

THE HOTBOX



FEBRUARY 2005

ISSUE #340

THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS

A Peter Maurath / Jonathan Schoen Production



The Hotbox

February 2005, Issue #380

Editor -Peter Maurath

Publisher-Jonathan Schoen

Contributing Columnist -Mark MacDougall

Senior Editor- Peter McRath II

ArtDirector- Norman Rocksick

Photographer- Frank "F-stop" Arnell

Librarian- "Didn't send me a valentine"

Contributions

Send your check 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. New officers are too

Columns:

Full of great tips on layout improvement? Got a million reasons EMD is better than Alco? 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

Keep watching the medicine cabinets!!!!

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. 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.

On the cover: The approach signal at Richmondale, OH, on the Great Miami Ry, back in April, 03'. Chris Burchett, photo.
Temporary cover design by Jonathan Schoen.

[I apologize for the mailing delay. Due to delays in the transfer of the treasurer's office from Nick to myself, Hotbox production was halted till bills could be paid-again!]

FORM 19

Hello all, and welcome to the second issue of 05'! You've probably noticed a few changes around here since last we spoke. Shortly before I was to begin production of this issue, my computer printer self-destructed. Normally the only inconvenience would be having to go out and buy another one. Only this computer is a bit grey around the temples, so no printers sold today are compatible with this old coot. Until I can afford to replace it, or find another old printer we go to plan "B". I will continue to edit and assemble the Hotbox's from here, and then email the master to Jonathan Schoen, our newly elected prez, who will then publish and mail them. This set-up will continue for however long it is necessary, but hopefully not through the end of the year, and if we do this right, you probably will forget it's even happening. I'm going to keep it short this month to allow room for all the new member's we need to welcome. P.S. article files are looking empty again, submissions are needed. ●

Nicholas Anshant

Membership Type: Regular

Scale: HO

Equipment: modern

Joe Wiecek

Membership Type: Regular

Scale: O

Equipment: Modern era Diesel

Austin Mace

Ben Neal

John Rehus

A Fond Farewell...

A departing President says goodbye...sort-of.

By: Chris Burchett

After six years of being an active officer in the group, I decided it was timeto pass on the torch to the "younger" leaders. For those who may not know, I started getting really involved in the TAMR as a write-in candidatefor Central Region Representative not more than two months after I became a member in late October 1998.

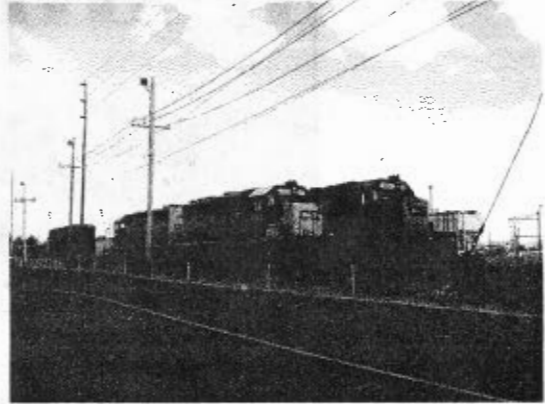
Following a successful two-yearterm as regional representative, I moved on to the office of president in 2001. That same year, I also hosted the national convention in my homestate of Ohio. DVD's of the convention are available, by the way.

What some have called a first in many years, my two terms as president weren't exactly as successful as I would have hoped, as there were two failed attempts at national conventions during my four years. Additionally, a barely-stable membership count of near ninety people would take two steps forward and three steps back. The good things that did come out of my time as president was a return to a stable and on-time Hotbox (thanks to Peter Maurath and Chuck Zehner), two new regional representatives that took a much more serious view of their duties, and alliances in various forms with organizations such as Model Railroad News and others.

Now my article here is not to bore you with a history of what I did or did not do, but rather what is about to come. With a fresh Board of Directors and a capable leader in the form of Jonathan Schoen, I have no doubts whatsoever that the best years of the TAMR have not yet been seen. This enthusiastic group will be setting the organization's future course, good or bad. Admittedly, while my presidency was more mediocre than anything, Jonathan's administration shows the signs of being on top of things, more involved, and forward-thinking. I'm not making these comments just to make them feel good, but because I have seen ripples on the surface of something great within this new Board. And while nothing is perfect or without troubles, what makes a leader is how those troubles and imperfections are handled. These fellows can't do the work alone, though--they will need your help! Spread the word about TAMR, ask them how you can help, and/or submit an article or photograph to your national and regional publications. You'll never realize just what this organization means until you get involved in some way, shape, or form. I never would have met the great people I have if I wouldn't have gotten involved beyond being just a member. Not there is anything wrong with that, but what I'm saying is that the organization will have much more deeper meaning to you by doing something for it--even if its just submitting a photograph or two.

