

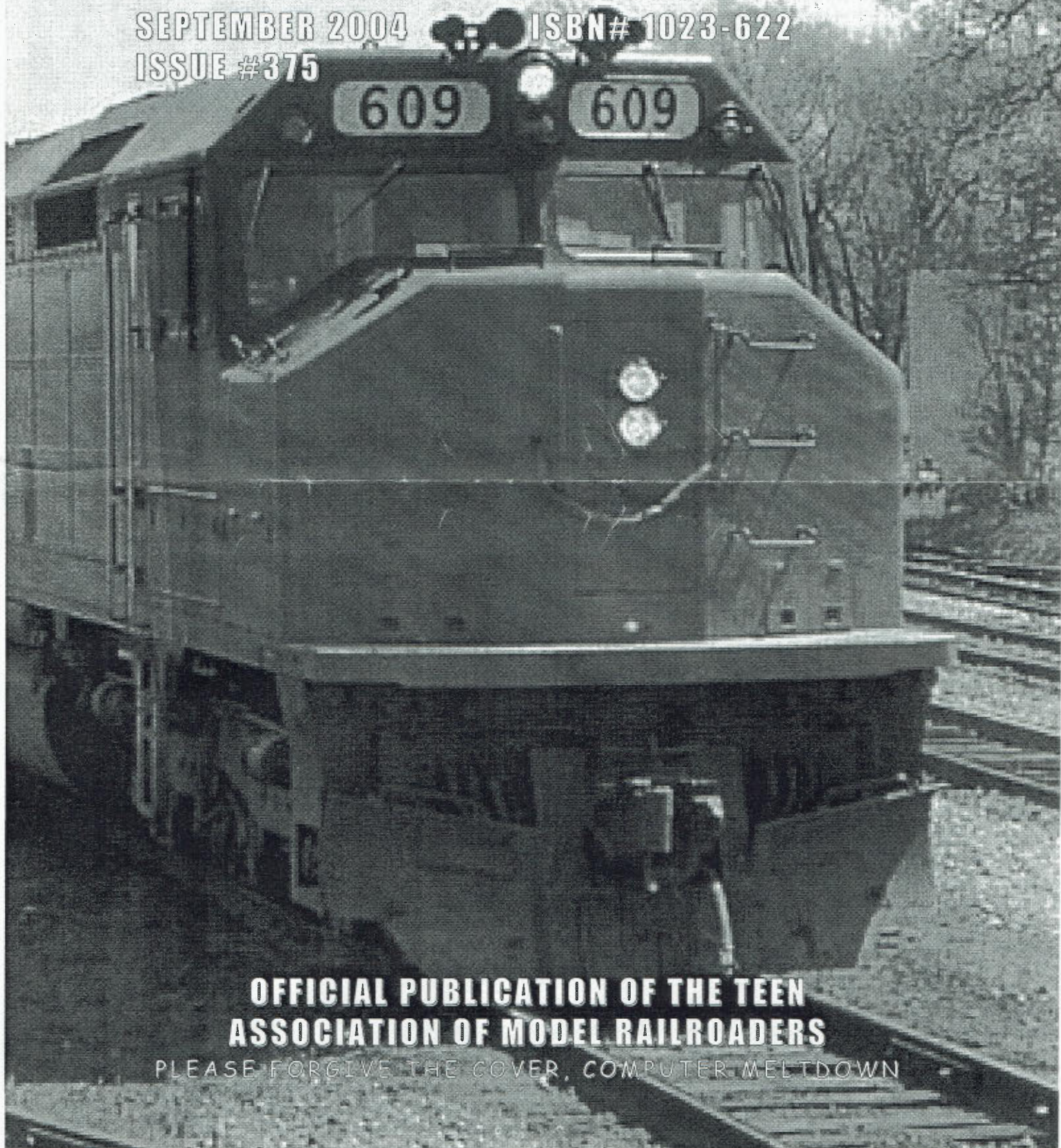
Celebrating forty years!

