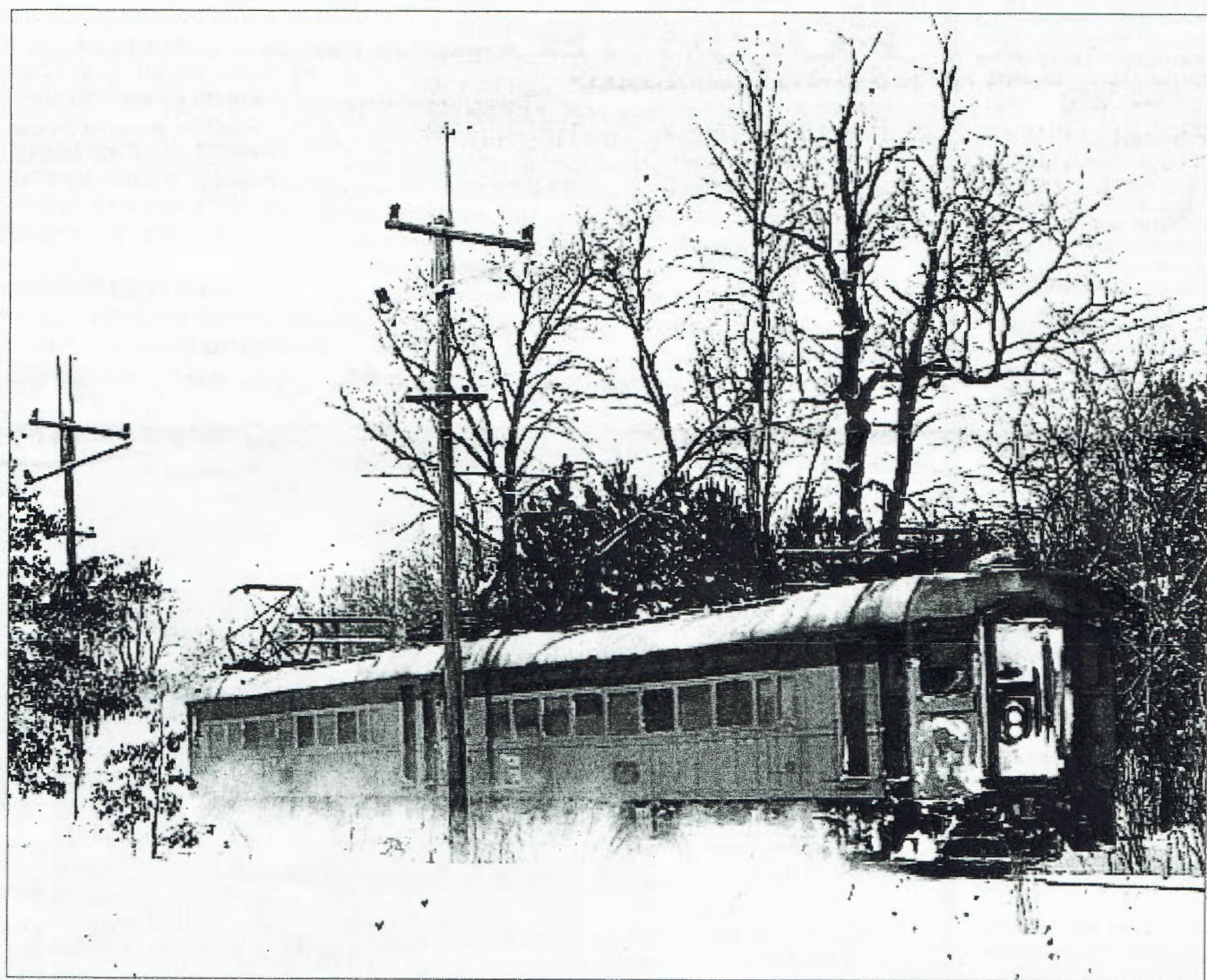


THE HOTBOX

DECEMBER 2005
ISSUE # 389

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THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS

The number one gift on America's wish list!

