

Celebrating 40 Years!

# THE HOTBOX

February 2004

Issue #368

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ASSOCIATION OF MODEL RAILROADERS

Now being broadcasted in High-Definition (where available).





# THE HOTBOX

FEBRUARY 2004, ISSUE #368

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LIBRARIAN- "LOOKS SHARP IN THOSE COKE BOTTLE GLASSES."

## 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 Heisler is better than Baldwin? 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 railroad cartoons, or layout logos? Send them to the Hotbox 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](http://www.TAMR.org)

Or Join our online yahoo news group, by contacting: [pivotpin@TAMR.org](mailto:pivotpin@TAMR.org)

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

**ON THE COVER:** Norfolk Southern #6769 still shows it's Big Blue heritage as it rolls through Corning, OH, February 2003. Photo: Chris Burchett



Welcome to year forty of the TAMR. I hope you all enjoyed that little trip back in time last month. Look for more anniversary material later this year, as we continue to celebrate four decades of trains, teens and pizza! Hmm, catchy, I think I might use that as my anniversary slogan. Anyway, this anniversary got us some national attention. The February issue of *Model Railroader* ran a spot on us in their "Model Railroading is Fun!" section, on the last page. Good work to Andy Inserra for providing them with that great testimonial to the group (nice photo too!).

A few big announcements to make. We have two new officers. First one, Jonathan Schoen, has been appointed as the new Western Region Representative. Second, Mark MacDougall, has been appointed to serve as the new Northeast Region Representative. Both have big plans to get their regions in action and also hope to begin publishing their regional newsletters soon (addresses below).

**Northeast Region Rep.**  
Mark MacDougall

**Western Region Rep.**  
Jonathan Schoen

[mac61@eclipse.net](mailto:mac61@eclipse.net)

[jonathanhtd@yahoo.com](mailto:jonathanhtd@yahoo.com)

After many requests from members I have decided to push-up the release date of the 2004 directory to March. It will be replacing the regular issue that month and give the group it's first directory of members in nearly three years. For those not familiar with how this works (or those without a copy of our constitution handy) your membership buys you eleven regular issues plus a directory of TAMR members. It will list name and street addresses along with optional info such as phone, email, age, and scale modeled. Member's are broken down by region allowing you to see who else is a teen railnut in your area. Officers are also listed, along with any complimentary members (i.e. companies like MRN) separately.

We have three new members to welcome to the group. A couple of brothers from sunny California, and a gentlemen from the sunshine state of Florida. Welcome to the TAMR!•

**JOEL AND KYLE FLASSCHOEN**

**GEORGE N. BAUSTERT**



# Ask the Noodle Guys

## STARRING PETE AND CZ

**Pete:** Hello, and welcome back for another year of one of America's fastest growing syndicated columns. I'm of course your host Pete, along with my partner in crime CZ. As the title suggests, we answer questions you the public ask about model railroading, and all it involves. Actually I do most of the answering, CZ spends the time drooling, and making paper footballs.

**CZ:** Oh sure, say that now, before you were more than willing to be the goalpost.

**Pete:** That's only because you wouldn't stop bugging me.

**CZ:** Sure, just pretend you don't enjoy a spirited game of paper football, just crush my dreams.

**Pete:** Consider them crushed, with that pointless banter out of the way, I'll get on to our letter. It comes from Philip Capon, of Bethesda, MD. Philip writes:

"Dear Pete and CZ, I really love the column, very funny. On to my question. I recently bought some boxcars at a local train show for my layout. I want to add them, but they're too nice looking. What can I do to dirty them up?"

**CZ:** Well, Philip if you have access to a septic tank, just find a crowbar, some hip waders and--

**Pete:** Thanks CZ, Philip, if you want to "weather" the cars, you can accomplish this safely, without hip-waders, just by using a few easy to get products. For example; if you want to wear down the logos and reporting marks, a pencil eraser does a good job of slowly fading out the decals. If you have a stronger decal material (most newer rolling stock does) you can try Pine-Sol on a Q-Tip, and gently rub it over the surface. All else fails, try some mineral spirits in place of the Pine-Sol, but be careful, as it will remove the decals and surrounding paint very quickly (and always follow proper safety precautions when handling solvents and cleansers).