THE HOTBOX

SEPTEMBER 2004

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ISSUE #375



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

PLEASE FORGIVE THE COVER, COMPUTER MELTDOWN



THE HOTBOX

SEPTEMBER 2004, ISSUE #375

ELECTION/PUBLISHER-PETER MAURATH
CONTRIBUTING CAMPAIGNER-JONATHAN SCHOEN
CONTRIBUTING COLUMNIST-MARK MACDOUGALL
SENIOR ELECTION- PETER MACVANMAURATH II
POLLS DIRECTOR- JOHN ADAMS
PHOTOGRAPHER-ABRAHAM LINCOLN
LIBRARIAN- "KNOWS THAT HER VOICE CAN BE HEARD"

CONTRIBUTIONS

Send your check or vote to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material, and those who wish to run for office. 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. New officers are too

COLUMNS:

Full of great tips on layout improvement? Got a million reasons Schoen is better than Burchett? Start a monthly, or bi-monthly column. Or send an essay about how you'd like to be our new treasurer. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo election you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration, along with any bids for office or votes.

SEND ALL SUBMISSIONS, CAMPAIGN NOTICES 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 online yahoo news group, by contacting:
pivotpin@TAMR.org

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members, who love to vote. 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. Running for office is fun!!!! To join, send your e-mail address and web site URL to pivotpin@tamr.org.

ON THE COVER: Nose of the Grand Trunk Western 4-8-4 #6325. Restored, and operating as part of the Ohio Central RR's steam excursion service during Trainfest 2004, in Dennison, OH. Chris Burchett, photo.



Another month has passed and so far I've got one bid for elected office here. If you're waiting for the last minute, this is it! If you think someone else will do it WRONG! You're all we've got. If you don't think you have the time, think again. I work 40+ hours a week write a monthly column for MRN, maintain a home, and daily obligations to family, friends and church, and despite all that, I still crank this out, ON TIME, every month. So wake-up! This group needs you now, more than ever. That goes for all you out there already in elected positions too. If you would like to keep them, you've got to let me know, by sending in your letter's of intent as well. Come November we're having elections no matter what! If I have to have a ballot full of write in candidates, and Bo the TAMR wonder Dog, gets voted President! So send your essays on why you want to run (or stay) and what you plan to do in office, to me, today!

That aside, I'd like to welcome this recent flurry of new members. We welcome you all to the TAMR, and if you're interested in helping out, see the above paragraph.

Sarah L. Crabill

John Powell

Scale: N

Scale: N

Equipment: Modern Diesel

Benjamin Hawken

Glenn Papp

Layout Name: California
Northern
Scale: HO

Equipment: 1955-1997 Era Diesel

Michael Thomas Boyer

Scale: G & HO
Equipment: Live Steam

Layout Name: Norfolk
Southern
Scale: HO

One final thing, the Hotbox, aside from needing election candidates, also needs cover shots. Any well-composed layout or full scale shots are acceptable and need to be sent to the addresses to the left. •

It's Coming...

THE 2005 WINTER NATIONAL CONVENTION

FEB 4, 5, 6, 2005

It'll be here before you know it! That's right, we've gone national again, as the TAMR will hold it's annual convention around the unbe-cool-lievable Amherst Railway Society train show. Come join us for three days of layouts, clinics, slide-shows, and enough pizza to bury Boston. Meet TAMR member's Peter Maurath, Chris Burchett, and other's. Be a part of the TAMR table at the show (featuring a working layout)! You could even wind-up in the convention video!

Details are still being worked-out, so watch the Hotbox for future announcements concerning lodging, and scheduled events. Contact convention director Newton Vezina for more information at TAMRVideo@aol.com, or Newton Vezina

Running for office is like omigosh, the coolest thing since like spam!

The Hurd's Monthly Tips!

