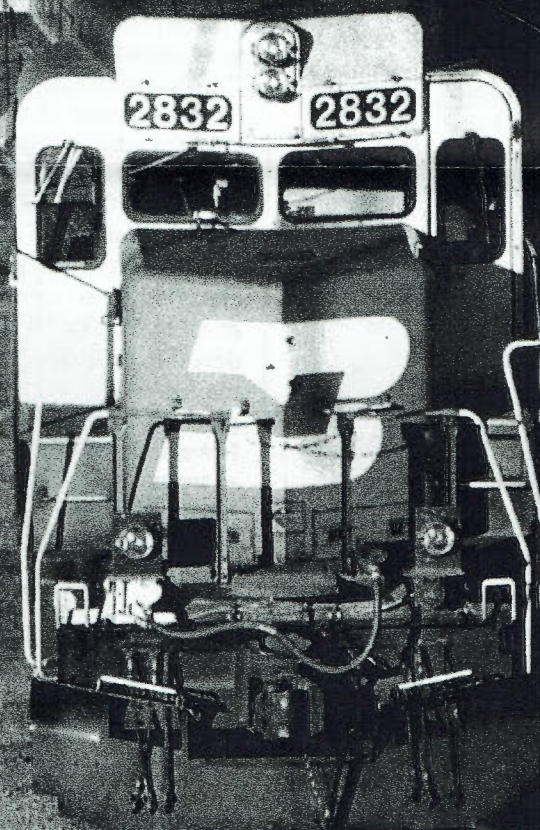


Celebrating Forty Years!

# THE HOTBOX

July 2004  
Issue # 373

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**THE OFFICIAL PUBLICATION OF THE TEEN  
ASSOCIATION OF MODEL RAILROADING**  
Brought to you in part, by the makers of spam



# THE HOTBOX

JULY 2004, ISSUE #373

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LIBRARIAN- "JUST A FINE, FINE PROFESSION FOR ANYONE SEEKING EXCITEMENT."

## 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 Alco is better than M/K? 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!)

If you have a web site relating to trains or model railroading, why not join the TAMR web ring? It costs nothing, and provides a link for all TAMR members to find other TAMR sites. To join, send your e-mail address and web site URL to [pivotpin@tamr.org](mailto:pivotpin@tamr.org).

ON THE COVER: BNSF industrial switching caught in Sioux Falls, SD. Photo: Lewis Abieldinger



Well, summer's in full swing, and it's about time! This should be occupying your mailbox about a week before the big TAMR event of the summer, the National Convention. July will be a busy month for this group, starting off with the National Convention, which runs from July 5<sup>th</sup> to the 12<sup>th</sup> (post convention 13<sup>th</sup>-15<sup>th</sup>). Taking place in western NY, convention director, Nick Wilson has included everything from scenic excursions to layout tours. More about this event can be found in the June HB or by contacting Nick Wilson at the address below. At the end of the month a group of members will attend a regional event in central Ohio called Trainfest. Taking place July 30<sup>th</sup> to Aug 1<sup>st</sup> it will feature more than a half dozen live steamers from across the country, and events including a swap-meet, and excursions, it looks to be one of the largest steam events this part of the country has seen in awhile.

Fifteen photos have been entered in the TAMR photo contest, and votes are now being taken. You still have time to log in to [TAMR@yahoogroups.com](mailto:TAMR@yahoogroups.com) check out the entries in the 2004 Hhotbox contest file (under the photo file) and email your letter choices to me at [TAMRHotbox@aol.com](mailto:TAMRHotbox@aol.com). Votes will be excepted till July 9<sup>th</sup>, 2004. Voting is open to all members, regardless of age.