Editor—Peter Maurath
Publisher—Peter Maurath XI
Contributing Columnists—
 Jonathan Schoen
 Steven Goehring
Art Director—Duh Vinci
Photographer—Mya Noltah
Librarian—Puts reindeer antlers on her dog.

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 GE? 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
 There's a whole colony of people living in my beard!

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



TEEN ASSOCIATION OF MODEL RAILROADERS

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THE HOTBOX

ON THE COVER: A Chicago South Shore commuter train braves a cold winter day in Lydick, IN. Photo: Tim Vermande

FORM 19 A message from your editor in chief

Welcome to the final issue of 05'. I hope it's been a good year for everybody. I can't complain too much here. Despite some dire projections and computer meltdowns, the Hotbox as well as the TAMR has survived to see 2006. Membership has stabilized for the most part right around 80 members, and recent donations from the NY/NJ division as well as the great folks at MRN have kept us financially afloat. We've been blessed with a crop of new active members such as the guys in the NY/NJ division, Erik Romatowski, Chris Barany, and Jon Sommers, as well as columnists Jonathan Schoen, and newcomer Steven Goehring who help keep my article file full.

a lot better than 80 members.

It's those members that pay our bills, we cannot expect donations to cover everything, members as always are the key. The holidays are here and it's the perfect

time to get the word out about the group so we can make sure we see 2007 and beyond. •



Chris Burchett, photo.

Don't start cheering yet. While things may look okay for the moment, it's no reason to get lazy, and think this group is going to keep cruising. Our membership while somewhat stabilized, is still fluxing every month from renewals that go ignored, plus we could do



Railfan Rantings

Welcome to Americas soon to be fastest growing article 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:

Which of the great streamliners (steam / diesel / electric) is your favorite?

include the general route of the train and a brief reason why you like it.

Andy Inserra, New Hope, MN-Canada

"*The Canadian* - it still is around today, which says a lot. Where else can you ride a real dome car through the mountains?"

US

"*Empire Builder* - again, partly because of it's longevity. The trip from Chicago to Seattle goes by farms, the Mississippi, forests, the plains, Rockies, and oh yeah, big cities."

Chris Barany, Edison, NJ- "Lehigh Valley's *Black Diamond*... Nothing to spectacular, but very nice with stripes and Cornell red. Since Lehigh valley is in my blood, its only natural."

John Sommer, East Brunswick, NJ-

"Alright... I'll get flak for this, but come on.. the *20th Century Limited*.. PRE- STREAMLINED..... come on...Hudson #5344 slamming west bound on the water level route to Chicago with heavy-weights in tow.. nothing better."

Dave Cenci, Peck, MI- "The *Pere Marquette* is mine...it was the first Post WWII Streamliner in the world. It operated between Detroit and Grand Rapids Michigan on the *Pere Marquette*. It was started in 1946, and powered by EMD E-7's. The PM was merged into the C&O in 1947..but the *Pere Marquette* remained into the 60's. Today, Amtrak has a version of the *Pere Marquette*..but it operated between Chicago and Grand Rapids."

Mark MacDougall, Stockertown, PA- "Mine would have to be the Pennsylvania Railroad's, *Broadway Limited*."

Erik Romatowski, Highland Park, NJ.- "It has to be the Philly to New York leg of the Pennsylvania's *Broadway Limited*. If I was around back then, I would of loved to see a pinstriped GG1 haul the Pennsy's name train past my house at 90+ mph."

Jonathan Schoen, Simi Valley, CA "Southern Pacific's *Coast Daylight*, Los Angeles to San Francisco via the Coast Line. The train not only had a cool paint scheme and beautiful 4-8-4s, but it ran through my home town back in the day."