I don't plan on leaving the group any time soon, hoping to help the TAMR in other areas when needed. If nothing more, I'm looking forward to thegreat things that will be coming from this new group of leaders. Thanks for the great opportunities by letting me be a part

of this greatorganization, and God's blessings and provisions be on this new Board of Directors. The best is yet to come!●



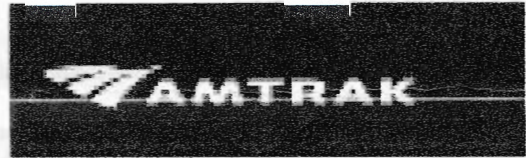
Power is seen side by side in Lansdale, PA. Photo by Austin MacDougall

The Hurd's Monthly Tip

By: Andrew Hurd

Tip #14

If you ever buy an old locomotive from the 1960's, take it apart and clean it! It doesn't hurt to clean your locomotives every so often either!



WASHINGTON (Reuters) - "The Bush administration has no plan for Amtrak other than bankruptcy", the national passenger railroad's president told employees Monday after the White House proposed no operating subsidy in its 2006 budget.

For the full story check out:

<http://www.reuters.com/newsArticle.jhtml?type=topNews&storyID=7563417>

Death by a thousand cuts and one big one - a quick call/note to the folks in DC can help keep Amtrak on track (bad pun not intended, really) Contact you congressman/woman today.

Thanks to Andy Inserra for providing this info.

POSSAB



Conducted By: Tim Vermande

Every few years, we see a return to "old" ways. Stereos and cameras are chrome for a while, then black becomes, we are told, the "fashionable" thing. And just about the time you're ready to expand, it seems that the preferred colors turn back!--so much for matching everything.

In photography, there's a cycle beyond the color of cameras: printing in color or in black-and-white (greyscale or "b&w"). In the fabled "old days" the surest way to spark an argument among photographers was not to ask about prints vs. slides, but color vs. b&w. Even with technological changes, it's still a valid topic of discussion--even when using digital cameras.

Black-and-white was the original photographic format. When color appeared, it was a technological revolution, and many people used color just because it was new. Yet b&w endured. Many of the old arguments for black and white are now of little importance: it could be done cheaply and easily at home, and offered an opportunity to manipulate the image that color did not. Black and white film, paper, and other materials are now at least as costly as color, if not more so. Digital processing provides an opportunity to preview all the trial-and-error adjustments that used to take an enlarger and resulted in a pile of "not quite good enough" prints.

So why is b&w still around, and even the "in" thing again? For one thing, read the fine print on a box of color film or ink. You'll see a notice along the lines of "color dyes may change with time and no warranty is given against such changes." This is one advantage of black and white: the negatives and prints, when carefully finished, will last much longer. This is the case even with printer output: black ink is much more stable than any color ink.

Another, and probably far more important reason, is art. Color grabs attention. It's realistic, but that can be a problem: to hold our attention, it has to be different. Black-and-white is more subtle, making you look at composition and light. There's always something to ponder.

It's also easier than ever, thanks to technology. You can try any digital photo as b&w with about any imaging program by converting to greyscale or removing all of the color

saturation. Film can be scanned or printed on b&w paper.

I encourage you: don't look on b&w as an inferior relative. Give it some thought and its own place, so you can expand your photographic horizons.●

POASSB is an occasional column, appearing when something grabs my attention. Questions, photos, suggestions and column assistants are welcome. Contact me at pivotpin@tamr.org for more information.

The Keystone Report



By: Mark and Austin MacDougall

Friday, August 6th, 2004. On our way to Harrisburg, we saw a BNSF Heritage 2 C44-9W (east of Mifflin, PA) and a Heritage 1 C44-9W (Harrisburg). We arrived in Lancaster at 1:30, and we took a side trip to the Strasburg Railroad. There, we got pictures of 2-10-0 #90 and 2-6-0 #89. Then we went home, a two hour long car ride.

As a side note, on November 1st, 2004, the Pennsylvanian joined the ranks of the Desert Wind, Pioneer, and all of the other trains cut by Amtrak within the last decade. The Three Rivers survives for now, but is to be cut in March. The TR will probably be replaced with another train from New York to Pittsburgh, with a schedule designed to be compatible with the Capitol Limited.