By: Andrew Hurd

TIP #3

FOR PASSENGER CARS, AND ANY CARS WITH WINDOWS, SAVE ANY CLEAR PLASTIC PIECES, SUCH AS THE CLEAR PACKAGING ON A BATTERY BOX. FOR BATHROOM WINDOWS FIND A TINTED PLASTIC. SARAN WRAP OR ANY FLIMSY WRAP WON'T WORK.

TIP #4

WHEN YOU FIRST BUY A BRAND NEW ENGINE AND IT COMES WITH A PARTS LIST, BUY EXTRA SCREWS, LIGHTS, WHEELS, AND OTHER PARTS THAT MIGHT BREAK OFF, SUCH AS STEPS AND LADDERS. I HAVE SOME OLD STEAM ENGINES FROM THE 1950'S THAT I CAN'T GET PARTS FOR.

TIP #5

YOU CAN MAKE FENCING AND TRESTLES OUT OF SMALL STRIPS OF Balsa WOOD.

Did I mention running for office can cure cancer!

If you can read this, you obviously have good eyesight and should consider running for office.

theTOP7

BY: PETER MAURATH

"From the Home Office in Cleveland, OH, it's tonight's Top Seven List..."

TOP SEVEN THINGS TAMR MEMBERS ARE THINKING ABOUT RIGHT NOW. II

#7. IS IT SPELLED CANADIAN PACIFIC, OR CANADIEN PACIFIC?

#6. NAH, I'M SURE NOBODY'S MISSED THAT WHISTLE POST.

#5. NEW KATO, OR LUNCH, NEW KATO OR LUNCH?

#4. WHEN IS OUR EDITOR GOING TO SWITCH TO DECAF, GEEZ!

#3. IT WASN'T LIKE IT WAS A BUSY CROSSING ANYWAY, NAH THEY WON'T MISS IT.

#2. HAPPY WORMS...I DON'T GET IT.

#1. I'M GIVING IN AND JUST CALLING US THE TAMMER.

You know you want to run, do it, do it, do it!

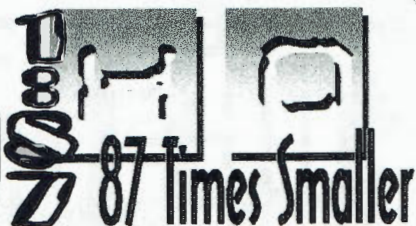


OLD WARBNONET ON THE MOVE NEAR HOFFMAN ST., IN ST. PAUL, MN. ANDY INSERRA PHOTO.

THIS HOTBOX SPONSORED BY:
THE NEWLY MERGED MULTI CONGLOMERATE MODEL
RAILROAD COMPANY:

**Atherhorizoroundhousatla-
bachmanwaltheKato inc.**

Running for office is good, brussel sprouts bad.



Generations

BY: Phillip Capon

Photo's by Tim Vermande

CONDUCTED BY: JONATHAN SCHÖEN

If you don't mind, I am going to assume that most of you modelers reading this use standard DC for your railroad. With Digital Command Control available, we see the great many disadvantages of DC compared to DCC. One of which is that with simple wiring all trains on each layout of track are controlled by one transformer (control). That is compared to DCC, in which you can operate multiple trains on a single stretch of track independently. However there are a few tricks with which modelers using DC can use to increase operating capabilities. One of which is isolating sections of track, and using a switch to control the flow of electricity to those sections. Let me show you how:

Running for office, it's what's for dinner, it's the other white meat too.

The first thing to do is insolate the section of track you want to do isolate (and yes, "insolate" and "isolate" are two different words with two different meanings). The way to do this is to buy insulating rail joiners (you can get these where ever you buy train stuff). Use these to replace the metal rail joiners on both ends (or one end, if isolating a spur) of the section of track. This will prevent electricity from traveling to the section by way of the rails.

