

THE HOTBOX

November/December 2002
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***THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS***

The Hotbox

November-
December 2002
Issue 361

Send Articles to:
Charles Warczinsky

Editor:
Charles Warczinsky
Charleswarczinsky@mail.com

Contributions!

We Always need contributions in all forms. Please send in the following for the staff to consider for an upcoming issue of the Hotbox:

Feature Articles:

This is what we really need. They can be anywhere from a half a page to two pages typed to anything related to railroading, rail fanning, model railroading, you get the idea. Accompanying pictures are also welcome and appreciated by all readers of the Hotbox.

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. Also. If you wish to contribute to a column any and all of the column managers would be pleased to receive material.

Photos and Drawings:

Do you have great pictures collecting dust? Railroading cartoons 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 information.

On the cover: Huron and Eastern GP38 3866 is on the point of a rail excursion sponsored by the Bluewater Michigan Chapter of the NHRS in August 2002. The Huron and Eastern is a shortline that runs through the thumb region of Michigan. David Cenci photo.

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The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof.

Membership to the TAMR includes an eleven month 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:
Nick Wilson, TAMR Treasurer, :

TAMR DIRECTORY

YOUR HOTBOX CREW!

Hotbox Editor---- Charles Warczinsky
charleswarczinsky@mail.com

Layout Design Artist --

Andy Inserra Andy_Inserra@tamr.org

Columnist extraordinaire- Peter Maurath
Penctr11@aol.com

Contributing Editors -- See editorial page

OTHER REALLY IMPORTANT PEOPLE

President- Chris Burchett
president@tamr.org

Vice President- Joel Durfee
vice_president@tamr.org

Treasurer- Hans Raab
treasurer@tamr.org

Auditor -- Andrew Matarazzo
TAMRnymets@aol.com

TAMR Gov't Advisor- Brad Beaubien

Pivot Pin- Tim Vermande
pivotpin@tamr.org

Promotion Manager-

Andy Inserra
Andy_Inserra@tamr.org

Car Exchange

Doug Engler

Joe Bohannon

Department of Advisors

Chris Wagner
TAMRadvisor@hotmail.com

2002 TAMR National Convention Director

Andrew Matarazzo
TAMRnymets@aol.com

Video Exchange
TAMRvideo@aol.com

Lewis Ableidinger

Chris Burchett

Newton Vezina

REPRESENTATIVES AND MORE

Northeast Region Rep.-Andrew Sabens
TAMR13@aol.com

Central Region Rep.-Louis Granato III
centralregion@tamr.org

Southern Region Rep.- Josh Trower
gg1_4935@hotmail.com

Western Region Rep.- Joe Bohannon
Canadian/International Region Rep.-
Open

One Mile Div. [MA]

Barry Simmons

bsimmons@capecod.net

Willie Roberge, Doug Engler

NY/NJ Metro Div.

Andrew Matarazzo

TAMRnymets@aol.com

Dimitros Fradelakis

Metallicarox54@hotmail.com

Great Plains Div. [ND, SD, MN]

Lewis Ableidinger

Soo201@hotmail.com

Golden Empire Div. [CA]

Joe Bohannon

GeepM@fcmail.com

Heartland Div. [MO]

Joel Durfee

vicepresident@tamr.org

Catskill Mtn. Div. [NY]

Dave Mason

TAMR53@juno.com

Boston & Albany Div. [MA.]

Adam Sullivan

TAMR30@aol.com

North Wind Div. [BC]

Dane Nicholson

TAMR2860@aol.com

Air Line Div. [NC]

Josh Trower

Archivist

Mike Acree

TAMRMIKEA@aol.com

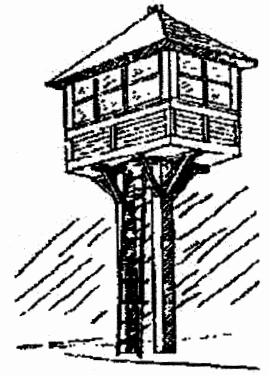
Webmaster

www.tamr.org

Louis Granato III

From the Tower

By Chris Burchett,
President



Hello everyone! I'd like to take this time to welcome new members Anna and Elizabeth Ann Harding of Warren, PA, and Mike Zobel of Rochester, NY. Welcome aboard!!

Important news at the moment concerns the recent resignation of Matarazzo as Auditor. He has decided to step down from his position due to the strains that college has placed upon him. I'd like to thank Andrew for serving the TAMR as Promotions Manager, Hotbox Editor, and Auditor up to this time. Best wishes from us all, Andrew, and may God grant you many blessings on your endeavors through life.

The major news of the group is the upcoming elections. Due to the sudden resignation of Ray Reyes as Layout Design Artist, the Hotbox will miss yet another issue. Because of this, the elections will put off for about two months to make sure folks outside of the Internet have the advanced notice and ability to campaign for an elected position in the 2003-2004 TAMR administration. If you would like to run for an elected office, contact Auditor Erik Romatowski at auditor@tamr.org if you have access to a computer, or you can also contact me. If you're age 21 or under, you are eligible to run for office. Even if you don't submit a bid for election, I urge you to vote. It doesn't take long and it makes your voice heard.

Other news includes the resignation of Hans Raab as Treasurer. This is also due to college, as he now resides in Arizona. Taking his place is Nick Wilson. Thank you, Hans, for supporting the TAMR during your many years as Treasurer, and I pray that God will grant you many blessings throughout your life and seek His counsel in His plan for your life.

Don't forget to support the community pages littered throughout the Hotbox! Each community manager needs your help and input to make it stronger. So pitch in and submit something to help each of the managers with their respective sections.

If you have any questions, comments, and/or ideas on anything you just read above, contact me. Contact info is, as always, available below. Be alert – be safe! From the tower, this is Burchett signing off.

Contact Information:

Phone:

E-mail: president@tamr.org

AIM screen name: TAMRprez33

Snail-mail:

A WORD FROM THE EDITOR...

Hi everyone,

Welcome to this month's edition of the Hotbox. Yes, this is the November-December issue. No we did not do a September/October issue. The Hotbox staff suffered a rather large blow when Andy Inserra resigned after the September/October issue. We suffered an even larger blow when his replacement, Raymond Reyes, realized that he couldn't take on the responsibilities of LDA. This happened in early November. Although the November issue is traditionally the election issue, the elections have been pushed back a little. They will also be separate from the Hotbox. Thus you will still receive a September-October issue, it will just be a little late.

Also there have been even more difficulties with the treasurer change. One thing you may have noticed in the past is that your renewal form comes with your Hotbox. There were not renewal forms in the last issue, because of the treasurer change and the transfer of information between Hans and Nick. The information has been exchanged and renewal form insertion has resumed with this issue.

I would like to take this opportunity to remind you that we still have several columns that need editors. These include the Union Pacific, the Burlington Northern Santa Fe, the Norfolk Southern, the Amtrak, the World of HO Scale and the World of O scale columns. If you would like to take over one of the above, or start your own, let me know. We also need you to contribute to the columns that have moderators. That's right, moderators. The column managers are not there to write stuff for you to read, they are there to organize what you send them. As we have stressed in the past, this is your publication. We on the Hotbox staff are here to organize and 'mass produce' what you send us. We need your help or we will not have enough to publish. If you can contribute a photo or a local bit of information, we would love to see it (and publish it).

Also, if you have an idea for an article please feel free to send it in. We are willing to publish almost anything as long as it is train-related.

Since I took over as Editor, every issue of the Hotbox has been less than on time. However, we are getting closer to on-time, and I want to take this opportunity to thank you, as the member, for putting up with the countless delays that we have experienced during this past year, especially during the last few months. I also want to thank you for your patience. This year we will do our best to get the Hotbox out on time. Once again, thank you for your patience with the timeliness (or lack thereof) of the Hotbox.

As you will be receiving this issue of the Hotbox after Christmas, we on the Hotbox staff hope you had a Merry Christmas/ Happy Holidays, and have a Happy New Year!