After we went to Gallitzin, we went to Horseshoe Curve. There we saw about 20 trains, including Amtrak's westbound Pennsylvanian, An intermodal with a sliding wheel (which was caught by the detector 2 miles east of the Curve), and a 98 car intermodal with a single SD70M, no helpers. One of the funniest moments of the trip was when we photographed an NS freight head west with only cloudy skies, then as we walked around, we were soaked by a sudden downpour (we had about a 2 second warning). However, we still photographed the trains (This was accomplished by us running at full speed to our photo angle, snapping a picture, and running back to the enclosed area of the park)

After the rain stopped, we saw Roadrailer 262 race an intermodal down the hill. The 262 had a fresh Horsehead Dash 8 as it's sole power. We also saw another intermodal with it's helper set behind the lead locomotive. We then went to Altoona again because the sun was getting low. After a one or two hour break, we went back out to the Amtrak station to photograph some more trains. We saw about 5 trains before the thermometer plunged below 45 degrees (It was cold throughout the whole trip).

Next morning, Saturday, August 7th, 2004, we woke up at about 7:30AM and headed to the Altoona station. We planned to arrive in Altoona at about 8:30 and railfan till about 9:00 (we had to allow some time to drop off our rental car, which took almost an hour). We got to Altoona at about 8:30 and spent a half hour in Altoona, photographing only one train, a helper set, with SD40-2s 3373 and 3374. We got on the Pennsylvanian at about 9:35 (almost on time). Behind the lead P42 was Ohio Central business car Sugar Creek, wearing a PRR-style paint scheme (when we got to Harrisburg, we did get pictures of this car. ●

I want to give a special Thank You to Mark And Austin for a recent financial contribution to the TAMR. You two continue to impress myself and others with your dedication, and hard work. Thank you!



"A Ride on the Tygart Valley Local" PART III

[author's note: Please use some semblance of an imagination with this article, as many times within there are references to real-life experiences, etc. The "ride" actually took place during the September 15, 2004, operating session on Ltn Young's HO-scale layout.]

The dispatcher gave us additions to our order, which was the following: "Line Four, Extra N&W 4155 South meet Extra 7433 North at Pipe Falls. Extra 7433 North holds Pipe Falls No. One. Line Five, Extra N&W 4155 South meet Extra 4821 North at Burdette Creek. Extra 4821 North holds Burdette Creek No. One." After giving the okay on the read-back, we started pulling.

Upon reaching Couch, we learned from the 5713 that there were three cars for us, while we only had one to leave for him. We made our switch, performed our fourth air brake inspection, and we were underway once again. But we weren't moving for long, as we caught another red board at Couch. The conductor radioed the dispatcher and inquired as to why we had been snagged again. The response was an inquiry of whether or not we had indeed received Line Four and Line Five additions to our order. The conductor said that we had, to which the dispatcher then gave us a green, and let us proceed on south.

The helper set that had assisted 350 to Pipe Falls was already waiting for us at Burdette Creek, so we had nothing

to wait for there. The crew gave us a good roll-by inspection, to which was added "have a safe trip, fellas."

The trip back to Slaty Fork was rather relaxing, even though the ride was slightly rough. Our cab wasn't the smoothest, but the conductor said it was better than most since it was only nine years old and built by an outside builder. A majority of the G&G cabooses at the time were well over twenty years old, if not older, and built at the home shops.

Even so, I thoroughly enjoyed the trip, watching the countryside roll by at thirty-five miles-per-hour from the rear platform. Some of the trackage was welded, while other sections were still jointed rail, holdovers from years gone by.

The meet at Pipe Falls was rather quick, as the 7433 was already there waiting for us, switches all aligned for our movement. For once, the Tygart Valley Local looked like a hot manifest the way the meets were rolling. By the time our cab passed the 7433's cab, the rain had begun to fall. The skies had been looking suspect since dinnertime, but the heavy clouds didn't start to develop until 3:30 P.M. or so.

Descending down the hill past the defect detector once more, we again received the message "no defects." No other trains were to be passed, so it was a rather quiet ride from Pipe Falls into Slaty Fork. As we passed Weaver Creek, the engineer called the Slaty Fork yardmaster for permission into the yard. "Bring 'em on in, down Number Five. Cut your power off, run down the Thoroughfare [Track], and back the power onto the pad," was the reply from the yardmaster. Passing JD Cabin, we slowed to fifteen miles-per-hour and rolled on into Number Five yard track. The crew was marked off at 8:32 P.M. In another ten to twelve hours or so, they'd no doubt be right back at it again. I rode on with the rear-end crew in the taxi to the yard office, thanked the entire crew for putting up with me as they worked, and headed on home, listening to Men at Work tunes.

