

THE HOTBOX

November 2005
Issue # 388

ISBN:1093-622X

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

Visit your local showroom for a test drive



THE HOTBOX

Editor -Peter Maurath
Publisher-Peter Maurath XI
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Jonathan Schoen
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Steven Goehring
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Librarian- Piles on the cran-
berry sauce.

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 Alco is better than FM? 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
So this is pine city vo-tech!

GET WIRED

Check out TAMR on the web at: www.TAMR.org
Or Join our online yahoo web 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: *It's a busy day in downtown Franklin, OH on the other half of the Lake Erie and Ohio show layout. Photo: Peter Maurath*

FORM 19 A message from your editor in chief

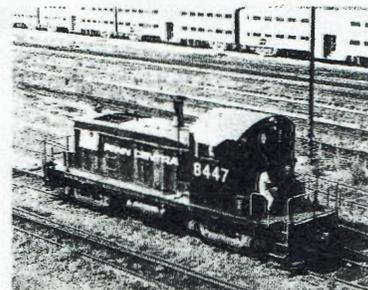
November already. Seems I just put my snow thrower away and here we are less than two months to Christmas. You know what that means, Winter National Convention Time is right around the corner! The last weekend in January to be exact. Don't miss out on all the fun this year (or I guess next year, right?) contact convention director Newton Vezina today and be a part of all the trains, goofy antics, and pizza you can swallow. Check out the convention ad on the next page for more info.

The Hotbox needs cover shots. Now I know there are several of you out there asking, "what? I sent you a boat load of them?" Well, there great shots, until I enlarge them to fit the cover, then they look like something printed off a Mac circa 1988. So, for those who have already submitted pictures, and anyone who plans too, keep in mind I need them to cleanly enlarge to fit the 8 1/2"x11" frame on the other side of this page. If it pixelates at that size, it will not work.

Along with cover shots we can always use articles here as well, all the submission

info for everything is as always right to the left.

As it has been for the last several month's I should be closing with a welcome to some new members, unfortunately I can't because there aren't any. Better work needs to be done promoting this group. You can't rely on our website or an ad in a magazine to get members. It starts at home. I'm not asking you to set-up a TAMR table at every train show in your state (though if you can, amen!) but mentioning our group to a fellow railfan, leaving some flyers at a hobby shop, even the littlest things can make a difference. To help make it easier, here's something off the I-forgot-to-tell-you-last-month-list: the TAMR is now offering Trial Memberships of three months to all new members. With our membership hovering around 80 it was decided several month's back that we needed an incentive to reach potential members. Seeing as other publications and groups offer trial memberships, we thought, we'd give it a try. So if you've got a train buddy who's on the fence about joining, offer the trial membership. All potential trial members



Tim Vermande, photo.

need to do is contact the group like any other potential, either thru the web, this publication, or a train show, and let me, or Tim Vermande know they would like the trial membership, and they're all set, we take it from there. Now for the legalese, present and past member's are excluded, and you only get one trial membership per person. We hope it will be a great tool to help sell the group and add some new faces to our great community.

While I'm on the promotional kick, if you would like promotional material for a train show or hobby shop counter please contact Promotional Director Andy Inserra at :
Andy_Inserra@tamr.org •

TRACKSIDE IN PART 2 INDIANA

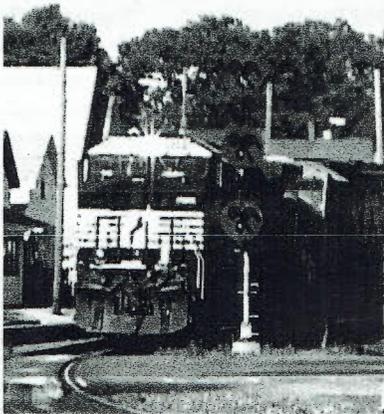
The TAMR 2005 Summer National Convention

By: Charles Warczinsky

The south end of Amtrak's Michigan Line runs into the Norfolk Southern at Porter. We headed to the Amtrak line, just blocks north of the diamond in Porter. First, train 535, one of the Detroit to Chicago trains passed us, heading west. Minutes later, train 364, the Blue-water passed us heading northeast.

While we waited for the second Amtrak train to pass through the trackage at Porter, we noticed, in the distance, a train passing through on Conrail. It turned out to be a bottle train, that is, a train of several cars full of molten metal with spacer cars (gondolas in this case) between each 'bottle' to keep the train's weight from being too concentrated in too small an area. After watching the 364 pass by, we got in the cars and drove part way back to Willow Springs, far enough to pass that bottle train, and still have time to get out and set up to watch it pass us.