Charles W.

Building a Layout on A Shoestring Budget Est.1992

Conducted By: Peter Maurath

At last we reach the end of the year, and the end of the Retro-LOASSB. Next year begins a whole new era of LOASSB with new tips, and some surprises. For the last Hotbox of 2002 however, LOASSB will close-out this trip back in time with the very first LOASSB published.

Regular columns return with Zachary Gooch's Traction Motor, and John Reichel's TAMR Clinic. Brad Beaubien is in his second month as treasurer. Newton Vezina soldiers-on as Promo Manager. Phil Michaels serves as Editor, and will be gone by this time the following year. There's a review of the Canadian Railway Modeller Magazine, by IR rep. Mike Yan, and a small group of modeling articles by various members, including one on How to build a Layout on a Shoestring Budget. All this happened ten years ago, November 1992.

Hotbox # 275 **November 1992**

Hello, if you don't know me I'll introduce myself. I'm Peter Maurath. I'm 14 years old and operate the N Scale Sterling Lake Railroad. I run this layout on a tight budget and I take many shortcuts, so to help others build the layout they want for less money, I will let you in on some of my moneysaving shortcuts. This month's tip mainly pertains to N scalers, but there will be more forthcoming universal tips:

Here is an object most of you have in your kitchen. It is an uncooked spaghetti noodle. That may seem strange at first but it actually works well for these reasons:

One, painting it is no hassle because any paint will cover it. Two, and three are that cutting and gluing are very simple. You need no experience, just a fair amount of patience, and you can create many additions such as the "sign pole". First paint it the desired color. I chose Pactra acrylic military green. Cut it to the desired length and then drill a hole, 5/64" works well and makes a tight fit. Attach your desired sign, there are many on the market. Apply glue (optional) and insert. Viola you have a sign support!

That's all for this month's tip. I'll be back again next month on how to have professional signs without all the professional costs.

WARNING! WARNING! Not the end of the column! Please read further for a special announcement from the noodle guru:

Attention all wallflower members!

It has occurred to me that for a and it's aimed squarely at you. It will have to be an article at least several paragraphs in length, (containing diagrams and photographs where necessary) telling me how you improved your layout by using a unique homemade, or inexpensively purchased, shortcut (the more unique the better).

The grand prize winner will receive a \$50 (yes fifty) gift certificate to Terminal Hobby Shop. It's no place special, just the distributor for Walthers. That's right, the "giant-catalog-have-just-about-everything-model-railroading-mail-order-company". That Walthers. Two runners-up prizes will also be given. They will receive each a one year renewal on their memberships. Hey we gotta keep them any way we can. All winners will also have their articles published in the Hotbox.

Here's the kicker, the eligibility requirements. One, you must be under the age of 18 and a member of the TAMR. Two, you must NOT be a TAMR officer. Three, you must NOT have served in any TAMR office, elected, or appointed, EVER. Four, you must NOT have ever attended any official TAMR convention, Mini-convention, meet, fondue-party, whatever. If it was mentioned in the HB, or any regional newsletter, forget-it.

Anyone meeting the above requirements, wishing to participate must have their article to me by January 31st, 2003. You can snail-mail or email your entries to the address below. Only one entry per person, please.

Peter Maurath

email: Pencntrl1@aol.com

(all entries via email should be sent in the text of the email to avoid processing problems)

You see now why I called attention to all you bench-warming members out there. This is a great organization, and the most fun can be had when you're in the game, being a part of it, not hugging the sidelines. I know. So, dig out your pencils, fire-up the computers, and rifle through your junk drawers, cause the TAMR is going to discover some more frugal model railroading talent!

And now for the useless legal mumbo-jumbo:

Offer good why supplies last, see stores for complete details, no purchase necessary, purchase does not increase odds of winning, nor does bribing the judges, but it's always appreciated. For a complete of rules, regulations, suggestions, and the best restaurants in Sturtevant, WI, send a SASE to...darn what was that address again? Void in AB,CD,EF, GH, IJ, KL, MN,OP, QR,ST,UV,WX,YZ, now I know my abc's won't you come and play with me.

Classic Top 7: Times 2!

TOP 7 things to do at a TAMR Board of Directors (BOD) meeting

Pulled from a May 96 HB by: Peter Maurath

- #7. Origami
- #6. Standup every few minutes, point to someone and say, 'He's the gunman'.
- #5. Set a place for CZ.
- #4. Say how much better the NMRA BOD meeting is.
- #3. Whenever you're handed papers, run out of the room yelling, "Adolf I have the secret documents!"
- #2. Fly into a rage whenever Conrail is mentioned.
- #1. Bring your own accordion!

TOP 7 ways to get to the 2000 National Convention in Bakersfield, CA.

Swiped from the May 2000 HB by: Peter Maurath

- #7. Hijacked golf-cart.
- #6. Fed-ex yourself.
- #5. Very nicely ask parents for a lift.
- #4. "CZ's got plenty of room in the weinermobile."
- #3. Ask Amtrak if you can borrow a AMD-103 for the week.
- #2. Click your heels three times and say, "there's no place like Bakersfield".
- #1. There's always the Transporters on the USS Enterprise.

Union Pacific 8239 on the CN
(Grand Trunk Western) near
Haskells IN, October 2002
Photo: Tim Vermande



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. Here you can find out what's going on and see pictures from conventions. If you have a picture to add, or would like your own web site linked, contact us. We are also always looking for members who would like to help with the site (no experience is required). If you would like to have your own page at the site, we'll help you with that, too. For more information, contact webmaster@tamr.org.

Second is our e-mail list. The list does not replace the *Hotbox*, but does provide a fun way for members to get the latest news and make new friends. You can join the list in several ways:

- send a blank e-mail to TAMR-subscribe@yahoogroups.com
- on the web, go to <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 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.

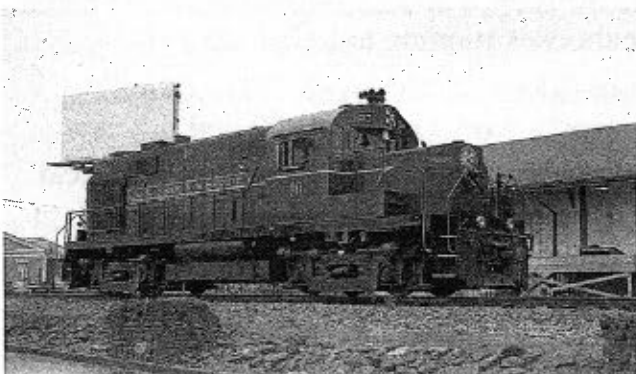
Yahoo also has a "files" area where you can find the TAMR logo, some more pictures, and other information. **Note:** the list is only open to TAMR members, although a few exceptions occur for former members or industry contacts.

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.

Check us out on-line! www.tamr.org

Arkansas & Missouri 30, Springdale AR, October 2002

Photo- Tim Vermande



Dakota Railways Finale

By: Lewis Ableidinger

The Dakota Railways, a railroad that wasn't, but could have been. This is the basis for my HO scale railroad. While all of the lines I model existed at one time, the railroad I have operating over them never existed, sort of a reversed version of a prototype freelance. Since the TAMR has had a lot of membership changes since I last wrote about the Dakota Railways, a little history may be in order.

The original Dakota Railways idea came to me around 1997. The first plan was to model a small section of a completely freelance Class I railroad that was geographically and economically similar to the Soo Line. The era would be 1996 and the layout would feature mainline, branch line, yard, and industrial switching. Two trains would run in each direction plus the yard job and the branch line local. While the concept was great, a lot of things on the layout didn't go as well.

Prior to our move in 1997 to a larger house I had a four by six foot layout that was in the traditional oval shape track design. Since it was nearly "complete" I wanted to incorporate it into my new layout, which turned out to not work so well. After I got it in, the whole loop idea didn't really fit into the realistic operation I was going for. My scenery techniques had also improved dramatically since the first layout, so the new layout and the old layout didn't really match up well in that area. There were also problems with the new layout, especially in the track. I used cheap track and laid it quickly, thus craftsmanship was not so great. Staging tracks were also too short on one end, making it hard to run some of the trains.

