

THE HOTBOX

September 2005
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**THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS**

Ask your doctor if it's right for you.

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"Zoomlens" Wiggins
Librarian—Only has 3 or 4 cats
she dresses up.

Contributions

Send your check to my...oops,
sorry, you mean that type of contri-
bution. 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

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or Hotbox questions to:**
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Please don't eat
the daisies!

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TEEN ASSOCIATION OF MODEL RAILROADERS

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ON THE COVER: *Norfolk Southern # 3221 on train H75 is seen switching a cement plant in Pennsylvania. Photo: Mark MacDougall*

FORM 19 A message from your editor in chief

Well, it's unofficial, sum-
mer's over. Though judging
by the mercury outside
you've still got at least a
few more weeks or month's
(depending on your loca-
tion) before we batten down
the hatches and brace our-
selves for another winter.
Yup even the holidays are
only a paltry 3 month's
away. It's never too early to
start your Christmas shop-
ping! Judging by the retail-
ers though, you'd think it
was here already.

Enough of that depressing
talk. Anyway welcome to
September. This month's
main feature is the 2005
Summer Convention Report
courtesy Charles Warczin-
sky. Along with an intrepid
crew, Charles spent a few
days trackside in the lovely
Hoosier state and Chicago
area. It reads like a fun
weekend for us train enthu-
siasts and brings me to my
next topic. The 2006 Sum-
mer National Convention.
Actually, I can't discuss it,
because there isn't one
planned as of yet. This is a
problem. Unless events of
this magnitude are planned
almost a year in advance or
better there is little chance
of them being successful.
This years national came
and went with hardly a word

about next years.
Pardon me if I date
myself but I can re-
member a time in the
not so recent past
when members were
nearly coming to
blows over who
would host the con-
vention and where.
Sadly those days
have passed.

Or have they? Look at this
group, for the first time in
probably decades the Hot-
box is on an even keel.
Membership, though lower
then it was two years ago, is
stabilizing and, dare I say it,
growing. The Winter Na-
tional Convention still pulls
in nearly thirty members
every year, from across the
U.S. We've got a column in
a national rail publication,
members sponsoring tables
at shows, I could go on.
This group is far from co-
matose. So why should our
National Convention be?

One of the reasons I stayed
in this group as long as I did
was because of all the fun I
had at those National's.
The new friends, the sights,
the drives, the mishaps (the
best part in some cases),
everything was a blast, and I
looked forward to it every
year. SO think about it. A



Tim Vermande, photo.

word to the wise though-
it's not an easy job. If you
step-up, BE PREPARED.

My final words will be a
welcome to a few new
faces!•

Jesse DuBois

Layout: Deer Mountain
Pass
Scale: O

Drew Read

Layout: The Read Rail-
way,
Scale: HO

TRACKSIDE IN INDIANA

The TAMR 2005 Summer National Convention

By: Charles Warczinsky

The 2005 Teen Association of Model Railroader's Summer National Convention was held July 10-12. The convention "sites" were in the South Bend, Indiana area, along with a side trip to the east side of the Chicagoland region. There were two TAMR members in attendance, myself, and David Cenci, along with two guests.

The convention kicked off Sunday morning, around 10:30 am. I picked David up at his house, and the two of us drove to the magical land of Indiana. After railfanning along the way we arrived at the campground in Granger, IN (near Mishawaka) where we would spend the next couple of nights. After setting up the tent, we met up with a friend of mine, Ruth, and headed over to Elkhart to do some train watching.

Norfolk Southern's Elkhart Yard's north side is paralleled by a busy road that follows it from the middle of South Bend all the way into downtown Elkhart. Due to road construction on the road that I normally take to the Elkhart Amtrak station, we took a detour. Not following any kind of posted route, we managed to pass right under the yard, then take a side street over to the main street through town. We were pulling up to a stoplight, when the railroad gates came down, as an inbound (to the yard) train approached. Just as the second engine entered the crossing, the light turned green, allowing us to pace the train just long enough to get some interesting

video and for me to realize that I had to beat that train to the crossing in order to get some decent shots of it passing us. It turned out I didn't need to worry too much as we beat the train to the Amtrak station by a good 60-90 seconds. This was the first of six trains that we saw while actually parked at the depot.

