

THE HOTBOX

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THE OFFICIAL PUBLICATION OF THE TEEN
ASSOCIATION OF MODEL RAILROADERS

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THE HOTBOX

Editor -Peter Maurath
Publisher-Peter Maurath XI
Contributing Columnists-
Jonathan Schoen
Steven Goehring
Art Director-Duh Vinci
Photographer-O' Lem Poss
Librarian- Always makes a
resolution to eat less cheetos.

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 FM is better than Alco? 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@sbcglobal.net

So in the future there's absolutely no shame?

GET WIRED

Check out TAMR on the web at:

www.TAMR.org

Or Join our online yahoo news group, by contacting:

pivotpin@TAMR.org

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members. There's no cost to join this group, do it today!)

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

pivotpin@tamr.org

ON THE COVER: Locomotives outside the Minnesota Transportation Museum's roundhouse on a chilly November 05' afternoon. Photo: Andy Inserra.

FORM 19

A message from your editor in chief

Happy New Year! Welcome to year 2006 and year 42 for this fine little organization. We survived another year, and while membership and activity is still below where it should be, there is some good news to share.

First a big thank you to lifetime member Lloyd Neal. Lloyd's a veteran TAMR member going back to the early days of this organization. Some time ago he was given lifetime membership status by the Board of Directors. For anyone who's not aware of what that means, it grants a person a free membership for the rest of their life or as long as they'll have us. That didn't stop Lloyd though from generously sending a contribution to the group out of the clear blue sky. According to Tim Vermande, he said he hadn't given in awhile and just wanted to help out.

Second the NY/NJ boys are at it again, raising over \$100 for the group through donations at a recent Greenberg Train show in the NJ area. Thanks Erik Romatowski, John Sommer, Chris Barany and the rest of the NY/NJ Division crew!

These are two prime examples of what the rest of you should be doing.

Two of the biggest problems this group has faced nearly since it was created are not enough funds and members (with lack of activity a close third). Problems that can be fixed by doing what those two examples are doing, promoting this group and contributing. Now I know not everyone has the time or means to spend a weekend at a convention center, but if you absolutely can't do that then promote the group another way. Word of mouth is said to be the most powerful advertising tool, use it, mention the group to friends, leave flyers at your local hobby shop. If promotions aren't your thing, then contribute to this group. Production costs for this newsletter and conventions is constantly eating away at what little we have in the bank. Without these funds the Hotbox stops, and if that stops...well I'd rather not go there (anyone whose been a member since 02', knows what I'm talking about). Thankfully you all have en-



Tim Vermande, photo.

joyed paying dues that haven't been up-ed in over fifteen years. Meanwhile everything else has, making it harder to do what we want with what we have. While donations are great, a better (and easier on your wallet) way to fund this group is through more members, which brings me back to my first point, promotions are key. Even if you won't promote, or donate funds, you should at least contribute in another way, such as to this or regional publications, we're always hurting for material. IF even that doesn't float your dinghy, how about planning or helping to plan a convention, or meet? Whatever you do, don't do nothing. This group doesn't have the luxury. •

P.S. I have recently changed Internet providers for all Hotbox material, please note the new addy's.

Winter National Convention 2006!

How the year flies! Come one come all to the hottest event in the TAMR. The Winter National Convention in tropical Springfield, MA! The place to see, and be seen, if you're a railroader anyway. For the eighteenth year in a row, the TAMR will be hosting a table at the Amherst Railway Society's BIG Railroad Hobby Show at the Eastern States Exposition Center (The Big "E"). 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,

Email: TAMRVideo@aol.com

IMPORTANT CONVENTION NOTICE!

The final day for TAMR room reservations is January 26th. Don't wait until the last minute as the group rooms are filling up quickly. We are also looking for anybody interested in conducting a SHORT (30 min. or less) slide show or clinic on Saturday evening. Please contact the convention director at the information above by 1-26-06.

SEE YOU THERE!