During this period my tastes were beginning to change. I was now becoming much more interested in the 1970s era, along with less mainline operation and less freelancing. What really led to my decision to rebuild the Dakota Railways were some articles I had read on the Camas Prairie Railroad in Idaho. This was a short line railroad jointly owned by Burlington Northern (formerly Northern Pacific) and Union Pacific. These roads also supplied all of the equipment, meaning trains ran with BN and UP power mixed. I began to formulate a plan for a similar, freelanced railroad.

What I came up with was the Dakota Railways, the sequel. The new DR would be a short line railroad jointly owned by the BN, Soo Line, Milwaukee Road, and the Chicago and Northwestern (I later dropped the CNW because it didn't really fit into operations that well). It would operate over the old Midland Continental Railroad, a short line that ran for 70 miles between Wimbledon, Jamestown, and Edgeley, North Dakota. It connects with the Soo at Wimbledon, the BN at Jamestown, and the Milwaukee Road at Edgeley. The original MC was mostly abandoned in 1970 with sections being sold to the BN and Soo while other parts were removed. In my version the entire line was kept intact.

I model the Jamestown to Edgeley section along with a BN (NP) branch line that ran from Edgeley to Streeter, ND. There is a Dakota local, a BN local, and a yard job that run each day along with an occasional extra work train or Strata Gravel train. As with the Camas Prairie, the parent roads supply everything, so Soo, BN, and Milwaukee power and cabooses running together isn't uncommon.

The first Dakota Railways was dismantled (minus the bench work) in late 1999 and the new Dakota was begun around that same time. It was fully operational by March of 2000 when the Great Plains Division Spring Meet was held. Nick Olek, Joe Olek, Chris Burchett, and Newton Vezina had the privilege of being the first group to run the layout.

Work on the layout progressed though the spring and some scenery advanced were complete by June 2000 when Newton returned along with Anthony Person, Scott Willet, and Andrew Sabens.

layout is “complete” (or at least good enough) at the end of March 2002.

The layout is approximately seven by twelve feet and built on five tables (plus a lift out section) of varying shapes, sizes, and heights. If I remember correctly the layout height is 45” between Jamestown and Edgeley and 47” from Edgeley Jct. on.

For scenery I mainly used plaster soaked paper towels over screen wire. From that I put a coat of earth colored paint on and, while it was still wet, sprinkled on fine, green ground foam. I next came in and sprayed it all with spray adhesive and then added various amounts of course foam in varying colors along with clump foliage and a variety of other scenery products. The result was really magnificent; it does look like a North Dakota hillside in July. Finally, I sprayed the whole thing with spray adhesive again to make sure it would go anywhere if someone breathed on it! For water I used Enviro-Tex. For trees I took lilac branches and spread polyfiber on them, than sprayed them with glue and sprinkled on fine ground foam, making some pretty good trees. There are also a few goldenrod trees still out there.

For the most part all of my buildings are either Walthers or DPM. The Walthers elevators are perfect for North Dakota Scenes and the DPM buildings create the typical ND Main Street scene with stores such as the Sidetrack Café, Corner Drug, Bremer Bank, and Earl’s SuperValu (along with Pete’s Inconvenience Store on the outside of Streeter). The layout also has two handmade bridges. One was built by my friend Shawn Peter to span Elk Creek. The other is a wood highway (more like back country road) overpass that I built to cross over the tracks on the north side of Nortonville.

The layout is standard DC using two cabs. Both are those good ol’ MRC Tech II’s, however one is retrofitted with an Aristocraft wireless throttle. The layout is divided into 22 blocks, about two less than what I should have to make the yard work better, but it’s still very usable.

Now I come to my favorite part of model railroading: operation. As I mentioned before, there are three permanent jobs plus and extra or two. I’ll go through them and describe them here.

151 – The Dakota Local This train runs daily from Jamestown to Edgeley and back. It mainly handles Soo/BN to MILW/CNW bridge traffic plus it switches the elevator at Nortonville. This is the sister local to 153, which runs on the unmodded portion of the Dakota Railways.

351/2 – The BN Local This train is a BN local that runs as needed (but usually at every operating session) from Jamestown to Streeter. Since the line from Edgeley Jct. to Streeter is BN owned only, this line sees only the BN local and the BN local switches only industries on this line.

1 – The Yard Job Not much to say here. This job puts together and disassembles 151 and makes cuts for pickups by 351/2. It also switches the Bison Foods warehouse and Earl & Elmer Manufacturing in Jamestown.

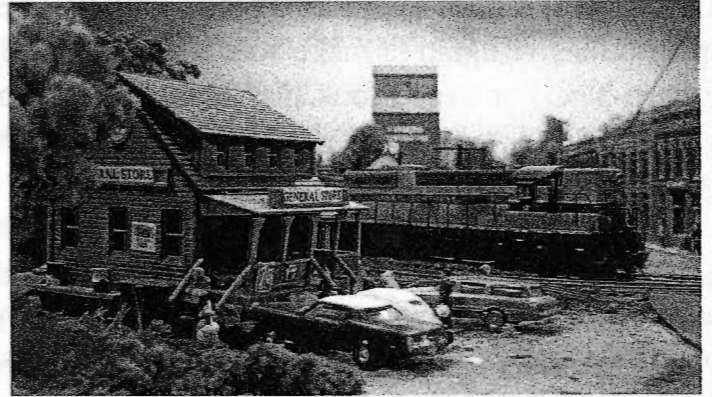
700 – The Strata Train This is a purely extra train. It hauls gravel from Strata owned gravel pits on the Milwaukee and CNW plus out of one at Alfred to Strata Sand & Gravel in Jamestown (unmodded).

Occasionally there will be a Milwaukee, Soo, or BN train that will handle unit trains between their lines without transferring the train through the local.

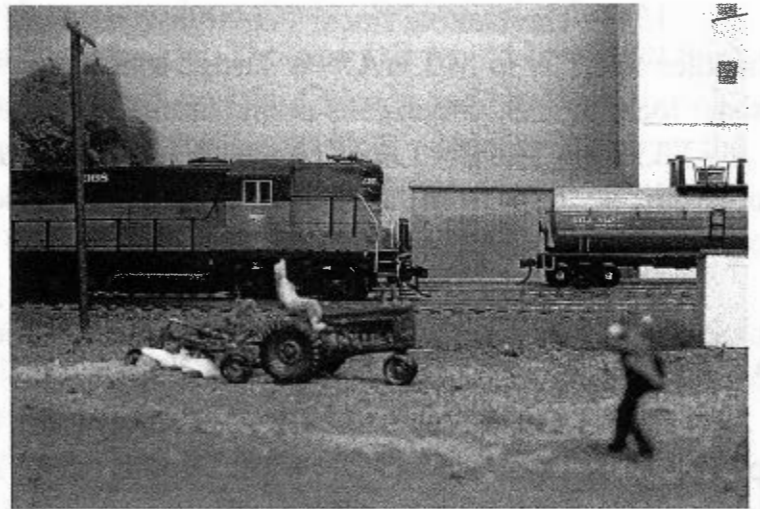
That’s the Dakota Railways story. The railroad has probably come as far as it will ever go as I now plan to model small town ND scenes as accurately as I can using the domino technique. The main focus will be BN and Soo branch line towns in the mid-1970s.

