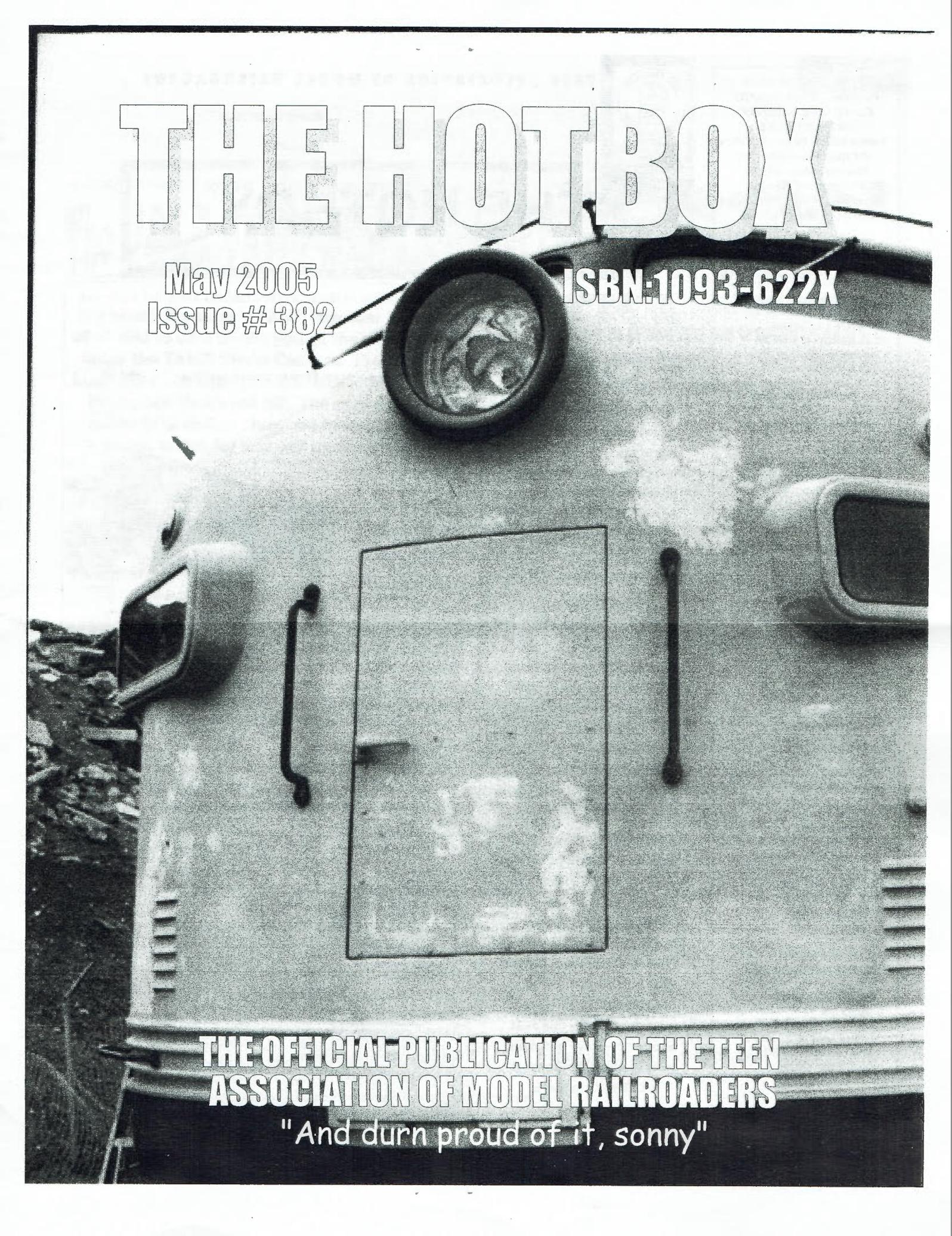


THE HOTBOX



May 2005
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THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS

"And durn proud of it, sonny"



THE HOTBOX

Editor -Peter Maurath
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Jonathan Schoen
Senior Editor- Peter McRath II
Art Director- Gogannie
Photographer- Martin
"meterboy" Jones
Librarian- "Gets her spring
bulbs in early."