This year will be an election year in the TAMR. All elected positions are up for grabs, theses include: President, VP, Treasurer, and all regional reps. Anyone wanting to run for an elected position or for re-election should send there letter of intent (small essay describing why you want to run, and what you plan to do in office) to me ASAP. I ran this little speech about two month's ago, and so far no one has bothered to submit anything. Let's not waste time, November will be here before you know it, and I'd like to be ready so we can actually hold these elections on time for a change. This group survives on it's voluteers, so do you part, and get a election pitch ready. Hey if I can serve as president (94'-96'), so can you!•

### Convention Director contact info:

Nick Wilson

[Nick@TAMR.org](mailto:Nick@TAMR.org)



# NOT YOUR AVERAGE SPRING BREAK! (PART I)



Text and Photography by Dave Honan

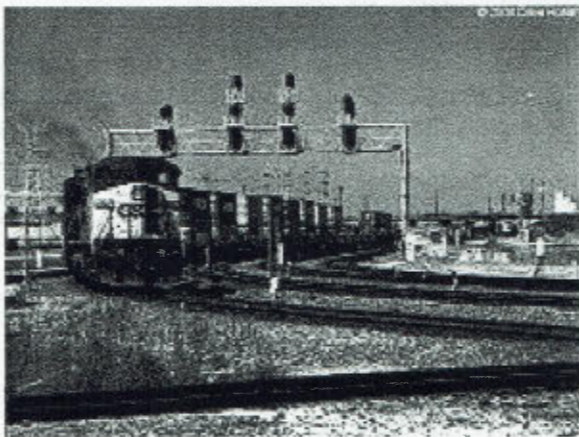
As I'm sure many of you have heard, when spring break rolls around most college students enjoy freeing their minds of the worries and responsibilities of school. Many do this by jetting off to some exotic vacation spot (such as Orlando, San Diego, or Sandusky) and spending their days drinking adult beverages on the beach.

So, like most college students, I decided that I needed to get away from Terrible Hole (okay, so most college students have enough common sense to not go to school here) and have some fun on my spring break. Since none of those exotic vacation spots have much appeal for this particular feller, I chose to do the only rational thing: Railfan road trips!

Yes, plural: A weekend in Chicago followed immediately by a few days of wandering around in the eastern Kentucky coalfields. What better way to spend my spring break than freezing my bum off in the Windy City and getting lost in the boonies of the Big Sandy coal fields?

## SATURDAY, APRIL 03

We started the morning at Brighton Park crossing, but didn't see much. Getting bored, we decided to head over to Hayford, the interlocking at the east end of BRC's gigantic Clearing Yard. A little while after arriving, CSXT 7907 pulled down to the CN diamond as it doubled a cut of cars into the CSXI Bedford Park intermodal facility.



Shortly afterwards, BNSF's M-GALBRC pulled down off the 68<sup>th</sup> Street Wye, through Hayford, and shoved back into Clearing's East Receiving Yard. I was quite excited to capture BNSF 9254 - 8732 on the point; it's not all that often I see a BN SD60 or an ATSF GP60!



With the sun approaching its apex, Matt & I decided to knock off and grab lunch. After an unusually delicious meal at Wendy's we ventured to Blue Island Junction. As a civil engineering student, this was a dream come true for me: A busy railroad junction, a bunch of crossovers and diamonds, and five massive bridges spanning the Calumet Sag Channel! Among the fifteen trains we saw here in a couple hours were this eastbound IHB rack train...



...and Z223-03, a BNSF transfer for CSX's Barr Yard:



We finished off Saturday at Dolton Tower, catching a dozen trains before sunset. The highlight was this "storm-light" view of a westbound IHB rack train, with a pair of CN C44-9Ws following alongside:



A little while later, a short NS transfer job rolled through with high-nose GP50 7090 leading:



## SUNDAY, APRIL 04

We awoke very early on Sunday morning so we could arrive at Pine Junction in Gary, IN, shortly after dawn. Although we succeeded in achieving that goal, continual clouds rolling off Lake Michigan all morning ruined most photo opportunities.