While not the greatest model railroad ever built, it’s not too bad. It’s provided a great learning experience for me and, if nothing else, has given me something to do during those long, ND winters

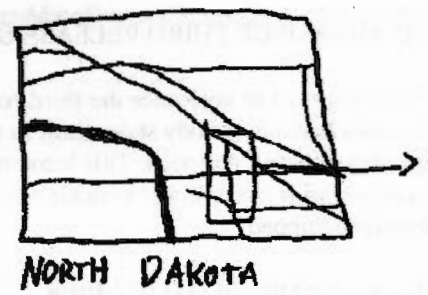
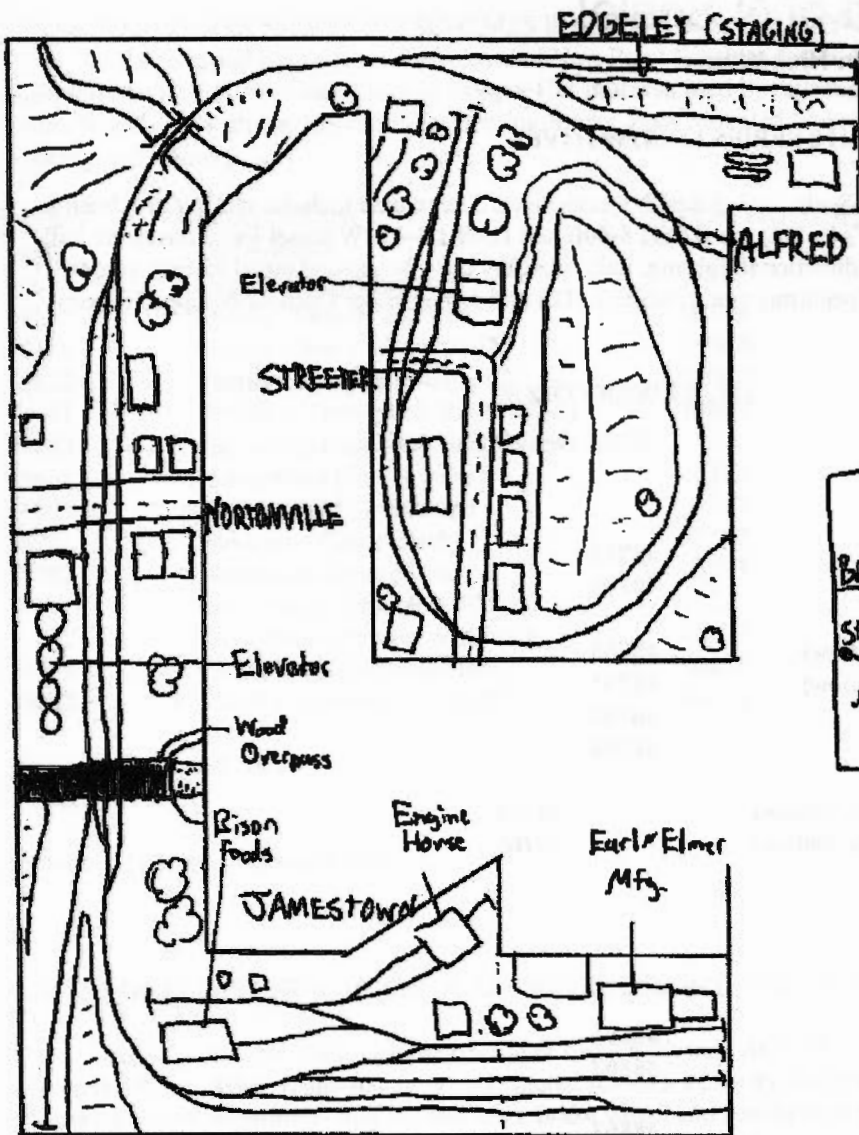
Dakota Railways Photo Section



Left: The Jamestown yard job is busy switching the Bison Foods warehouse.
Right: The General Store at Streeter is busy as the BN local cruises by.



Left: There is some interesting grafitti on the end of this caboose at Streeter. It's parked at the very end of the line, which happens to go through someone's backyard.
Right: A Milwaukee GP9 is at the head of this train going past a farmer in his field at Nortonville.



Left: The BN local and section foreman are stopped for orders at the Streeter, ND depot, an ex NP depot.

World of N Scale!

By: Nick Wilson

ATLAS TO ANNOUNCE THIRD RELEASE OF ITS N DASH 8 SERIES LOCOMOTIVES

Atlas is proud to announce the third release of its N Scale Dash 8 Series locomotives. The release includes new paint schemes, new road names and a new body style. Built in the late 1980's by GE, the DASH 8-40B and DASH 8-40BW diesel locomotives are still in service today in North America. This locomotive features directional lighting, painted safety rails, blackened metal wheels, comes factory-equipped with AccuMate® knuckle couplers, Scale Speed(tm) motor, white LED's and comes either Decoder-equipped (Lenz) or non-decoder equipped.

ITEM #ROAD NAME / ROAD NUMBER

ITEM # W/DECODOR

N DASH 8-40B

48700	Undecorated	
48728	BC Rail-3901 (B39-8 Blue/White/Silver)	48758
48729	BC Rail-3902 (B39-8 Blue/White/Silver)	48759
48730	BC Rail-No # (B39-8 Blue/White/Silver)	
48731	BNSF-Santa Fe "Patch Job"-8610 (Blue/Yellow)	48760
48732	BNSF-Santa Fe "Patch Job"-8615 (Blue/Yellow)	48761
48733	Conrail Quality-5077 (Blue/White/Black)	48762
48734	Conrail Quality-5086 (Blue/White/Black)	48763
48735	Conrail Quality-No # (Blue/White/Black)	
48736	CSX-Susquehanna "Patch Job"-5939 (Black/Yellow)	48764
48737	CSX-Susquehanna "Patch Job"-5942 (Black/Yellow)	48765

N DASH 8-40BW

48800	Undecorated (Standard Cab)	
48801	Undecorated * (Gull Wing Cab)	
48811	BNSF-539 (Red/Silver/ Warbonnet)	48861
48812	BNSF-558 (Red/Silver/ Warbonnet)	48862
48813	BNSF-Unlettered (Red/Silver/ Warbonnet)	
48814	Santa Fe*-563 (Red/Silver Warbonnet)	48863
48815	Santa Fe*-578 (Red/Silver Warbonnet)	48864
48816	Santa Fe*-Unlettered (Red/Silver Warbonnet) * Gull wing cab	

Standard MSRP: \$99.95

Decoder-Equipped MSRP: \$129.95

Estimated Delivery: February 2003

44027 PENN CENTRAL (Black/White) 9926
44028 SUSQUEHANNA (Silver/Maroon) 254
44029 SUSQUEHANNA (Silver/Maroon) 256

Estimated Delivery: January 2003

ATLAS TO RELEASE NEW PAINT SCHEMES FOR ITS N SCALE 4 BAY CENTERFLOW HOPPER CAR

Atlas is proud to announce the release of New Paint Schemes for its 4 Bay Centerflow. Atlas' model represents the post-1971 version of the ACF 5250 4-Bay Covered Hopper Car that was used by railroads and private shippers across North America. Each ready-to-run N scale car features 100-ton roller bearing trucks, body mounted brake cylinders, AccuMate® knuckle couplers, and accurate painting and printing.

ITEM #	ROAD NAME	ROAD NUMBER
3950	Undecorated	
39661	Dupont (Gray/Black/Red)	36711
39662	Dupont (Gray/Black/Red)	36719
39671	Family Lines (Yellow/Black)	260020
39672	Family Lines (Yellow/Black)	260022
39681	Hercules (Grey/Black/Red/Yellow)	50496
39682	Hercules (Grey/Black/Red/Yellow) 50503	
39691	Honeymead (Tan/Brown)	56312
39692	Honeymead (Tan/Brown)	56315
39701	Novamont (Gray/Black)	55700
39702	Novamont (Gray/Black)	55703
39711	Rio Grande (Orange & Black)	15521
39712	Rio Grande (Orange & Black)	15525
39721	Union Carbide (Gray/Black)	60820
39722	Union Carbide (Gray/Black)	60852

MSRP Undecorated: \$8.95

MSRP: \$9.95

Estimated Delivery: February 2003

ATLAS TO RELEASE NEW MODEL N ACF 50' PRECISION DESIGN BOX CAR

Atlas is proud to announce the release of its New N scale ACF 50' Precision Design Box Car. Built by ACF® in the late 1960's and early 1970's, Atlas' ready-to-run N scale model features a prototypically detailed body with recessed "Precision Design" panels adjacent to doors, separately-applied end rails, brake wheel and see-through end crossover walkway, die-cast underframe with realistic details, separate end ladders, as well as AccuMate® operating knuckle couplers. In addition, the totally new box car has 70-ton roller-bearing trucks, and accurate painting and printing to match the prototype.