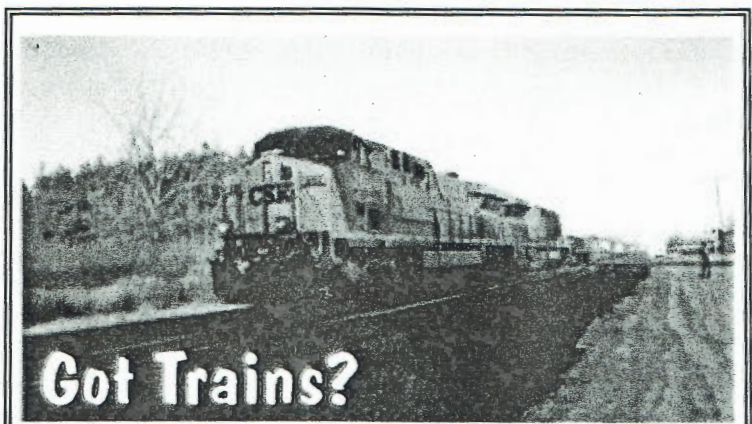
**CZ:** You know I tried that pencil eraser trick, but it just left marks on the cars.

**Pete:** That's because you were using the wrong end. Anyway, to give the car a general weathered appearance, try artists chalks. Found at most arts&crafts stores, look for the ones in earth tones (shades of brown, red, and yellow) and shades of grey. Using an old toothbrush, brush some light grey or white chalk powder into a small mixing bowl, add a drop or two of white glue, and a little water to dilute it. Mix, then brush it over the whole side of the car to be weathered (car laying on it's side, undercarriage removed). Let dry, and you should have a grey film over the surface of the car's paint giving the appearance of a faded, dirty finish.

Experiment with other shades and amounts of chalk to get the look you desire (from light dirt to SP filthy). In the event you get a look you don't like, you can always rinse the car with a little soap and water, removing the glue-chalk mixture, and try again. That's all the space we have. Till next month, this is Pete, and CZ saying so long. CZ! Come back here and take those hip-waders off!

If you have a question for the Noodle Guys send it to:  
Noodle Guys

[TAMRHotbox@aol.com](mailto:TAMRHotbox@aol.com)



## Got Trains?

PHOTO: NICK WILSON

YOU WILL IF YOU JOIN US THIS SUMMER FOR THE 2004 LAKESHORE LIMITED, TAMR'S SUMMER NATIONAL CONVENTION. TAKING PLACE THIS JULY IN WESTERN NY, WITH A POST-CONVENTION TO HORSESHOE CURVE.. STAY TUNED TO FUTURE ISSUES FOR DATES AND EVENTS OF THE ASSOCIATIONS FORTIETH ANNIVERSARY CONVENTION.

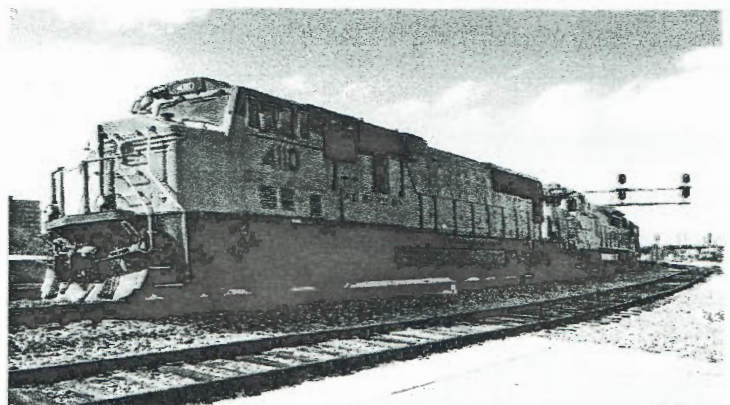
# The Top 7

BY: PETER MAURATH

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

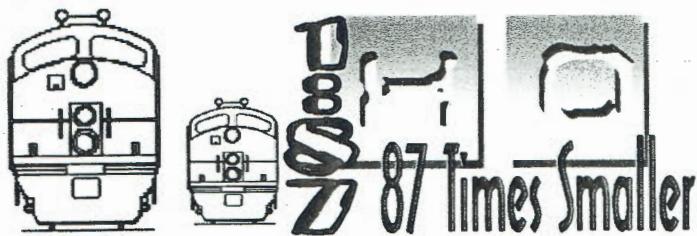
## THE TOP SEVEN SIGNS YOU'RE AT A BAD TRAIN SHOW.

