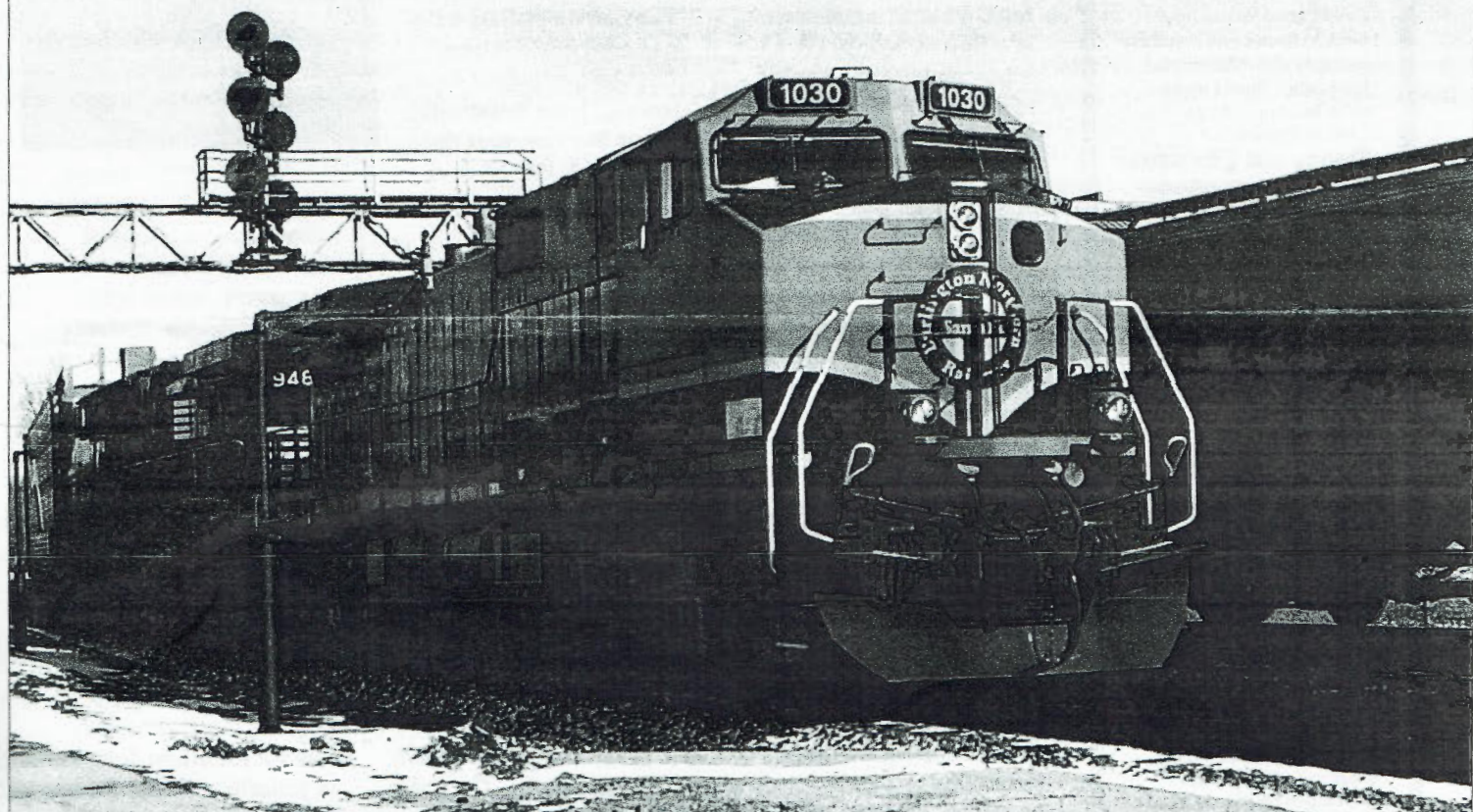


THE HOTBOX

January 2007
Issue # 402

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

"Updated monthly through the miracle of telecommunications."



THE HOTBOX

ON THE COVER: BNSF 7640 is westbound at Elkhart, Indiana, 15 February 2006.. *Photo: Charles Warczinsky.*

Editor—Peter Maurath
Publisher—Peter Macrath II
Contributing Columnists—
Jonathan Schoen
Steven Goehring
Art Director—Duh Vinci
Photographer—Jay Vecce
Librarian—Always resolves to
add another gazing ball.

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.

COLUMNS:

Full of great tips on layout improvement? Got a million reasons Lima is better than Plymouth? 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
Why is he wearing a bath mat?

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

FORM 19 A message from your editor in chief

Welcome everyone to 2007! The TAMR's forty-third year in existence. We live to celebrate another year here thanks to the work of volunteers who contribute so much to this group in the way of article submissions, conventions, and meets. Thanks to you this group continues to reach out to you teen railfans and model railroaders alike. Thanks go especially to John Schoen, Steve Goehring, and Maikha Ly this past year for all there help submitting material to the HB (the same thanks go to everyone who pipes in for Railfan Ranting). As well as the MacDougall brothers Mark and Austin, and Ben Neal for the great cover shots they sent. Thank you all, and keep the great material coming.

Kudos also go out to the NY/NJ crew for there tireless activity in their region. Their fundraising is what has kept the presses rolling here, and kept the membership up with a steady stream of new members

from the shows they host TAMR tables at. They even pulled-off a national convention. Thanks go to Erik Romatowski, John Sommers, Chris Barany, and the rest of the NY/NJ division, way to go guys!

