

# THE HOTBOX

October 2005  
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In memory of  
Richard C. Wagie 1951-2005

THE OFFICIAL PUBLICATION OF THE TEEN  
ASSOCIATION OF MODEL RAILROADERS





# THE HOTBOX

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**Librarian**—Digs Tom Jones.

## 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 Lima? 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  
 In the future geese will be rocket powered.

### GET WIRED

Check out TAMR on the web at:  
[www.TAMR.org](http://www.TAMR.org)

Or Join our online yahoo news group, by contacting:  
[pivotpin@TAMR.org](mailto:pivotpin@TAMR.org)  
 (By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

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

**ON THE COVER:** Lake Erie and Ohio Railway number 2158 crosses the state highway outside Howerton, OH on Chris Burchett's half of the LE&O, N scale layout. Photo: Chris Burchett

## FORM 19 A message from your editor in chief

This month I wasn't quite sure how to start so I'll just get into it. It has been brought to my attention that Richard Wagie, a longtime member of the TAMR who had served as the first elected TAMR President, passed away on August 10th. With great respect for all he has done for this group I've dedicated this month's issue to his memory and have set-up a tribute to his accomplishments on the following page. May our prayers be with his family and friends.

In other news. Time is ticking away for the upcoming Winter National Convention. Director Newton Vezina already has a TAMR room reserved and show space allocated. All he needs... is you there. Speaking from experience it's a blast of a convention with good food, friends, and one freaking-huge train show. To miss out would be a shame, especially if your close by, if not, borrow the family car and we'll see you in Springfield, MA.

Speaking of conventions, no one has yet come forward for next summer's national. If there's going to be any chance of a successful

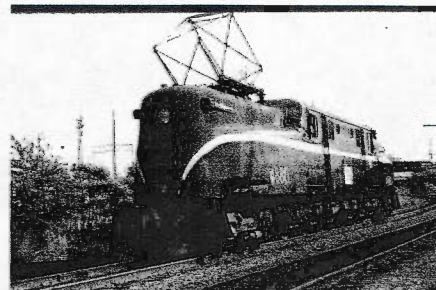
meet, preparations need to be made now. If you're interested contact Jonathan Schoen, TAMR President, myself or any other TAMR officer.

I want to say thank you to all the members who have stepped forward with article submissions for the Hotbox within the last two months. I'm proud to say the article files are looking much more healthy, and I plan to use everything sent my way within the next several months. Though don't think I no longer need material. If you've got something, send it my way. It's always feast or famine here, and I'd prefer to feast as long as possible. •

I'll close with a welcome to some new members.

**Matthew Roberts**

**Layout:** Hopewell Central  
**Scale:** N  
**Equipment:** Kato, Atlas,  
 Life-like engines w/ MT  
 and Atlas cars



Tim Vermande, photo.

**Mark J. Hicks**

**Scale:** HO  
**Equipment:** 4 engines, 16 cars

*P.S. Thank you to Tim Vermande, Mark Kasniak, Terry Burke and Lynne Wagie for all their help in making the tribute page possible.*





*Dick Wagie*

FROM THE TAMR YEAR-  
BOOK, CIRCA 1970

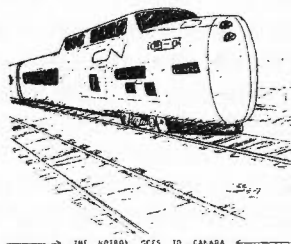
butions to our group over the years, this page will be dedicated as a tribute to his accomplishments. It includes samples of his work as well as words from those who remember him.

## Peter Maurath

**Richard C. Wagie**, long-time TAMR member, first Association President (1966-68), Hotbox Editor (1970-72), and friend to many, passed away suddenly August 10th. He was 54. Due to all of his contri-

## TAMR HOTBOX

**Railroading**    **Maple Leaf**  
**Model**    **the**



## SEPTEMBER 1971 HOTBOX

*I knew Richard back in my high school days circa 1970-74. He is one of the primary reasons why I got as much involved in the TAMR as I did. At the time I knew him, he was a college student at Concordia Teachers College in the Chicago suburbs. Shortly after I joined the TAMR, Richard contacted me: he was looking for someone to help him publish the Hotbox...I was volunteered. I lived close to Concordia. I became his "go for" guy...I would take the paste ups to the printer, pick them up, staple, address and mail them out all under the tutelage of Richard. Because of my friendship with Richard, he asked me to take over as TAMR Secretary when the then secretary resigned because of other commitments. I was then was elected to the position at the next election.*