- #7. IT'S HELD AT AN AIRPORT.
- #6. EXCLUSIVELY FEATURES TT AND Z GAUGE.
- #5. THERE'S A COVER CHARGE TO VIEW THE LAYOUTS.
- #4. THE SNACK BAR IS A ROW OF DIET-COLA VENDING MACHINES.
- #3. THE ONLY CLINIC FEATURED: "HOW TO MAKE GROUND FOAM OUT OF USED ASBESTOS."
- #2. EVEN AMTRAK DOESN'T HAVE A TABLE.
- #1. IT'S SPONSORED BY THE NMRA (NATIONAL MONKEY RANGLING ASSOCIATION).



UNION PACIFIC #4110 ROLLS PAST DALLAS UNION STATION, DALLAS, TX. PHOTO TIM VERMANDE





CONDUCTED BY: JONATHAN SCHOEN

Welcome to the second exciting (well, maybe not *exciting*) installment of *87 Times Smaller*, a column dedicated to HO scale trains. First, I'm sure you're all aware that 2004 marks the 40<sup>th</sup> anniversary of the TAMR. What is a better way to celebrate it than with the second issues of 87 Time Smaller and Trackside Fans, as well as the premier of The Photo Special. Now to the column. As you may recall, this month I'll be discussing a question popular among many modelers; what makes HO so popular?

Many of you know that when the hobby was first becoming popular, O scale was king. It was the scale choice for toy trains and models alike. It gave birth to two of the most famous train manufacturers of history; Lionel and American Flyer. It was very widely used and still is, only not as much. Soon, another scale was created that would dominate the model train market. Its track gauge was only half that of O scale. Thus we get the term HO.

Soon many people started to realize that you could have a larger layout and trains in a smaller amount of space than with O. As more people started to realize this, many manufacturers started making more and more trains in HO. In fact, a few companies such as Athearn, made it the only scale they produced. Most makers of various scales, such as Bachmann, also made HO a priority scale. As a result there is much more of an assortment of HO trains than there are every other scale. This creates a loop. HO scale is popular, which makes other companies produce more and more HO trains. This creates a huge variety of models to choose from. That results in an even greater popularity of HO.

Another factor that contributes to the popularity of HO is its convenient size. Many have discovered that it is small enough to create a fun filled layout with as little as 4' x 6'. Many feel O and G scales are too large to have a model railroad in a small space. "Well," you may be thinking, "what about N scale? It's small enough to have a nice layout." That is true. N scale is small and is very good for a good layout in a small space such as an apartment. Many, however, feel that N is too small to enjoy the details of the locomotives and cars. They feel that HO scale is large enough to easily enjoy the fine details of their models as well as super detail them without a magnifying glass.

Well, I hope I gave you some insight on what makes HO so popular. The combination of variety and size makes it an ideal scale for many. Tune in next month for part one of a two part series on how you can save money and still have fun by getting a less detailed locomotive. •

