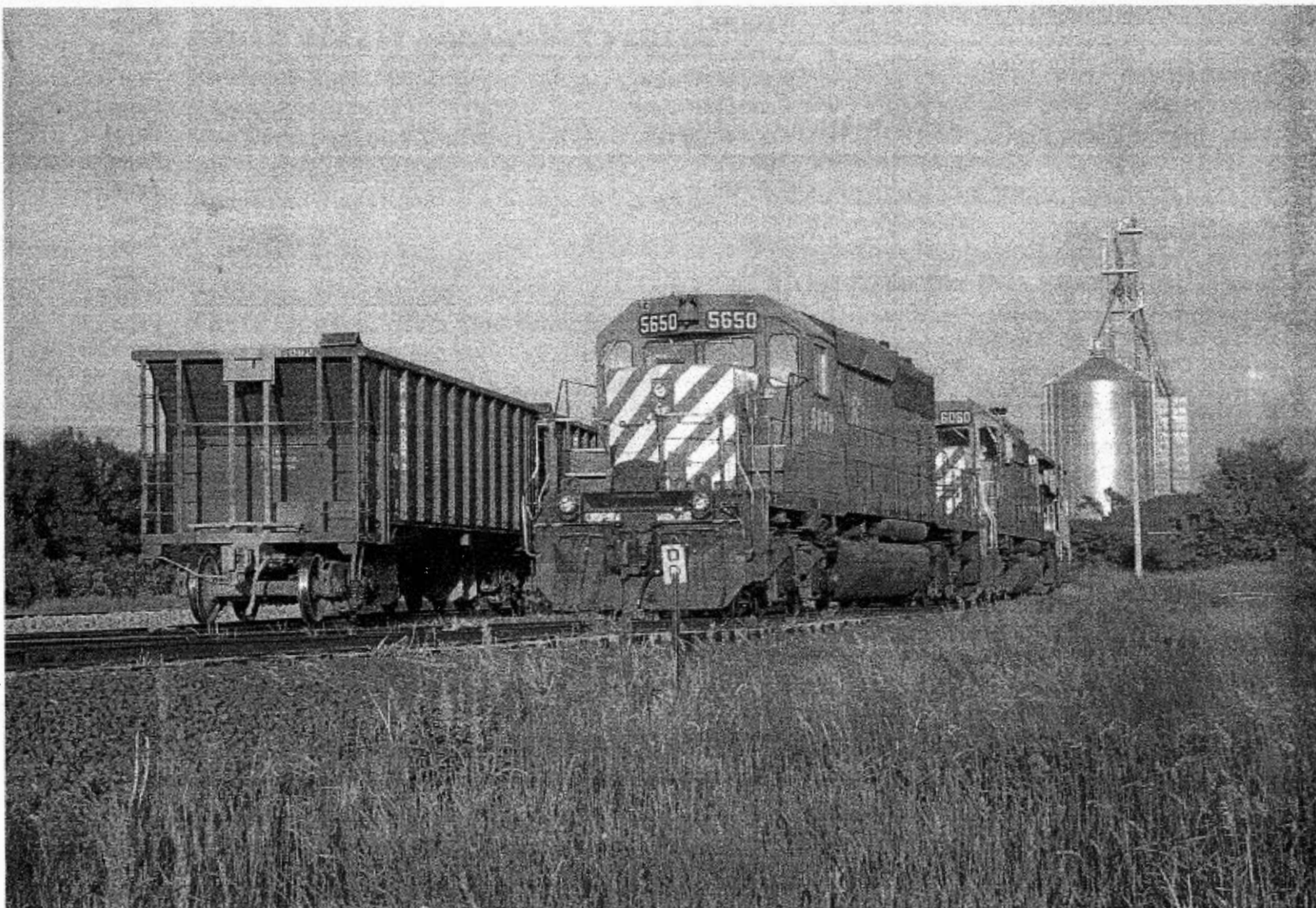
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***Youth Model Railroading at its Finest!***

**June 2002**

**ISSN 1093-622X**

**Issue #359**



***Final Monthly Issue!***

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

## **The HotBox**

June 2002

Issue 359

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### **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:**

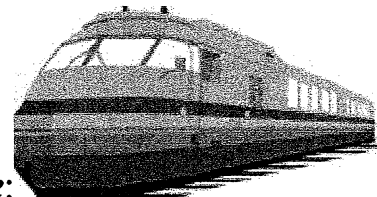
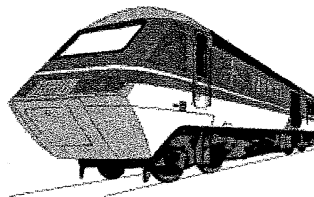
Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

### **Questions?**

Ask the editor for more info.

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

CP work train on house track, Bordulac, ND, 6-27-02  
Lewis Ableidinger photo.