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 Whitcomb? 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
Sandstorm!

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: WP F7 918D sits while getting restored at the Oakland Terminal Railroad, this past February. Ben Hawken, photo.

FORM 19 A message from your editor in chief

May finally! Never thought that wicked winter was going to end. Us Midwest folks are hardy, but this year's was tough even for our standards. Spring and the warm weather it brings is here, which means only one thing: railfanning!

Well actually more than one thing. Another sign of warm weather is the yearly National Convention, coming this July to the Hoosier State (that's Indiana for those outside the "know"). Organized by Central Region Rep. David Cenci. Check out the ad on page four for more info.

Another sign of spring is the annual TAMR photo contest. Started last year, this contest asks you the TAMR shutterbugs to submit your best photo's for a chance at fame and fortune. Well, not really fame and fortune, but we do have something more this year to offer courtesy of the fine folks at *Model Railroad News*. Thanks to there

sponsorship of this event *The Hotbox* can offer a real prize to the winner. Check out the neighboring page for all the low-down.

I'm hoping this is not a sign of spring, but the article files here have been looking rather bleak lately. I'm down to less than a month's worth of material, and may have to start photocopying timetable pages to fill space soon. **I NEED ARTICLES!** We would prefer model railroad related articles (after all we are the TAMR), but I'll take anything train related if you got it, you get this Hotbox, you see what we publish, that's what I need! Tell me about your layout, your model railroad companies history, send in a layout or train photo, or two, tell me about tips you've discovered to save money, what misadventures you've had while railfanning. The skies



Tim Vermande, photo.

the limit, as long as it's clean, about trains, and not written in ketchup on a sheet of tinfoil.

Before I go, I want to send out a thank you to the folks at the Jersey Central Historical Society, who very generously donated fifty dollars to the group following a train show they held in the Garden State. Thanks a lot guys!

Camera nerds of the TAMR unite!

The 2005 TAMR Photo Contest!

It's back! If you're a TAMR member between the ages of 10 and 19 who thinks you're the next O Winston Link, enter the TAMR Photo Contest. The best five shutter-bugs will have their pictures featured in Model Railroad News, but that's not all! The grand prize winner receives fifty dollars they can spend on whatever they want, which for you will probably be more film.

TO ENTER:

SEND YOUR DIGITAL PRINT OR SCANNED PRINTS AND SLIDES (JPEGS PLEASE) TO: TAMRHOTBOX@ADL.COM (TYPE "PHOTO CONTEST" ON THE SUBJECT LINE) OR SNAIL MAIL YOUR PRINT OR SLIDE AT:
TAMR PHOTO CONTEST

All entries will be placed on the TAMR yahoo groups website. Once compiled, members will be allowed to go to the site and vote for their favorite five. Once voting is closed, several judges will tally up the votes and make the final decisions on the five winners. The winners will first be showcased here, than in an upcoming issue of Model Railroad News. The grand prize winner receiving their \$50 prize then.

RULES:

- YOU MUST BE A TAMR MEMBER BETWEEN THE AGES OF 10 AND 19.
- YOUR ENTRY MUST BE YOURS, TAKEN BY YOU!
- YOUR ENTRY CAN BE NO MORE THAN TWO YEARS OLD.
- YOU MUST INCLUDE A COMPLETE CAPTION WITH DATE AND LOCATION.
- NO ENTRIES WILL BE ACCEPTED THAT HAVE WON AT A PREVIOUS NATIONAL CONTEST (I.E. WEST SPRINGFIELD)
- NO DIGITALLY ALTERED PHOTOGRAPHS
- ANY WINNER MUST BE PREPARED TO RESUBMIT THEIR ENTRY TO MRN AS A JPEG AT 1024X680
- INCLUDE POSTAGE IF YOU WANT YOUR SNAIL-MAIL MATERIAL RETURNED.
- ALL MAILED MATERIAL IS SENT AT YOUR OWN RISK, THE HOTBOX IS NOT RESPONSIBLE FOR LOST MATERIAL.
- DECISIONS OF THE JUDGES ARE FINAL.