After dinner at a local Burger King, which happened to be right next a CN line, we went to a nearby dollar theatre for some non-train entertainment, then back to the campground around one thirty for some sleep. Any dreams of trains we had



during the trip had realistic sound effects, that same CN line being only about a quarter mile or less from our campsite providing free accompaniment.

After sleeping in on Monday morning, we got up and on our way quickly, since we were due to meet another railfan friend, J.R. who knew our destinations that day and how to get to them far better than either of us. The New York Central Museum in Elkhart was planned as

a convention stop, but due to our finances, and the fact that we had visited less than a year before, we passed on it. Though, for anyone who may be visiting the area in the future, it is well worth the five-dollar admission fee. The highlight of the museum is the NYC E8 on display. You can actually sit in the cab and watch the trains go by. Instead, we made our museum visit to the New Buffalo Museum, located in an ex-Pere Marquette depot, located in a repurposed engine service terminal. The CSX line between Grand Rapids (Michigan) and Chicago passes by this depot, just across a small field. The depot features much local history, some railroad memorabilia and a model railroad based on the New Buffalo area when the engine terminal was still in business.

After meeting J.R., we got the grand tour of the place, then got in our cars and headed south. Our destination was Chesterton, IN, with trips to Porter and Portage, IN as well. We took US12 from New Buffalo, passing through downtown Michigan City. We managed to catch a Chicago, South Shore and South Bend GP38 2004, running light across the road at grade, just south of town. Continuing on to Porter, IN, we had the chance to see two eastbound freights. After they passed by, the track was given to a signal maintainer, and we realized there wouldn't be any action for a while. This prompted us to head over to the CSX line, in Willow Springs, spending a couple hours in a park to see three trains, before again MOW crews brought everything to a halt. Figuring that was the end of the action there, we drove over to Chesterton, parked in a lot just north of downtown, and south of the tracks. Ironically, the first thing we saw was a NS hi-railer. Then, over the scanner, we heard there was going to be activity on Amtrak soon.

Stay Tuned for Part II next month...

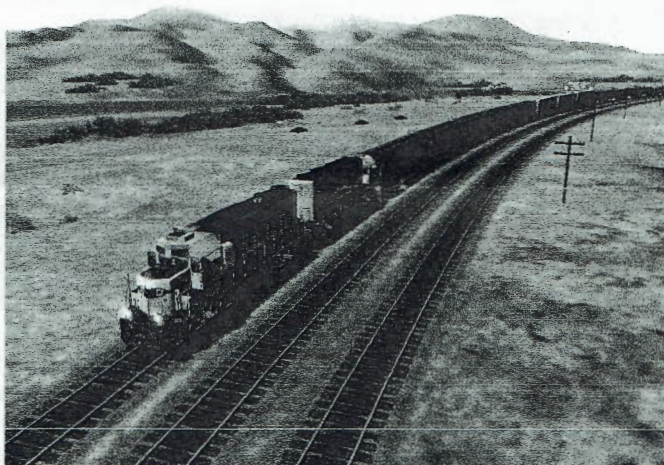
SCALE *The World of Train Simulator* By Jonathan Schoen

The Santa Fe; not to much in terms of Train Simulator has been made to truly honor this railroad. Although, there are many routes available to that are BNSF ex-Santa Fe routes, they all are based on somewhat modern BNSF operations. You can run Santa Fe trains on Cajon Pass, Tehachapi Pass and the Surf Line, but rarely are the routes and trains based on authentic Santa Fe operations. Don't get me wrong, BNSF is a great railroad and there are few things cooler than running trains that you can see today. But for the die-hard Santa Fe fan, it's nice to take a break from Dash 9-44CWs and run some FP45s. If this describes you, than I have some great news, I just saved a bunch of money on my auto insurance by switching to intermodals!!! No, seriously, it's Santa Fe All the Way with Stream Line's Seligman Sub.

The Seligman Sub was built as part of Santa Fe's mainline between Chicago and Los Angeles. This has always been a line of heavy traffic, and today serves well over 40 trains a day ranging from hot intermodal to locals. The subdivision contains trackage from Winslow, AZ to Needles, CA (a few miles west of the CA / AZ border). SLI has chosen to model 150 mile section from Needles to the subs namesake town of Seligman as it appeared between 1993 and 1995. During this time the completely double-tracked line from Seligman to Needles was Automatic Block System. These were the final great years of the Santa Fe, as Burlington Northern would purchase the railroad in early 1996. This was when Santa Fe was painting locos in the red and silver Warbonnet scheme for their Super Fleet, primarily for use on Santa Fe's hot intermodals. As for

equipment, SLI has included two B40-8s, two Dash-9-44CWs (Warbonnet), two FP45s (Warbonnet paint), one GP35, and three SD40-2s (one being a snoot nose). To top it off, the route comes with 40 pieces of appropriate rolling stock, and all locos have beautiful custom cabs.