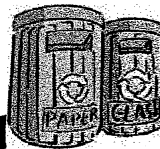
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**Please Read and Recycle**

Thanks to 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,

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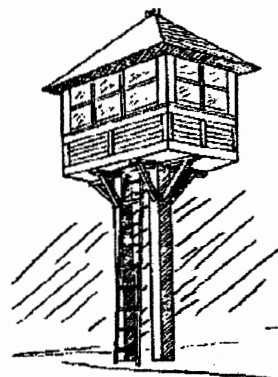
[www.tamr.org](http://www.tamr.org)  
Louis Granito III

# From the Tower

By Chris Burchett

President

*(In case you are trying to figure out why Chris seemed to forget that his column runs every other month – this is a special report so read on)*



## Special Report - Hotbox Schedule Changed!

Report by Chris Burchett

The Board of Directors began discussions back in May to change the Hotbox to a bi-monthly publication. Due to numerous concerns from the Hotbox staff on what appears to be a low interest from the members in preserving the Hotbox, the decision was made to assist the all-volunteer staff by reducing the publication to a bi-monthly publication. Votes were cast and the measure was passed unanimously. Therefore, effective with the July issue, the new schedule will be put in place. In other words, the schedule will be July/August, September/October, November/December, and so on. Everyone will continue to receive the promised twelve issues, as memberships will be extended to cover for the six issues that were cut out until the entire membership is phased in to the new plan either through new members, renewals or both.

I trust everyone will understand the Board's decision to reduce the Hotbox schedule. Since this publication is an all-volunteer effort and everyone is either in high school or college, there is not a lot of time left to devote to the publication. The six-issue schedule will be much "easier" to produce and will also help future editors produce the Hotbox. The one-month break will reduce the strain placed upon the staff. It is also hoped this will give more content to the Hotbox each issue by combining two issues with one.

If anyone has any questions concerning the change, please contact me. Thank you all for your cooperation and understanding in this matter.

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# A Word from the Editor

Hi Everyone

Well, here we are and it's July and we're only on the June issue. Well, hopefully this gets to you a lot sooner than did May/April. We had issues with the machine that was running the Hotbox, but those have been cleared up (hopefully) and we will be trying to get the Hotbox out on a timelier basis (assuming that the USPS doesn't go on strike). Thank you for your cooperation and patience, especially those of you who are not on the Yahoo e-mailing list. Oh yeah, please contribute to all of YOUR publications.

-Charles W

## A word from the Layout Design Artist

Hi everyone!

By now you may have already heard about one of our big changes here at the Hotbox – a new schedule. We hope that this will allow us to be timelier as well as allow us to put a bit more time into it and make it an even better publication.

Our next big change is about the format – as you might have noticed we are starting new sections for many of the different aspects of the rail world from modeling to railfanning to photography. We hope you will take the time to contribute to as many as possible with anything from small news bits to stories and more. And we really need column managers for certain sections – it isn't tough to do, only requires a bit of work every other month and it makes a huge difference to the whole publication! Let us know if you are interested, there are plenty of openings for all.

And one final piece of info – I'm passing the LDA torch onto Ray Reyes after the next issue. It has been a great year and a half working with all of the contributors – thanks to all of you for making my job a bit easier. Don't worry; I'll still be here in the Hotbox doing our World Railway Wrap-Up. So till next time, see you trackside!

-Andy Inserra

**Thanks to this month's contributing editors! We can't do it without all of you!**

**Editor of the Month:** With our new system we don't have just one editor of the month – you're all it! By volunteering to write and conduct new columns you've ensured the future of this great publication. So thanks to all of you! And for those who still haven't gotten involved yet, this is a great opportunity to do so!

## Classic Top 7

Top Seven Surprises in the 1997 Convention Video  
Snagged from the October 1997 Hotbox - By: Peter Maurath

- #7. Actual footage of Conrail train running over an 85' Buick
- #6. "If you order the video now we'll throw in a complete set of Ginsu knives!"
- #5. Chuck Zehner waving from passing UP train.
- #4. All those crazy showtunes.
- #3. After all the big publicity, no sign of "Bo the TAMR Wonder Dog"
- #2. The convoy of drivers somehow picked-up a funeral hearse
- #1. Board of Directors meeting ended with everyone giving each other a big hug.



# Photography on a Shoe String Budget – Tim Vermande

## *Sunny Days*

As we mentioned in the last column, one of the best ways to save money in photography is to make every exposure count. Last time, I dealt with how to get better exposures on cloudy days. This time, we'll look at getting good shots in the sun.

Getting good photos on sunny days seems simple. While it can be, it can also be the most difficult. On a sunny day, there's that big old light source up in the sky. Although it's far away, it is very directional. On a cloudy day, the clouds bounce the light around, so it comes from all directions. But on a sunny day, when the light rays hit a tree, building, or whatever, they don't go through, thus creating a shadow. When that light is coming at you from behind the train (or whatever), there's also a shadow.