TIMELINE:

- ENTRIES WILL BE ACCEPTED NOW TILL MAY 27TH.
- VOTING ON YOUR FAVORITE FIVE BEGINS JUNE 1ST AT: [HTTP://GROUPS.YAHOO.COM/GROUP/TAMR](http://groups.yahoo.com/group/TAMR) (CLICK ON PHOTOS). THIS IS IN THE PHOTO SECTION, NOT FILES AND YOU MUST BE A MEMBER OF THE ONLINE GROUP.
- VOTING ENDS JUNE 10TH. WINNERS WILL BE ANNOUNCED AND SHOWN IN THE JULY HOTBOX, AND THE SEPTEMBER MRN.

Special Offer

This email was received just days before I went to press and we wanted to share it with you as it contains a very special offer from some nice folks in the land of cheese.

Hello:

My name is Harry Evans and I live in Oconomowoc, WI, about 30 miles west of Milwaukee and 40 miles east of Madison. Oconomowoc is on the border of Jefferson and Waukesha counties. We have an active model railroad in our Oconomowoc Historical Society Museum; I am the railroad curator. Is there a way for you to let TAMR members from this area know of our museum, and that they would always be welcome to meet, visit, attend, work and have a place to meet? I am now 61 years old, but I started in the hobby when I was 13. I would be glad to share and nurture the interest of area modelers in the hobby that has meant so much to me. Thank you.

Just so you know, our museum is open to the public on Fridays, Saturdays, and Sundays from 1:00 PM to 5:00 PM, but ONLY for the months of May through November. I can open the doors to anyone that may wish to visit at other times, but they will have to call me so we can set a time. Our work nights are typically Friday evenings, but again I would like a call if someone was thinking of visiting so I or someone else could be sure to be there or arrange another time. I can be reached at any of the telephone numbers noted below and you can feel free to pass these on as you choose.

Harry C. Evans
GS Hydraulics

A Day Away

BY : ANDREW HANSELMAN

Spring break was a time for me to get away from the busy pace of the normal everyday commute. So David Cenci, his brother Chuck, and I decided to go to the Lionel Visitor's Center. We left at five in the morning from my place. On the way to our destination we stopped at the Port Huron yard at Michigan Avenue to check all the tracks. On our way out we caught an intermodal that took her sweet time coming in. After this we continued on towards the Lionel Visitor's Center. Arriving a little too early, we went for a drive and checked a railroad line less than a mile away, nothing. As we pulled into a Meijer's store parking lot next to that line the



gates flew down and Chuck was off to check it; just as he got up to the tracks the gates went up. Our tour started at ten am with us watching a history video followed by a video on the process of how the paint goes onto their models and all of the tests Lionel equipment must go through before being boxed up for the customer. Then we continued on to the layout; a very well detailed layout with controls for visitors to run things on it. Unfortunately engineer Chuck, not David's brother, got to run the actual trains. I myself was having fun running an intermodal crane as David looked at models cased on the wall. His brother Chuck spotted on the layout a mermaid being eaten by a shark under a railroad bridge. The forty minutes we had to watch and play on this layout seemed like a mere fif-

teen minutes. We were like little kids in a candy shop. Our tour got over just before eleven. Afterwards the three of us then went to P & D Hobbies, followed by the Morley Candy Company where we picked up a snack. We started home and stopped at the Emmett siding to eat our lunch. While we

