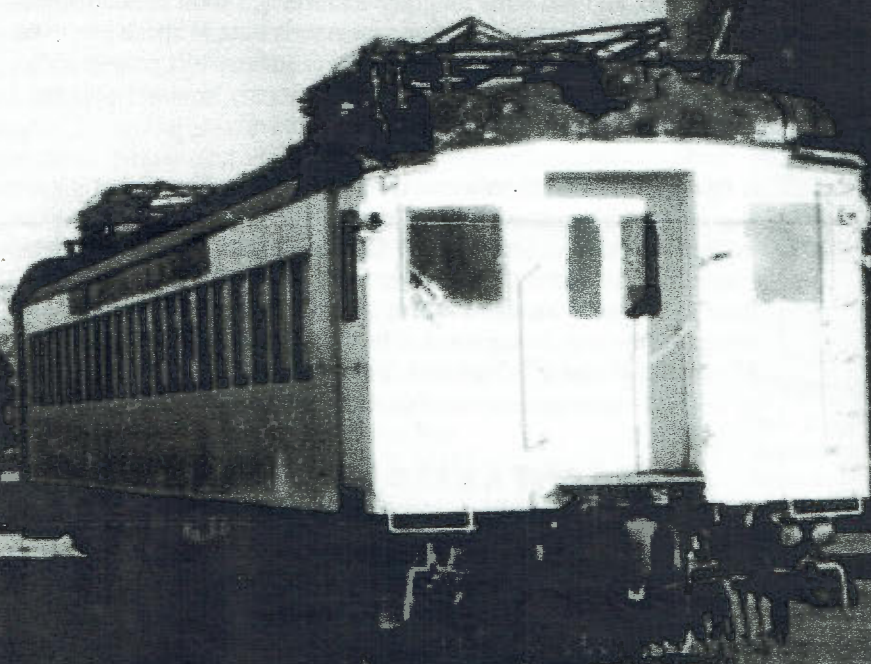


THE HOTBOX

November 2003

Issue #365

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

Available in new wild cherry mango!



THE HOTBOX

November 2003, Issue #365

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Technical Illustrator-Bo the TAMR Wonder Dog

Photographer- O Winston Maurath

Librarian-"Without the Lib you just got rarian."

CONTRIBUTIONS

Send your check or money order to my ,... oops sorry,... you mean that type of contribution. We here at the Hotbox are always in need of new material. Here are a few examples:

FEATURE ARTICLES:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated.

COLUMNS:

Full of great tips on layout improvement? Got a million reasons Lima is better than Erie-bl? Start a monthly, or bi-monthly column. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo collection you want to show off? Got a notebook full of rr cartoons, or unique logos, send them to the HB staff for consideration.

Send all submissions, or Hotbox questions to:
Peter Maurath

Or email at:

TAMRHotbox@aol.com

GET WIRED.

Check out TAMR on the web at:

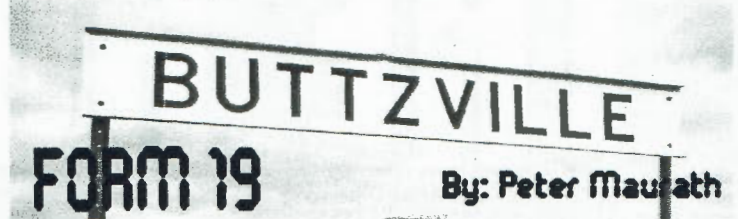
www.TAMR.org

Or join our newsgroup, by contacting:

pivotpin@TAMR.org

(you'll receive updates on TAMR events, and news, and connect to dozens of other members)

ON THE COVER: Erie Lackawanna commuter-car #3545, a bit far from it's home rails amid the grain elevators of Bellvue, OH. Peter Maurath, photo.



Yup, I'm still here and still cranking them out for you fine members. I mentioned in last month's column the upcoming 40th anniversary, and the January Hotbox issue that would celebrate it. Well, I've only got about two month's left to prepare it, and frankly, contributions have been next to nill. While I have gotten support from folks like Tim Vermande, and Lone Eagle, I still need a whole lot more to make this happen. I want to hear from officer's old and new, veteran member's, new member's. I need your feedback. What's it been like to be a part of the TAMR? What was it like serving as President, Editor, etc.? What do you think of us turning forty? Any great convention stories, TAMR stories? David Burris, Mark Kaszniak, Lloyd Neal, and you other longtime member's, I want to hear from you. I think it's worth a lot of you member's time to speak out, even if it's just a few words of wisdom. This milestone will only happen once, and as your editor I'm not gonna let it pass by unnoticed (and I don't think you should either), contribute today!