Next use a single wire to connect the track which transformer is connected to, to the isolated section. The easiest way to do this is by have a terminal track on both sections. The next thing to do is use one wire to connect the transformer-connected track to an electrical switch. (These are found at a regular hardware store such as Home Depot. I used regular light switches, like those found on walls for rooms. These are very inexpensive and will get the job done.) Then use another wire to connect the switch to the isolated section where you connected the other wire. Then you're done. The isolated section now gets power from the transformer, and can easily be turned off. This is great for "storing" locomotives while running another train.

Run for office or I'll tell everyone about that incident at the pool.

A common way to use this technique is to isolate sidings. Pull a train into the siding, turn off the power to it, and run a train past it. You can also use it to store locomotives as I do. Having a couple of insulated sections of my yard on my layout, I pull a train to the yard, put the main power on a spur for "maintenance" and turn off the power to that track. I then switch the power on for the spur on which another loco is stored, and use that locomotive to distribute cars to the spurs in the yard (the yard is only large enough to have spurs). Whatever you want to do, using this simple method can make your DC layout much more enjoyable. ●

Send all questions and comments regarding *87 Times Smaller* or HO scale to JonathanHTD@yahoo.com or

87 Times Smaller

You hear a lot of talk about first generation diesels, second generation diesels, third generation diesels, and even fourth generation diesels. You are probably wondering, "what are all these generations?", and, "what's the difference between them?" While doing a recent school research project on EMD [stands for Electro-Motive-Division of General Motors-ed.] locomotives (school's not always boring) I had the chance to find out about these generations.

Don't make me beg, just pleaseeeeee run for office, pretty pretty please!

The thing that distinguishes the generations from each other is that the base engine models used on all locomotives made during the

generation are different. For example: in the first generation the base engine was the model 567. On EMD engines the model number refers to the amount of air displaced (in cubic inches) during the compression stroke of the engine [when the piston is moving upwards towards the top of the cylinder



1ST GENERATION GP7'S

chamber-ed.] All first generation engines have one version of the 567 prime mover or another, such as 12-567A, B, or C, or the 16-567 A,B, so on (the 12 or 16 refers to the number of pistons).

The first generation started back in the 1930's with the Burlington Zepher trainset and ended in 1963 with the model GP35. It is a bit hard to tell that the GP35 is a first generation engine because it looks just like the sharp edged engines of the second generation, but because of it's 16-567D3A prime mover (the final upgrading of the 567) it is definitely a first generation locomotive.



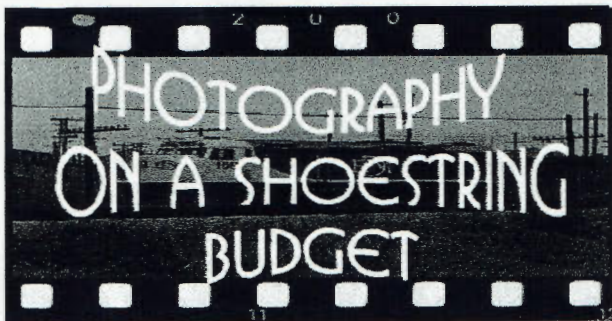
2ND GENERATION F40C

The second generation started in 1966 with the introduction of the model SD40 that had a new 16-645E3 prime mover, which was the first of the 645 series engines. The last second generation engine was the SD50 a transitional locomotive made

to bridge the gap between the end of SD40-2 production and the start of SD60 (first third generation locomotive) production. In the 1970's EMD introduced the Dash 2 line of locomotives with newer electronic control systems replacing the maze of switches and relays that controlled earlier models.

Either run for office or I'll put you in dentention for a week, and don't think I can't do it!