were there we caught three trains. One regular CN freight, then a CP freight, and one mystery mixed freight by CSX. Normally on this CN line you only see Q three thirty one and this was not it. A wonderful day a way from the normal everyday commute this trip was. Written By: Andrew Hanselman
Picture by Andrew Hanselman
For the readers: If you would like to take a tour of the Lionel Visitors Center You must make a reservation. The best part of it all though is that the tour is totally FREE and opened all year round (Except on holidays). Tours are available Wednesday through Saturday. Cameras are welcomed to be brought. I hope that you can have as much fun at the Lionel Visitors Center as we did. The contact Number for Lionel is 1-586-949-4100 Ext. 1211●

NATIONAL CONVENTION TIME!

IT WILL BE HERE BEFORE YOU KNOW IT! JOIN CENTRAL REGION REP. DAVID CENCI AS HE HOSTS THE *GREAT LAKES INVITATIONAL* MONDAY JULY 11TH THROUGH FRIDAY THE 15TH.

LOCATIONS INCLUDE:
GARY & ELKHART IN AS WELL AS COLDWATER AND OTHER CLOSER LOCALS IN NORTHERN INDIANA, EASTERN ILLINOIS, SOUTHWESTERN MICHIGAN.
EVENTS PLANNED:
-RAILFAN THE GARY IN/PORTER AREA.
-LOOK OVER THE NOTRE DAME COAL OPERATIONS.
-TOUR OF THE NYC MUSEUM.
-VIEWING THE ELKHART AND WESTERN RR.

FOR MORE INFO OR TO REGISTER CONTACT:
RAILNUT19@YAHOO.COM
OR

NATIONAL CONVENTION TIME!

V SCALE *The World of Train Simulator* By Jonathan Schoen

Welcome to my month-old column about Microsoft's Train Simulator. This issue, I decided to review a locomotive add-on that I was very happy to see released. It's a wonder why it took so long for someone to do it, but a guy with a company called Streamlines finally released a set of Santa Fe 2nd generation diesels and called it the ATSF Loco Pack I. The first thing I'll point out, to avoid hopes from rising too much, is that this pack is not a free download. How much? You'll find out, but I want your inner railfan to salivate some before I scare you with the price.

The package is a set of Santa Fe locomotive which include some of the most popular and well recognized locomotives of the mid 70s to the early 90s. All of the locos in Santa

Fe's blue and yellow "Warbonnet" scheme, we have an SD40-2, SD40-2 "Snoot" nose, SD45, SD45-2 and an F45. These were all well-known locomotives and could be seen regularly hauling trains through Tehachapi Pass, Cajon Pass, the Surf Line and other locations ranging between San Diego and Chicago. In Train Simulator models, I look for the three most recognizable features: the cab view, sounds, and outer appearance. Let's take a look at these on the locos of the ATSF Loco Pack I.

Cab View

Streamlines decided to use only two

cab views, one for the SDs and one for the F45. This is a wise choice, as the cab views from loco to loco vary little (provided that they have the same nose and paint scheme). Streamlines used a completely different cab view from that of the default MSTs BNSF SD40-2. Instead of looking toward the off-set control stand, you get a much more realistic view, looking almost straight ahead giving you much more visibility out the vertical window on the right side of the cab. To do this, however, one sacrifice had to be made. You can't see the controls (throttle, breaks, horn etc), only the gauges. I honestly don't miss them, and I doubt you will either. Looking right in the cab looks out the

"The package is a set of Santa Fe locomotive which include some of the most popular and well recognized locomotives of the mid 70s to the early 90s."

right side window, which includes an exterior sunshade (nice touch by Streamlines). Pressing the left arrow key on your keyboard actually gives you the fireman's view in the left side of the cab. In short, Streamlines did an exceptional job.