### Front Lighting



**Camera**

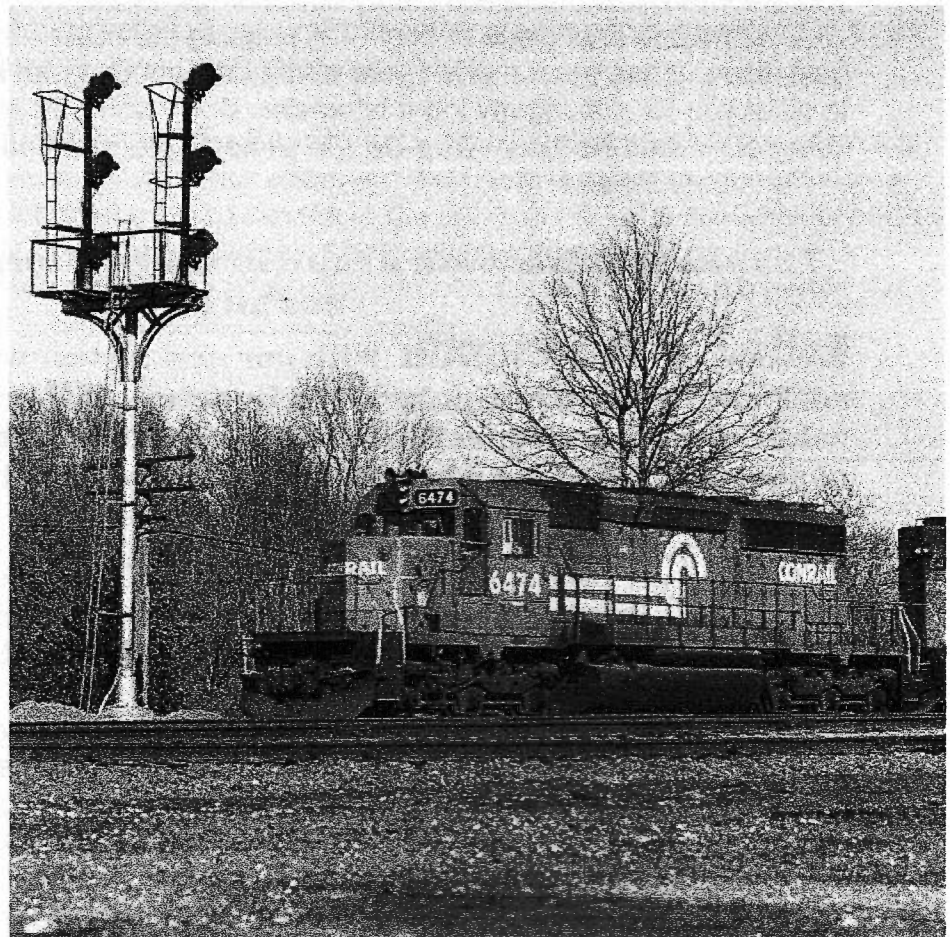


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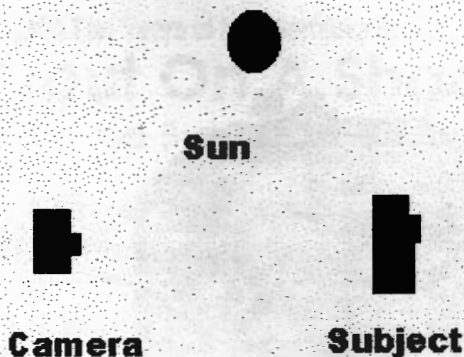


**Sun**

If you can position yourself with the sun at your back and the train in front of you, you have the classic sunny-day setup. This produces great shots that show all the details of your subject. You can typically use the camera's metered reading with no trouble.



## Side Lighting



Now, the problem with this setup is that it hardly ever exists in the real world. Trains run on fixed routes and you can't always move around freely. Sometimes the sun is off to one side--

logically enough, known as sidelight. This can produce a dramatic shadow. It isn't so great for a roster shot, but for an action photo, it can add a feeling of depth. The problem with exposure is that you're trying to include some sunlight and some shadow, and neither film nor digital can always include all of that range. You'll need to decide what to emphasize. A reading from the meter will probably give you a nice front end and deep shadows along the rest. Increasing the exposure  $+1/2$  will lighten the shadow without turning the front end into a glare spot. Using the "backlight" or  $+1-1/2$  setting will give more shadow detail, but a lighter-colored front will be washed out.

## Back Lighting



Hardest of all is you're shooting into the sun, known as backlight. All

that light will overwhelm the meter and lead it to silhouette land, maybe with a nice red sunset too boot. If that's the effect you want (and it can be dramatic), great. But if it's not, you need to use that "backlight" or a setting of  $+1-1/2$  to  $+2$  to see anything of the paint job. If you do this, you'll lose the sky. It will probably also give your photofinisher fits. If you've added exposure and still get a silhouette, that's the printer's fault, and you should ask for a remake. Some scanners also won't pick up on this--you'll need to override the exposure manually.

One other problem to be aware of with sidelight and backlight is lens flare. Flare occurs when stray light starts bouncing around inside your lens. It's more common with zoom or short wide-angle lenses and is more of a problem the closer you get to head-on backlight. Flare can appear as colored spots (typically purplish) in the picture or as general fuzziness. There is no complete cure for flare. A lens shade, sort of like a visor for your lens, can help (make sure you get one that is matched to the lens). If you don't have one, using your hand as a visor can sometimes do the trick (just keep an eye on the finder,

too). A slight change of your angle can have the most effect in reducing flare. You might also decide that flare gives an artistic touch--just don't overdo it.



**Tim will be glad to answer photo questions send to him at [pivotpin@tamr.org](mailto:pivotpin@tamr.org) or by mail (please note--current address is good until September 29 only). Questions will typically be answered in this column of the Hotbox. Tim would also like to get a regular member with an interest in photography to work with him on the column.**

***And coming soon – an all-new Photo Gallery! Tim will also be the host for this and he is looking for an assistant. Like taking pics and seeing other's work? Then let Tim know right away for more info and learn how you can help out with the new and improved Hotbox!***



Celebrating Ten Years of Noodlemania its....