In fact, it would be two hours before I was able to capture a sunlit view of a train: NS 9727 and 8974 rushing eastward past Pine Yard with a long manifest in trail (top-right). Below, a pair of EJE switchers on a transfer job at Pine Yard.



In all, we saw 27 trains in three hours at Pine Junction. However, having had enough of the incessant cloudiness, we decided to return to Dolton Tower to finish out the morning.

An hour after our arrival, NS 34J departed IHB's Blue Island Yard with a neat GP50 - GP38 - SD40-2 consist:

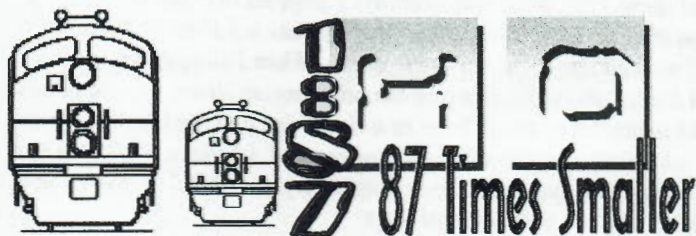


I'll close out Part I with a view of CSX S160 (with UP 4461 & 9310 as the power) rounding the new northeast connection at



Dolton. Next month, we venture to Kentucky and explore the Chesapeake & Ohio's network of rail lines extending into the Big Sandy coalfield.

Until next time, stay safe and enjoy the warm weather!



CONDUCTED BY: JONATHAN SCHOEN

After skipping a month to make room for the *Convention Issue*, your favorite column about HO scale has returned, written by the King of Low Budgets himself. With that title in mind, I will now continue my mini series on budget buying in the HO scale world.

To get started, a few things have happened in the past few months that have altered slightly the theme of my writing. Horizon Hobby Inc. now owns both Athearn and Model Die Casting (MDC), which owns Roundhouse. As a result of the Athearn acquisition, the good old "Blue Box" models are no longer in production. This a great blow to me, my own roster being more than 50% Blue Box locomotives and cars. I fear that there is a similar fate coming to MDC. Both Athearn and MDC produced cheap models that were high in quality. So how do those of us with no jobs and big budgets continue to see our roster grow?

There are several methods. The one I will discuss this month is simply cutting down on what you buy, and making wise choices. Despite what you may think, you don't need to have every single locomotive type in the BNSF roster. Even though just about every locomotive from Executive SD70MACs to Heritage GP60Bs are available. Choose locomotives that will suit what you need. Here's a new concept for you, "Representative Operations". Rep Ops are simply taking a train, and downsizing it to a similar train of a smaller scale. Examples: A fifteen-car grain train in HO scale with two Dash 9s can represent a 100 train with four engines. A 5 coach Santa Fe passenger set with two F7s can represent the much longer San Diegan in reality. You can also use a small train to represent a certain railroad's operation. Example: An SP GP38-2 on your primarily BNSF layout can represent the Southern Pacific/Union Pacific operations in the same area. When you think about it, we use Representative Operations all the time, especially in scenery. A few houses and a church often represent a small town. Six or seven parallel sidings and a few maintenance buildings represent a major yard.



I use this SP GP38-2, along with my GP7, to represent Southern Pacific operations on my HO Mojave Western layout. Jonathan Schoen photo.

A sister to Representative Operations is Suggestive Operations. In this, you don't represent that there is a certain train or operation, you merely suggest it. You make the viewer believe that there is an operation which does not actually exist on your layout. This is an easy way to saving money, but can be very tricky to accomplish. Want to have a logging operation, but don't have the money to buy that Bachmann Spectrum Shay?

Simply create the scenery, and add a two or three inexpensive log cars in a loading or unloading scene.

Doing this the right way will make the viewer believe that there are logging operations on the layout, without ever seeing a single logging engine. And who knows, maybe someday you will get that shay and have a live train running.