Sounds

These locos sound fantastic. I grew up watching the Pentrex video "Cajon Pass & Tehachapi Loop" which features cab rides in an unidentified SD. Running these locos puts me back in front of the TV. The horn is realistic, with no noticeable difference from the prototype. I honestly don't know how else to put

it. These locos sound fantastic and get my two thumbs up.

Outer Appearance

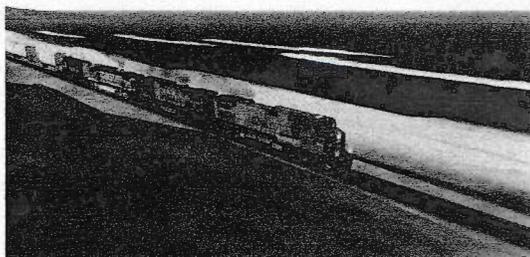
These locos look fantastic, and blow anything of the original MSTs out of the water. They are finely detailed, with most parts 3D (not drawn on). The locos are lightly weathered, so don't expect to use them in much passenger service. Putting the lights on "Dim" illuminates the nose light, and putting them on "Full" turns on the light between the number boards and well as a flashing light atop the cab. These models are definitely up to the modern MSTs standards and get my enthusiastic seal of approval.

So, the price? How does \$15 sound? I don't know what you think, but \$3 each for models of this quality is a sure steal. The models are downloads only, and you can buy them at www.streamlines.ca. As with all download-only pay ware models, I suggest burning the package onto a CD immediately after download. Thanks for reading this, and tune in to the next installment of V Scale. ●

Download of the Month

BNSF Warbonnet Dash 9-44CWs

This is a pack that comes with two well-weathered BNSF Dash 9-44CWs. Both are in the Santa Fe red and silver Warbonnet scheme, one lettered "Santa Fe" and the other lettered "BNSF". Both models include AI versions. You can find them at: www.train-sim.com as "hrd9s_2.zip".



The Dash 9s from this month's DOM are seeing here with a Z (piggyback) train. Screenshot by Jonathan Schoen



The SD45 from the ATSF Pack I by Streamlines. Screenshot by Jonathan Schoen

Inside the Espee

A COLUMN ON SOUTHERN PACIFIC
EQUIPMENT

By: Benjamin Hawken

The SP had a lot of experimental equipment: like the German built Kasffel Moffel hydraulic locomotives, the yard slugs built from C628&C630s, the single brake sled built from a Fairbanks-Morse Train Master, the Camera Car built from one of the Kasffel Moffel units, the MK TE70-4S's built with a Swiss Sulzer engine in a U25B car body, the twin engine GE U50D, Alco Hy-

"The SP was looking for a locomotive that would have great tractive effort for helper service in Oregon & New Mexico."

draulics, & EMD DD35B's, SD45X that was going to be the future SD55, the GP40X, the elephant ear's on the SD45, SD45X & GP40X and the MK5000 caterpillars.

But we are going to talk about the MK TEBU. The SP was looking for a locomotive that would have great tractive effort for helper service in Oregon & New Mexico. So Morrison Knudsen in Boise, Idaho built a TEBU which means Tractive Effort Booster Unit out of a retired UP U25B. SP tried it out and decided to by the rights and the unit. The built 13 more themselves out of there own U25B's at the Sacramento

Locomotive Shops. They were mated with GP40-2's that were named "Slug Mothers". SP operated the locomotives in a GP40-2-TEBU-GP40-2 set with more GP40-2's and TEBU's when needed with the TEBU's in the middle. The GP40-2's that were chosen for the job were equipped with pumps to get fuel from the TEBU's that were mated with them out of the fuel tank. To my

knowl- edge the TEBU's have been scrapped but I believe that there are one or two in Omaha in UP's collection of locomotives. If any one has any thing to add contact me. Here's what's coming up next month: Rotary Snowplows

Any questions or comments about Southern Pacific equipment email me at Southernpacificfreak@yahoo.com or mail me at:

SP Equipment

The Top 7

By: Peter Maurath

"From the Home office in Cleveland, OH, it's tonight's Top Seven List!"