Contact me at [TAMR87@yahoo.com](mailto:TAMR87@yahoo.com) or:  
87 Times Smaller

## MEMBER LAYOUT FEATURE

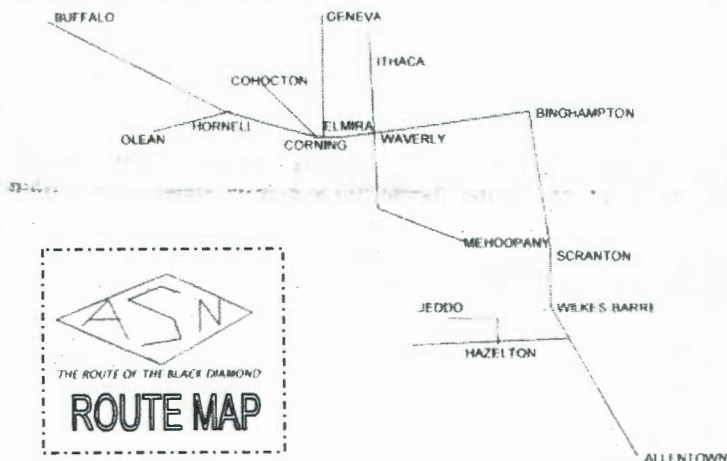
MARK MACDOUGALL'S



ROUTE OF THE BLACK DIAMOND

Allentown, Scranton & Northern

I would like to tell you about the Allentown, Scranton & Northern Railroad. (Please note that the AS&N is a fictitious railroad). The Allentown, Scranton & Northern was formed on June 1<sup>st</sup>, 1999, to operate trackage from Allentown, Pennsylvania, to Buffalo, New York. It would also serve branch lines in both states. The AS&N has been leasing engines from Norfolk Southern until used engines can be purchased. On July 4<sup>th</sup>, 2003, the AS&N announced that it would build a 10 track yard and office on the site of a gravel pit under the route 22 overpass. This will end trackage rights into Norfolk Southern's Allentown Yard. Interchange will now be at this new yard, to be known as Lehigh Yard.



AS&N ROSTER AS OF 10/30/2003  
(ALL ENGINES ON LEASE FROM NS)  
GP40-2 #3058  
SD40-2 #3358  
SD60M #6775  
C40-9W #9801 & 9793

Hopefully, we will lay plywood and track on the fictitious AS&N in the near future. If anything interesting happens, I will report it to the Hotbox. •

## The TAMR wants you!

TO BE THE NEXT TREASURER, OR REGION REPRESENTATIVE. THIS AND OTHER POSITIONS ARE STILL OPEN. DO YOUR PART FOR THE TAMR AND HELP OUT. IT'S A GREAT WAY TO MAKE NEW FRIENDS, AND GET MORE OUT OF THIS GROUP THAN JUST SENDING IN THE FIFTEEN OR TWENTY BUCKS EVERY YEAR. CONTACT THE

ASSOCIATION PRESIDENT TODAY AT :

[TAMRPRES33@CHESWEB.COM](mailto:TAMRPRES33@CHESWEB.COM)

POSITIONS AVAILABLE:

TREASURER

SOUTHERN REGION REPRESENTATIVE

INTERNATIONAL REGION REPRESENTATIVE





WITH JIM KOBRINETZ

If you go on a fan trip, or check out some other well-populated railfan activity, you'll notice it right away: the "photo line" of variously-prayed mobile gadget stands posing as people, getting ready to take their photos as the train rolls by.



If you should fail to notice it, and step out of the line, you may rest assured that someone will bring it to your attention, possibly even teaching you a few new words or phrases. On a fan trip, with lots of people around, it's often the only way to get a shot. But crowds and lines or not, that angle is the way many railfan photographers often go to when setting up.

The photographic result will be predictable: a wedge showing the locomotive pulling the train, some scenery, and the whole will taper off into the background. This is the classic "three-quarter view," aimed for the angle you're shooting from.



The three-quarter is nice, easy to compose, and infinitely repeatable. But it's also isolated. It shows little of the wider landscape, and less of how the railroad connects to it all. It rarely shows people. It says nothing about the setting other than "here is a locomotive," or perhaps, "here is a train." And thus, it gets boring after a while.

Yet it's an important angle, because it allows one to develop the skills of timing when photographing moving objects, to get used to the camera and its use, and to quickly be able to return with a good photograph--there's nothing more discouraging than having nothing good to show for your work.

But what's next? What distinguishes the really good photographers whose work you see in magazines or other places?

There is no simple formula, but there is a path to follow and practice. It requires two parts that are different, yet work together. The first is literal seeing--or really seeing what you're looking at. The second is creative seeing, learning to connect that image to something else.

We are so accustomed to the old adage that "cameras don't lie" that we forget that this only half of the story. Cameras do, indeed, record faithfully what they see.

However, they only see what you aim them at. So you need to learn to pay attention to what's in the viewfinder. This means, first of all, ignoring the train (or whatever your main subject is) and looking at the rest of the photo. Start with obvious things--are there poles or trees at locations that will look odd? Are there power lines? What is the foreground like? To further sharpen this sense of literal seeing, look carefully at your finished photos for things that you now wish weren't in the way--and remember them the next time you head out.