## Layout On A Shoestring Budget, Est. 1992

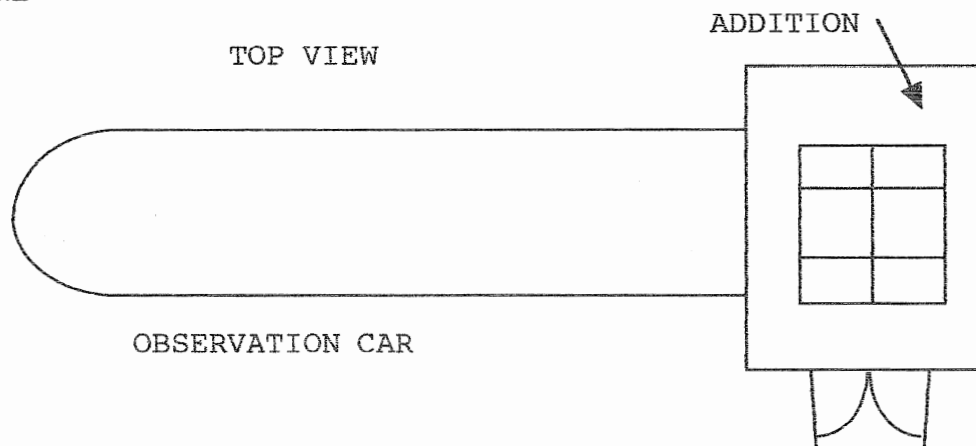
Conducted By: Peter Maurath

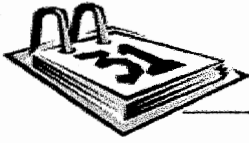
It's retro-LOASSB all year as we check-out this month's feature from May 1994. Brent Johnson is President, Aaron Marcavitch is editor and both the northeast and southern rep. positions are open. One of many of Aarons unique features he brought to the HB was the article of the month. This month written by our new Central rep., Dave Hadley (who also did the unique "photo with stick on letters", cover). He talked about the "new" AMD-103 and how to model it, other than buying the \$500 brass version.

HOTBOX #293 May 1994

In this installment we'll build Katie's Kitchen. Now the basic style and design isn't very complicated, so you modelers without much experience can relax. The first piece you'll need for this project is an old observation or diner car, or any other simple passenger car. Now this can be the entire building and you can just put it in. But most had an addition added to the back for more room or something at the end. To begin you'll want to remove the wheels and trucks from under the car. For my design I put a little square box at the end of the car with a set of doors and a little roof sky light (you might need to saw-off a portion of the car's end to do this). Figure one shows a roof view of the building construction. I chose illustration board for the end addition, but any material is suitable. I cut a section for the entrance doors and then glued all four walls together. Then I added it to the end of the observation car. I chose to paint it silver and make it like most cars of that age, but any color is suitable. Next I added a simple piece of plexiglas for the doors and added simple trim around the edges of this addition. Once you sort this all out you should have a nice rendition of an old diner in a diner.

FIGURE ONE





## Upcoming Events

A bumper crop of activities this year!

**JUNE 13-20, 2002** – Official Central Region Convention! This year it is a huge 8-day convention split into two sections, ND and MN.

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 17-20, 2002 (Minneapolis/St Paul, MN) The second half of the "Mountaineer"

*Monday, June 17* - Gang arrives from ND. Railfan University, Northtown, and surrounding areas. Wing it depending on arrival times from ND. Hit up Krispy Kreme in Maple Grove [count on this a lot!].

*Tues* - Railfan the Midway area, Amtrak, MNNR [early morning, trackside by 730]  
Bandana Square area, railfan Soo, BNSF, CNW, see their monstrous O scale layout  
Jackson St. roundhouse tour  
Scale Model Supplies to stock up on all those essentials  
Black Bear Crossing for a break, coffee shop with a deck for railfans to watch the BNSF/Soo main, rail theme inside  
Hoffman, Pig's Eye, and South St Paul for more railfanning  
Bob Rivard's terrific Soo layout

*Wed* - Layout tours, Andy Inserra and Josh Miller

Open to revisit more railfan spots or local hobby shops like N Shop, SMS again, etc. or even Ax-Man, everything you could want - dirt cheap stuff that is great for the layout [toggle switches, lights, toxic waste trash bags, street sweeper brushes, etc]  
Catch MILW 261 as it comes in from Duluth around 3-4 pm

*Thurs* - chase UP 4-6-6-4 3985 up the Spine Line to St Paul!

Railfan some more or hit the road for home...

For info contact Andy Inserra at [Andy\\_Inserra@tamr.org](mailto:Andy_Inserra@tamr.org)

**June 20-23 ,2002** The TAMR Southern Region will be hosting its annual Summer convention June 20-23. The meet will be based out of Spencer, NC. Plans for layout tours, railfanning, and steam excursions are being ironed out. If your on your way to the National, how bout stop by NC? For further information contact Southern Region Rep. Josh Trower([GG1\\_4935@hotmail.com](mailto:GG1_4935@hotmail.com)) or convention director Hayes Smith([cookiemonster@rrmail.com](mailto:cookiemonster@rrmail.com)).