Top Seven Rejected Railroad Mascots.

#7. C&O-Hairball, Chesie's lazy, overweight brother.

#6. Southern-Rednek Rory, the Springer watching, alcoholic hillbilly.

#5. NYC-Crazy Earl, the lice infected, schizophrenic hobo.

#4. NS-Don the Donkey, he'll give other shippers a pain in the , well you know.

#3. New Haven-Roger the rabid New York City rat.

#2. BNSF-what the swoosh isn't bad enough?

And the number one rejected railroad mascot.....

Penn Centrals Charlie Cockroach



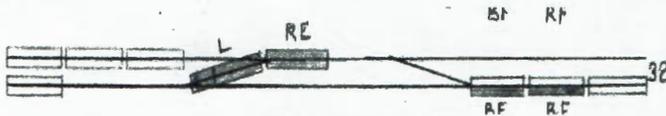
A railfan awaits his subject on Chris Burchett's half of the Lake Erie an Ohio RR, an N scale layout built for the Winter Convention by Chris and Peter Maurath. Chris Burchett, photo.

THE PUZZLE LAYOUT

Conducted By: George Baustert

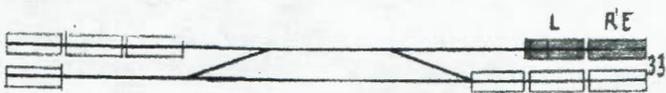
Hi, my name is George and I've been modeling railroads for over sixty years. I'd like to share with you a small layout (4"x 64"), that is called The Puzzle. It is called this because it takes 54 moves to complete the switching operations due to the restrictive size of the layout, using 40' cars and an SW switcher. The operations consist 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 32



The loco backs up, pulling the empty reefer just far enough to clear the right hand crossover switch points, still using the left hand crossover, to avoid re-coupling onto the empty box car spotted on the left hand industry spur.

move 33



Finally, the loco pushes the empty reefer (RE) to the right end of the right hand industry spur & spots it there.

move 34



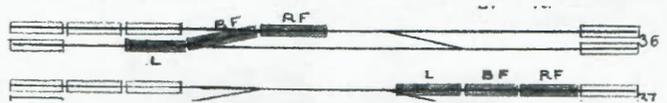
The loco backs up to clear the right hand crossover.

move 35



Now the loco moves forward, using the right hand crossover to pick up the two full cars (BF & RF), being careful not to couple onto the empty hopper spotted on the right end of the mainline.

move 36



Next, the loco back up, to the left, pulling the two cars (BF & RF) just far enough to clear the right hand crossover switch points, still using the left hand crossover.

Can you figure out the next move? Find out in June. ●

LOCOMOTIVE NEWS



By: Austin MacDougall

Norfolk Southern has started another rebuild program. These units, known as GP38-3's (and numbered in the 5600 series), are externally identical to the 5500 series GP38-2R's (it is unknown what the Dash 3 is for, although it could mean these units are microprocessor equipped) After these are completed, the 5500 series units will be returned to their lessors, First Union and Helm. It has also been confirmed that

NS' 52 unit order will consist of SD70M-2's, numbered 2649-2700.

Union Pacific has placed an order for 10 Green Goats (numbers 2300-2309) that will be built on GE frames, UP already has 1 Green Goat (numbered 2004), which is built on an EMD frame. Also, photos of new UP SD70ACe's are starting to show up on the internet, they look pretty good with

a UP flag on the side of them.

Send all news and corrections regarding locomotives to:
Austin MacDougall

Or email them to ssw9662@rcn.com.

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 WAREHAM, MA 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:

- The Puzzle Layout continues.
- Lewis Abelldinger gives us his take on railfan photography.

COMING SOON TO THE TAMR:

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

We're on the web!
www.tamr.org



Teen Association Of Model Railroaders
"Putting the future of model railroading on the right track"