In short--practice seeing through a viewfinder. As you do this, begin to think about creative seeing, about how to connect that image to something else. First, get a little background: pay attention to special effects and stunts on television and movies. What don't you see? What do you see that convinces you of what isn't shown? How does the photographer direct your attention?



Now think of those things when you're out photographing. What drama is there, and how will it play out as the train passes by? Is there history here? Does it clash with the present? How did the track end up in this particular place?

What sense do you have of the place?--in sum, why is the train here?

As you do this, you'll find other angles and find yourself looking at ways to compose the different elements. As long as you think safety first, there's nothing wrong with head-on shots, low-angle shots, and so forth. Even the dreaded photo line can be useful in adding drama, if one steps outside of it and incorporates the photo line within the frame. As one possibility, the contrast of a large vertically powerful locomotive facing down a basically horizontal photo line creates a sense of time and place, increases visual interest, and adds the drama of human versus machine--not to mention a certain amusement value. It tells a story with the picture. Great photographers tell stories with their images. The three-quarter shot, taken from a more distant location to incorporate some of the background and foreground, can change the story from "Here is a train" to "The train is here."●



AMTRAK GOT THESE BASE MODEL P42'S FOR A BARGAIN FROM GE! ACTUALLY IT'S WHAT REMAINS OF A CHINESE-BUILT, IRAQI RR DIESEL. THE PHOTO'S WERE TAKEN BY RICK BERGMAN, A FRIEND OF THE WILLETT'S (A PHOTO OF SCOTT W. AND HIS DAD'S LAYOUT RAN IN THE OCT. ISSUE) WHO IS SERVING IN THE ARMED SERVICES THERE AND IS ASSISTING THE IRAQI'S IN REBUILDING AND OPERATING THEIR RAILROAD NETWORK.



THIS HOTBOX IS SPONSORED BY:  
UNION PACIFIC TRANSPORTATION

*"We will Deliver" (a gigantic lawsuit if you so much as even think of using the SP logo without our permission)*





# TRACKSIDE FANS

BY: JONATHAN SCHOEN



Welcome to the second issue of *Trackside Fans*. The column where you meet teen railfans and teen railfans meet you. I would like to wish the TAMR a happy 40<sup>th</sup> and hope that this wonderful group will live on for even another 40 years. Now, onto the column. I have chosen an email from David Cenci. Many of you know him as the Central Region Rep for the TAMR. He calls this story, *Never Turn Away from a Green Signal*.

*"Well, I used to work the night shift for a company that cleaned out a local Kmart and had worked two straight nights without more than two hours of sleep!! After leaving work, I decided to drive to church, an hour away from Kmart!! This wasn't to smart.*

*"About fifteen minutes into my trip, I was getting sleepy, but continued rather than driving 3 more miles to my house (duh!!). Half an hour later, I stopped at a party store to get a Mountain Dew. Then I decided to turn around and go home (another 15 minutes would have gotten me to church, duh again!!). Here in Emmett, MI there is a CN main line with a passing siding, and there was a green signal for a westbound, but I decided to continue thinking I would fall asleep [if I waited for it].*

*"Fifteen minutes north on my way home, I looked down the tracks at Yale, MI. Then I awoke two seconds later when I hit the back of a Chevy Blazer! In the words of Emeril Legassi, 'BAM!!' The impact wasn't too hard (for 35 mph anyhow), but it sent the Blazer up the curb and across the street, and totaled my 1981 Chevy pickup. I wasn't injured, and the blazer was empty, but I still don't have a vehicle and I lost my job 2 months later.*

*"So the moral of this story kids, is 'never turn away from a green signal!!' Well, unless you're late for work or in an emergency, 'cause it's bad luck! You see, if I had stayed to see the train, I had fallen asleep, thus to wake refreshed and I would still have a truck."*

Thank you David. Want to see your stories in *Trackside Fans*? Send stories to [tamr87@yahoo.com](mailto:tamr87@yahoo.com) or  
Trackside Fans



## TAMR Mailbag



### Letters from our members

THIS LETTER ARRIVED VIA EMAIL FROM LONGTIME TAMR VETERAN, RICHARD WAGIE. YOU MAY REMEMBER HIM MENTIONED IN LAST MONTH'S HISTORY ARTICLE AS THE FIRST OFFICIAL TAMR PRESIDENT (ED.)