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:

if you could be ceo of any railroad, which would it be, and what would you do?

Nick Wilson, Hamlin, NY- "I'd be the CEO of Conrail in the early 90's so I could fire LeVan (David M., then Conrail's chairman-ed) before he tore Conrail to pieces....P"

Dave Cenci, Peck, MI- "Canadian National...and stop the E. Hunter Harrison train wreck. There have been numerous train derailments on the former BC Rail as of late..the

cause..trains are TOO LONG!!! Harrison seems to like 4 mile long "land barges".., so I say..shorten the trains, and REdoubletrack the Chicago-Toronto main line, oh, and decentralize the locomotive repair facilities off the IC..doesn't do much good for repairing dead locomotives in Alberta."

Lewis Abeildinger, Moorhead, MN- "How about BNSF? Not particularly fond of moving to Texas, but I guess I could keep a summer home in Minnesota anyway (and winter too, don't want to miss out on ice fishing). The first thing I would do is demand a refund from the graphic designer that came up with the new logo. Next I would reexamine the philosophy of "bigger is better." BNSF has moved too much to the large shippers and forgotten about the small."

Jonathan Schoen, Simi Valley, CA- "I would say UP. I would like to see SP 4449 incorporated into the steam program, and maybe move the loco's home to Los Angeles, Colton, or some other local area in which the UP has a presence. I would keep the license, only make it a free one. I would also like to see the UP become more passenger train friendly and sensitive."



Railroading Over There



By: Jonathan Schoen & Mark MacDougall

Welcome to The Hotbox's most exciting new column, *Railroading Over There*. In this column, the authors (Jonathan Schoen of Simi Valley, CA and Mark MacDougall of Allentown, PA) will attempt to compare railroading in the eastern US to that in the western US. Each month the authors will discuss a certain topic, giving specific info relating to railroading in their area. A summary of the info will be in the "Fast Facts" section at the end. So, without further delay, we hope you enjoy the first installment of *Railroading Over There*. - Mark and Jonathan

Discuss the railroads that operate in your circle of railroading.

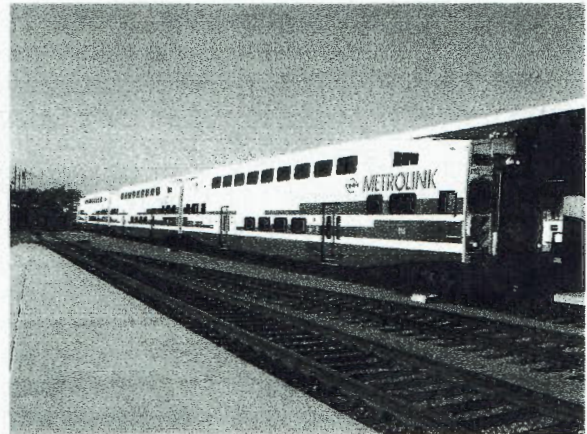
Eastern Pennsylvania: Mark MacDougall

Where Austin & I live, we see Norfolk Southern (former Conrail, originally Lehigh Valley, Central Railroad of New Jersey, Lehigh & New England, Lehigh & Hudson River, Pennsylvania Railroad, Reading, and Delaware Lackawanna & Western) and Canadian Pacific (Delaware & Hudson)



A NORFOLK SOUTHERN INTERMODAL RUMBLES ALONG. MARK MACDOUGALL, PHOTO

trains. In the general eastern PA area, we have a lot of shortlines such as the Reading & Northern and Delaware Lackawanna that add some color. If we want to see passenger trains, SEPTA, New Jersey Transit, and Amtrak. CSX also shows up in the southern part of the state.