The route is mostly based in Arizona, which means dessert running, but there is a surprising amount of variety throughout the route. Over the 150 miles, you do everything from doing straight shots across dessert to weaving through mountains, to cruising along-



TWO GP35s LEAD A LOCAL SHORTLY AFTER CROSSING THE COLORADO RIVER ON STREAM LINES SELIGMAN SUB. SCREENSHOT BY JONATHAN SCHOEN

side the Colorado River (which provides the border between California and Arizona). Also, although the route is double-tracked, there are points where there is significant height and distance between the two mains, making for slightly different operations for each direction. The scenery detail is some of the best available, and the track itself has fairly realistic textures. The while rolling along, grade variations are hardly noticeable and well done. With graphics turned up decently, signals can easily be seen from a mile and a half away. One complaint I do have

regarding graphics is that the curves in the track tend to look like a bunch of straight sections rather than true curves. However, this may change with future ScaleRail conversion from 3D Trains.

As put above, there is both straight running and mountain terrain that you must negotiate. The line primarily gains elevation as you head east, meaning plenty of notch 8 action heading east and dynamic breaking heading west. In fact, heading west you will seldom use your throttle. However, be ready to power up your horses when you hit those uphill grades, because they do come. The dispatcher gives you directions over the radio, often responding to a member of your crew, making the simulations that-much-more realistic. You also hear a few talking detectors along the way. There are plenty of train meets on the double track line, along with the occasion of having to wait in the hole to be overtaken by a train with higher priority. The activities are full of trains and challenges. There are four activities where power long distance trains (one of which is 5 hours long), as well as a 5-activity local run.

This is really a fun route with realistic operations which challenge your engineering skills. The trains handle very realistically with SLI's excellent locomotives and rolling stock. This route, along with their other products, are helping to showcase Stream Lines Inc. as one of the best in the MSTs market. You can purchase the route for about \$30 at www.StreamLines.ca. Also, on the site you can buy additional Santa Fe locos, along with CSX and BN locos, and CSX and UP SD70ACe locomotives. As for the Seligman Sub, I highly recommend it to all Santa Fe fans and anyone else interested in dessert-based freight operations. ●

Trains to Nowhere

BY: STEVEN GOEHRING

Greetings, hello, and good to meet you to all my fellow TAMR members. I may be new to the TAMR, but after reading Peter's request for more *Hotbox* material, I looked over a few old issues of *Model Railroader* and decided to do for the *Hotbox* what columnist Tony Koester has done for *MR*. Basically, this is hopefully the first article in a long-lasting, monthly column about everything from how to make perfect scale Striped Maple trees to why all of the big model locomotive manufacturers of today like F-units so much.

I am currently 15 years-old and living in the Lehigh Valley region of Pennsylvania. As far as my railroad goes, I was planning on modeling Cool Super eXcellent* (CSX) until I discovered a file of historical documents on a shortline in north-central PA. I dropped interest in modern lines such as Usually Parked*, No Steamers* and Bunsnuff* (I'll let you translate those) and picked up on the Wellsboro, Addison & Galetton Railroad.

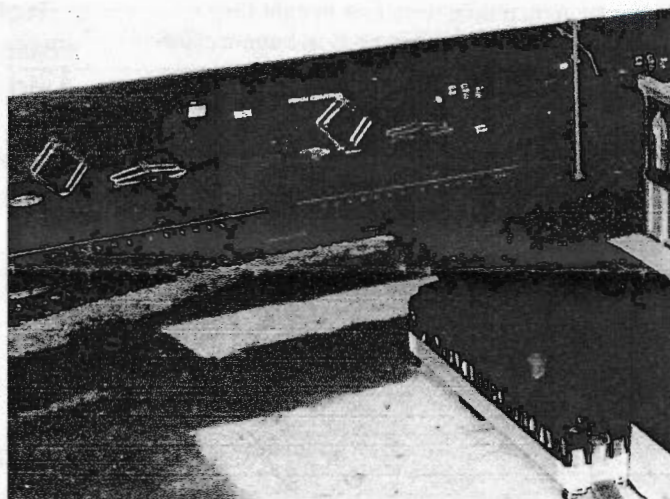
Ok, enough ugly puns. Remember, readers, I assume no liability whatsoever for the slightly rusty puns I am prone to putting in my articles. **If you ever see a * in any of my articles, beware. It marks a potentially rusty pun.**