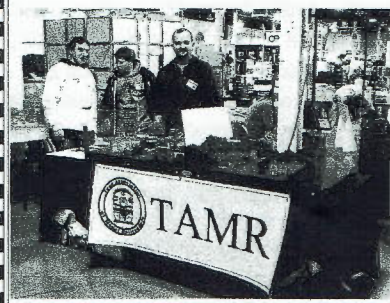
Benjamin Hawken, Shingle Springs, CA- "I have to say so to! With the beautiful GS-4 #4449 and her sisters taking charge."

Willie Roberge, Wareham, MA- "Trains I would have liked to see would be early Amtrak when anything could be found anywhere. Another thing that I would have loved to have seen was United Aircraft's TURBO TRAIN which was capable of 150+ mph!!!!"

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



V SCALE *The World of Railroad Software* By: Jonathan Schoen

Business, Economics, and Railroads: Railroad Tycoon 3

Money. No matter how much we try to believe that the railroad was created for railfan, we cannot escape the fact that the railroads are transportation businesses who's number one goal is to make money. This is why we see diesel locomotives, cement, even plastic, ties, and the very latest in technologically advanced locos. We kind of cringe and get a lump in our throats when we think about the railroads advancing. As cool as those new GEVOs and SD70ACEs look, we like our wooden ties, SD40-2s, jointed rail, and, dare I say, steam locomotives. It's easy to be sad, even bitter, about the passing of these things when we are used to it all being there when watching trains, and it's hard to see the positive side of all this. Yet, more often than not, railroads need to make a decision between pleasing railfans and raising revenue. The question is, can you do the same thing?

Railroad Tycoon 3 is all about the railroad as a business. The game celebrates the way the railroad helps and has helped bind countries, strengthen economies, and provide an indispensable service to people. Most of all, it gives the ordinary railfan a chance to see the business aspect of the railroad, an aspect that you can't go watch and photograph on a Saturday afternoon or negotiate for with a warm pizza and a liter of Coke. The game puts you as the chairman of a railroad company, and it is your job to manage it to make money in the most efficient way. This means building cost effective routes from city

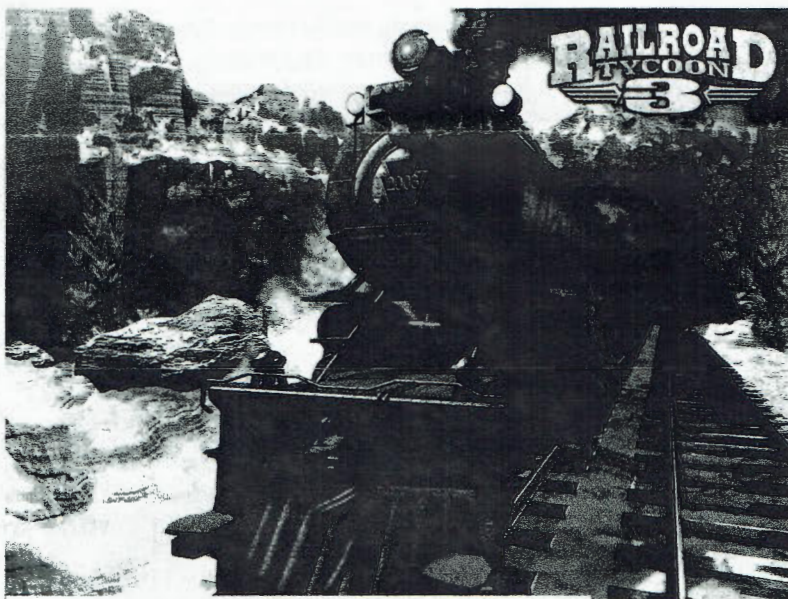
to city as you encounter deserts, mountains, valleys and rivers. You will definitely need to decide how often you utilize expensive bridges and wallet-thinning tunnels. It costs money, but track laying is the only way your transportation network is going to work.