The SD60 started the third generation in 1985 with the new 16-710G prime mover. The third generation encompasses much of the heavy road power we see today on the rails, but only had one GP, the GP60, and no switchers. Lastly the fourth generation has the 16V265H prime mover which was designed at 6000 hp, but was rejected by the railroads as too powerful. Rumor has it EMD is working on a 4500 hp version of that same prime mover, but could not find any information to verify. If you know more about this please write about it. That's how EMD diesel locomotives divide into four generations, greatly simplifying their classification according to time period. ●



CONDUCTED BY: TIM VERMANDE

The Selling of Photographic Media

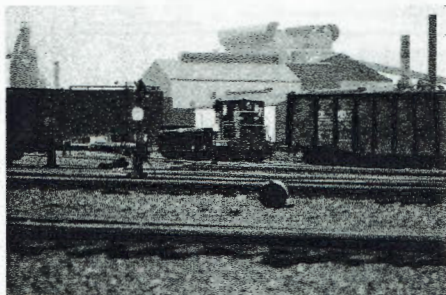
Digital camera producers, eager to make all the sales they can before introducing the next generation of equipment (which, of course, they will insist you will also have to purchase), would like you to think that buying a digital camera somehow opens up grand new vistas. That's great for the advertising industry (agencies, writers, publishers, and places that sell ad space like magazines and television), but is it real?

Model railroading is fun?...bah, running for office, now that's fun!

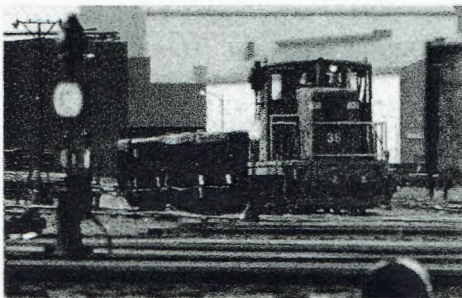
To take a photograph is to capture an image, hopefully one that you have given some thought to. It also means, from the word's Greek roots, to write (or record) with light. Therefore, it has always seemed to me that the choice of film or digital is more a matter of the recording medium than any basic difference in what one is doing.

The real difference, it seems to me, is that digital cameras make some tasks easier--and that they also make some tasks more difficult. But using either film or digital does not substantively change what you're doing. Thinking ahead about what you see in the finder (known to photographers as "previsualization") is still fundamental to getting a good photograph.

That aside, there are some differences to consider. First, keep in mind that a 35mm slide or negative can be scanned to a resolution unheard



of in direct digital photography. If you need big pictures, or like to crop, be careful. As an example, here is a slide I scanned (on the left), and then a scan of the very center of that slide (below). If this had been a digital original, this would not be possible.



One thing you'll often hear about digital is that "taking pictures is free." That's true enough, if you don't want prints, but it overlooks the cost of storing your pictures (you do want to look at them later, don't you?). And yes, there is a

constant, ongoing cost for film. One of the reasons that video swept away amateur movie film was the cost.

Oh yeah, running for office is good for the lower intestines

Two hours of video would cost you \$4 for a tape. Two hours of movies would be 40 rolls of movie film at \$15-20 each by the time you had it processed. 35mm isn't quite so bad: you can still get a roll for \$2 in multiple packs, and have it developed for anywhere from another \$2 to \$10. But the cost can limit experimentation, and you have to wait until it's developed to find out how you did, and you can have processing problems.

I am the voice in your head telling you to run for office, and oh yeah, I think we need to talk about your choice of deodorants.

Or let's say you're taking a trip; you'll be taking more pictures than usual and for a long time. If you're using film, you could buy more than you need right away--it's good for a year or so at least. If you run out, it's available nearly everywhere. What about your digital camera? If the card is full, you buy a new card, which sort of bashes that "free pictures" idea. Or you can lug a computer around. However, there's an emerging business: the digital download center, which will burn a CD directly from your memory card. When there are enough of these around to rely on them, they promise to make digital photography on the road much easier.

That's it for now. This column will continue to update you on developments, film and digital. Your questions provide a lot of the material, so feel free to contact me at the address below. •

Tim Vermande

pivotpin@tamr.org

AND NOW FROM OUR STUDIOS IN PENN CENTER PLAZA, THIS IS...

