

THE HOTBOX

September 2006
Issue #398

ISBN:1093-622X

8850

8850



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

Rated PG for thematic elements, mild humor, and lampshade violence



THE HOTBOX

ON THE COVER: . An NS C40-9 leads NS freight 39G through Macungie, PA on April 15th, 2006. Photo: Mark MacDougall.

FORM 19 A message from your editor in chief

I guess that's it, summer is unofficially over. By the time most of you get this Labor Day weekend will have passed and it's back to knuckling down for the next three months until the holiday breaks kick in. Sorry if I brought anybody down, but hey Christmas is only three months away!

Before that gets here we have an important event in the TAMR to deal with, TAMR ELECTIONS, *Decision 06'* As of right now I have two Letters-of-Intent one for President, and one for VP. Leaving seven positions with no candidates and the two mentioned running unopposed. Once again I will remind all our present officers who haven't sent anything in that I need your Letter's ASAP if you plan on keeping your job. So for the Vice-President, Northeast Rep, Central Rep, Western Rep, Southern Rep., and International Rep., (while you last two were appointed it's only good till the election) if you all want to stay in office I need your Letter ASAP. Now for the rest of you eligible members (under 21) if your inter-

ested and would like to see this election actually have some suspense to it I also need your Letters ASAP. The positions available are as follows: Prez, VP, HB Editor, Treasurer, and all five regional rep positions (you can only run for the region you live in). The letter of intent is a couple paragraphs from you, telling the voters who you are, why you want to run and what you plan to do should you win. There, that should cover it till I have to repeat myself next month. (Save me the headache and run for office today.)

Next we have some developments as a result of the recent Summer National Convention. Not only did this convention get nine members in attendance (last time we were anywhere near this was 2001), but the train show the convention was held around netted two new members and over one-hundred dollars in donations! One of those new members is a nineteen year old visiting from Sydney, Australia, , yup Australia, that's not a typo. Our international region just got it's first



Tim Vermande, photo.

member in over a year and has truly become international! Along with that he has asked to be the Regional Rep, and was appointed by President Jonathan Schoen the last week of August. Lets give a warm welcome to our new friend from across the international date line Maikha Ly as well as our new friend from across the Hudson, Vincent Buccigrossi. ●

Vincent Buccigrossi

Maikha Ly

Scale: HO

Editor—Peter Maurath
Publisher—Peter Maurath II
Contributing Columnists—
Jonathan Schoen
Steven Goehring
Art Director—Duh Vinci
Photographer—Jay Vecce
Librarian—Is a dedicated Walmart shopper.

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 GM? 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

I made no assumptions about the width of the lake.

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



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:

What is your favorite thing about the southern Pacific?

Erik Romatowski, Highland Park, NJ- "I'd have to say the dirt covering up the beautiful paint. It gives a good contrast between the work, and the beauty of the railroad."

Matt Martin, Fairport, NY- "The smell, the power, just everything about the SP made it interesting. I never knew it as well as my dad, who shot many SP trains on Tehachapi. I love to see those 45's, 40's, 45T-2's, work as they pull the drag up the grade while being shoved by SW1500's, MP15's, SD9's, & GP9's. The Southern Pacific was one heck of a railroad its too bad they're gone."

Jonathan Schoen, Simi Valley, CA- "Being a native Californian I would have to say that my "favorite" thing about the SP was the fact that it made California what it is today. Despite influences of the Santa Fe, Western Pacific and Union Pacific, the Southern Pacific was a driving force in the economy and wealth of California."

Willie Roberge, Wareham, MA- "Well I am not the most knowledgeable about the Southern Pacific, but I would say I like how they were a big-time railroad that loved to do things a but different, that is, I love how all of there locomotives had all of the extra "bells and whistles" i.e. crazy strobes, beacons, Mars lights, gyro lights, extra sets of headlights, great stuff!!! While UP looked to Turbines Southern Pacific tried Diesel Hydraulics from Krauss-Maufi and when they didn't work out they turned one into a Camera Car! They also used U50's as well as DD35's. I liked the distinctive looks of their big steamers, the Cab Forward articulateds! Well I guess this is more than "one favorite thing" but I was on a roll."

Ben Hawken, Shingle Springs, CA- "It would have to say that the best thing was the way they

would power a train. Example- One train I saw a freight had a GP40-2-SD45E-SW1500-SW1500-SD45T-2R-SD9E that was going just below Dunsmuir at Lake Head."

David Cenci, Peck, MI- "Bloody nosed Cadillacs!(err.. SD9's)."