The important thing to remember is that you can never model any scene absolutely correct. Curves will always be too tight, locomotives will never look perfect. That's when the modeler can use one of the most valuable tools in the hobby; deception. Stay tuned until next month as I continue this series.●

Contact me at [JonathanHTD@yahoo.com](mailto:JonathanHTD@yahoo.com) or

87 Times Smaller

Erik Romatowski's



Hi everyone, current TAMR Auditor, Erik Romatowski, here. I would like to tell you about a fictional (and hopefully soon to be modeled) railroad of mine called "The New Jersey and Pennsylvania". This railroad was created in 1976 after the formation of Conrail to assume operations of the Lackawanna Cut-off by some of the major customers along that line. The intent was also to take over some lines that were less used or wanted by Conrail, and maybe also buy some other lines if warranted to pump large amounts of revenue into the railroad. Oh, how things have changed since that initial date in 1976. In the early days (not during the initial purchase of lines), the railroad purchased a line to access New York as well as various other small lines or branches. The railroad also built a line from Morristown NJ to Metuchen NJ, where it then connected to a purchased portion of the NEC to New Brunswick NJ (this consists of the NJP's electrified div. From NYC to NB). At New Brunswick, NJP makes a connection to their subsidy called the "Amboy Interconnecting" which is Conrail's former Brown's Yard Division. Also, the NJP has purchased the Trenton Line from CSX to Philly, a line to Wilmington DE, the Atlantic City Line from NJT, and other various branches and industrial tracks from Conrail which have large amounts of business, most predominantly in the New Jersey Terminal area.● Join Erik next month for part two, complete with a route map, and locomotive paint scheme.

AND NOW, A NEW FEATURE!

## THE HURDS Monthly Tips!

By: Andrew Hurd

TIP #1

WITH ANY WOOD KITS YOU MAY HAVE, ESPECIALLY BOXCARS. MAKE THEM STRONGER BY ADDING 1/8" THICK PIECES OF Balsa wood as sub-sides inside the car. They can be spaced apart by blocks across the car. You can get Balsa wood at your local hobby shop.

# TRACKSIDE FANS

BY: JONATHAN SCHOEN

Welcome back to Trackside Fans, the column that gives me one more thing on my to-do list, and, not to mention, gives you something to read. Anyway, this month's column is a continuation of the May Trackside Fans, with the second half of Jacob Klatts ride on Amtrak's *Coast Starlight* (Los Angeles, CA to Seattle, WA). If you remember, Jacob has just been told to get in the engineer's seat on the trip north:

*I stepped over and sat down as [the engineer] stood up from his seat. The controls were clearly marked so it wasn't hard. As we came up to a sign with "W", I pressed the [horn] button twice long, once short, and once long. If I didn't continue blow the horn to the crossing, I had to continue the pattern until the locomotive passed it. Once the grade came up we used the dynamic brakes. This was my first time using them because the other times I had gone up in the head end was on the San Joaquin, which is practically flat. It began to snow so I turned the dial under the window, which turned the windshield wipers on. It was hard for me to keep speed when using the dynamics because the wheels would slip. Once when on a curve I looked back at the magnificent train I was controlling. When I looked back at the speedometer, we had picked up 15mph so I had to apply the brake a little to return it to speed.*

*Around Black Butte, I noticed a flash in the sky. I had heard of it being a phenomenon to see lightning in the sky when it was snowing. I began slowing the train as we began to approach the famous the Cantera Loop. I could see the rear of the train when on the other side of the bridge. I looked up and could see the tracks along the mountain that we had just traveled down. After a few more minutes, the engineer took control because we were coming to Dunsmuir. We glided past the platform and came to a stop near the crossing near the station.*



The Seattle-bound Coast Starlight, seen here departing Simi Valley, is the same train in which Jacob got his cab ride. Note: This was not the particular train he was on. Jonathan Schoen photo