**JULY 10-18, 2002** (New Jersey / New York) The Broadway Limited 2002. With it 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!***

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## **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!**

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

# ***Model Railroading***

## ***World of N Scale***

Column Manager: None – we need you to help!

### **ATLAS EXPANDS THE N SCALE CODE 55 TRACK LINE WITH NEW PIECES**

In August, several new items will be added to Atlas' popular Code 55 Track Line. Designed with precision and sophisticated technology, the code 55 track (with nickel silver rail) has the same reliability and durability as the popular Code 80 track, but with some slight differences that make it more prototypical. Code 55 track has finer brown ties and a smaller rail than Atlas' traditional N Scale Code 80 track.

ITEM #	Description	MSRP
2003	4.25" Straight	3.50
2005	2" Straight	2.95
2010	10" Radius Full Section	3.95
2011	10" Radius Half Section	2.95
2016	13.75" Radius Full Section	3.95
2017	13.75" Radius Half Section	2.95
2018	15" Radius Full Section	3.95
2019	15" Radius Full Section	2.95
2020	16.25" Radius Full Section	3.95
2021	16.25" Radius Half Section	2.95

### **ATLAS TO RELEASE NEW ROAD NAMES FOR N SCALE INTERNATIONAL STANDARD CUPOLA CABOOSE**

Atlas is proud to announce the release of four new road names for its N scale International Standard Cupola Caboose. Its features include endrails, window glazing, separate cylinder, triple valve and reservoir, accurate painting and lettering, open smoke stack, and roof walks.

RAPIDO ITEM #	ROAD NAME	MICRO-TRAINS ITEM #
43000	Undecorated	
43051	Burlington Northern (Green/Yellow) #10285	43058
43052	Burlington Northern (Green/Yellow) #10310	43059
43061	Gulf, Mobile & Ohio (Red/White) #2994	43068
43062	Gulf, Mobile & Ohio (Red/White) #2998	43069
43071	Norfolk & Western (Red/White) #518599	43078
43072	Norfolk & Western (Red/White) #518655	43079
43081	Norfolk & Western (Red/White) #555553	43088

Estimated Delivery: October!

MSRP Undecorated: \$10.95

MSRP: \$17.95 (Rapido-coupler)

MSRP: \$22.95 (Micro-Trains coupler)

**Atlas Announces new colors for N and HO Taurus models**



Atlas announces the release of new color schemes for its HO and N scale Ford Taurus. The HO car includes intricate details such as seats, steering wheel, rubber tires and side mirrors. Both scales have fine features like the plastic head and brake lamp covers. In addition, each exterior color will come with two different coordinating interior colors. Available in actual 1996 Ford Taurus colors, these models are officially licensed by the Ford Motor Company.

HO ITEM#	Description	N ITEM#
1270	Undecorated	2900
1277	Ebony	2907
1278	Iris Frost	2908
1279	Light Saddle	2909
1280	Midnight Red	2910
1281	Pacific Green	2911
1282	Silver Frost	2912

Undecorated N Scale: \$7.95

\*N Scale MSRP: \$11.95

Undecorated HO Scale: \$5.95

HO Scale MSRP: \$8.95

Estimated Delivery: October 2002!

## *World of HO Scale*

Column Manager: None – we need you to help!

### **ATLAS TO RELEASE NEW PAINT SCHEMES FOR HO SD-35**

Atlas is proud to announce the release of new paint schemes for its popular HO SD-35 locomotive. Its features include a realistic die-cast underframe, five-pole skewed armature motor with dual flywheels, directional lighting, factory-equipped with AccuMate® knuckle couplers, detailed cab interior with crew, separately-installed scale windshield wipers, metal grab irons and fine scale handrails, marker lights with separate lenses, scale fans and grille detail, flat dust bin or raised dust bin as appropriate by railroad, and snowplow (included but not installed).

As an Atlas Master™ locomotive, these units will come equipped with the NEW 4-Function HO Dual-Mode Decoder pre-installed.

ITEM #	ROAD NAME	ROAD NUMBER
HO SD-35 LOW NOSE		
9200	Undecorated	
9213	Atlantic Coast Line (Black/Yellow)	1001
9214	Atlantic Coast Line (Black/Yellow)	1005
9215	Atlantic Coast Line (Black/Yellow)	No #
9216	Chessie System (Blue/Yellow/Orange)	B&O 7412
9217	Chessie System (Blue/Yellow/Orange)	C&O 7426
9218	Chessie System (Blue/Yellow/Orange)	WM 7433
9219	Chessie System (Blue/Yellow/Orange)	No #/ Sublettering
9220	Conrail (Blue/White)	6002
9221	Conrail (Blue/White)	6045
9222	Conrail (Blue/White)	No #
9223	Jersey Central (Green/Gold)	2504
9224	Jersey Central (Green/Gold)	2511
9225	Jersey Central (Green/Gold)	No #

### **HO SD-35 HIGH NOSE**

9260	Undecorated	
9267	Montana Rail Link (Blue/Black/White)	701
9268	Montana Rail Link (Blue/Black/White)	705
9269	Montana Rail Link (Blue/Black/White)	No #
9270	Norfolk & Western (Black/ White)	1510
9271	Norfolk & Western (Black/ White)	1513
9272	Norfolk & Western (Black/ White)	No #

#### HO SDP-35

9280	Undecorated	
9287	Louisville & Nashville (Gray/Yellow)	1700
9288	Louisville & Nashville (Gray/Yellow)	1702
9289	Louisville & Nashville (Gray/Yellow)	No #
9290	Union Pacific (Yellow/Gray)	1403
9291	Union Pacific (Yellow/Gray)	1405
9292	Union Pacific (Yellow/Gray)	No #

Estimated Delivery: October 2002!