WANT TO JOIN IN THE RANTING? THEN JOIN THE TAMR ONLINE GROUP AT YAHOO GROUPS.COM. SEE PAGE TWO FOR MORE INFO

WINTER CONVENTION ANNOUNCEMENT!!!!

Greetings from sunny Springfield, MA! It's difficult to think about winter while we are still enjoying summer, but for attendees that like to plan ahead, the 2007 TAMR Winter Convention has already been planned out and will begin on Friday evening, January 26, 2007 and continue until Sunday evening, January 28, 2007.

By popular demand, the winter convention hotel will again be the **Residence Inn, 64 Border Way, West Springfield, MA. , 413-732-9543**

A multiple room suite has been reserved for TAMR members that need a place to stay over night. The cost for each person will be **\$30.00** per night including a full breakfast

There will be a HUGE model railroad show, including a TAMR table with operating layouts on both Saturday and Sunday at the Eastern States Exposition in West Springfield. For more details regarding the show, click on the Amherst Railway society link:
<http://www.amherstrail.org/show/show.htm>

Mark your calendars! We are expecting another awesome winter convention! Only 5 months away!!!! More details regarding the Winter Convention will be forthcoming. Meanwhile enjoy the last of summer while it lasts!

HAPPY RAILROADING!!

-Newton

THE HOTBOX FUNNY NAME OF THE MONTH

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

L. VUCKOVICH

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."



Railroading Over There



By: Jonathan Schoen & Mark MacDougall

One thing that railroading in the east and west have had in common since the 1970s is Amtrak. However, despite the National Railroad Passenger Corporation's largely standardized fleet of equipment, the routes are far from similar. This brings us to the topic of this month in *Railroading Over There*. Today, Jonathan, Mark, and Austin discuss one of their favorite Amtrak trips.

MARK AND AUSTIN, EASTERN PENNSYLVANIA

Here in the northeast, there are plenty of lines that see Amtrak service. Our favorite is Amtrak's Pennsylvanian, which operates from New York to Pittsburgh, PA, via Philadelphia on former Pennsylvania Railroad trackage. We usually take the Pennsylvanian once a year or so from Lancaster, PA (between Philadelphia and the state capital of Harrisburg) to western PA (usually Altoona). Amtrak owns the trackage between New York and Harrisburg, while Norfolk Southern owns the line from Harrisburg on to Pittsburgh.



A PAIR OF SD40-2'S ARE SEEN ON THE REAR OF NS TRAIN 20R AT HORSESHOE CURVE ON AUGUST 1ST, 2006. THIS PHOTO WAS TAKEN FROM AMTRAK'S PENNSYLVANIAN. AUSTIN MACDOUGALL

We start our trip in Lancaster on a warm August day. After waiting for a few minutes, our train arrives with the usual P42DC as power. As we depart, we pass a Norfolk Southern local with a couple of GP38-2's as power. As the train nears Harrisburg, the infamous Three Mile Island power plant can be seen in the distance. While we are stopped in Harrisburg, an eastbound NS stack train slowly passes. Our train leaves

the city, and passes a Norfolk Southern intermodal terminal, and "fuel pad", where a variety of locomotives of various ownership can be seen getting refueled. A couple minutes later, we cross the 2/3 mile long Rockville Bridge, the largest stone-arch bridge in the world. For the next two hours, we are operating on Norfolk Southern's very busy Pittsburgh Line, and pass quite a few eastbound NS trains. As we are coming into Altoona, we pass the Juniata Shops. Many engines can be seen here today, including some GP38 rebuilds, some new SD70M-2's and ES40DC's, and a newly painted UP SD70ACe. The most interesting units here are the retired engines on the "dead line" in front of the shops. A very rare SD50S, some GP38's, GP38AC's, B23-7's, and un-renumbered Conrail units can be seen here.

After departing Altoona, we round Horseshoe Curve, passing the GP9 on display. Another eastbound NS train passes us as we round the Curve. Soon afterward, we enter Gallitzin, and go through the long tunnel there. The next town we pass is Cresson, where we see some SD40-2 helpers and SD80MAC's. Several more small towns are passed on the very scenic West Slope, and we are quickly in Johnstown. Some new Wheeling & Lake Erie hoppers can be seen at the Freight Car America shops, along with some BethGons lettered for a private owner. West of Johnstown, a few old hoppers, one of which in full Penn Central paint, are used as a retaining wall. As we get closer to Pittsburgh, we stop at the town of Greensburg. The restored station here is probably the nicest on this segment of track. A few minutes later, we pass under the Westinghouse Bridge, a very large concrete highway bridge just east of Pittsburgh. Some CSX and Union Railroad trackage can be seen, though no trains are sighted. We arrive in Pittsburgh an hour before nightfall to end our trip. This is our favorite trip for numerous reasons, the largest being the high amount of train traffic between Harrisburg and Pittsburgh.