*To this day, one of my personal highlights was when Richard took me along while he practiced on the pipe organ. Concordia College has a private pipe organ room for practice. The pipes completely surrounded you in the*

*room. To this day, I have never witnessed a more exciting experience than hearing him play the pipe organ in what seemed like being in the instrument itself.*

**Terry R. Burke**

## TAMR HOTBOX

VOL. 3 NO. 1                      CHRISTMAS, 1972                      SPECIAL EDITION

[illegible]

DECEMBER 1972 HOTBOX

# TAMR HOTBOX

Special issue!



EVERYONE-SOUND: Many TAMM members are planning to attend the first PW convention this August in St. Louis. Is this NOTING you will find more details on the TAMM convention. All roads lead to St. Louis! Mike Kate has caught this Louisville & Nashville 7-9 as it turned through Belleville, Illinois.

JULY 1970 HOTBOX



**RICHARD CARL WAGIE**  
**JANUARY 12, 1951 - AUGUST 10, 2005**



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

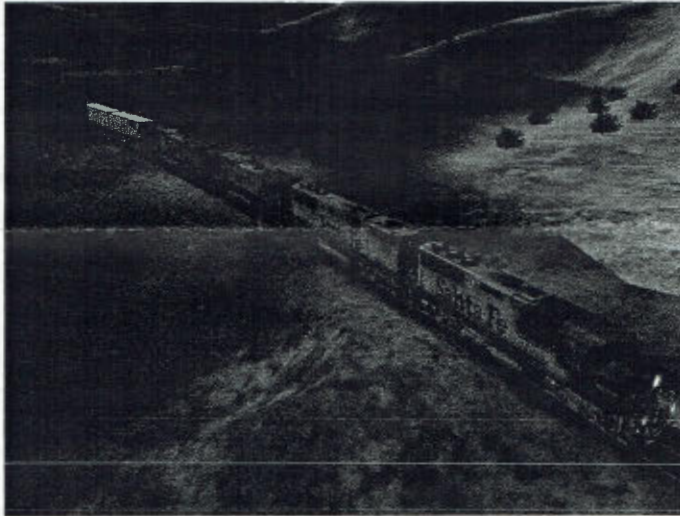
Stream Lines Inc. has released a fourth offering in their Santa Fe *Arizona Division* series. This pack includes an EMD SD75M, EMD GP60M, EMD GP60B (AI and trailing models only), GE B40-8W, and GE C40-8W. All locomotives are in the Santa Fe's red and silver Warbonnet paint scheme. The locomotives are available for download at [www.streamlines.ca](http://www.streamlines.ca) for \$12.99.

SLI has released several fine quality Train Simulator add-ons in the past several months. In this column, I have reviewed SLI's Santa Fe Pack I (six-axel diesels) and Seligman Subdivision Part I (Seligman, AZ to Needles, CA). The talented folks continue to amaze me as they release their fourth Santa Fe offering, the Super Fleet locomotives. These locomotives look and sound sharp, in true Stream Lines (and Santa Fe) style. Here's a brief snapshot of them.

**Santa Fe's Super Fleet**  
Santa Fe was well known for fast runs between Los Angeles, CA and Chicago, IL with its freight and passenger trains. Diesel locomotives of the passenger trains of this route were the first that got a new red and silver paint scheme, designed to be reminiscent of the Native Americans' ceremonial face paint. It wasn't long before the red and silver became a symbol of railroad speed and efficiency. As every railfan knows, however, the great era of the passenger train soon disappeared all-too-quickly, taking the red and silver scheme with it. What was once a proud image was gone for good. Or was it?

In the tail end of the 1980's, Santa Fe began to order locomotives from the

Electro Motive Division of General Motors (EMD) and General Electric (GE) with new "Safety Cabs", with which the nose of the locomotive is as wide as the cab sides. This cab design had long been used in Canada before American railroads started to take notice. Santa Fe was one of the first in the US to purchase locomotives with these cabs, each with the new "desktop" controls in place of the older control stand. To the delight of many railfans, Santa Fe resurrected the beloved red and silver paint scheme for the new locos.