Hello!

I just finished reading my January HOTBOX and I am very impressed! It was quite a trip down "Memory Lane" for me to read the history you wrote about the organization that I was so deeply involved in about 35 years ago. I didn't do any checking (not sure where I would look these things up anyway), but if your chronology is correct, then I began my TAMR involvement when I was in the 8th grade. I started high school in Sept. 1965 (I'll be 53 next week) but I still remember publishing the HOTBOX while in college, and that was painfully difficult due to time restraints and, even more so, distance problems. You see, I attended college in suburban Chicago (River Forest, Illinois) but still did the printing at my old high school in Milwaukee, having gotten special permission to continue my relationship with the Print Shop there even after graduating. Down in Chicago I would do the typing and manual paste-up at the drawing board. (No computers back then! Even the type for the headlines and author bylines was pasted-up from dry transfers, one letter at a time! I also remember the incredible backaches I would get from bending over the drawing board for hours on end doing this work.) When all the page layouts were complete, I would have my parents drive down on a Friday night from Milwaukee, pick me up, and then I'd spend all day Saturday at the high school doing camera work and printing. I shot the pages with a process camera onto Kodak sheet film, then burned printing plates for the offset press. I ran the copies, took them to my parents' house, collated them, affixed mailing labels . . . well, you know the rest. I distinctly remember giving this up in my junior year of college because it was just way too crazy to keep up that pace. In college I was studying to be a teacher (I am an elementary school principal now in Garfield Heights - - - I've been at this school during my entire 30-year career in education) and a church musician (I am still the organist and choir director at St. John Lutheran Church, where I teach). I needed to quit the HOTBOX and get on with my college work, which I had neglected somewhat. After giving up the HOTBOX, I pretty much distanced myself from the TAMR from then on (that was probably 1971 or 1972). But I have treasured the privilege and honor of being kept on the membership rolls as an Honorary Life Member all these years, and I am thrilled that the organization has weathered the test of time and is still going strong. Congratulations to you and to us all - - - members both past and present! Keep up the good work!

---Dick Wagie, Broadview Heights, Ohio

(LEFT) CANADIAN PACIFIC #9132 LEADS A CONSIST EASTBOUND PAST COLD SPRINGS JUNCTION, OR, JULY 3<sup>RD</sup>, 2003. DAVE HONAN, PHOTO.



# ***THE PHOTO SPECIAL***

PHOTOS BY OUR MEMBERS  
BY JONATHAN SCHOEN



UP GP38-2 MOVES ALONG IN GEMCO YARD IN BURBANK, CA.  
JONATHAN SCHOEN, PHOTO



PHASE V P40 SITS AT LOS ANGELES WITH AMTRAK'S SOUTHWEST CHIEF.  
JONATHAN SCHOEN, PHOTO.

*THE PHOTO SPECIAL IS A NEW MONTHLY FEATURE THAT WILL FEATURE MEMBERS' PICTURES. THIS MONTH'S PHOTO SPECIAL HAD MOSTLY MY PHOTOS BECAUSE OF THE RUSH TO GET IT READY. WANT TO SEE YOUR PHOTOS IN THE PHOTO SPECIAL? SEND PRINTS OR IMAGES ON A DISK WITH YOUR NAME, PHOTO INFO, AND RETURN POSTAGE TO:*

**THE PHOTO SPECIAL**

OR EMAIL TO: [TAM387@YAHOO.COM](mailto:TAM387@YAHOO.COM)

THANK YOU!  
**JONATHAN SCHOEN**

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 PITTSFIELD, MA 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 :

- After a three year absence, The TAMR Directory will be published next month.
- The Puzzle Layout. New member George Baustert has created an HO layout smaller than most coffee tables, that requires more than 70 switching moves to complete! Think it's impossible, stay tuned.

## COMING SOON TO THE TAMR:

- There's still time left! Join yours truly, Mr. Hotbox Editor, along with Newton Vezina, TAMR Prez Chris Burchett, and a host of other members as we staff the TAMR table at the fantastic Amherst Society's Big Train Show, Febuary 7<sup>th</sup> & 8<sup>th</sup>, 2004, in W. Springfield, MA. Come out and join the insanity!