Continued on next page.

JONATHAN, SOUTHERN CALIFORNIA

Southern California is known for its magnificent stretches of coast line, and what better way to view them than by train. As part of the original system, Amtrak inherited nearly 200 miles of coastal trackage, which includes the former Santa Fe "Surfliner" between Los Angeles and San Diego, and the former Southern Pacific "Coast Line" between Los Angeles and San Francisco. The latter is perhaps the more famous, as it includes nearly 150 miles of trackage directly along the coast between LA and San Luis Obispo (SLO). (This was one of the most attractive features of the Southern Pacific's famed "Coast Daylight.") Amtrak now offers three round trips to SLO; the north and southbound "Coast Starlights", a standard Pacific Surfliner consist, and a Pacific Surfliner operating with a low level consist. It was the later train that my good friends Joel and Kyle and I decided to ride in June of 2006.

We arrived at the Simi Valley early on a June morning. The first train to come through would be the one my dad would take into Los Angeles to meet his brother from Oceanside. Metrolink 110 with an F59PH and three leased Altamont Commuter Express cars. My dad boarded the train and five minutes later passed Amtrak 799 in the Hasson Siding. My dad called me to tell the three of us what equipment was on the train. It was led by a P42, and followed by a Surfliner F59PHI (backup power for the P42, which was on its break-in run), a baggage car, a horizon diner, three horizon coaches, and an ex-F40PH cabbage car. The train pulled in about five minutes late.



ON ANOTHER DAY, CABBAGE CAR 90208 IS ON THE END OF AMTRAK 799 IN SIMI VALLEY. JONATHAN SCHOEN

Even though I have lived in Simi Valley all my life, I have rarely ridden a train west of the Simi Valley station, which is where I do my primary railfanning in Simi. In fact, I hardly remember the two times I have done it. This time I had a video camera to document the ride. Joel, Kyle and I boarded and purchased our tickets from the conductor for \$31 each. I watched familiar streets and landscapes roll by as we rode out of Simi Valley. However, urban landscape quickly

tuned green around Camarillo and Oxnard. An hour later in Ventura we got our first view of the ocean. For the next three and a half hours the views were fantastic, despite the thick clouds. The beaches around Ventura soon turned to sheer drops into the ocean north of Santa Barbara. It's hard to describe the trip in words. All I can say is that if you get a chance to see the Pacific by rail, do it. We arrived in San Luis Obispo around 1:00.

While standing in front of the Mission Revival style station in SLO the three of us watched 799 back into a storage siding and observed three UP SD60Ms, used for helpers on the Questa Grade north of SLO. After walking around town a bit, we finally found a decent place to eat and settled at a pizza grill. We ate and headed back to the station in time to watch the Coast Starlight leave. A couple hours later, with no train activity after the Starlight, we boarded 798 and headed home. The ride home was just as spectacular as the ride up. I wish, I could describe the trip in more detail, but I have limited space on this column. All I can tell you is that it will be hard to beat the trip I took on the SLO Liner. ●

The Top 7

By: Peter Maurath

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

Top Seven items on the new Amtrak President's to-do list.

#7. Tell Union Pacific to keep my office available.

#6. Use-up the rest of my air-miles before anybody gets wise .

#5. Do something about that Acela logo .

#4. Boost income by requiring trademark registration like UP.

#3. Throw out the last of Gunn's Rogaine in the executive washroom .

#2. Plug the clock back in at the dispatch center .

And the number one item on the new Amtrak Prez's to-do list...