SCREENSHOT BY JONATHAN SCHOEN

Originally put in service for the hot Chicago to Los Angeles intermodals, the locomotives that received the paint scheme (virtually all wide-cabs with the exception of the standard F45 and SDP40F), plus the road's 23 GP60B's, came under the label of Santa Fe's "Super Fleet." Many of these locomotives still exist with their original paint scheme, or perhaps modified with a red "BNSF" in place of "Santa Fe."

## **Stream Lines' Locomotives**

As a fan of the super fleet, the release of SLI's pack ended a long wait. For months after I read about the development of the locomotives I anticipated

them, hoping only for the best. I was not disappointed. The locomotives are modeled very well and accurately represent the prototype. Each one has a distinct look just as the prototypes do. The paint looks very nice, both in smoothness and accuracy. Stream Line's chose to give these models a moderately weathered appearance, making them look as if they picked up plenty of dust, yet not enough to even begin to spoil the red and silver paint. In short, the models look great in true Stream Lines style.

The cab views look great as well. In previous packs, SLI has included two different cab views; one for the four locomotives with similar cabs and one for the cab which is unique. This time, SLI did something a little different. Because the GP60B is not drivable, and therefore lacks this version of the model which the other locomotives have, SLI included three unique cab views. One is for the GP60M, one for the B40-8W and C40-8W, and one for the SD75M. Each cab looks great, matching prototype photos for each one. A notable feature of these and all of SLI's cab views is that the angle of the view does not show the train-driving controls, although it does show the instruments such as the speedometer and brake gauges.

Finally, the locomotives sound and operate great, definitely worthy of the term "simulator." At the price of only \$12.99, this new pack is a golden spike among modern Train Simulator add-ons. So go ahead, declare Warbonnet on your computer! •







# Inside the Espee

A COLUMN ON SOUTHERN PACIFIC EQUIPMENT By: Benjamin Hawken

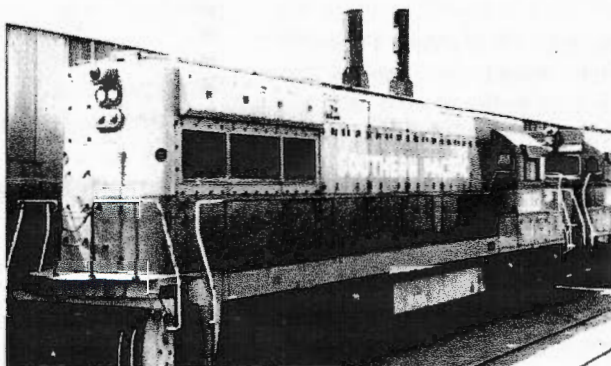
**Subject: MK TE70-4S**

I mentioned before that the SP was an experiment favoring railroad. The SP in the 70's had started to retire their U25B fleet and they decided that they would try out a Swiss engine in 4 of their U25B's. So Morrison Knutson rebuilt the locomotives and had to change much of the hood raising it and widening it to fit the Swiss engine underneath. The locomotives were numbered 7030-7033 and

were painted in to the famous day-light paint scheme. They were nicknamed "Popsicles" by SP crews and rail fans because they looked like the Good Humor Popsicle. The locomotives looked like the EMD GP30 with the high roof on the cab. The units

were used for a while and then came the recession in the 80's and they were put under raps. (Refer to last months SP Equipment W/ the GP38-2's) After that they were retired because of high maintenance costs and then were sold to a man in Oakland, Ca who owned a tugboat company and wanted the prime movers for his tugboats. He stored them in a warehouse spur in Oakland

and didn't take the engines out of them. Then in the 1990's they were moved to the GE plant in Oakland off of the old WP line under their own power and then the spur was severed. They have sat there ever since and there were rumors that GE wanted them off the property or they will meet the scrapper's torch. They were also were up for sale in early 2003 but the guy that owns them wanted too much for them. Next month: SW1500



TE70-4S SITS IN OAKLAND, CA IN THE EARLY 90'S.  
PHOTO BY ROB HAWK SR.