HOTBOX NEWS

WHEN NEWS BREAKS, WE FIX IT!

AN IMPORTANT ANNOUNCEMENT FROM REPRESENTATIVES OF THE GREAT AMERICAN TRAIN SHOWS (GATS). THIS APPLIES ONLY TO VALID TAMR MEMBERS.

You never know, being president of the TAMR could one day land you in the white house, wouldn't that just rock! YOU CAN GET A FREE TABLE AS LONG AS IT'S JUST FOR FLYERS OR INFORMATION, NON-SELLING. YOU CAN SIGN UP ON LINE AT: WWW.GREATAMERICANTRAINSHOW.COM. GO TO THE EXHIBITOR AREA AND CLICK ON LAYOUT SIGN UP. WE HAVE HISTORICAL SOCIETY'S, MUSEUMS, NON-SELLING GROUPS, SIGN UP IN THE LAYOUT SECTION. YOU JUST NEED TO MARK 1 TABLE AND HOW MANY PASSES YOU NEED.

IF YOU JUST WANT TO GO TO A SHOW JUST LET US KNOW IN ADVANCE HOW MANY PASSES, AND WHICH SHOW. WE CAN EITHER SEND YOU PASSES, OR ALERT THE SHOW MANAGER THAT YOU ARE COMING AND HOW MANY TO EXPECT. JUST EMAIL ME AT: KATHY@GATS.COM.

THANKS
KATHY

TRACKSIDE FANS

BY JONATHAN SCHOEN

was sure this column was gone. I thought it was a failure. Then member Andrew Hurd sent me this story. It will be published in two parts, as was Jacob Klatt's *Coast Starlight* story.

Running for office is the key to living well.

It was Saturday July 24, 2004, and my dad and I got up at 5:00am for the Cheyenne Frontier Days train. The locomotive was Union Pacific's 4-6-6-4 Challenger steam engine no. 3985. My dad and I got dressed and my mom, with my dog, drove my dad and I to Denver's Union Station. When we arrived it was 5:45am and we thought we were going to be the first people there. However, tons of people were there. Almost every one was up in cowboy uniforms, not train shirts. One lady was dressed in a real Texan cowgirl uniform, with a huge necklace with the name "Texas" in it. It was going to be 60 degrees that day so everyone had a jacket and jeans.

We walked down further to where you can catch the ski train below the trains. A conductor at 6:00am opened the doors to the platform

and checked people for tickets. I felt sad for this one family that was trying to get through, but you had to have a ticket. The dad, mom and two sons, ages about 7 and 10, had to walk out of the station and find a place on the road to watch. My dad and I for some reason were walking pretty fast, even though we had about

an hour before the train departed. When we finally got up to the engine, steam as whistling like crazy out of it, we went and touched the engine and two tenders, one with a centipede wheel arrangement, and the other with a regular one.

On the way to our car we touched the ski train and the Union Pacific diesel for backup power. There were two steam generators for power. The train was 16 cars long. We got to our car and ate our breakfast. There were only 20 people that came for the train ride that we saw. Everyone else came for the rodeo. The train started and we did not feel a thing. We went through a couple of switching yards. There were tons of people on the side of the rode taking pictures of this train. There were also people on the highway following the train with their camcorders cameras. We think there were a thousand people out watching the train. After two and a half hours of riding the train we got to Cheyenne's station.

Did I mention that running for office can also alleviate corns.

Stay tuned until next week to read the second half of Andrew's story, where he writes of the rodeo and the trip home. Until then, send all submissions for *Trackside Fans* to

JonathanHTD@yahoo.com

or:

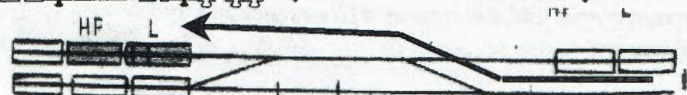
Trackside Fans

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.