A METROLINK ARRIVES IN LOS ANGELES IN PUSH MODE. JONATHAN SCHOEN, PHOTO

Southern California: Jonathan Schoen

If you want to get really local, Union Pacific, Metrolink and Amtrak operates through my hometown. Venturing out an hour or two will get you to see Coaster (commuter trains) and BNSF Railway. Depending on where you are, both the freight lines can take the spotlight, as there are many places where both railroads operate on parallel main lines or by using trackage rights. Simply put, the railroads that I see the most are Metrolink and Amtrak, followed by closely by UP. Tehachapi Pass is an excellent, and fairly close, location to see both the freight

Fast Facts

Largest railroad (total size) in area: CA: BNSF Railway.
PA: CSX

Most local trackage: CA: Union Pacific. PA: Norfolk Southern

Three railroads seen most: CA: Metrolink, Amtrak, Union Pacific. PA: Norfolk Southern, Union Pacific (foreign power), Canadian Pacific.

Railroads in common: Union Pacific and Amtrak

THE TRAIN MEET

A PUZZLE BY: GEORGE BAUSTERT

...Solution Next Month.

Seeing Double



NS RR262 WITH D9-40CW 9707 PASSES STOPPED 24V WITH ES40DC 7504 AT CP BELT. PHOTO: COLLIN REINHART

Splendor on the grass.



BR&W GP9 752 SITS AT THE SHOPS IN RINGOES NJ, WAITING FOR THE NEXT DAYS ASSIGNMENTS. PHOTO: ERIK ROMATOWSKI

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."

L.D. ARZOOMAN

THIS CONCLUDES THE HOTBOX FUNNY NAME OF THE MONTH PROVIDED BY THE PENN CENTRAL, TELECENTRAL PHONE NETWORK. "THE EARLY BIRD CATCHES THE TELEPHONE ON THE FIRST RING."

The Top 7

By: Peter Maurath

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

Top Seven CSX New Year's Resolutions.

#7. Instead of Pappa Johns at board meetings, Chipolte.

#6. Get chummy with the UP trademark attorneys.

#5. Contact that *Train Meet*, guy offer him a dispatch training position.

#4. Apologize to stockholders for the "dark future" scheme.

#3. Reassure stockholders it's still better than BNSF!

#2. Dispose of item found in storeroom, labeled "Chessie-Pelt".

And the number one CSX New Year's Resolution

Tell everyone what the "X" really stands for.



NORFOLK AND WESTERN STEAM II

A study by: Chris Barany

The Conclusion

N&W's one long passenger route connected Norfolk with Cincinnati. The longest run without an engine change on that route was Roanoke to Cincinnati, a distance of only 423 miles. I believe the second longest run was the 212 miles of run-through with the Southern, from Lynchburg to Bristol. In spite of not having a New York to Chicago multi-track raceway at water level, the 14 J's ran up 15,000 miles of service a month each, and one of them ran over 1,200,000 miles in its first eight years of service. To obtain these high miles would require availability that would rival any steam locomotive of that time. To have done it on N&W's roller coaster profile, and all on short runs with many stops, makes the number even more impressive. No, 15,000 is not as high as Niagara's 16,000, but Niagara was running at speed on relatively flat ground with fewer stops and restrictions. I sincerely doubt Niagara could have beaten J's numbers on the trains the J pulled, on the railroad the J pulled them. I wonder if it could have even equaled them?

From N&W magazine, June 1950, talking about the 611, 612, 613: "At normal passenger train operating speeds of from 40 to 60 miles an hour, these coal-burning, steam locomotives develop more tractive power than even giant 6,000 horsepower diesels, a great advantage on the Norfolk and Western which traverses mountainous territory." A shiny new #611 is shown. Is it possi-

ble these locos were dyno-ed against passenger diesels while testing on the Pennsy? Is "tractive power" really "TE [Tractive Effort-ed] at speed" or "DBHP [drawbar horsepower-ed] at speed"? In the prior diesel tests, N&W charted such things. If so, then we have a clue to those numbers for J. Anyone have TE and DBHP charts for E7s?