ITEM #	DESCRIPTION	ROAD #
45000	Undecorated	
45001	Chicago & North Western (Box Car Red/Yellow)	154102
45002	Chicago & North Western (Box Car Red/Yellow)	154836
45011	Illinois Central (Orange/Black/White)	11379
45012	Illinois Central (Orange/Black/White)	11393
45021	Louisville & Nashville (Blue /Yellow)	102735
45022	Louisville & Nashville (Blue /Yellow)	102927
45031	Missouri Kansas Texas (Red/Black/White)	1958
45032	Missouri Kansas Texas (Red/Black/White)	1988
45041	Texas & Pacific (MP) (Box Car Red)	254042
45042	Texas & Pacific (MP) (Box Car Red)	254050
45051	Western Maryland (Box Car Red/White)	35195
45052	Western Maryland (Box Car Red/White)	35197

MSRP Range: \$14.95 to \$16.95

Estimated Delivery: February 2003

NEW ROAD NAMES!

N ALCO RS-1 LOCOS

The RS-1 was introduced by ALCO in March of 1941 with the delivery of the first of two units to the Rock Island. Combining the accessibility of a switching locomotive and the higher-speed tracking of a road unit, the RS-1 started a revolution in locomotive design that was soon embraced by all of the major diesel-electric builders.

Atlas™ popular N scale version features the new Scale Speed motor, powered low friction drive, blackened metal wheels, dual brass flywheels, directional lighting, new white LEDs, as well as AccuMate® knuckle couplers.

Please note: The RS-1 will not have DCC ready frames.

MSRP: \$92.95

Your Cost \$63 any 2 for \$122

ITEM # ROAD NAME ROAD NUMBER LCO RS-1 LOCO
44014 CHESAPEAKE & OHIO (Blue/Yellow) 5114
44015 CHESAPEAKE & OHIO (Blue/Yellow) 5115
44016 CHICAGO & NORTH WESTERN (Yellow/Green) 1067
44017 CHICAGO & NORTH WESTERN (Yellow/Green) 1069
44018 LONG ISLAND (Gray/Orange) 461
44019 LONG ISLAND (Gray/Orange) 467
44020 MILWAUKEE ROAD (Gray/Orange) 1676
44021 MILWAUKEE ROAD (Gray/Orange) 1677
44022 MINNEAPOLIS & ST. LOUIS (Red/White) 222
44023 MINNEAPOLIS & ST. LOUIS (Red/White) 227
44024 NORTHERN PACIFIC (Black/White/Red) 801
44025 NORTHERN PACIFIC (Black/White/Red) 803
44026 PENN CENTRAL (Black/White) 9915

ATLAS TO RELEASE NEW PAINT SCHEMES N 53' EVANS BOX CARS

Atlas Model Railroad Company is pleased to announce the release of New Road Names for its N 53' Evans Box Cars. This box car was manufactured in the 1970's by the Evans Company, and was used primarily to haul produce, wood and paper products, and canned goods. Atlas' popular version features 70-ton roller bearing trucks, AccuMate® couplers, as well as accurate painting and printing

ITEM #	ROAD NAME	ROAD NUMBER	MSRP
31000	Undecorated		\$8.00

ITEM # ROAD NAME ROAD NUMBER MSRP

NEW ROAD NUMBERS

31201, 31202	BC Rail (Green/White)-New #	800420, 800445	\$9.95
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NEW PAINT SCHEMES

31211, 31212	Illinois Central (Orange/Black/White)	150010,150022	\$9.95
31221, 31222	Illinois Terminal (Red/White)	900, 912	\$9.95
31231, 31232	Jeld-Wen (Blue/White)	11293, 11301	\$9.95
31241, 31242	Louisiana Pacific (White/Red/Brown)	18024, 18049	\$11.95
1251, 31252	Mountain Pine Lumber (Blue/White)	100,113	\$9.95
31261, 31262	Multnomah Plywood (Blue/White)	13027, 13029	\$9.95
31271, 31272	Santa Fe (SFLC) (Boxcar Red/White)	10708, 10772	\$9.95

Estimated delivery: April 2003!

WORLD OF O SCALE

COLUMN MANAGER: NONE: WE NEED YOU TO HELP!!



Norfolk Southern 6640 at
Arthur Ill.
11-24-02
Dave Honan, photo

WORLD OF HO SCALE

COLUMN MANAGER: NONE: WE NEED YOU TO HELP!!

ATLAS TO RELEASE NEW PAINT SCHEMES HO 53' EVANS BOX CARS

Atlas Model Railroad Company is pleased to announce the release of New Road Names for its HO 53' Evans Box Cars. This box car was manufactured in the 1970's by the Evans Company, and was used primarily to haul produce, wood and paper products, and canned goods. Atlas' popular version features 70-ton roller bearing trucks, blackened metal wheels, a two-piece underframe, separate brake cylinder, air reservoir, end platforms, AccuMate® couplers as well as accurate painting and printing.

ITEM #	ROAD NAME	ROAD NUMBER
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1750	Undecorated	
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NEW ROAD NAMES

1756-6,-7	BC Rail (Green/White)-New #	800420, 800445
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NEW PAINT SCHEMES

1771-1,-2	Illinois Central (Orange/Black/White)	150010, 150022
1772-1,-2	Illinois Terminal (Red/White)	900, 912
1773-1,-2	Jeld-Wen (Blue/White)	11293, 11301
1774-1,-2	Louisiana Pacific (White/Red/Brown)	18024, 18049
1775-1,-2	Mountain Pine Lumber (Blue/White)	100, 113
1776-1,-2	Multnomah Plywood (Blue/White)	13027, 13029
1777-1,-2	Santa Fe (SFLC) (Boxcar Red/White)	10708, 10772

MSRP: \$16.95

Estimated delivery: April 2003!

RAILROADING



NEWS AND STORIES FROM CSX



Column Manager: Dave Honan

This letter was written from John W. Snow to the employees of CSX on Monday, December 9, 2002, after President Bush named him as the new Secretary of the Treasury:

Earlier this morning President Bush announced that he has asked me to serve as his Secretary of the Treasury. I am deeply honored by the President's trust in me and have accepted his offer, which means I will be stepping down as chairman and CEO of CSX in the near future. As many of you know, we had been planning on a succession change for some time and this will accelerate that change by a few months. In Michael Ward the company will have an extremely strong and able leader who I am confident will guide the company well in the years ahead. I had looked forward to spending the next year or so as your non-executive chairman, working with Michael, the senior leadership team and the Board, but with the President's call that is no longer possible. I am extremely proud of what we have accomplished at CSX and I leave with a great debt of gratitude to all of you who have been so important to the company's success. CSX is a great company with great people who care deeply about what we do. It is an essential part of the infrastructure of America, a critical link in what makes the country go. I cannot tell you how grateful I am for having had the opportunity to work with all of you for so many years.

Sincerely, John Snow



© 2002 Dave Honan

CSX 2653 on
j721-3 East
Haley
11-22-02
Dave Honan,
photo



News and More from CN

Column Manager: Charles Warczinsky

Hey everybody, with the temporary change in LDAs, I haven't had as much time to compile a column. Most of this month's material is courtesy of David Cenci. GTW Locomotives 1980-2002 is part of a series dealing with the Grand Trunk Western's locomotives.