A few error's I should point out from last month. For all you wondering where the continental divide is in California, the cover caption should have been labeled Alberta, Canada. Second Doug Engler's email address is no longer valid. Check elsewhere in this issue for a special announcement concerning the Winter National, which, by the way, is supposed to be the weekend of Febuary 7th and 8th, not the 1st and 2nd. That said, I'd like to take the remaining space to welcome some new member's to our group.●

LET'S GIVE A WARM GROUP HUG TO THE FOLLOWING NEW GUYS!

Jonathan Schoen, Age: 14

jonathanhtd@yahoo.com

Layout: Schoen and Son RR/Scale: HO

Equipment: ATSF & SP First and second generation eq.

Christopher Barany, Age: 14

jwbarany@optonline.net

Layout: Freelanced/Scale: O

Equipment: Lionel, TMCC

Matthew Turner, Age: 16

Layout: Woodine & North Georgia/Scale: HO

Equipment: Diesel (Frieght, Passenger)

Era: Present

ASK THE NOODLE GUYS

Starring Pete and CZ

Pete: Welcome back to column two of our soon to be top-rated feature. As you probably know CZ, and myself do our best to answer questions posed by our readers...well... I do most of the answering, CZ just messes around with the staple gun.

CZ: Wait a minute! I do plenty of answering here, why just last month I...heey is that a new box of Swinglines!

Pete: Like I said. Let's get to our first letter it comes from a Jack LaRussa of East Norwich, NY.

Jack asks: "I'm entering the final phases of scenery on my layout and would like to start adding utility poles. Problem is I'm in N scale and building them from scratch gives me headaches. Any suggestions for pre-made models out there that look good? Btw, love the column, keep up the good work!"

Pete: Why thank you Jack, good to know we have such support.

CZ: If you really like our good work feel free to send your check or money ord...

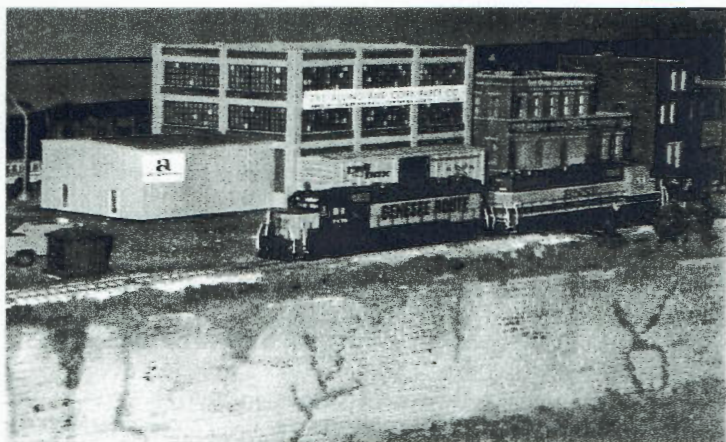
Pete: Not now CZ, save it for pledge week. To answer your question Jack. Try the utility poles made by Bachmann. They make look cheap at first but just need a few modifications. You can start by roughening up the plastic with sandpaper and removing and moving crossarms. Also yo can add shades of brown paint and chalk brushed across the poles, and paint applied to the insulators with a fine brush. Pretty soon you'll have some nice poles at a fraction of the cost, and avoid the headaches.

CZ: Are you, uh... done with that stapler?

Pete: "sigh", Unlike me. That's all for this month•

If you have a question for the noodle guys, send it to
Noodle Guys

Or email at: TAMRHotbox@aol.com



AN R&IT UNIT COAL TRAIN PASSES RED OILION ON THE RIT MODEL RR CLUB'S LAYOUT, DURING THEIR FALL TRAIN SHOW IN 2003. NICK WILSON, PHOTO.

Breaking News!