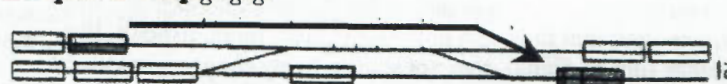
move no. 11 (From Last Month)



Finally, the loco pushes the hopper onto the industry siding & it is coupled to the full tank car that is already being unloaded. (Move # 11).

You'll enjoy running for office, it's a lot like skydiving, just without the jumping out of a plane from a great height part.

move no. 12



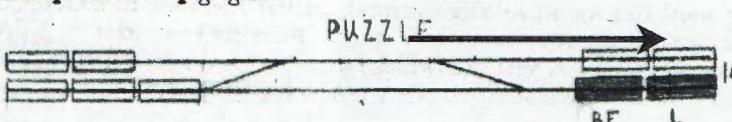
The loco moves forward, through the crossover to the main & stops clear of the turnout at the right end of the crossover. (move # 12).

move no. 13



The loco backs up & couples onto the empty box car. (Move # 13).

move no. 14



The loco moves forward with the empty box car (BE) to clear the right hand crossover turnout. (Move # 14).

move no. 15



The loco backs up with the empty box car (BE) & spots it on the left hand industrial stub siding, clear of the left hand crossover turnout. (Move # 15).

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

THE

PHOTO SPECIAL

Created by Jonathan Schoen

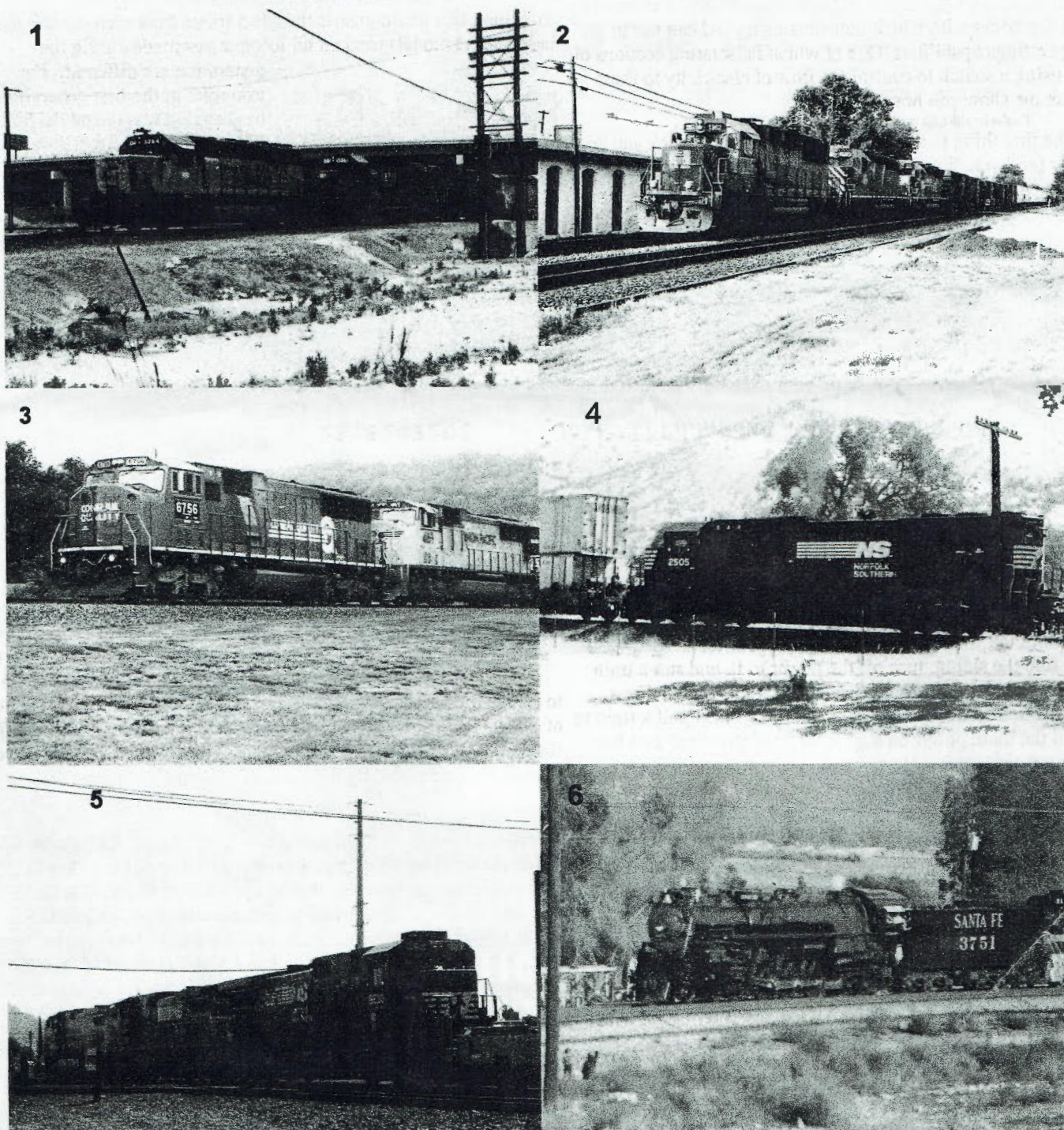
Theme: Lost Engines

Foreign Power

This month I managed to find enough photos to make this page on foreign power. Using old photos from my dad and Jerry Flassechoen (sorry for not asking, Jerry, I was desperate), I think you will enjoy the variety in subject, as well as the fact that all photos were taken by different people. Next month's theme is "Old Veterans". Send me photos of old power. That means, power that had been around for quite a long time by the time the photo was taken. Note: An SD45 in an 1985 photo is NOT considered old. Send all submissions to the addresses found under 87 Times Smaller and Trackside Fans.