From here we returned to the trackage north of Porter. This time we were seeking a train headed north up CSX. It turned out to be a loaded coal train, led by a BNSF unit. After that, we returned to Chesterton. The trains were numerous, and although I managed to capture a number of them on video, I hit a point at which my battery ran out, leaving me to simply watch and enjoy the sight and sound of the trains as they rushed past. David, however, not having a video camera to capture the action on, took detailed notes. After the last train, we said goodbye to J.R. and drove the hour or so back to the campground, crawling into our sleeping bags for a couple hours rest.



Tuesday was the final day of the convention. I had to be home for commitments I made before the convention, plus sleeping in a tent and eating fast food was getting tiring. We packed the car, tore down the tent, and loaded everything else up. I had some errands I wanted to run while in town, before heading back to Michigan, so we headed into Mishawaka. We took Current road (rather than one of the more main drags that run into Mishawaka) which crosses the CN tracks. Before we got to the crossing, we noticed a tie replacement "train" consisting of a white Peterbuilt truck, pulling several gondolas with a crane on one of the gons pulling ties out and stacking them next to the tracks. Before this train had cleared the crossing, we heard another horn. An orange and blue maintenance of way thing was coming west probably to help install the newly dropped ties. After the crossing was clear, we

headed into town. After washing the car (hey, it was pretty dirty) we visited Hobbyland, one of my favorite hobby shops. After spending money on magazines and some scenery stuff, we left Mishawaka, and headed to Elkhart for one last opportunity to do a little railfanning. After catching an NS train and tracing the Elkhart and Western shortline a while, we decided to head for home, railfanning along the way. Thus ending a short but sweet TAMR national convention. All in all, a good trip. •

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





Railfan Rantings

Welcome to Americas soon to be fastest growing sensation, Railfan Rantings. In this column I pose a question to our members via the TAMR online group at Yahoo., and hopefully come away with some insightful, amusing and possibly silly answers. This month's question:

What is your all-time favorite movie train wreck?

Jeff Wondelleck, Lafayette, CA- "Under Siege 2 - SP tunnel motors pulling an oil train ripping through a passenger train on a trestle."

Chris Barany, Edison, NJ- "Atomic Train (NBC TV movie-ed.) - Run away train with Nuclear bombs careens off the track into a busy town."

Dave Cenci, Peck, MI- "While not being a train wreck movie. it is the best

part of the whole movie....*The Fugitive*. A wreck staged on the Great Smokey Mountain RR they took a GP9, and shoved an old high-nose GP30 off the track in a spectacular scene...as I mentioned. the best part of the whole film!"

Doug Engler, Syracuse, NY- "I believe it was a movie called *10.0*. (CBS TV Movie-ed.) the train wreck happened when the ground opened up from an earthquake and swallowed a train whole."

Nick Wilson, Hamlin, NY- "*Silver Streak!*"

Drew Mattarazzo, Old Bridge, NJ- "Ok, it has to be, hands down, from the movie "*The Train*" from 1964. The film is set in 1944 in Germany. At one part, in order to take the Nazi's mainline, the allies intentionally derail a steam engine. Its a great scene and the last shot is from a camera placed in the track

bed and the pilot wheels from the locomotive grind to a halt inches from the camera. Its really incredible, I highly suggest you buy, rent, download it or whatever, just watch it!"

Jonathan Schoen, Simi Valley, CA- "Yeah, definitely *Silver Streak*. A couple of F7As bringing a passenger train at speed into, literally into, Chicago Union station."

Willie Roberge, Wareham, MA- "Well actually it was a mock-up of F7's crashing into set up @ Lockheed Aircraft in California (according a blurb in the rail news section in Trains from like 1980). I have a bunch of other movies with trains but not necessarily wrecks. Try *Von Ryan's Express*!!!! Awesome war and train movie."

That's all for this month. If you'd like to be a part of next month's Railfan Ranting join the TAMR Group at yahoo. All the 411 you need to join it is on page two. ●

IT'S ELECTRIC!