Anyway, where, exactly, is this Wellsboro, Addison & Galetton Railroad? Well, if I told you it was a shortline from Westfield, PA to Galetton, PA, I would probably cause a lot of confusion. Aside from the two towns mentioned above, the only other major

town on my layout is Wellsboro, the county seat of Tioga County, Pennsylvania.

And what, you ask, is in Tioga county? To sum it up quickly, Tioga County is home to trees, the famous Wellsboro gaslights, trees, the Grand Canyon of PA, trees, and not much else. **Welcome to nowhere.**

Maybe not *quite* nowhere. Tioga



A Pennsylvania E2b with a fictional E2b cabless booster behind it cruises past the Wellsboro Diner while a Penn Central RS1 brings a few spare coal gons north from the Antrim, PA coal fields. Photo by Author.

County was once as rich in railroad heritage as it is rich in hunting, fishing, and hiking today. It and neighboring Potter County played host to many logging lines, and Tioga was the home of a large coal route. All of this was connected by the former Buffalo & Susquehanna route, which became the Wellsboro, Addison & Galetton in 1955. By 1976, which is my prototype date, the Penn Central was being replaced by Conrail in running the only service to Wellsboro and the WAG was in decline. Today, the WAG is gone, and the Wellsboro & Corning RR has replaced Conrail. The Tioga Central operates excursion trains over the W&C's route.

Now back to my railroad. It is called the Wellsboro, Ansonia & Galetton RR and is about a 9x6 foot railroad with a 3x3 extension for the yard in Galetton. To fit all of this railroading into the space I have, it is done in N scale. Currently, the far side of the layout is nearly complete, showing the extremely compressed Wellsboro & Corning route. This is called the Wellsboro Branch. There are tracks in the center of the layout, forming a sort of ring around the access hatch in the center. There is no scenery here yet, but the so-called Westfield Branch is coming along nicely, just as the Wellsboro Branch did when I started the layout after Christmas of 2004.

Future expansion will include a small staging yard in Galetton, and a logging railroad running through some very familiar (at least for me) scenery. I really enjoy working on the railroad, because all of it is based on familiar territory, although that territory is kind of far from my home.

A video is currently available to view or download from www.TAMR.org's new Train Videos page showing the Wellsboro Branch and my guilty little secret that throws ballast in the face of prototypical railroading. "Really, Steven," you say, "That wasn't reeeeeeally a GG1, was it?" I just grin sheepishly in response.

Oooooops, I just let the cat(enary)* out of the bag. The truth is, I did get a large side interest in Pennsylvania RR electrics, so I began to put up catenary poles and run electric locos.

While PRR electrics are my current choice of power, CSX diesels and power specific to the Wellsboro, Addison & Galetton are also running on my railroad. The Weary Lackawanna* also makes an appearance, since it interchanges with the WAG.

Next train to nowhere departing next month!●

Inside the Espee

A COLUMN ON SOUTHERN PACIFIC
EQUIPMENT

By: Benjamin Hawken

I normally start off with just talking about the subject, but this month, before I do that, I would like to talk about the new Union Pacific idea to get the licensing fees for stuff that's painted in their predecessors paint schemes by painting up new locomotives in the old schemes like CNW, WP, SP, SSW, DRGW, MKT and the list goes on! This is out of hand. If the model railroad industry tries to stop this by not agreeing with UP and then get sued by UP and are forced to pay or stop making the items, they would either increase the prices or stop making their products!

I'm pretty sure that young people wanting to start in the hobby, but the railroad they want to model

is more expensive than the other railroad that doesn't have a licensing fee, won't be able to buy the stuff they want. I'm an SP fan and I have had to choose what I want to buy. Do I want to get the proto 2000 SD45 or the Athearn SD45T-2? This is a time where you should send a letter to your representative in congress saying that they should help the model railroad industry by making a law that stops a railroad from pushing a license that will make the model railroad industry lose more money that helps the economy rise. Thank you and now to the article about the GP38-2.