A lot has changed since my ride on the Grafton & Greenbrier. The engineer and conductor on that run have been since retired, while the brakemen are still out there, both promoted to conductor. The caboose is still in service, but only as shoving platform on the mine shifters. All of the first generation power no longer roams the system, replaced by more modern SD60's, SD70's, and C40-8W's. The one constant that has remained is the train order system, as the railroad has dragged its feet on updating the line with CTC control. Even so, I still enjoy going trackside and watching the railroad change with the times—history in the making—all the while enjoying railroading past that still lingers today. ●



January-February-March 2005

Both Burlington Northern Santa Fe and Union Pacific have ordered ES44AC's, the exact number of units is unknown, but is estimated to be around 300 each.

Electro-Motive has unveiled it's SD70M-2 model. EMD says that 3 4,300 16-710G3C-T2-equipped horsepower SD70M-2's can replace 4 SD40-2's.

Montana Rail Link has ordered 16 SD70ACe's (GASP!), these will replace some of the MRL's second generation EMD's.

Norfolk Southern currently in ordering 65 C40-9W's and 25 SD70M's. NS also has 52 units in it's 2005 locomotive spending plan, it is unknown what type of units these will be, but they will probably be ES40DC's or SD70M-2's.

Union Pacific has ordered 115 SD70ACe's, numbers 8309-8423.

Send all corrections and news concerning locomotive orders and retirements on North American railroads to:

Austin MacDougall

Or email them to mac61@rcn.com



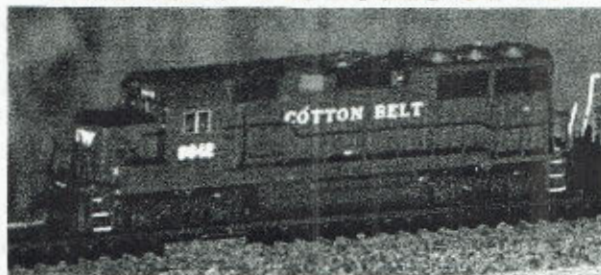
CN5932 is an SD40-2, seen under the Blue Water Bridge in Port Huron, MI, July 2004. This is known as the paper run, as the track continues a short distance beyond the train and ends in a paper mill. Photo Charles Warcinski.

This month's Hotbox sponsored by:

Onion Pacific

'We're building America, one deep fried ring at a time'

Life Like's N Scale GP60



Life-Like made a very nice model combining pulling power with excellent detail, I'm sure these will find a home on any layout with high speed intermodals and freights.

The GP60 is available in the following railroads; ATSF, BNSF (ATSF Patch), Rio Grande, EMD Demo, NS, Cotton Belt, SP (Speed Lettering), UP and UP with Wings (there are two numbers per paint scheme). There's also an undecorated version. The engine is very smooth running and ran very well. When Life-Like announced an N scale GP60 as part of their Proto 2000 Series, I knew I had to pick one up. Because I'm an SP/SSW fan, I chose SSW #9642. Below is a review of the locomotive, but first, here's some information on the prototype.

The Prototype

In 1985, EMD introduced the GP60 as a four axle alternative to the SD60. The GP60's were built for high-speed intermodal service and had 300 more horsepower than the GP50. Railroads purchasing the GP60 included Santa Fe (who ordered 50 units), Rio Grande (3 units) Norfolk Southern (50), St. Louis & Western (95), and Southern Pacific (100). Texas-Mexican and Savannah River (A nuclear power plant) each ordered 1 unit. Also, 3 EMD demonstrators were built (featuring an SP-style light package). Today, GP60 owners are Union Pacific (ex-SP, DRGW, and SSW), BNSF (ex-ATSF), Vermont Railway (ex-Tex-mex), CSX (ex-EMD) and Norfolk Southern (I think Savannah River still has their GP60 too).

Model Quality

The model is very well detailed, however, some railroad specific features are left out, (For instance, my SSW unit lacks an air conditioning unit) but the SP, SSW, and Rio Grande units have the blower duct shield found on the real units. These engines look at little low compared to Atlas engines. The handrails are very thin for N scale and look just like the prototype. Unfortunately, The trucks lack the snubber over the bearing cap that's on all GP60's.