"From the Hotbox News Center this is a special announcement for all those attending the Winter Convention in W. Springfield, MA, February 7&8th." Newton Vezina, past director of the convention will no longer be able to sponsor it. Thus, there will be no TAMR hotel rooms this year, as well as any scheduled events other than the Amherst Railway Society's Train Show. The TAMR though, will still have the usual table at the show. If anyone is interested in sponsoring this convention or pooling resources to cover hotel costs please contact Peter Maurath at:

TAMRhotbox@aol.com.

"We now return you to page 3 already in progress..."



BNSF #5439 MAKING IT'S WAY WEST ALONG THE COLUMBIA RIVER NEAR CARSON, WA, JUNE 30TH. DAVE HONAN, PHOTO.



**The Teen Association
Of Model Railroaders
1964-2004**

HELP THE TAMR CELEBRATE IT'S FORTIETH BIRTHDAY BY CONTRIBUTING TO THE UPCOMING ANNIVERSARY ISSUE.. THE HB STAFF NEEDS YOUR STORIES, MEMORIES, AND PICTURES OF THE TAMR'S LAST FOUR DECADES, HELP OUT TODAY!



A trip By: Mark MacDougall

On August 13th, our family arrived in Altoona, PA, on Amtrak train #43, the Pennsylvanian. This was our seventh excursion to the Alleghenies. Besides visiting our usual places, we found some new ones to railfan.

On day one, our first stop was the Railroaders Memorial Museum, which has a great HO layout, dioramas, and many exhibits. I particularly enjoyed the hump yard exhibit. Later, we went to Horseshoe Curve. The first train we saw was a stack train led by Norfolk Southern C40-9W (Dash 9) #9724. A minute later another stack train was led by primer NS Dash 9 #9768, which met the first train. The third train we saw was an autorack led by SD60 #6714, and was met by a freight led by Dash 9 #9373.



RARELY A DULL MOMENT HERE! NS DASH 9'S ROLL PAST THE AMTRAK STATION IN DOWNTOWN ALTOONA, PA. AUSTIN MACDOUGALL, PHOTO.

On day two, the day of the infamous blackout of 2003, we spent the morning railfanning in Altoona across from the Amtrak station. The first train we saw was a freight led by SD40-2 helper #3332. As the rear of the train passed, we found that a local freight led by SW1500 #2218 and GP15-1 #1421 were stopped waiting for a signal. Moments later, a Pennsylvania Power and Light coal train bound for Martins Creek, PA, led by three SD40-2's, passed the local which was just starting up. Then, a third train passed led by yet another Dash 9. Later in the day, we went to Galitzin, PA, where we sat for one and half hours and saw, nothing. Then we traveled to Cassandra, PA, to visit the famous overpass. In a few minutes, we saw an NS SD40-2 helper (!!!!) on the point of the Amtrak's Three Rivers. Behind it were the two usual P40's (this is the only time I know of Amtrak using a helper). The train had 34 cars; 6 passenger, 28 freight. As we drove under the tracks the last car of an autorack train was just passing above us.

We drove into Cresson, PA just in time to see the end of another train pass (I later found out on the internet, that both trains were led by two month old SD70Ms). We stopped at the world famous Sheetz [popular gas station/fast food chain in PA-ed.] for some food. We then stopped at the railfan park at Cresson and saw two trains led by Dash 9s meet. We then drove back to Altoona to finish day two.

Day three, we spent another morning railfanning in Altoona where we saw a freight led by Dash 9 9703 painted in the new scheme and logo with SD40-2 helpers #3337 and #3334 pushing at the rear. The next train was led by Dash 9 #9335 with four more engines behind it. We then spent the rest of the day at DelGrosso's Amusement Park (If you ever see DelGrosso's Tomato Sauce in the store, it's the same company. The factory is right next to the park) While waiting in line on the Twin Twisters Water Slide, you can see the NS main. We saw lots of trains from there including a coal train with an Oakway Leasing SD60 racing Amtrak's Three Rivers. After we got back, we went to Altoona again, where we saw SD70 #2562 leading a freight. We then went to Horseshoe Curve to see trains at night. The first train we saw was led by Dash 9 #9430. We then saw the westbound Three Rivers led by P40 #39 and a helper set meet. The last two trains we saw we led by D9-40CW (that's what NS calls their Dash 9s) #9435 and the last led by ex-Conrail SD60I #6742, ending day three.