AMTRAK AEM-7 SPEEDS SOUTH THROUGH JERSEY AVENUE STATION IN NEW BRUNSWICK, NJ ON A WARM JULY EVENING. PHOTO: ERIK ROMATOWSKI



ACROSS THE COUNTRY, DENVER RTD #135, MAKES A STATION STOP SEPTEMBER 2004. PHOTO: TIM VERMANDE

Photography on a Shoestring Budget

Conducted By: Tim Vermande

On Entering Contests

There are many photo contests out there, and some offer good rewards. In addition to prizes, contests are also a good way to get your name known to magazines and other publishers. There are also, however, some things to watch out for.

A legitimate contest is almost always free to enter. There are a few legitimate contests with fees, but most of these are professional-level. Read carefully to find out who the sponsor of the contest is, and do some research if needed to find out if it's a real organization. To name two which sponsor contests for calendar photos, Amtrak and Union Pacific are clearly legitimate. But if you've not heard of the place, and can't find out about it, it could be anything from a certificate mill (like a diploma mill, a place where you just pay to get a meaningless piece of paper) to someone who will steal your photo (or maybe your identity), or maybe both.

You should not submit any information beyond name, address, and something about the photo or your status as a photographer. If you win, it's legitimate for the sponsor to ask for a tax identification (such as your social security number)--a good reason to make sure that the sponsor is legitimate. Don't be taken in by prestigious-sounding names. I once crossed paths with a man who talked about how his photos were on display in a certain gallery, and the name sounded important.

But I'd never heard of the gallery - it turns out that it was the name he affixed to his studio wall. Beyond his attempt to inflate his prices, he wasn't ripping anyone off, but not everyone is so innocuous.

It's important to look at the fine print and see what rights the sponsor wants to use your photo. It is common for a contest to require that you allow the sponsor to use your photo if it wins - in effect, the prize is your payment. Fair enough, but some sponsors want exclusive and unlimited use forever, so that you can't even print a copy yourself! Others will pay for use beyond the direct purpose of the contest. Be careful of contests which the right to unlimited use of any photo submitted, without paying you at all - even if you don't win.

It would seem obvious that you should submit your photo in the requested format - except that, in nearly every contest I've judged, several entries do not! You won't get anywhere if you don't follow the rules. Also be sure to send copies if a print or slide is requested. Many contests do not return entries, as it's just too time-consuming. Some will return entries if you include either mailing materials or a fee. It may be cheaper to let the sponsor keep your entry, especially if they will consider it for later use if you do.●

The Top 7

By: Peter Maurath

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

Top Seven things Union Pacific has to be thankful for.

#7. Their worst nickname, the "Onion Pacific".

#6. The tens of hundreds of dollars that are rolling in on trademark contracts.

#5. That great bargain they got at Home Depot on bulk Glidden Armour Yellow exterior house paint.

#4. The active theater community in Omaha.

#3. The Conrail break-up, take that CSX!

#2. They can now sue this column for copy write name infringement.

And the number one thing UP has to be thankful for.....

That new BNSF logo, what are they thinking!

The Hurd Monthly Tip #15

By: Andrew Hurd

If the caps on your paint jars become stuck they can be loosened by running hot water over the cap, and then adding paint thinner to the threads.



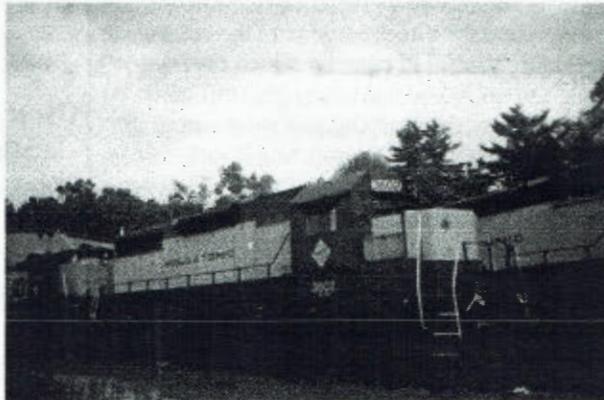
Nutmeg Rails

A Brief History of Connecticut's Railroads, By: Jesse DuBois

As small and rural as Connecticut seems to be, both our quite powerful and important. Between museums, our last operating shoreline, commuter railroads, and a couple of excursion lines, we are quite a large railroading state (besides the fact that there are only two Amtrak stations in the entire state [go ahead and laugh westerners, I'll get you later with the New Haven Railroad's equipment roster]).