Change copy machine password from "ridevia"

Trains to Nowhere

BY: STEVEN GOEHRING

If variety is the spice of life, then my model railroad can outdo any number of jalapeños. After all, where else would you find an ALCo PA sharing switching chores with a Pennsy Boxcab motor? Or GG-1s pulling tourist trains? Or worse yet, PRR and CSX equipment coexisting peacefully? It's absurd! It's unbelievable! It's... *the Wellsboro Branch of the Wellsboro, Ansonia & Galeton!*

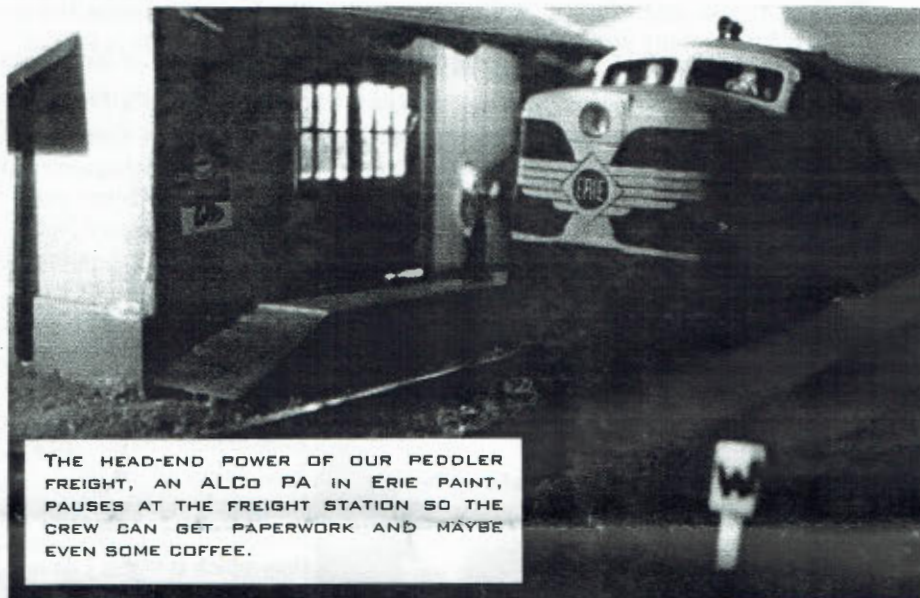
The Wellsboro Branch is kind of my model train "playground", while the rest of my model railroad is a more serious and accurate representation of rural Pennsylvania shortline railroading. Ironically, the "playground" looks much more realistic because it is the only part that is fully scenicked! I decided that it would be a good idea to do a sort of layout tour, like something that would appear in *Model Railroader*. So, here goes. Sit back, relax, and try not to fall out of the train from laughing at the totally unreal situations.

We start the tour at the usual starting point for trains on this line: the tiny yard in Wellsboro. Here, our engine: an Erie PA, waits next to our cars to deliver to two on-line industries and one other railroad. The yard is so short, the 5-car train is broken up over two different tracks! Fortunately for us, a PRR B1 boxcab is boxed* in behind our consist, with only its pantograph visible in the below photo. It will follow our PA to

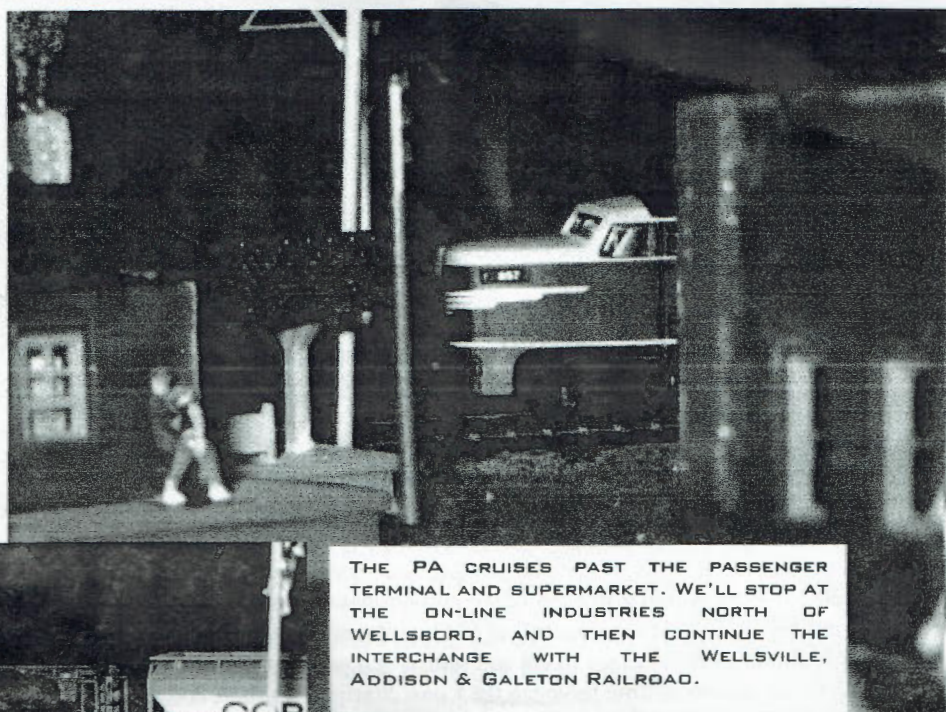
help with the switching work. The PA's good looks do nothing to fix its inability to work well as a switcher.