Day four, we left on Amtrak to finish our trip. I hope you enjoyed this article, as much as I enjoyed writing it. Hope to see you trackside!•

Mark MacDougall, 12, is a new member of the TAMR. Having been with us only six month's. He lives in Stockertown, PA.

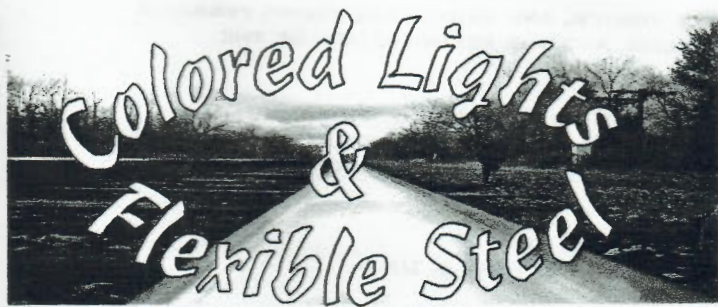
the Top 7

BY: PETER MAURATH

"From the home office in Cleveland, OH, it's tonight's Top Seven List..."

THE TOP SEVEN THINGS RAILFANS CAN BE THANKFUL FOR (IN THE SPIRIT OF THANKSGIVING).

- #7. THAT PILGRIMS CROSSED DANGEROUS SEA'S, SET UP A NEW HOME IN A INHOSPITABLE LAND, SO YOU, 400 YEARS LATER COULD BUY A CABOOSE, AND LIVE IN IT.
- #6. OVERPASSES, PUBLIC PARKING LOTS, & OPEN FIELDS.
- #5. NS LOCO'S LOOK LESS AND LESS LIKE PC LOCO'S NOW.
- #4. CSX LOCO'S LOOK MORE AND MORE LIKE C&O LOCO'S NOW.
- #3. THE CREATION OF A CAPITALIST SOCIETY BY OUR FOREFATHER'S GIVING US...GIANT TRAIN SHOWS!
- #2. THAT GUY LAST WEEK BEING KIND ENOUGH TO MOVE HIS TRUCK, SO YOU COULD GET THAT AWESOME SHOT OF THOSE BNSF EXECUTIVES.
- #1. UNION PACIFIC DOESN'T OWN EVERY FALLEN FLAG.



CONDUCTED BY: NICK WILSON

Hello! For those of you who don't already know me, I am Nick Wilson from Hamlin, NY, near QC 389 on CSX's Chicago Line. I'm 15 years old (16 this May) and, of course, am an absolute train nut. My model railroad is a proto-freelance one called the "Genesee & Allegheny Southern" with frequent Conrail visits (since Big Blue is my favorite railroad). Anyway enough about me, on to the column!

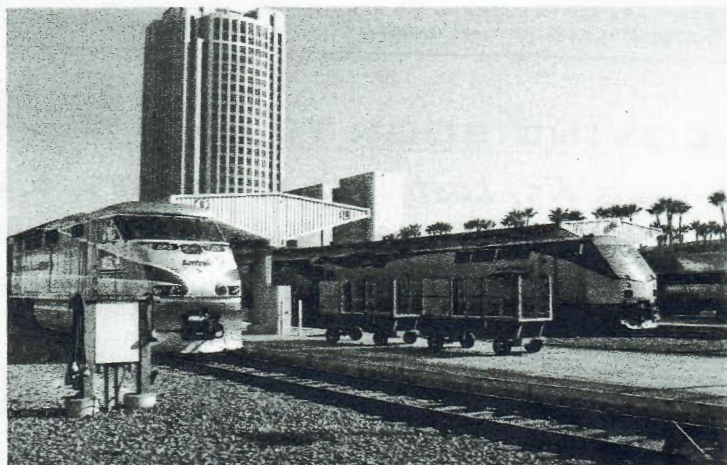
Colored Lights & Flexible Steel is a column based around railroad signals and interlockings (defined as "Location where signals governed territory covers that of other signals"). This, in short, a location where stuff like crossovers exist in which one signal can display an indication for a track that another signal is already governing when, say, a train is going to go through a crossover.