In any case, NYC quickly found out the 4,000 hp 2 diesel sets the car salesmen from GM used to show how diesels were more economical, did not have a prayer of keeping schedules a single Niagara kept. NYC didn't do their own tests like N&W did, and had to go back for more diesels. It is obvious that both Niagara and J were the equal of the 6,000 hp diesel sets of the day. (ABBA Fs or ABA Es)

Point is, J had this "sweet spot" at 40-60 mph. I forget where Niagara's were at the moment, but I would expect it to be shifted higher to reflect a need to still be able to accelerate smartly at higher speeds, as when exiting a curve, a crossing at grade or other speed restriction. Not better. Not worse.

Tenders: J had 35 tons of coal and 20,000 gallons of water. Stops were frequent enough to avoid the need of service stops. Plugs and chutes were provided at regular stops. If there were unexpected delays, J could fuel or water at any of many on-line service points provided for freight use.

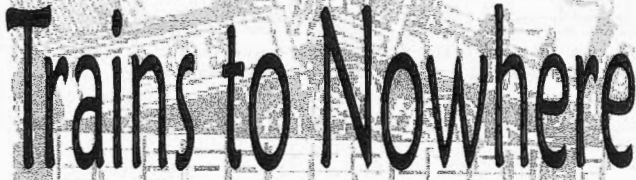
The thought of track pans and picking up water on the fly on the N&W

amuses me. First of all, track pans only work well on tangent track. Secondly, track pans only work on level track, or else the water all runs out one end. N&W didn't have a lot of tangent, level track, and what it did have, was unlikely to be where you might need to take water.

The whole idea of "big tenders" swept the industry post WWII. In a few cases (Niagara is a good one) the time saved picking up water on the fly with a speed restriction for the track pan made up for the other costs. A pedestal type 4-10-0 tender was proposed for one of the versions of the L&N's Big Emma "Berk". What a joke. L&N was using Berks because of weight restrictions and turntable lengths. The advantage of a pedestal tender is the tank end can hang out 8-10 feet past the end of the turntable rails, but you have to remember that when you swing one around. All tenders are dead weight, and it takes water and fuel to haul every pound of weight. When you go up hill, like the L&N and N&W did, the power required increases at more than a linear rate.

Like N&W, L&N was heavily into the coal business, with plenty of convenient places to "coal up" so its just a joke. A loco salesman not doing his homework, or trying to sell an expensive add-on, or both. Any coal or water beyond what is required to make the next scheduled stop is waste.

*Old story: (Super) "Say, Hostler says your engine was out of water when he pulled if off the Limited!"
(Cocky Engineer) "Hmm...there was still some showing in the glass when I climbed down!" •*



Trains to Nowhere

BY: STEVEN GOEHRING

Miracle Products of Model Railroading

The hobby of model railroading is certainly one of the largest and most interesting activities around. Model railroading involves carpentry, electrical engineering, design, and many other "professional" hobbies, and because of its diversity, model railroaders can be found shopping for their train layouts in any type of store.

The best products are found in the least expected places. Following a tip from an old issue of Model Railroader, I went searching for a cure for my track cleaning problems. My father suggested checking a beauty store, so we set off on our search.

Now hold on for a moment. What on earth would a model railroader be doing in a beauty store?!? Well, I was wondering that myself that day. I asked the person behind the counter for a chemical called Wahl Clipper Oil. Worst of all, I mispronounced it (it sounds like wall, not whale.) Luckily, the cashier found it and for little over two dollars, I can now clean my track every six months, not every week, and operation is much smoother. My basement's pretty wet, too, so if it works for me, Wahl Clipper Oil should work for you.

There are other great resources out there for model railroaders. I'll describe them all here. Were *these* on your ChrsmaHanuhKwanzaa list?

Wahl Clipper Oil- An anti-corrosive oil for hair clippers. It is available in different brands and can be found in beauty supply stores, pet shops, and barber shops.

Clipper Oil will not clean your track, but it will keep your track from getting dirty or corroded for quite a while. Simply apply it sparingly with a paper towel or sponge to both rails (or all three for any O scalers out there) after cleaning the track with an abrasive cleaner. Your track should stay clean for months.