GTW Locomotives 1980-2002

By David Cenci

The Grand Trunk Western is/was a subsidiary of the Canadian National, and it is/was the strongest arm of CN in the US. This was made possible with a tunnel at Port Huron, MI under the St. Clair river.

The GTW locomotive roster changed and enlarged dramatically in the 80's, and was shrunk drastically after CN completely absorbed the GTW in 1996 after the "new" tunnel at Port Huron was opened in 1995.

The most prevalent locomotive model is the famous EMD GP/SD38 series. This will include all the GTW's GP38's and SD40's, along with engines picked up with the purchase of the DT&I in 1984. Basically all their second generation EMD power.

This article will not cover the GTW's ALCO switchers, EMD F units, GP9's (except the GP9R's built at the Battle Creek MI shops in the late 1980's) or the DT&I's mysterious GP35's (retired and vanished!). These will come in a later issue. In 1980 the GTW owned 36 GP38AC/-2's built between 1971-1980, and 30 SD 40/-2's built between 1968-1978. GTW locomotives are numbered in the 5000 series. In 1984 the GTW purchased the DT&I and the DTSL. All DTSL engines were sold by 1989. All DT&I engines were integrated into the 6000 series (DT&I 200 and 400) these are GP38's in the 6200 series & 40's in the 6400 series. The 38 series included 5 SD38's! eries, GP38's are the 5800 series, and SD40's in the 5900 series.

The purchase of the P&LE by CSXT and the liquidation of the Rock Island in the mid and late 80's made available a number of more GP38-2's. The GTW acquired 6 2000 series GP38-2's from the P&LE (4 other P&LE GP38-2's went to a near by shortline the Huron And Eastern), which are former RI loco's. The GTW purchased 12 4300 series GP38-2's from Rock Island creditors later that year. The engines filled the 5844-5861 slots on the GTW roster.

In 1987, the GTW purchased 35 GP38-2's from the Missouri Pacific. These engines were assigned to the 5700 series (5700-5734).

About 1987 the GTW rebuilt 36 GP9's(former #'s not available at this time) at the Battle Creek MI shops. They came out as GP9R's, with chop noses and improved electrical systems,they became the 4600 series. This is the only series to not have a # retired!

CN and GTW opened the new tunnel capable of handling multi level cars in 1995 at Port Huron MI. After this, the GTW was fully integrated into CN, the GTW became a fallen flag.

In 1996, the 5700 series GP38-2's were transferred to the 4900 series to make room for new CN SD70/75I's. All unrebuilt GP9's were in the 4900 series. Their retirement opened the series to the MP orphans.

Between 1998 and 1999, ¾ 's of the 6200 series was retired. This included ex DT&I GP38's ,SD38's, and GP38AC's. 3 ex DT&I GP38's were rebuilt with Woodward Micro - processors and designated GP38-2MP's and renumbered 4994-4996. Also in 1999, half of the ex DT&I GP40's were retired.

1999 also hit the 5800 series. 5802-5811 were retired. Now there are only the 5812-5861 slots left. CN retired SD40's 5903-5929 in 1999, yet they started leasing 18 ex KCS SD40-3's in 2001,they are 5938-5956.

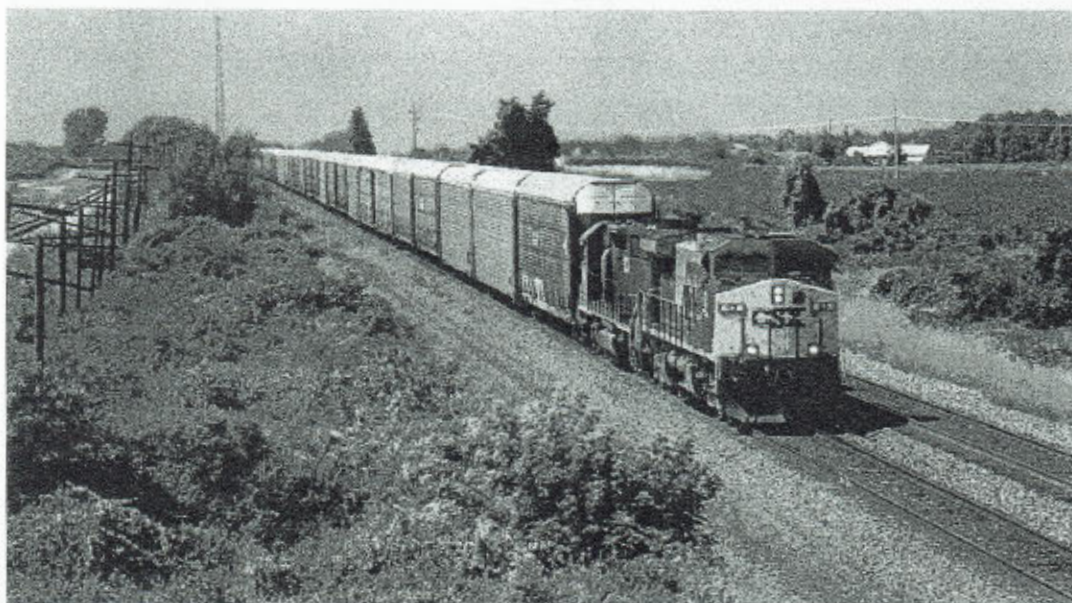
A number of these engines are in CN-IC paint, but retain their GTW assigned numbers. Most of these engines(except the SD40's) are in switching and local service and very rarely are seen on regular road trains.

If you have any questions on any GT engines feel free to e-mail me at GP38DASH2@Hotmail.com.

Coming Events:

Just one on the ol' list this month:

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



Late on another evening, Q271 struggles westward with 101 empty auto racks in tow. As evidenced by the crewdog walking back, HLCX 6214 was dead to the world, and CSX 8430 was barely able to keep the train at 20mph. (Fullers, NY, October 06, 2002)
Dave Honan, photo

CN NAMES E. HUNTER HARRISON PRESIDENT AND CHIEF EXECUTIVE OFFICER

MONTREAL, Dec. 13, 2002 - Canadian National's board of directors today announced the appointment of E. Hunter Harrison as CN's new president and chief executive officer, effective Jan. 1, 2003.

Harrison, 58, has served as CN's executive vice-president and chief operating officer since March 1998 and joined the company's board of directors on Dec. 6, 1999. Between 1993 and 1998 Harrison was president and chief executive officer of Illinois Central Corporation (IC) and the Illinois Central Railroad Company (ICRR), and a director of both IC and ICRR.

Harrison replaces Paul M. Tellier as CN's president and chief executive officer. Tellier is leaving CN after 10 years to become president and chief executive officer of Bombardier, Inc.

CN Chairman David G. A. McLean said: "CN's board of directors is delighted to announce Hunter Harrison's appointment. Hunter is the best operating executive in the rail business, the man who designed and implemented the scheduled railroad at CN. Scheduled railroad practices - now being embraced by other major railroads - have made CN the service and efficiency leader of the North American rail industry and allowed it to grow its service-sensitive merchandise businesses at a healthy pace. The industry recognizes Hunter's leadership and innovation - Railway Age magazine in January named him 2002 Railroader of The Year.

"CN's directors have worked hard and successfully on succession planning in recent years. We have the right team in place; we were ready for Paul's decision to leave CN. Hunter is focused, articulate, intense, a commanding leader whose operations skills complement his business acumen. The board of directors is confident that Hunter's experience and drive, along with the depth of CN's management team, will assure the company remains at the forefront of corporate efficiency and profitability."

In his new position at CN, Harrison will be based in Montreal.

Harrison said: "I am deeply honored to have the opportunity to head the best railroad on the continent. As president and chief executive officer of CN, my priorities will remain a passion for service, efficiency and innovation to drive market share gains, sustained profitable growth and greater shareholder value."