Painting Quality

The engine is very neatly painted with crisp lettering and very accurate paint shades. All lettering (including labels) and numbering are in the same location as the prototype. The handrails, however, are one color and the handrail ends are gray instead of white.

Performance

The locomotive runs very well, and can single-handedly pull 18 cars on my layout (which has some steep grades and sharp curves). I'm guessing it can pull around 25 to 30 cars on my layout, but I'm not sure (We only have 18 cars at this time). The engine is very smooth running and ran very well with my Atlas GP38.

A Note from Jonathan Schoen

Due to the fact that Peter's *Hotbox* had to go through extensive reformatting on my end, various features of the *Hotbox* look different. However, all normal columns and articles are here in full. Once Peter gets a new computer and printer, everything should be back to normal. Thank you for your patience and understanding.

A forum for member's



o here's a new thread, the subject of eating on the road during railfan trips. I'm sure we've all had some interesting experiences. Here are a few of mine from the road, I'm sure there are some other stories out there about this very integral part of railfan road trips!

know on a lot of trips I've gone on that gas station food has been the staple of my road trip diet. This is mostly because everywhere I fan usually doesn't have any fast food joints (or even gas stations sometimes). In the upper Great Plains here we have Picadilly's and Hot Stuff Pizza, which is about the top gas station cuisine we can get up here. On the other end of the spectrum we have the Roller Dogs and Pugsley Sandwiches. Of course every gas station has the roller dog, those hot dogs that have been rolling back and forth on that machine for the past 30 years. Then there's the Pugsley sandwich, which is a frozen sandwich that you heat up in the gas station community microwave. Now, I had one of these once and got really sick, so I have to go with the roller dog every time. My friend Andy Cummings, though, can take down a Pugsley's just like that (would you even eat a sandwich called "Pugsley"?).

Probably the worst fast food joint I've ever eaten, though more popular in some areas, is White Castle. Sure, I thought those little hamburgers were neat, until a few hours later. I trust that at least some of you know what I mean. Can I just say fast-food Ex-Lax?

During winter when it gets dark at 4:30, so that at least provides some time to sit down somewhere. One place (that's actually good!) that we frequent on trips to the DMIR in Minnesota's Iron Range is the Sawmill at Virginia, MN, right behind the Duluth, Winnipeg & Pacific (CN) yard. The food's expensive but good, and let's just say the scenery inside is pretty nice too.

One of the legendary choke & pukes that I've eaten at was Scotty's (more affectionately known as "Snotty's") in Aberdeen, SD. Me, Andy, Nick Olek, and our friend Gerald Gould ate there a few years ago, and I don't think Snotty's ever forgot us. I'm pretty sure we offended the clientele with some jokes we were exchanging. It's also the only place I know of (besides truck stops) where you can still get chicken gizzards. Gerald took the opportunity to eat these. Snotty's also gave Andy a coupon for free chicken because it took over an hour to get his food. That coupon is yet to be redeemed.

So that's some of the food experiences for food from the road. What's yours?
Lewis Abeildinger, Kensal, ND

Next month we'll publish a few responses. Want to add your own railfan food experience, or start a discussion of your own? Send to: TAMR Hotbox

Or email: TAMRHotbox@aol.com



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. 24



The loco backs up with the empty tank car & spots it on the main, in the center of the runaround area. (Move # 24).

move no. 25



The loco backs up to the left end of the main & now it couples onto the empty refer car (RE). (Move # 25).

move no. 26



The loco moves forward through left hand crossover with the empty refer in tow & spots it in the center of the runaround track. (Move # 26).

move no. 27



The loco moves forward through the right hand crossover & clears the turnout, but does not couple onto the empty hopper car that is spotted at the right end of the mainline. (Move # 27).

move no. 28



The loco backs up to the left & picks up the empty tank car (TE) spotted on the main, on the fly, & pushes it to the left hand end of the mainline. (Move # 28)

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

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 election 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:
Tim Vermande, TAMR Pivot Pin,

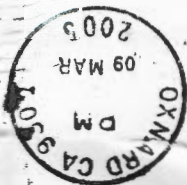
Offer good why supplies last, negative equity applied to new loan balance, must take delivery of dealer stock, see store for complete details. No purchase necessary, void where prohibited. For a complete list of rules, regulations, and the best darn restaurants in Renton, WA send a SSAEBDR to the above 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 :**

- Some more ranting from our railfans.
- Lewis Abeildinger gives us his take on railfan photography.

COMING SOON TO **THE TAMR :**

- Summer's not far off, any convention plans?



The Hotbox
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