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

Email: [southernpacificfreak@yahoo.com](mailto:southernpacificfreak@yahoo.com) or

SP Equipment  
3366 WebWob Way  
Shingle Springs, Ca 95682

## The Top 7

By: Peter Maurath

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

**Top Seven signs it's fall on Amtrak.**

**#7. Cars have been re-stripped red, yellow, and brown.**

**#6. Pumpkin Pie and apple cider are now available in the café cars.**

**#5. All employees now wearing plaid flannel.**

**#4. Posters have been replaced with leaves on wax paper.**

**#3. Each vestibule is adorned with dried corn husks.**

**#2. A scarecrow with a pumpkin head greets customers at every station.**

**And the number one sign it's fall on Amtrak.....  
Baggage car hay mazes!**

## The Hurd Monthly Tip #14

By: Andrew Hurd

Realistic telephone poles can be made at no expense and very little work from twigs of proper size and shape. Strip off the bark, notch slightly for realism. Make the cross arm of balsa wood. Paint or stain the finished pole. Tiny black or turquoise beads can be glued on to represent insulators.



# Photography on a Shoestring Budget

Conducted By: Tim Vermande

## The Digital Darkroom, Part 1

Although one can argue the merits of film vs. digital capture, to me, there's not much to dispute after that. "Wet" processing is smelly, environmentally dangerous, involves a lot of cranky settings, and sets some allergies into operation. The slightest slip-up results in major problems and long re-do times. These problems won't apply to everyone, of course, but for routine work, digital has a lot going for it after the photo is taken.

If you're shooting film, digital gives you the best of both worlds, so to speak. Film is easily scanned. If there's a big improvement in scanners, you still have the film and can scan it again. The scans make a nice back up should something happen to the negatives. You can scan your own negatives (or prints), or have it done at a lab (usually this is pretty cheap if you have it done when the film is processed).

Either way, you end up with digital files, perhaps on a CD. What next?

You can spend a lot of money doing digital processing, and you can bet that the computer industry would like you to do that. However, there are a number of ways to do the work for less. Keep in mind that the very expensive programs you see advertised have a place, but unless you're advanced or specializing in this, you may not need them.

Basic requirements for digital pictures starts with a way to resize photos. A digital file may be 20-30 mb, and so large that it spills across the screen. Irfan View allows you to change the size of the photo. Thus you can have a smaller file to e-mail or post to a web site. You can also crop and do some simple adjustments, such as exposure. Irfan View is free (donations are accepted, but not required) at [www.irfanview.com](http://www.irfanview.com).

You'll read a lot about Adobe Photoshop, which comes in many guises. This is a superb program for doing about anything you could think of to a digital picture. However, it's quite expensive. For most purposes, you can use Photoshop Elements, which costs much less. It's often included as part of the package when you buy a scanner. Also, as usual, there are programs that work just as well but don't spend the big bucks to advertise (and thus raise the price).

Finally (for now) you'll want prints from time to time. Buying and setting up a printer is worth a column of its own. If all you need are some 4x6's and sometimes an 8x10, consider using a digital kiosk. These are just about everywhere. The drugstore across the street from us has one, and a print is 27 cents. I can't keep paper and ink in my own printer for that. ●

## THE HOTBOX FUNNY NAME OF THE MONTH

PULLED AT RANDOM FROM THE LAKE REGION TELEPHONE DIRECTORY OF THE PENN CENTRAL TELECENTRAL PHONE NETWORK, "THERE IS ALWAYS TIME FOR COURTESY."

M.L. GRIPE

THIS CONCLUDES THE HOTBOX FUNNY NAME OF THE MONTH PROVIDED BY THE PENN CENTRAL, TELECENTRAL PHONE NETWORK. "WHEN YOU ANSWER THE PHONE YOU ARE THE COMPANY."

# Winter National Convention 2006

For the eighteenth year in a row, the TAMR will be hosting a table at the Amherst Railway Society's BIG Railroad Hobby Show, in Springfield, MA. You know what that means, Winter Convention Time! Come join us January 27-29, 2006 for a weekend of trains, slide-shows, trains, pizza and did I mention the trains? Meet TAMR members Newton Vezina, Peter Maurath, Chris Burchett, and more, tour the second largest train show in the U.S., check out slide-shows, and just have fun hanging-out with other young railfans and hobbyists. For more information, or to reserve your space in the TAMR's palatial hotel suite (\$25 per-person, per night) please contact Newton Vezina, Convention Director at: Newton Vezina,

[TAMRVideo@aol.com](mailto:TAMRVideo@aol.com)





# Trains to Nowhere

BY: STEVEN GOEHRING

## A Railroad you Already Model: The Stress Buster Central

Welcome, readers. Don't change the channel, because in this episode of Trains to Nowhere, we're discussing how to make your everyday running more relaxing and fun. School can really be rough these days, and us students can use all the relaxation we can get. The simple methods that I tried of getting more fun out of my layout were adding background music, using a car card system, and making it a rule to run the trains every night. I found that these things work amazingly well.