Harrison joined the IC and ICRR in 1989 as vice-president and chief operating officer, and was subsequently named senior vice-president - transportation in 1991 and senior vice-president - operations in July 1992. Harrison began his railroad career in 1964 as a carman oiler (labourer) with the Frisco (St. Louis-San Francisco) Railroad while attending school in Memphis. Following the merger of the Frisco and Burlington Northern, Harrison held a number of executive positions in transportation/operations.

McLean said: "It is with considerable regret we see Paul depart CN after so much he's done for the corporation. In his 10 years as CN's president and chief executive officer, Paul revolutionized the company, turning what once was a bloated, money-losing Crown corporation into a nimble, customer-focused and profitable shareholder-owned enterprise. He always considered himself as an agent of change, continually challenging conventional wisdom and demanding excellence from all who worked for him. All this - and a strong commitment to shareholders - drove an almost 400 per cent increase in shareholder value since CN's privatization in November 1995. The board of directors, on behalf of shareholders and employees, thanks Paul for a job well done and wishes him the best of luck in his new endeavor."

Canadian National Railway Company spans Canada and mid-America, from the Atlantic and Pacific oceans to the Gulf of Mexico, serving the ports of Vancouver, Prince Rupert, B.C., Montreal, Halifax, New Orleans, and Mobile, Ala., and the key cities of Toronto, Buffalo, Chicago, Detroit, Duluth, Minn./Superior, Wis., Green Bay, Wis., Minneapolis/St. Paul, Memphis, St. Louis, and Jackson, Miss., with connections to all points in North America.



UP 4856 4986
4894,
Kinmundy Il
11-23-02
Dave Honan
photo

News And More From New Jersey Transit

Column Manager: Erik Romatowski

Hi everybody and welcome to the new New Jersey Transit column. This column will be the showcase for all your photos, news, and stories about NJT's rail operations. You can mail your photos, stories, and news to me at 66-A Cedar Ln. Highland Park NJ 08904 or at Eboy6k23@hotmail.com.

We'll start off this column by giving you all a little history and info on NJT's Newark division Lines, with the Hoboken div. Coming with the next installment. All Newark Division lines use the freq. of 161.235 MHz except for the NEC, which uses the Amtrak freq. of 161.010 MHz.

Northeast Corridor: This isn't actually an NJT line, it's owned by Amtrak but NJT has trackage rights over it and run most of their trains over it. Its two terminii for New Jersey Transit are New York City where it connects with the LIRR and Trenton NJ where it connects with SEPTA. The Northeast Corridor was first built in the 1830's by the Camden & Amboy Railroad and then became under the ownership of the PRR when the C&A was merged in. When the Pennsylvania rebuilt the NEC in 1930 they electrified it in 1930. Steam was last used on it around 1934.

North Jersey Coast Line: It was originally the New York & Long Branch RR, of which was a PRR-CNJ subsidy and connected with the Pennsylvania RR at Perth Amboy. It runs along the northern portion of the famous Jersey shore. Its two terminii are Bay Head NJ and New York City. It joins the NEC at Union Interlocking in Rahway NJ and is electrified from New York City to Long Branch where it switches over to diesel power for its journey to Bay Head.

Raritan Valley Line: The RVL was originally CNJ's main line where it ran into Jersey City until the mid 1970's when NJT routed it onto the Leigh Valley's main line (today's NS Leigh Line) via the Aldene Project to run into Newark Penn station in which they built a large ramp down to connect to the Leigh line. Its two terminii are Newark Penn Station and High Bridge NJ.

Atlantic City Line: This line has quite an interesting history. It was originally the PRSL (Pennsylvania-Reading Seashore Lines) main line. Since it was a PRR-RDG subsidy it got joined into Amtrak in 1971. Amtrak ran operations between Philadelphia and Atlantic City, while NJT ran operations between Atlantic City and Haddonfield. Amtrak then dropped operations in 1994 citing low rider ship, and NJT picked up operations covering the whole line. Since it is not connected to the rest of the NJT system, every once in a while NJT get special trackage rights over the NEC down to Philadelphia to shuttle equipment down to Atlantic City. The two terminii of this line is Philadelphia and Atlantic City NJ on the Jersey coast.

Pictures:

Here is one of NJT's new ALP-46 electric engines in Sunnyside Yard, Queens NYC where all NJT trains and some Amtrak trains layover after stopping at NY Penn.



News and more from Soo/CP

Column Manager: Lewis Ableidinger

Send news, stories and sightings to Lewis at earl02@hotmail.com

Soo News: The Canadian Pacific and the city of Minot, ND, are working to scrap Soo Line 735, a 4-6-2 steam engine, that the Soo Line donated to the city. The CP wants to rid the engine because it contains asbestos and is a high insurance cost. The city is currently weighing the costs of keeping or ridding the engine. The engine could be hauled out for \$25,000 as compared to \$65,000 for asbestos removal. There is a group of regional railfans and Soo fans as well as local citizens that are trying to keep the engine. They are coming up with some strong debates to keep the engine, such as liability may be higher if it's just hauled to the dump. Some citizens also have quoted that other engines have had asbestos removed for \$15,000-25,000. The debate is still in the air. It would be sad to see the historic engine disappear, and would probably not do well for public relations, but from the CPR and city's point of view, the locomotive could cause health problems. It's unclear when a decision will be made as there is a lot of bureaucracy and public meetings before a decision can be made.

The Bandit Watch: For all of you Milwaukee Road fans out there who thought you were too young to ever see the orange and black beasts, you're not out of luck yet! The Soo Line/Canadian Pacific still rosters 29 units in the "bandit" paint scheme that are still active (plus a few that are not). For those of you not familiar, the bandit scheme was "developed" after the Soo acquired the Milwaukee in 1985. Basically, all they did was put a big black swatch of the Milwaukee Road on the sides and nose. The units were also relettered for SOO, but all retained their original Milwaukee number. Some have had more black painted on while Milwaukee Road is still slightly evident on others.

Here is a rundown of the units as of November 9, 2002:

MP15AC's, 19 units: SOO 1536-1538, 1540-1544, 1546-1551, 1553, 1557, 1560-1562.

GP40's, 9 units: SOO 2010-2011, 2016, 2026, 2032, 2041, 2057, 2064, 2066.

GP38-2's, 1 unit: SOO 4512

There are also several units that have been repainted into Soo colors, mostly GP38-2s and MP15ACs (anything in the SOO 45— and 15— series). A few MP15ACs have even been repainted into CP colors. Some of the GP40s have been rebuilt, repainted, and renumbered for CP, but I do not, unfortunately, have those numbers. There are also a couple of inactive units out there including 2 SD10s (one in bandit, the other in CP colors) in storage at Thief River Falls, MN, plus another bandit SD10 that was donated to a museum. Many ex-Milwaukee SD40-2s live on in Dakota, Minnesota and Eastern colors as well. It's amazing to think that there are still this many orange and black units still running around 17 years after the acquisition. This isn't very typical of most other Class 1's (CSX, for example, only has a few Chessie and Family Line units out there). For those of you wishing to catch these locomotives it will most likely require a trip up to Chicago, Wisconsin, Minnesota or North Dakota as the units don't really tend to leave the ex-Soo portion of the CP. While the GP40s and GP38-2 may be a bit hard to find, MP15ACs run rampant at the Soo's St. Paul (MN) yard and may also be at Bensenville (IL) yard near Chicago. While the units are certainly not pretty (in most people's eyes) they are no doubt a very interesting curiosity!

Shortnotes on Shortlines

Introduction

Hear anything about the local shortline or regional? We'd love to hear [and read] about it! Just submit any news and/or photographs you have to Chris Burchett via e-mail at president@tamr.org or snail-mail at 30150 Ilesboro Road, Logan, Ohio 43138. Since this is a community bulletin board, if you will, all are invited to participate! Don't worry about spelling and grammar. We edit all entries before being published, so don't let grammar hinder you! We look forward to hearing from you and posting your information!