Once you have a few routes and stations built, it's time to run trains to earn back the money you spent on all that track laying. The 3D trains of the game are fun to watch and resemble models, but once you finish cleaning the drool off your keyboard you need to get back to business and shop for a locomotive. But your not looking for things such as

but it's \$200K and you only have \$100K. Unless you have good enough credit to secure a bond (loan), it's not gonna happen. As the 1900s roll along, you'll have to make a historic decision in the history of your railroad company: steam or diesel locomotives. Your inner railfan will want to stay with steam, but you have to fight and realize that it's in your company's best interest to go with the latest technology and by a shining new pair of F3s to power your new Chicago to New York train.

So you've got it all figured out, huh?

You know exactly how to take charge of a railroad and build your name into history books. But you forgot one factor. There's more to the world besides your little railroad company. You still have to deal with a sluggish economy once that boom wears down. You better keep the best service you can, because there are other forms of transport that will rob you of business if you don't provide. And not just other *forms* of transport. Other railroads are just waiting for you to slip up, to run out of cash. You're not the only one trying to make Minneapolis your railroad hub.



SCREENSHOT COURTESY POPTOP SOFTWARE.

detail and paint sharpness, your looking at top speed, horsepower, acceleration, reliability, passenger appeal, initial cost, cost per year and a whole slew of information that your going to need to look at closely. You need to buy a locomotive that is the most effective for it's operating conditions; passenger train, freight train, mountain pass, straight shots across desserts. You need to look and the financial information. A loco may be really good for what you need,

The game is produced by Pop Top and you can get more info at www.PopTop.com. If you think you can handle the pressure, you can purchase it and download all the patches and additions that go with it. And if you think your good enough, I'll be happy to challenge you online to some railroad building when I'm not preoccupied with school or work. So go and explore the side of railroading that us railfans forgot. ●

THE TRAIN MEET

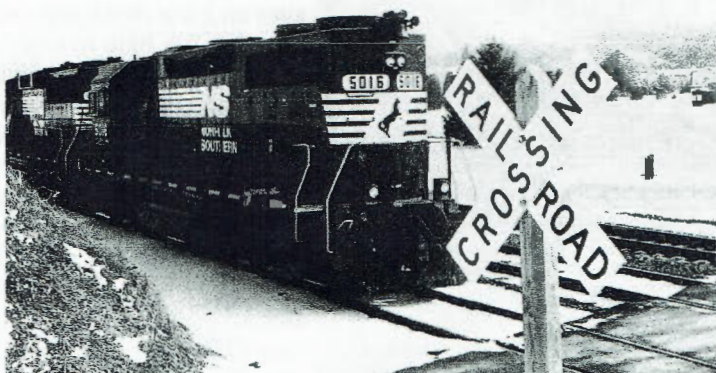
A PUZZLE BY: GEORGE BAUSTERT



What you see above is a logic puzzle. Two trains, one black, one white meeting with only a short stub siding between them. How do they pass one another? The siding is only long

enough to fit either one locomotive, or one car. Neither train has a superiority over the other. *Hint:* It starts with the locomotives. Answer in next month's issue. •

Railfanning on Ice.



NS GP50 #5016 PULLING TRAIN H47 CROSSES SMITH LANE ON A COLD SATURDAY AFTERNOON, FEB. 26, 2005. PHOTO: COLLIN REINHART

The Hurd Monthly Tip #16

By: Andrew Hurd

Ever cleaned your track with steel wool? Take a depressed-center flat car and put a small magnet with the poles facing the track. The steel wool will collect on the magnet.

The Top 7

By: Peter Maurath

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

Top Seven things on a railfan's Christmas wish-list.

#7. The President declares March, "Tony Koester" month.

#6. Other railroads will follow UP's lead and start painting-up their loco's in fallen flags.

#5. Kalmbach Publishing buys out Time and Newsweek Magazine.

#4. It's discovered flying causes cancer.

#3. CSX notifies them they'll be building a new four track mainline...in their front yard!

#2. Earnhart Jr. get's the Nobel Prize...sorry that's off the Dalefans Christmas wish-list.