The music was my favorite of the changes I made. After all, we're the generation that grew up with video games putting background music on everything, so why not on railroading?

I'll describe how I came to this absurd conclusion. Since I work at Trains n' Lanes Hobbies a few days a week, I met an O gauger who earns his living as a music teacher. He always had a

tape deck on hand, and I find that the days I work with music on are far more fun and go by faster.

Although my musical tastes were already set on Big Band/Swing, you could, in theory, use your music to help set the scene. Some ragtime

or player piano type tunes would be good for a wild-western layout, while contemporary modelers could use rock or techno type music to make their big diesel locos even more awe-inspiring than usual. Turn up the volume high

enough, and you'll even get prototypical seat vibration!

If you don't have a boom box, stereo, or in my case, computer, near your railroad, there is a simple solution. Just plug a pair of computer speakers into the headphone port on a CD player or MP3 player, and you're good to go.

On to the next order of stress busting business... car order cards! You may have heard of very complicated waybill systems before, but trust me, this is simple, works for anything, and easy to make.

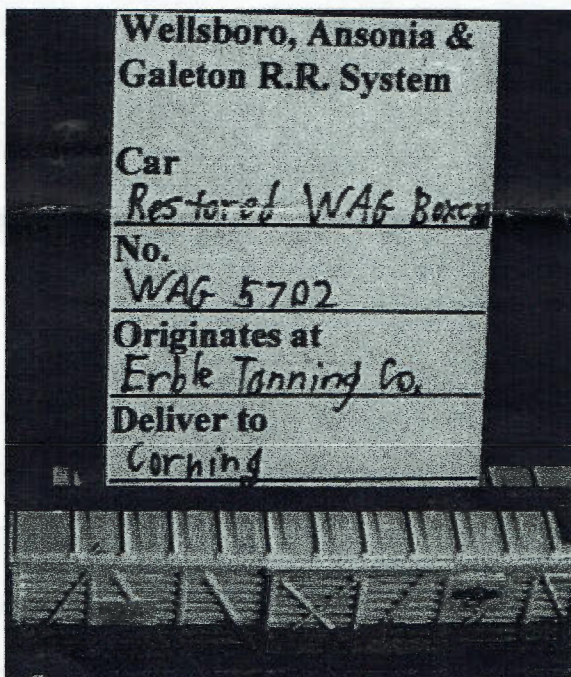
My waybills have the layout's name ("Wellsboro, Ansonia & Galetton RR System") on the top, with lines for the type of car being routed, the car's reporting marks and number, then where

it begins, (or where it "appears" on the WA&G) and to where I'm shipping it.

The key to a successful system of this kind is to have a LOT of waybills. Two or three for every car in your fleet is good. It's a bit different dealing with unit trains, or just any other train that is always run as the same consist. Inter-modals, Piggybacks/ TOFCs, and coal drags, be they loaded or MT, are best kept on one card and routed as if they were only one car.

I find music to be a great addition to my layout, and with the car card system, I often stay out on the high iron longer than I'd originally planned. The last ingredient to increased operating fun is running trains often, even if another activity seems more tempting. Model railroading is a lot of fun, so remember that and do it often. Same goes for Editor Peter Maurath and his fellow "Working Stiffs." Adults are allowed to have fun too.

Now, if you'll excuse me, I've got another local to "swing"\* through town. ●



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thank you!**

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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 STANHOPE, NJ 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:

- Part 2 of the summer convention report.
- Trains to Nowhere explores kitbashing.
- History of Connecticut railroads.

## COMING SOON TO THE TAMR:

- Winter Convention time is not far off!

We're on the web!  
[www.tamr.org](http://www.tamr.org)



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