MSRP: \$139.95

#### ATLAS TO RELEASE NEW ROAD NAMES FOR HO SCALE INTERNATIONAL STANDARD CUPOLA CABOOSE

Atlas is proud to announce the release of four new road names for its HO scale International Standard Cupola Caboose. Its features include end rails, window glazing, separate cylinder, triple valve and reservoir, AccuMate® couplers, accurate painting and lettering, open smoke stack, and roof walks.

ITEM #	ROAD NAME	ROAD NUMBER
1300	Undecorated	
1306-1	Burlington Northern (Green/Yellow)	10285
1306-2	Burlington Northern (Green/Yellow)	10310
1307-1	Gulf, Mobile & Ohio (Red/White)	2994
1307-2	Gulf, Mobile & Ohio (Red/White)	2998
1308-1	Norfolk & Western (Red/White)	518599
1308-2	Norfolk & Western (Red/White)	518655
1309-1	Norfolk & Southern (Red/White)	555553

Estimated Delivery: October!

Regular MSRP: \$25.95

Undecorated MSRP: \$18.95

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## *World of O Scale*

Column Manager: None – we need you to help!

#### NEW ROAD NAMES O PULLMAN STANDARD COVERED HOPPER

Atlas O announces the re-release of its popular Pullman Standard Covered Hopper with four new road names. The PS-4427 low side covered hopper was introduced by Pullman in the 1960's, and became the backbone car for many of the large grain hauling railroads.

Features include:

- True ¼" scale dimensions
- Full brake line details
- Opening hatches with full working latch assembly
- Separately-applied wire grab irons
- See-through roof walks
- NEW! Sprung die-cast 100-ton roller bearing trucks with rotating bearing caps
- Accurate painting and lettering
- Minimum diameter curve: O-45 (3-rail)

ITEM#	ROAD NAME	ITEM#
3-Rail		2-Rail
6375	Undecorated	7375
6382	BNSF	7382
6383	Milwaukee	7383
6384	Lehigh Valley	7384
6385	Producer's Grain	7385

2-RAIL MSRP: \$64.95

3-RAIL MSRP: \$59.95

There will be four road numbers per road name except for the Producer's Grain models which will have two road numbers per road name.

Coming in October!

## NEW ROAD NAMES ANNOUNCED FOR ATLAS O PULPWOOD

In October, Atlas O will be releasing its O Scale Pulpwood Flat Car with four new road names. With a rugged die-cast chassis, etched brake wheel platform, stirrups, see-through sloping deck, plastic bulkheads and separately applied metal grab irons, air reservoir, brake cylinder, and triple valve, Atlas O's pulpwood flatcar is an accurate representative of the real life model. A separate and simulated detailed pulpwood load is also included.

Other Features Include:

- Die-cast articulated couplers (3-Rail)
- Minimum diameter curve: O-27 (3-Rail)
- Kadee®-compatible scale couplers (2-Rail)
- Minimum radius: 36" (2-Rail)

ITEM#	Road Name	ITEM#
3-Rail		2-RAIL
6270	Undecorated	7270
6277	Atlantic Coast Line	7277
6278	Frisco	7278
6279	Illinois Central	7279
6280	Louisville & Nashville	7280

2-Rail MSRP: \$54.95

3-Rail MSRP: \$49.95

# *Railroading*



## *News from CSX*

Column Manager: Dave Honan

Hey everyone! I'm kinda the default guy for handling the CSX column, seeing as how I'm working for the D&C Office for the next year. So, if you have any news regarding CSX operations, unique sightings, or a cool photo or two, send 'em my way! You can email me at [David.Honan@rose-hulman.edu](mailto:David.Honan@rose-hulman.edu), or ensure that your tax dollars are being well-used by mailing me at 47 Peyster St., Albany, NY, 12208.

At 1200 EST on June 11, CSX changed over the entire territory of the NC Dispatcher (consisting of the the Hudson, Schodack, and Selkirk Subdivisions) to 161.070 (AAR 64/64). The change affects the dispatcher bases and the defect

detectors:

Hudson Sub

- Staatsburg

- Tivoli

- Stuyvesant

- Milepost 164.0

Schodack Sub

- Milepost 5.2

Selkirk Sub

- Milepost 22.0 (Trk 1) / Voorheesville (Trk 2)

- South Schenectady

Info courtesy GCDRA (<http://www.gcdranet.com>).