Alright then, lets get the history lesson done first. One of the oldest, first, and farthest back I can trace railroads, is the Central New England Railroad (CNE). Basically, the CNE was the backbone that laid out the future for the rest of Connecticut's railroads. Running from Hartford to Millerton, New York, the CNE was a passenger railroad that consisted of 30 or so 2-6-0 steam locomotives and had flag stops in Pine Meadow, South Norfolk, West Norfolk, East Canaan, Twin Lakes, and Chapinville (these are only the flag stops, not the regular stations). The line was run from the mid/late 1800s into the early 1900s when the line fell. About twenty years later the New York, New Haven, and Hartford railroad (Also known as the New Haven and visa-versa), ran their trains on some of the CNE's existing path's as well as newly created ones such as lines into Massachusetts, the Shoreline, and Rhode Island connections. By this point the state was a major transit hub. Steam locomotives such as the Hudson and Mountain class ran alongside car body diesels on the rails that covered

the state after the second world war, when electric's were becoming more important, the New Haven Railroad purchased the important equivalent of the Pennsy's GG1s from the Virginian. Double-ended EP5 overhead electric's. By this point the New Haven was hardly being called the New York, New Haven, and Hartford, as people chose the New Haven to be easier to say.



Here's the part where I make westerners jealous. The last decade of the New Haven brought the most diverse collection of diesel and electric locomotives Connecticut will ever have and ever will see. The list includes EP5s, EF4s, Alco's RS Series, Alco's S-Switching series, Alco's PA and FA series, many EMD F-units, older EMU commuter cars, Budd RDCs, various Geeps, u-Boats, and Lima-Hamilton switchers.

Sadly after the New Haven fell due to various financial problems, the trackage was taken over by the Connecticut Department of Transportation (ConnDOT or simply to the locals, the DOT). However most of the line that

was run was central and southern Connecticut and absolutely no freight.

Conrail took over most of the state's major freight duties which basically means the entire state (Hey we're like the fourth smallest state). Unfortunately, the northwest corner was not tended to which was a big mistake on Conrail's part because of the large Lime industry in the Litchfield Hills.

The 70's brought Amtrak into New Haven and Hartford from New York and Massachusetts. Conrail was still running, although dying.

The 80's brought CSXT and most of the state's freight was abandoned. The Metropolitan Transit Association (MTA) brought MetroNorth into the state from New York which meant that the DOT lost its rail service (temporarily).

In the spring of 1990, two events in the state's railroad economy had taken place. First, the DOT opened Shoreline East, a rail connection from New Haven to New London and visa-versa. The second was the start of Housatonic Railroad Company (HRRC), which sported five ex-Conrail GP35s at the time.

Now in present day, Connecticut has a strong railroad influence. Amtrak has the Acela Express (as well as other services) run into New Haven. The Shoreline East is basically a financial mess. MetroNorth is running quite well with three branches (New Canaan, Danbury, and Waterbury) and a terminus in New Haven. CSX still has no freight in Connecticut but the Housatonic does run from Danbury to Pittsfield where CSX has a freight center there. Also the Housatonic still has its original fleet plus one GP9, one O.S.S. RS3, and one O.S.S. 45 tonner.

Hopefully by now you have an understand of the railroads importance in the Nutmeg State. ●



"No Airbrush?"

"No Problem!"

Custom Painting for "The Rest of Us"

Welcome to the first article in the rest of Trains to Nowhere! Today I'll describe my experiences in custom painting and lettering my own rolling stock in N scale (and if this works so well in N, just about any other scale could work also).

The key part of my plans was simplicity. Your typical repainting article in any of the big model railroad magazines calls for a lot of gadgets and cash, but my methods yielded great results without much expense.

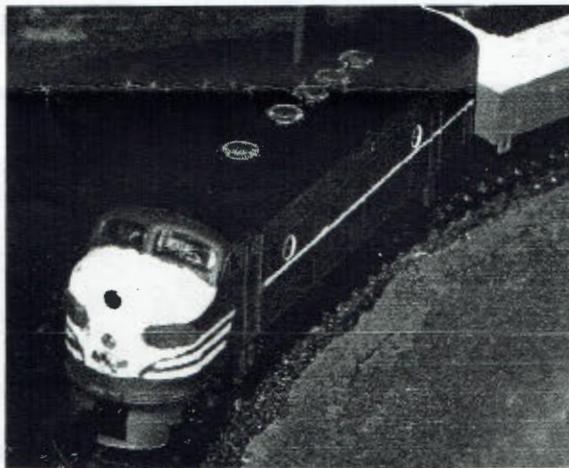
My projects included de-Central-ization (a.k.a. the replacement of Penn Central with local roadnames) of several passenger cars and giving a bunch of wood boxcars & reefers a cream & orange makeover into Wellsville, Addison & Galeton RR paint. A custom painted F7a and 44-ton center cab followed.