Testors' Dullcote- The best friend of the custom-painter. Dullcote is available in short spray cans from most well stocked hobby stores. It is supposed to be a non-glossy sealer, but it works for other tasks, too.

Dullcote has three uses that I have discovered so far. You can give paint on a loco a more prototypical "used" look by spraying the body shell with Dullcote. It leaves all the printing on the shell clear and readable while making the loco look less artificial.

Dullcote is also useful with decals. After applying decals, the edge of the decal film sometimes leaves a noticeable line on the model. Spray the whole model body with Dullcote and the decal lines should disappear. If you make your own decals with a computer printer, you can use Dullcote to seal the decals so when you soak them in water, the ink won't float off.

Use Dullcote just as you would use spray paint. You can do several thin coats or one thick one.

Google Advanced Image Search- "The most comprehensive image search on the web"

-Google Image Search website.
(Whatever that quote means...)

If you want prototype photos, Google image search is easy to use and gets results quick. You can access it by logging on to the Internet (school free periods are great for this) and going to <http://www.google.com>. Click on "Images": above the text entry box, then on "Advanced Image Search" to the right of the text box once the Image Search page loads.

This brings you to a page with four text boxes and a "Google Search" button. I'll tell you how to get good results with an example.

Say you want pictures of an L&NE RS2. Go to the advanced image search page and type "RS2" in the 'related to the exact phrase' box. Type "L&NE" in the 'related to all of the words' box. Click the Search button and check out the results. If your search comes up empty and you were being very specific, try to broaden your search, or try moving all of the text in the 'related to all of the words' box to the 'related to any of the words' box. If you come up with irrelevant pictures like images of toasters or boom boxes, try putting the words from the irrelevant images in the 'not related to any of the words' box. If you simply can't find the pictures, mess with your words a bit. In my example, I would change "L&NE" to "LNE" or "Lehigh and New England". Another option is to change "RS2" to "RS-2" or "Alco RS2".

Pine-Sol- The unsung chemical capable of taking paint off of any given model. I mentioned this in a previous column, but it's worth saying again. IT WORKS. Just place the body shell you want to strip in a closed jar of Pine-Sol for a day or two, remove it, scrub it with a paintbrush, and poof!!! You now have an undecorated shell. Another great thing for "repainters".

If you think your product deserves to be called a Miracle Product of Model Railroading, please read the rules, regulations, and otherwise useless fine print on page 2 of this Hotbox.●

THE TAMR IS A NON-PROFIT ORGANIZATION CREATED TO PROMOTE, FOSTER, AND ENCOURAGE YOUNG PERSONS IN THE HOBBY OF MODEL RAILROADING, THE ACTIVITY OF RAILFANNING, AND THE PRESERVATION OF THE HISTORY, SCIENCE AND TECHNOLOGY THEREOF.

MEMBERSHIP TO THE TAMR INCLUDES AN ELEVEN MONTH SUBSCRIPTION TO THE HOTBOX, THE ANNUAL DIRECTORY OF MEMBERS, QUARTERLY REGIONAL NEWSLETTERS AND AN ELECTION TO PARTICIPATE IN ALL TAMR EVENTS. THE AVAILABLE MEMBERSHIP CATEGORIES ARE AS FOLLOWS: REGULAR (UNDER 21)-\$15, ASSOCIATE (21 AND OVER)-\$20, INTERNATIONAL (OUTSIDE US)-\$18

TO BECOME A PART OF THE TAMR, OR TO RENEW, SEND YOUR INFORMATION TO:
TIM VERMANDE, TAMR PIVOT PIN,

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

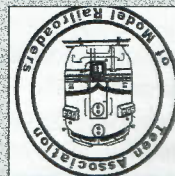
COMING SOON TO THE HOTBOX:

- All the snooze that's fit to print.
- V Scale Returns.

COMING SOON TO THE TAMR:

- Winter Convention time, seeya there!
- Polka recital Jan. 15, at the VA Hall.

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



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