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## *News and more from*

Column Manager: Charles Warczinsky

Send news, stories, and sightings to Charles at [charleswarczinsky@mail.com](mailto:charleswarczinsky@mail.com)

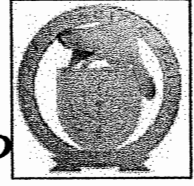
The CN page will cover all of CN's trackage, including: The IC, WC, and all of its railroads that may not have been merged recently, but whose paint schemes still show up i.e. the GTW, DW&P, and others that you have pictures of. Also, this page will include articles of interest about CN and its merged roads.

Please contact me or send stuff to me at: [Charleswarczinsky@mail.com](mailto:Charleswarczinsky@mail.com) or Charles Warczinsky





## *News and more from Soo/CP*



Column Manager: Lewis Ableidinger

Send news, stories, and sightings to Lewis at [earl02@hotmail.com](mailto:earl02@hotmail.com)

Welcome to the Soo news section. This section will deal with all the current news of the former Soo Line lines (CP Rail's "Heavy Haul" lines), nothing to do with the CP in Canada. (Unless you have some huge news since we couldn't find a beaver to take the Canada section yet - Staff) A little history may also be explored. If you have any hot news on "The Little Jewel" that you don't expect to see in Soo News, you can contact me, Lewis Ableidinger, at [earl02@hotmail.com](mailto:earl02@hotmail.com) or use the Soo hotline number to access the red phone right next my regular phone at (701)435-2971.

The month of June is, as usual, seeing a lot of track work and work trains. One reason for the heavy track work is that CP had only had the track maintained to Canadian standards, which were not up to par with the US standards. New ballast is being put down along much of the lines west of the Twin Cities. All the work is holding up a lot of trains, and few are running during daylight. There has also been much more use of the Soo's SD60s this summer. They returned from the D&H last year and have since seen a lot of service along with CP's new AC4400s and SD9043MACs and SD90MACs. Unfortunately, this may be the last year to catch the SD60s (at least in Soo markings and colorings) since they come off lease sometime in January. It is unclear as of now what CP plans to do with the SD60s.



**BNSF**



Column Manager: Open – we need you to help!



Column Manager: Open – we need you to help!



Column Manager: Nick Wilson

Send news, stories, and sightings to Nick at [emdsd40-2@juno.com](mailto:emdsd40-2@juno.com)



UP



Column Manager: Open – we need you to help!

## *Shortnotes on Shortlines*

# ANNOUNCING

## SHORTNOTES ON SHORTLINES

Readers are encouraged to submit information of a nearby shortline/regional to Chris Burchett via e-mail at [president@tamr.org](mailto:president@tamr.org) or snail-mail at:

SHORTNOTES ON SHORTLINES  
c/o Chris Burchett

*Coming to the Hotbox in July 2002!*

No purchase necessary. Void where prohibited. See stores for details.

Ad. pub. WED06192002



**EWS**

*World Railway Wrap-Up*



Column Manager: Andy Inserra

**Hey folks! I'm the guy in charge of all that news of railways from around the globe. Both passenger and freight will be covered with the exception of mass transit (subway, commuter rail, etc.). Got news, stories, photos or info? Send them to me at**

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

**Or snail mail it: Andy Inserra,**

This issues big news is out of Australia. In NSW the state freight rail company, known as Freight Corp is now known as Pacific National. They still use the same fleet of units but the new company is a mix of private companies, the change came at midnight July 1<sup>st</sup>.

From Europe word comes that Spain's 333 class units are being divided into subclasses and sent to sub-duties on passengers trains. In other words, there will no longer be as much "wandering" of units as there has been in the past.

**Mind the Gap** is a regular feature of the Hotbox. The general topic covered is urban transit rail. Whether it relates to the old subway lines of New York to the new light rail systems to futuristic personal rapid transit systems, this is the place for all things urban. You can submit articles, photos, websites, news, questions, anything to the column manager.

Column Manager Brad Beaubien • [bradbeaubien@hotmail.com](mailto:bradbeaubien@hotmail.com)



*Welcome to the premiere of Mind the Gap, a new regular feature to appear regularly in the Hotbox. The subject matter is all things urban....subways, commuter rail, light rail, monorail, interurbans, even futuristic personal rapid transit. Rail is a uniquely urban system. Early highways in America were built to connect the farm to the city (market) and modern interstate highways have resulted in sprawling suburbs. But rail from the start connected urban centers. As the vast national rail system was developing, the urban rail systems of America's mid- and large-sized cities were moving millions of people daily. From the heavy urban rail of New York City to the cable-cars of San Francisco, urban rail transit was a daily fact of life in hundreds of American cities. This column will examine the unique relationship between urban and rail. I welcome contributions of any sort....if it has to do with urban and rail send it in!*

### New Jersey Transit

New Jersey Transit is the public transportation system established by the State of New Jersey. It uses a network of bus, light rail, and rail lines to connect New Jersey, New York City, and Philadelphia. The system has eight major rail lines (a few do have branches), seven of which radiate out of New York City. The other connects Atlantic City with Philadelphia. TAMR member Erik Romatowski writes about his recent experience on a NJT train.