*I thanked the engineer for the ride and stepped down the ladder. I got to the ground and walked down to the sleepers where my dad was helping a passenger on. I asked him if the train was smooth and he said it was pretty good. He told the train to move forward for the coaches. We loaded up the passengers and were on our way. As we left the station, I opened up the window in the vestibule and just felt the breeze. After a while I went up to help my dad's AC and helped him pass out pillows.*

*We got 40 minutes early into SAC, so after we loaded and unloaded baggage I went to the parlor car, grabbed a milk and Danish, and returned to the transition car. I told my dad I was heading up to explore the Dead-Heads.*

*Once in the first horizon I opened up the electrical box with my dad's keys and turned the heater on. Finally, I stepped into the full dome. I searched the car for the electrical box but was too tired so I couldn't find it. I walked up the stairs to the dome. When I stepped up there we had just begun and were crossing the Sacramento River. I looked back down the train. I had never been in a dome car and the last time I was ever in a horizon car was when they were used, I believe, in '93 on the San Joaquin. I enjoyed the scenery until we got to MTZ where we got off because that's where my dad lives.*

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

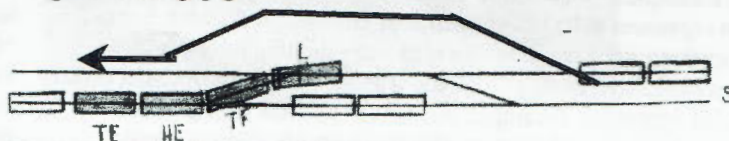
Trackside Fans

## THE PUZZLE LAYOUT

Conducted By: George Baustert

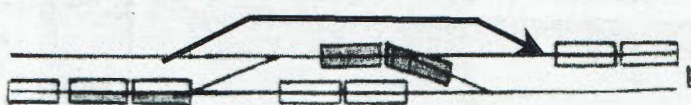
Hi, my name is George & I've been modeling railroads for over 60 years. I'd like to share with you, a small layout (4" x 64"), that is called The Puzzle, because it takes 54 moves to complete the operation, due to the restrictive size of the layout, using 40' cars and an SW switcher. The operation consists of swapping the cars of a four car train, on the main, with four cars spotted on the two stub sidings, at the rear of the layout & ending up with those cars and the loco reassembled into a train that is headed in the opposite direction from the start position. Let's start with last month's final move.

### move no. 5 (From Last Month)



The loco pushes the three cars backwards, into the crossover, stopping just short of coupling with the empty reefer at the left end of the main line tail track. (Move # 5)

### move no. 6



The two outgoing cars are uncoupled from the incoming tank car & the loco pulls it forward to clear the crossover turnout at the left hand center of the runaround. (Move # 6).

### move no. 7



Finally, the loco pushes the full tank car to the end of the industry siding & the car is uncoupled. (Move # 7)