- **Livonia, Avon & Lakeville Railroad Corp. (Lakeville, NY)**

Source: Andy Inserra – Andy_Inserra@tamr.org

Andy Inserra reports that the Livonia, Avon & Lakeville (LAL) has purchased three more Alcos. They include: Hudson Bay Railway no. 603 (C424, ex-BRC); Arkansas & Missouri Railroad no. 70 (C630m, ex-CP); and Cape Breton & Central Nova Scotia no. 2029 (C630m, ex-CN). All are expected to see service at this time. Photos can be found at Andy's website, located at www.tamr.org/Andy_Inserra.

- **Shortline Spotlight —**

New Hope & Ivyland Railroad (New Hope, PA)

By Erik Romatowski – Eboy6k23@hotmail.com

The New Hope & Ivyland Railroad (NHIR) is a seventeen-mile shortline in Bucks County, Pennsylvania, centered in New Hope, Pennsylvania, next to the Delaware River and operates tourist and freight trains. The New Hope & Ivyland operates tourist operations every day between New Hope and Lahaska, where the locomotive -usually 2-8-0 no. 40 - runs around its train to head back to New Hope. But for special events such as the railfan weekend, September 14-15, 2002, the trip is often extended south. The NHIR interchanges with CSXT at SEPTA's Warminster Station between the hours of 1 and 5 a.m., since CSXT can only get clearance after SEPTA trains stop running. Many of the industries the New Hope & Ivyland Railroad services are located in the Ivyland area and these include Double H Plastics, CRC Inc., The Delaware Valley Quarry, and the Bucks County *Courier Times*. The NHIR is easy to railfan; a majority of the railroad is accessible by public roads and land. The New Hope & Ivyland can be heard on almost any scanner on the frequencies of 160.425MHz, and 161.475MHz, AAR-assigned channels 21 and 91 respectively. Below is a map of the NHIR route. The New Hope and Ivyland maintains a website at www.newhoperrailroad.com. Hope to see you while railfanning the NHIR.

NHIR Locomotive Roster

Number	Model	Status
9	0-6-0	inoperable
40	2-8-0	operable
1533	4-6-0	inoperable
3028	4-8-4	inoperable
2198	GP30	operable
7087	C30-7	operable
xxxx - xxxx	C30-7	inoperable
9423	SW1	operable

Other Important Information

Radio Frequencies

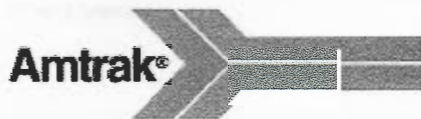
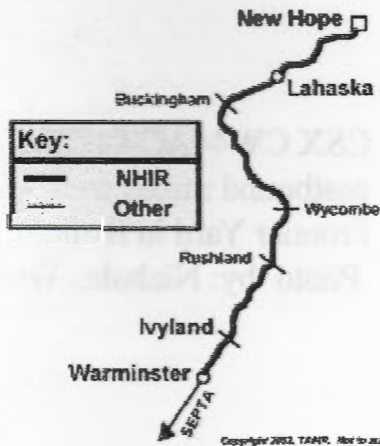
AAR Ch. 21 – 160.425 Mhz AAR Ch. 91 – 161.475 Mhz

32 West Bridge Street New Hope, PA 18938 Phone – 215.862.2332 www.newhoperailroad.com

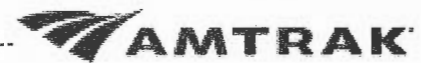
Contact Info

Map of NHIR System

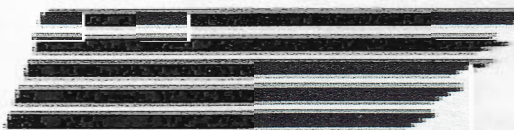
Map copyright © 2002, TAMR "Shortnotes on Shortlines." Not to scale.



Amtrak



Column Manager: OPEN
WE NEED YOU TO HELP!!



**NORFOLK
SOUTHERN**

Column Manager: OPEN
WE NEED YOU TO HELP!!



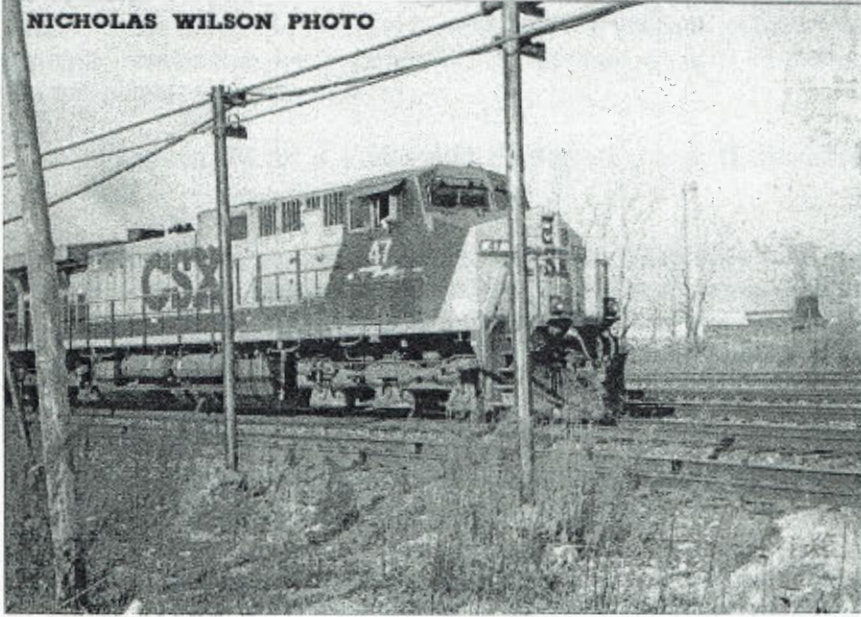
Union Pacific



Column Manager: OPEN
WE NEED YOU TO HELP!!

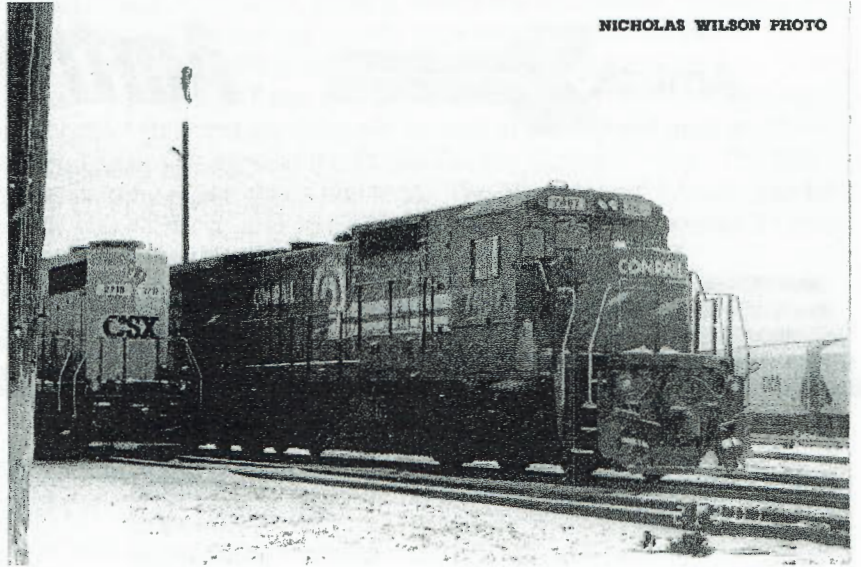
WESTERN NEW YORK PHOTOS

NICHOLAS WILSON PHOTO



CSX CW44AC #47 leads an eastbound mixed freight into Frontier Yard in Buffalo, NY.
Photo by: Nicholas Wilson

NICHOLAS WILSON PHOTO



CSX (ex-Conrail) C40-8 #7497 idles in the Rochester, NY yard (a.k.a. Goodman St. Yard) waiting for it's next assignment.
Photo by: Nicholas Wilson



Amtrak P42DC throttles up after waiting for an eastbound unit coal train to clear the main and head down the West Shore Branch.
Photo by Chris Burchett