#### System Stats

Annual Bus & Rail Passengers	200.5 Million
Annual Rail Passengers	52.1 Million
Rail Cars in Service	695
Locomotives in Service	104
Trackage	542 Miles
Rail Stations	161



<http://www.njtransit.com>



## Last Stop Trenton

by Erik Romatowski

Hi. My name is Erik Romatowski, and obviously I like trains. New Jersey Transit is a very nicely run railroad, and the people who run it are very friendly (at least most) to railfans, and appreciate you taking pictures of their trains. My dad and I walked across the bridge from Highland Park NJ to the New Brunswick NJ train station. It is the typical Pennsy style medium sized two-story station made of brick with stone pillars. Yet, for some reason it doesn't look like lots of other stations on the corridor. Most other stations are much more modern looking. New Brunswick is also a very clean station with a convenience store and taxi service on the bottom, and ticket windows and TVM's (Ticket Vending Machine's) on the second floor. We bought our tickets to Trenton, went to the platform and waited for the train. About 10 minutes later our New Jersey Transit train of a long line of NJT silver Arrow 3 MU's pulled into the station, we were on our way to Trenton. They have brown seats with brown walls and have a 3-2 seating arrangement. And even after they have been rebuilt 10 years ago they ride very well.

We were about half way there and passed a few other NJT and Amtrak trains when we passed the Amtrak Adam's MOW base, there were many interesting things such as old coach cars in PC paint and US Army boxcars. We had to be going 80 miles per hour, I looked out the window and everything was zooming by so fast it was hard to see! Later we stopped at two stations, Princeton Jct. (where the infamous "dinky" was visible) and the new NJT Hamilton station. After Hamilton it was our stop, Trenton, the end of the line for our train. The actual Trenton station (aka Clinton St.) is above the tracks, of which run through the city in a cut. They plan to remodel Trenton station soon, and the outside of the station shows that its needed. The inside of Trenton station though, is

very nice, and a railfans dream, as you can take pictures out the windows of the passing trains below. We got off and took a few pictures. Little did we know, there were only four pictures left on the roll.

We went to go get some lunch at the Roy Rodgers on the other end of the station. Luckily, when we came out there was an Amtrak cop, so we asked him where we could get some film.

"Well, the convenience store down there used to have some film but I'm not sure if they have any anymore though." He told us.

So we went to the convenience store down at the middle of the station.

We saw they had some so we bought a roll. My dad and I were probably in Trenton for another two hours. That day we saw twenty-two trains easy. A bit later The Acela went by. I wasn't paying attention and almost missed a great photo opportunity!

When our train back to New Brunswick came I doubted that it was ours because it came so early, but it was. I took a picture of my dad in front of it and then he took a picture of me. We were on our way back to New Brunswick.

My Dad and I got on the train, and noticed the door to the cab was open. So, we walked up to the door and noticed the engineer.

"Future engineer here." My dad said.

"O, yea?" he proclaimed "I wanted to be an engineer ever since I was a kid. Where do you live? Around here?"

"No, we live in Highland Park, its by New Brunswick. You?" my dad asked.

"Up around Morristown" he told my dad.

"How'd you become an engineer?"

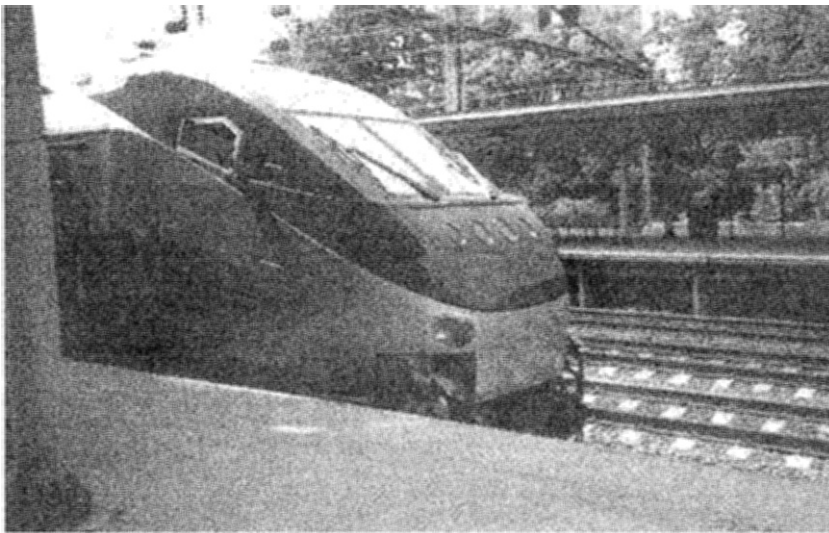
"Well, I worked on maintenance for a while, learned some stuff there, then I became a conductor, and while I was a conductor I was also going to engineer school, and here I am."

"Oh, if you don't mind me asking how much do engineer's make?"

"About \$24.00 an hour." He answered.

I went to take a picture of the controls, and after that my dad and I both said thanks and went back to our seats.

The day was fun, and as we rode back to New Brunswick I thanked my Dad. My dad and I both had fun that day, and I hope we can do it again. As my dad and I both looked out of the window I was thinking, we'd have a lot to do to get back to our house from the train station. ☺



*An Amtrak Acela train along the NJT route in Trenton, NJ. Photo by Erik Romatowski.*



*The Hotbox depends on member submissions! If you have an article, layout, photo, news, question, cartoon, anything related to urban rail, Mind the Gap is the place to get published! International submissions and photos are encouraged! Send your submissions to:*

*Brad Beaubien*

*bradbeaubien@hotmail.com*