Photo Credits and Captions

- 1) Walter Schoen: In the days before UP bought Southern Pacific, a snoot nose SD40-2 leads a Norfolk & Western SD40-2 and an SP SD45T-2 on a UP train through Colton, CA.
- 2) Austin MacDougall: Clearly a lost engine, an ex-Colton Belt (now UP) GP40 leads an NS freight through Macungie Park, PA.
- 3) Collin Rienhart: An ex-Conrail SD60 leads a UP SD70M with an NS freight through somewhere in Pennsylvania.
- 4) Kyle Flassechoen: A Norfolk Southern SD70 is on a BNSF intermodel that is about to negotiate the Tehachapi Loop.
- 5) Jonathan Schoen: NS power is the most common foreign power in Southern California. An NS CA4-TW and CA0-1 are on this BNSF train in Colton, CA.
- 6) Jerry Flassechoen: Maybe this isn't "foreign" power, but it certainly is rare. ex-ATSF 4-B-4 #3751 leads a special through Devore, CA, in February of 1991.



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. HOLDING YEARLY ELECTIONS FOR OUR FINE, FINE OFFICERS, AND OUTSTANDING MEMBERS

MEMBERSHIP TO THE TAMR INCLUDES AN ELEVEN MONTH SUBSCRIPTION TO THE HOTBOX, THE ANNUAL DIRECTORY OF MEMBERS, QUARTERLY REGIONAL NEWSLETTERS AND AN ELECTION TO PARTICIPATE IN ALL TAMR EVENTS. THE AVAILABLE MEMBERSHIP CATERGORIES 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 BETHESDA, MD 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 :

- We root around in the Hotbox vault, and dig out a few gems.
- TAMR History Part II.

COMING SOON TO THE TAMR:

- February will be here before you know it, join the party in West Springfield, MA for the Winter National Convention, Feb. 4-6.
- Elections this November, are you running?