**And the number one thing on a railfan's Christmas wish-list.....
One Stihl Chainsaw.**



NORFOLK AND WESTERN STEAM

A study by: Chris Barany

The N&W continuously rebuilt and refined its home-built power. It rarely updated the published specifications. The best of the Js, 611, 612 and 613, were not even built until 1950.

Case in point are the class A and class Y locomotives that were tested head-to-head against ABBA sets of EMD F7s. Those locos are called "ringers" by some, but in fact, between 1948 and 1954, N&W remanufactured all of the Y5, Y6, and Y6a mallets to Y6b specs. The locomotives had 22 tons of ballast added to the front engine, and the hand operated "booster" valve, and a home-made reducing valve and receiver installed, so the engineer could divert high pressure steam to the front engine any-time he wanted to, at any speed. The actual power increase was significant, but those locos went to the torch 8-12 years later with published TE of 156,000 pounds, same as when originally built.

With the A and the Y we have dynamometer car plots to verify the significant increase in power at speed N&W built into those locomotives after 1948. Alas, we have nothing on the J. If it was tested, those results were never published or leaked to the public. The same three men, Smith, Pilcher and Pond, presided over these events with shameless personal pride. It would be so unlike them to say, "Aw,

the J will do fine as is, let's just build 3 more 15-year old locomotives."

The 1950 graduating class of Js were specifically built for "Powhattan Arrow" service. N&W was in the passenger business only incidentally compared to NYC or PRR, with no New York or Chicago to link, no "Broadway" or "Century" to run, but the "Arrow" was N&W's premier train. Tractive effort: 80,000 lbs. No other 4-



NORFOLK SOUTHERN'S RESTORED N&W J CLASS STEAMER #611. PHOTO: TIM VERMANDE

8-4 in the US is higher. One had a trailing truck booster installed for testing, with a 12,000 lb TE boost at low speed. It was removed as unneeded and not worth the bother.

Some sources cite 604 having a booster applied for testing. Number 602 was built with a booster, but it was removed at a subsequent major shopping as problematical and unnecessary.

Max Speed on N&W: 100 mph with a full 12-14 car train, every day, but only for short distances. N&W was not known for level, tangent track.

Max Test Speed: 110 mph with a full train on the PRR in their tests.

N&W used lightweight compound rods and dynamic augment to balance the J in spite of having a short wheel. This enabled J to start heavy trains unassisted even on hills, curves, or both, and still safely run at 100 mph the few places that speed was permitted. The design safety limit of the rotational and reciprocating mechanism was over 140 mph.

Roller and needle bearings virtually everywhere throughout, with high-pressure lubrication, and quick and easy servicing with Alemite grease guns on a few dozen zirks when turned. N&W built its own "Qwik-E-Lube" in-line service facilities for this where the locos were turned. More like a "pit stop" than a trip to the roundhouse.

N&W was not primarily a passenger road, but did have one schedule that required a J to be turned in 70 minutes each trip, including terminal time. (Turning = coal, water, sand, clean fire/dump ash, lube oil, lube grease, inspection, minor adjustments, and a trip through the wash rack.) Can anyone document the turning of any other US steam passenger loco on an "every trip" basis in less time? ●

To be concluded next month.

Trains to Nowhere

BY: STEVEN GOEHRING

A Tree Farmer's Tips On Making Scale Trees

If any of you ever wondered about this column's title, it's because my N scale railroad portrays just about the middle of nowhere. My railroad portrays the middle of nowhere because my family owns property and raises trees in Tioga County, PA. Thus, the word "Tree Farmer" applies my relatives and I.

Armed with firsthand knowledge of how to recognize different types of trees from quite a long ways away, I set out to make a greater variety of trees for my railroad.