Signals are intriguing pieces of railroad equipment that can do anything from telling a train whether or not the block ahead has a train in it to giving an indication as to whether or not the train had any defects after passing a defect detector. These "colored lights" can be greatly utilized to a railfan's advantage assuming that railfan knows what the signal indications mean (to be discussed next issue). An amazing amount of wiring goes into these pieces of equipment, meaning replicating them as models is almost, if not impossible to do in full. In another future article, we will discuss various methods of modeling them and a simple way to create dispatcher controlled signals very easily yet very prototypically (with the help of the one and only Peter Maurath).

Switches and interlockings are the locations where train change tracks or head down a different line to places unknown. Switches ("flexible steel") are either controlled by a dispatcher from a location far, far away in a dark room filled with track displays; a tower operator overlooking generally a big junction; or just simply by hand, such as in a yard or a shortline. In any form, switches are an important thing to the railroad world, helping to route trains wherever needed. However, unlike our model switches, real switches literally bend the steel (no hinges like on our models!). Model switches used to feature these in the 50's and 60's until compact spaces and easier manufacturing came into play as a rather big factor. You can still do this by scratchbuilding a switch, although this takes much skill and precision (not to mention patience) to do, making it not ideal for the average teen. Of course, you are all more than welcome to give a shot.

Signals & switches will always have a place in railroads. Signals for safety and additional capacity; switches for changing the route of a train to a diverging track. These pieces of railroad equipment can be seen throughout railroad systems, so don't hesitate to go out and see them for yourself, live & in action. For now, I'll be signing off. Until next time, happy railroading!•

Nick Wilson, a regular contributor, serves as the TAMR's Treasurer, Webmaster, and Northeast Region Representative. He will also be hosting the 2004 national convention.

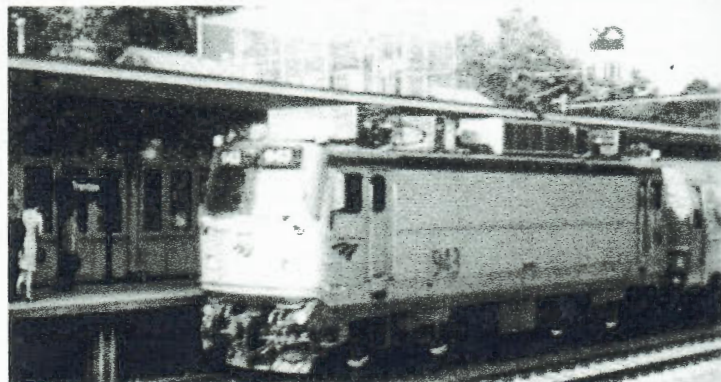


FOR ALL THOSE MEMBER'S WHO SEE ONE AMTRAK TRAIN A DAY COME THRU AT 3 AM, THIS SHOT'S FOR YOU. ACTION CAPTURED AT LOS ANGELES UNION PASSENGER TERMINAL (LAUPT). JONANTHAN SCHOEN, PHOTO.

HOTBOX DEFINITION OF THE MONTH

Hi-cube

\ 'hi- 'kyüb\ N : 1 What you say when you run into your freind Larry Cube. 2 A block of ice high on a shelf.



JUMP 3000 MILES EAST AND HERE'S WHAT YOU CAN SEE OF AMTRAK. AEM-7 #943 PULLS UP TO THE PLATFORM AT TRENTON, NJ. ERIK ROMATOWSKI, PHOTO.

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: REGULAR (UNDER 21)-\$15, ASSOCIATE (21 AND OVER)-\$20, INTERNATIONAL (OUTSIDE US)-\$18

TO BECOME A PART OF THE TAMR, OR TO RENEW SEND YOUR INFORMATION TO:
NICK WILSON, TAMR TREASURER,

OFFER GOOD WHY SUPPLIES LAST, NEGATIVE EQUITY APPLIED TO NEW LOAN BALANCE, SEE STORE FOR COMPLETE DETAILS, NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTUARANTS IN SELKIRK, NY SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THE HOTBOX PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!

COMING SOON TO THE HOTBOX :

- Lewis A's, *Last Train to McHenry*, a story of love and betrayal set against a rr line abandonment. I promise.
- The Hotbox staff digs into the article vault and finds a few forgotten gems.

COMING SOON TO THE TAMR:

- The TAMR Turns 40! Look for a write-up coming to *Model Railroader*, and *Model Railroad News* in the coming months, as well as the Hotbox Anniversary Issue this January!



TAMR HOTBOX