The B1 helps us get our train set up and ready to depart. We stop off at the yard office to pick up necessary paperwork, then pull out of the yard.

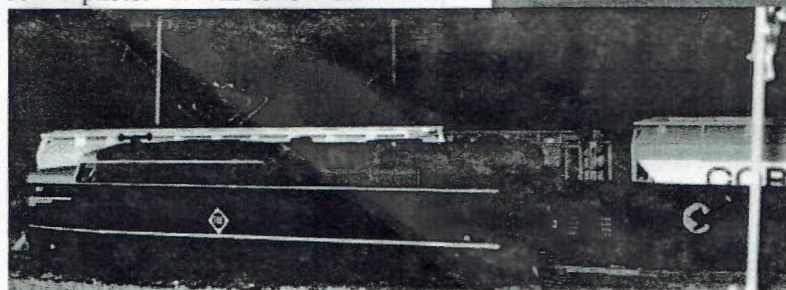
We pass through Wellsboro, leaving the gaslights, tourist railroad platform, and local businesses behind. We stop to cut off a loaded covered hopper, then continue on our trip. The B1 will deliver the hopper to the Corning Glassworks plant in Wellsboro while our crew in the PA continues North to



THE HEAD-END POWER OF OUR PEDDLER FREIGHT, AN ALCO PA IN ERIE PAINT, PAUSES AT THE FREIGHT STATION SO THE CREW CAN GET PAPERWORK AND MAYBE EVEN SOME COFFEE.



THE PA CRUISES PAST THE PASSENGER TERMINAL AND SUPERMARKET. WE'LL STOP AT THE ON-LINE INDUSTRIES NORTH OF WELLSBORO, AND THEN CONTINUE THE INTERCHANGE WITH THE WELLSVILLE, ADDISON & GALETON RAILROAD.



Steven Goehring's Wellsboro, Ansonia & Galeton Railroad in N scale: Part one of the layout tour

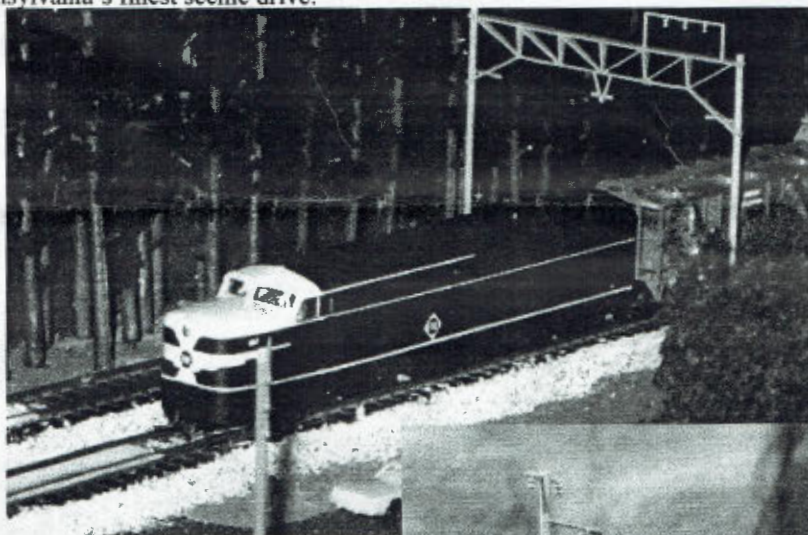
WA&G Wellsboro Branch tour continued...

the next on-line industry: a dairy product processing plant. We first have to pass along the nicely maintained mainline until we cross US Route 6. Along the way, we see lots of vibrant greenery and wooded hillsides... it almost makes our crew forget that we're towing a *Permanently Corrupt* hopper behind us, in its sickening green livery... The PC shop crews could have learned a thing or two or three from the natural beauty of Tioga County.

There is roadwork on our double-track grade crossing of Rt. 6, but that doesn't slow our roaring ALCo down as we cross Pennsylvania's finest scenic drive.