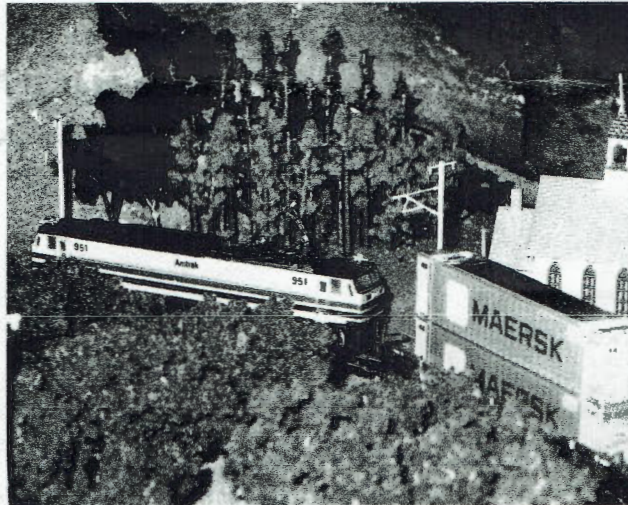
The supplies I used are all made by Woodland Scenics, and their products should be available at most stores. However, some hobby store chains (*hint hint, nudge nudge*, Hobbytown USA) have given me gray hairs over their tiny train departments and total lack of scenic supplies. Always support the small family hobby shops, since they will always have better selections and customer service.

I used: Deciduous Tree Armatures and Evergreen Tree Armatures (choose size based on scale,) Forest Green Coarse

Bushes or Underbrush-sized foliage; dark Green Fine-Leaf Foliage; any light color of Green Bushes-size foliage, Confer color Coarse Turf, and Light Green Coarse Turf. Lots and lots of Testors Plastic Cement and a bottle or two of Woodland Scenics Scenic Cement

held the trees together.

And now...number one...The Larch. Cover the limbs of medium sized pine armatures with Light Green coarse turf held on with Plastic Cement. These trees are ready for planting as soon as you have blown on them to knock off loose foliage.



AN E-60-CP POWERS A REROUTED CN INTERMODAL HOTSHOT OVER THE WELLSBORO BRANCH. LARCH AND OAK TREES ARE VISIBLE IN THE BACKGROUND; DENSE MAPLES COVER THE FOREGROUND. PHOTO BY AUTHOR.

The Austrian Pine is another common tree easily modeled for a layout. Simply plastic cement small branches of dark Fine-Leaf Foliage on to about 2/3rds of the branches of a short pine armature. No further glue is needed, but you can shorten the armature to be 2-4 scale person heights.

The best pine tree for covering large areas is the Blue Spruce. Just use the biggest armature you have, cover all limbs with Plastic Cement, immerse the tree in dark green Clump-Foliage, soak with Scenic Cement, and hang on a string with clothespins to dry overnight. Be sure you have something under the string to catch the glue and excess foliage that will fall off. Planting these will surely spruce up* your layout.

And now for something completely different. The next tree design is a simple weed tree that appears just about everywhere. The Striped Maple is easily made by ripping off a bit of Fine-Leaf Foliage and Plastic Cementing Light Green Coarse Turf onto the piece of Fine-Leaf Foliage. Blow off excess foliage and plant three or more of these in all your forests. Keep these trees between one and two scale person heights.

Maple trees are simple deciduous trees that don't require a lot of work. Simply apply Medium Green Clump-Foliage to the deciduous armature's branches and soak with a spray of Scenic Cement. Once the Scenic Cement has dried overnight, put some plastic cement on the top and apply a sparse layer of light green Coarse Turf to the parts which would catch sunlight. Turn over the tree and apply dark green Coarse Turf to the shadowed areas. This forces the perspective of natural light. You can use the same technique on skinnier deciduous armatures with less foliage to make Oak trees.

There you have it: How to make different trees in any scale. I picked a Nice scale* to model in, so these trees worked great for me, but who says you can't ring in the holidays with a forest of decorated HO, HO, HO scale trees?*

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:

- Trains to Nowhere continues.
- The conclusion of N&W steam.

COMING SOON TO THE TAMR:

- Less than two months before the Winter Convention!

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



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"Putting the future of model railroading on the right track"