The Southern Pacific bought 45 of the EMD GP38-2 model for branch line work because of their non-turbocharged engine was perfect for the job. They also used them for snow fighting use with the flangers on their

mountain pass lines that get a lot of snow in the winter. The SP equipped some of the GP38-2's with icicle breakers and other items. The units that had those items were: 4817, 4839-4841 & 4843. These units would be on the lead unit on the flanger service. They were also used on various assignments that required slow speeds. For example two of them were used on a rail grinding train east of Roseville in May 1986.

When they were first bought they were put "under raps" in Eugene, Oregon in the 80's during the recession. The term "under raps" is when the SP covered the locomotive under a big sheet of

plastic and then put in storage in the yard. When the Union Pacific took over the SP the units were still used. To this day in the winter you can go to Roseville yard and see the GP38-2's lined up at the diesel servicing tracks with a flanger behind them or in Truckee, Ca on the balloon track ready to go back over the hill. All the units have been either patched or repainted. The locomotives will be probably be rebuilt by the UP because the SP never rebuilt them while they owned them. Next month: TE70-4S

Questions or comments? Sent them to me by either email or mail at the addresses below.

Email: southernpacificfreak@yahoo.com or

SP Equipment



GP38-2 AT RED BLUFF, CA. PHOTO BY ROBERT HAWKEN SR.

The Top 7

By: Peter Maurath

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

Top Seven ways to bring railroading to school.

#7. Walk through the halls saying "chugga-chugga", while making a sideways arm motion.

#6. Instead of raising your hand to answer a question, use brakeman hand signals.

#5. Talk to everyone like a defect detector.

#4. There's no better fashion statement than striped coveralls.

#3. At random points in the day tell the teacher you've "outlawed", then leave the classroom.

#2. Start a petition to change the school mascot to the Fighting Chessies.

And the number one way to bring railroading to school.....

Three words: Personal Air Horn

THE PUZZLE LAYOUT

Conducted By: George Baustert

THE FINAL MOVES

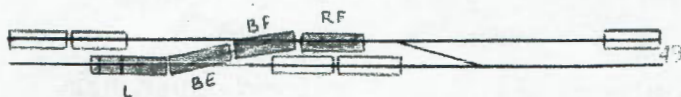
Hi, my name is George and I've been modeling railroads for over sixty years. I'd like to share with you a small layout (4"x 64"), that is called The Puzzle. It is called this because it takes 54 moves to complete the switching operations due to the restrictive size of the layout, using 40' cars and an 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 48



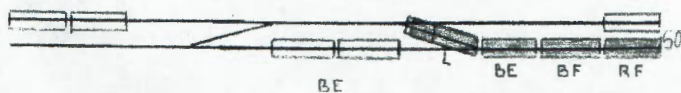
The loco moves to the right, pushing the empty box car until it couples onto the full box car & full reefer. The full reefer is then uncoupled from the empty reefer that is spotted at the right end of the spur.

move 49



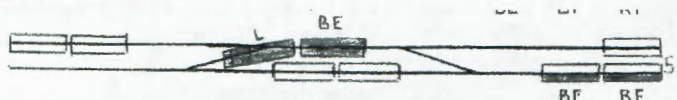
The loco backs up to the left, pulling the three cars into the left hand crossover until they are clear of the right hand crossover turnout points.

move 50



Now the loco moves forward, to the right & shoves the three cars through the right hand crossover & spots the full box car & reefer on the right end of the mainline.

move 51



The loco backs up to the left with the empty box car until it clears the turnout points of the right hand crossover.

move 52



The loco moves to the right & shoves the empty box car forward until it couples onto the full reefer that is spotted at the end of the spur siding.

move 53



The loco backs up, through the left hand crossover & onto the left end of the main, clear of the turnout points of the left hand crossover.

move 54



Finally, the loco moves forward, to the right & picks up the empty tank car & empty hopper on the fly & then couples them onto the full box car & full reefer that are spotted on the right end of the mainline.

After the brakes are pumped off & the train inspection has been completed, the train is ready to roll, back in the other direction, from whence it came.

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.

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TIM VERMANDE, TAMR PIVOT PIN,

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COMING SOON TO THE HOTBOX:

- Part 2 of the summer convention report.
- Photo advice from Tim Vermande .
- History of Connecticut railroads.

COMING SOON TO THE TAMR:

- Winter Convention time is not far off!

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



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