Can you figure out what the next move is? Find out in August! •

# THE PHOTO SPECIAL

Theme: Gone but Not Forgotten

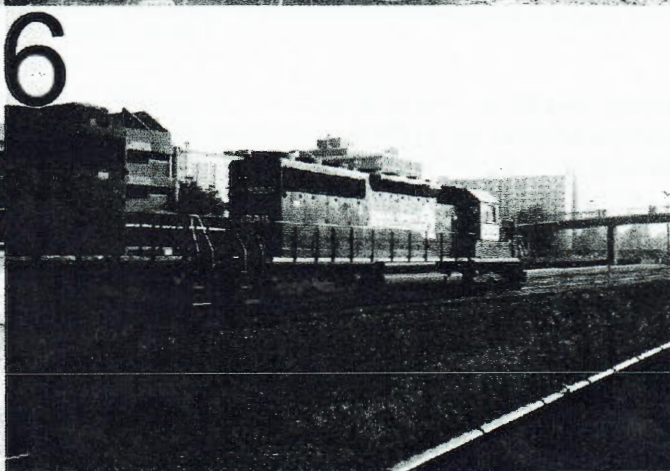
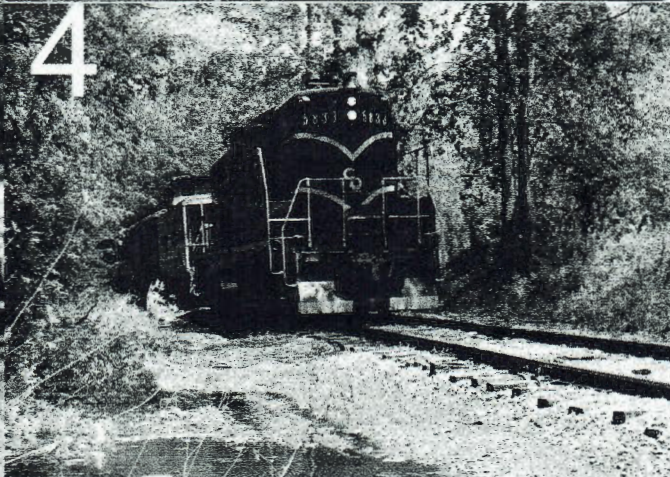
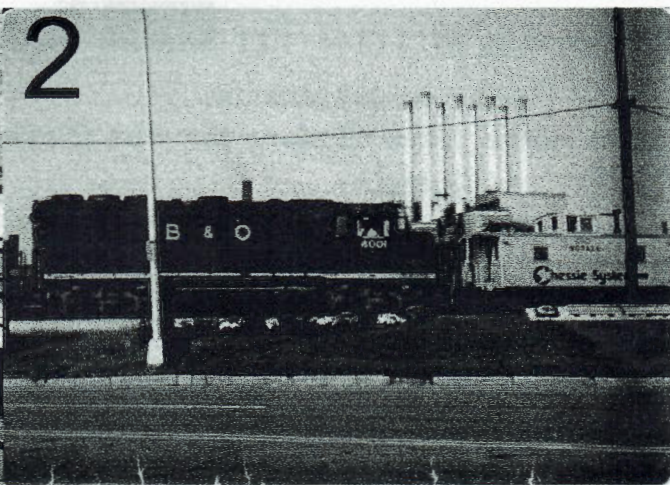
## Credits and Captions:

- 1: Long live the Espee! An SD40R rolls through Colton, CA. Jonathan Schoen
- 2: A B&O GP40 and C&O caboose are spotted in Dearborn, MI. Fred Cenci (David Cenci's Uncle)
- 3: The Transfer 1 train is utilizing an old Soo cab as it departs the St. Paul Pig's Eye yard. Andy Inserra
- 4: An ex-C&O GP7 rolls along on the Hocking Valley Scenic Railroad in Ohio. Chris Burchett
- 5: A pair of Conrail GP38-2s are seen pulling a train. Bill MacDougall (Mark & Austin's dad)
- 6: A Conrail SD40-2 is captured in this beautiful photo by Austin MacDougall.

Thank you to everyone who contributed to this page this month. The Photo Special will now have a monthly theme. Next month's theme will be "Lost Engines". Send me your photos of foreign power, that is, locomotives that are on a train of a railroad that they do not belong to.

Example: An NS loco on a BNSF train. Send all photos and captions to JonathanHTD@yahoo.com or

The Photo Special



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, MUST TAKE DELIVERY OF DEALER STOCK, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTUARANTS IN PLANO, TX SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THIS HOTBOX, PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!

## COMING SOON TO THE HOTBOX :

- TAMR Photo Contest Results.
- Dave Honan takes us along for part 2 of his spring break railfan trip to Chicago, and Kentucky.

## COMING SOON TO THE TAMR:

- Come join the fun at *Trainfest* this July 31st in Dennison, OH. They'll be an informal gathering of TAMR members, and oh yeah, something about a few large steam locos.
- Elections this November, are you running?