So how easy can it be to repaint N or any scale rolling stock? The answer is, it's as easy as you want it to be. My PC passenger cars converted into Tioga Central (TC) excursion cars were painted a single color of cabooses red all over in one thick coat and then accented with silver dry brushing. The F unit required intricate masking, spraying, brushing, and many other techniques.

Homemade decal lettering was applied to the TC cars on silver backgrounds to help the text show up. Since the decals were printed on clear decal film, they don't show up well on dark colors. And they look great! You can see them for yourself in an upcoming video on

www.tamr.org.

The best way to get good results on a 2-tone scheme without an airbrush is to use spray paint in several light coats. Brush painting goes on too thick for most projects and dries slowly. However, you can use a single thick coat, but this doesn't always work. If you



want to preserve the molded-on details, use only very light coats. If, like me, you don't much care for perfection, a thick coat works, but dulls the details.

Your spray painting is only as good as your masking. Paper-backed masking tape is great for this, especially when used in thin strips. Why in thin strips? Pieces 1/4 of an inch wide are best to get flush up against the painting surface and prevent the paint from bleeding under around the details. Wider strips can be added to the thin piece to prevent paint from getting where you don't want it.

My example project with masking was painting some boxcars for prototype-based shortline on my layout, the Wellsville, Addison & Galeton RR. The cars received a coat of cream paint over the body, and let that dry until I could handle the car without leaving fingerprints in the paint. To complete the paint job, I masked off the top half and painted the bottom half of the car orange. I decaled the top half with WAG logos and simplified reporting marks. Remember, the decals I made only show up on light colors like silver or cream.

I'll close with a simple reference section on simple techniques you can use. Go ahead and try painting something. Happy painting!

Dry brushing: for painting fine details, dip a small brush in paint and then wipe off most of the paint on a paper towel, leaving just enough color to be noticed when applied to the model. Use the side of the bristles to accent handrails or other thin details.

Masking: when using spray paint to make a two-color scheme, apply masking tape in thin strips to the model and be sure to press it down well. Add wider strips to the thin ones to keep paint where it belongs.

Icicle rusting: cut tiny notches (V) in an index card and use the notches as guides for dry brushing on rust colors. Great for under rivets or other rusty iron parts.

Removing Factory Paint: to get paint off of tough loco shells (like Katos,) place the body shell only in a jar filled with undiluted Pine-Sol. Leave a Kato shell in the jar for 2 days, any other for 1-1 1/2 days. Use a toothbrush or paper towel to remove paint immediately after removing the shell from the Pine-Sol. ●

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

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TIM VERMANDE, TAMR PIVOT PIN,

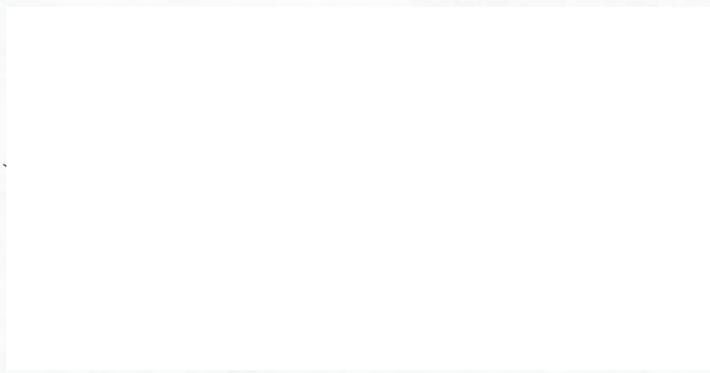
OFFER GOOD WHY SUPPLIES LAST, NEGATIVE EQUITY APPLIED TO NEW LOAN BALANCE, MUST TAKE DELIVERY OF DEALER STOCK, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTAURANTS IN ENDELIN, ND SEND A SSAEBDR TO THE ABOVE 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:

- Trains to Nowhere continues.
- More railfan rant.

COMING SOON TO THE TAMR:

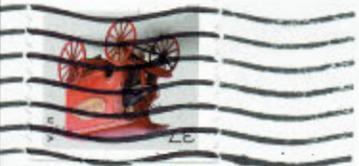
-Less than three months before the Winter Convention!



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 "Bring the fun of model railroading to the right track"



VERMANDE
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