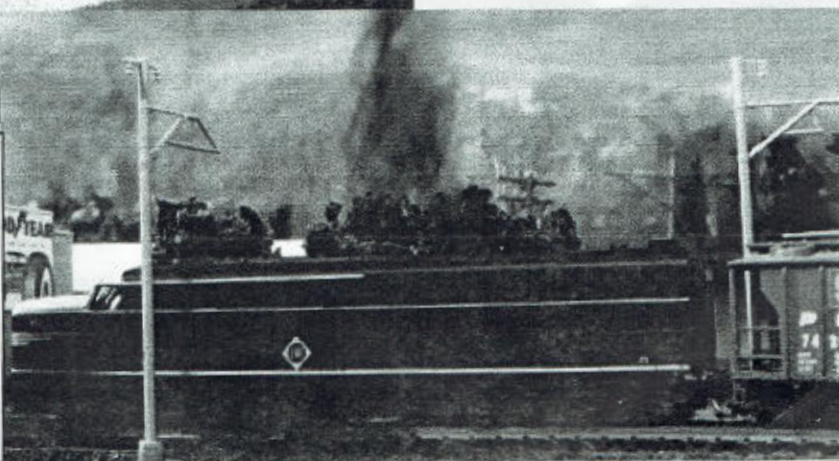
OUR LITTLE HELPER, THE PRR B1, IS TAKING IN PLENTY OF "JUICE" OFF OF THE OVERHEAD WIRES TO SHOVE THIS LOADED HOPPER OF SAND INTO THE CORNING GLASSWORKS. THE BLACK AND YELLOW WELLSBORO DINER AND WELLSBORO'S GASLIGHTS ARE ALSO VISIBLE IN THIS AERIAL PHOTO.



ABOVE: OUR PA APPROACHES THE RT. 6 CROSSING.

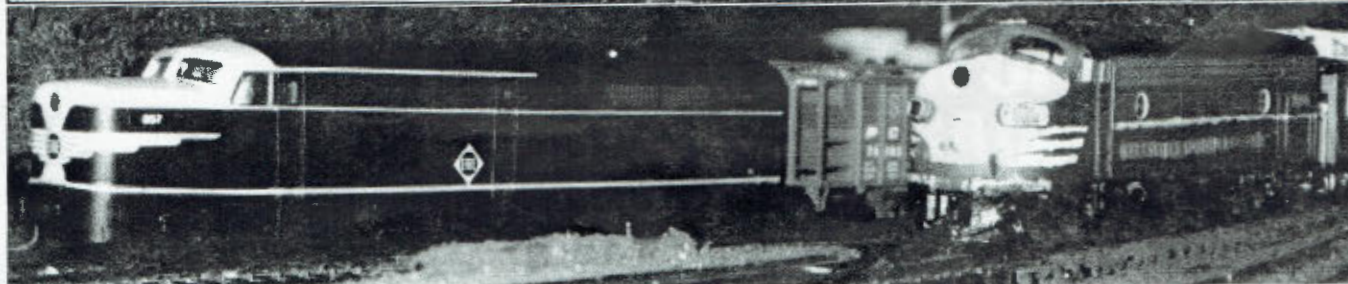
RIGHT: TYPICAL ALCO. OUR MOTIVE POWER SENDS A BLACK EXHAUST CLOUD INTO THE OTHERWISE CLEAR TIOGA COUNTY SKIES. LET'S HOPE WE DIDN'T CONTAMINATE ANYTHING IN THE DAIRY FACILITY!

BELOW: BUSINESS AS USUAL AT THE ISOLATED INTERCHANGE AT ANSONIA. TODAY, WE HAVE A LOAD AND TWO EMPTIES FOR NO. 2000 TO TAKE FROM US.



After cutting cars of dry materials at the dairy facility, we leave a typical ALCo calling card, (plume of black smoke,) and move out with the few cars we have left.

We meet our usual "business partner," WAG F7 no. 2000, at Ansonia for a simple drop-off of cars. The 2000 is still a "caboose hop" as we pull in, and pretty soon, it will be the WAG crew gagging over that awful PC green, not us. THANK GOODNESS!●



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. REPRINTING OF THE HOTBOX IS PROHIBITED WITHOUT THE EXPRESS WRITTEN CONSENT OF THE TEEN ASSOCIATION OF MODEL RAILROADERS.

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, 1

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 SHADY BEND, OH 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:

- Notes from the railfanning capital of Ohio!
- The Summer National Convention Report.

COMING SOON TO THE TAMR:

- Decision 06' November is election time, are you running?
- Start marking those 2007 calendars! The Springfield show is coming!

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



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

CLEVELAND OH 441
05 SEP 2006 PM 8 L