And yet there is still so much to be done. With the new year, comes renewal, and change. At the top of that list is the TAMR website. Pardon the pun, but it's a train wreck, and I apologize to any member who has visited it recently. Steps are being taken to change that and we need your help. The site needs a complete overhaul, so first we need a person or persons who can rebuild our site from the ground-up. Then we need either that same member or another to vigilantly maintain the site. We need a website builder and a webmaster, it can be one person, or two, or even ten if it gets the job done. This is one of our most important forms of advertising. Being as our primary audience are



PHOTO: TIM VERMANDE

teens,
most of

whom spend some of their time in front of a computer, we should have a suitable website that's welcoming, up-to-date, and useful. Much like the massive Union Terminals of the golden age of passenger rail travel. Our website should be a "Grand Central", or "LA Union" on the internet showcasing the best of what we have to offer and making that great first impression. If your interested contact Jonathan Schoen at: jonathanhtd@yahoo.com, or me at the addy to the left.

The Elections results are in! The final counts, and winners are right next door on page three. This is also your last chance for the Winter National, see page 6. I'm outa space! Till February!*

2006 TAMR Election Results

These are the official 2006 *Teen Association of Model Railroaders* Board of Directors Election results. All members that received votes are shown below, along with their vote totals. All results are effective immediately, with the person with the most votes taking that position. Winners of the position are indicated by the bold "X" next to their name. All positions consist of 2 year terms, ending with the next election to be held in 2008 (unless otherwise re-elected in that election). These results are certified by the office of the Auditor, a position appointed by the president to a term of indefinite length, with the Auditor sitting on the Board of Directors. Congratulations to all those who ran.

-Erik T. Romatowski, Auditor

P r e s i d e n t :

Jonathan Schoen – 12 Votes x

V i c e - P r e s i d e n t :

Steven Goehring – 13 Votes x

T r e a s u r e r :

Joe Wleciek – 13 Votes x

N o r t h e a s t R e g i o n R e p :

Chris Barany – 2 Votes x

Steven Goehring – 1 Vote

Austin MacDougall – 1 Vote

Mark MacDougall – 1 Vote

C e n t r a l R e g i o n R e p :

David Cenci – 1 Vote

Brent Zornes – 1 Vote

S o u t h e r n R e g i o n R e p :

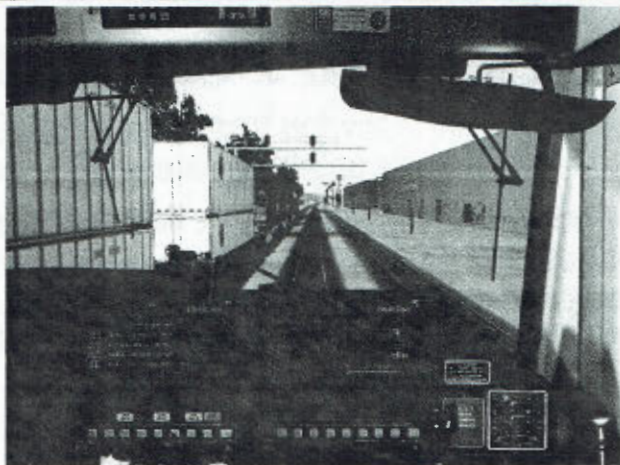
Matthew Roberts – 3 Votes x

W e s t e r n R e g i o n R e p :

Benjamin Hawken – 1 Vote x

I n t e r n a t i o n a l R e g i o n R e p :

Maikha Ly – 1 Vote x



THE CAB VIEW OF STREAM LINE'S SD70MAC.

MAC Attack!!

Stream Lines' BNSF SD70MACs for Train Simulator
Review by Jonathan Schoen

To say that there is a wealth of locomotives on the Train Simulator market is a serious understatement. All of the mainline railroads, from Norfolk Southern to Southern Pacific, are well represented by a variety of companies. BNSF is certainly the best represented, with practically every locomotive they ever used available, from Heritage I SD40-2's to "swoosh" SD70ACe's.

Recently, Stream Lines has added one more locomotive to this series, the coal-hauling SD70MAC.

The model itself was created by original Stream Lines modeler Danny Beck. Danny loved to show off screenshots of his models on the now-defunct Stream Lines Customer Forum. The release of this model was never certain, and was made even more uncertain when Danny joined Microsoft.

However, to everyone's surprise, Stream Lines released the models in December of 2006; a pleasant Christmas gift to BNSF fans. I eagerly purchased the models, which include engines 9848 and 9985 in Heritage II paint, and 9490 and 9782 in the green and cream Executive paint of Burlington Northern (with BNSF patches). The include custom sounds and a custom cab view.

The prototype SD70MAC was originally built for Burling-

ton Northern in 1994. It was perhaps the first road diesel with AC traction motors to be produced on a large scale. AC traction was beneficial in several ways, most prominent being the ability for a locomotive to achieve great tractive effort and horsepower at slower speeds. The locomotives greatly appealed to BN, which had a large coal hauling operation in the Powder River Basin in Nebraska. Up until the release of the MAC, BN used its large fleet of SD40-2s and C30-7s to haul coal. The great tractive effort provided by the SD70MAC allowed BN to use three of these 4000 horsepower locomotives rather than five of the 3000 horsepower predecessors. The success of the SD70MAC lead other railroads such as Conrail to purchase some (though not in great of number as BN), and BNSF also purchased some after the merger. The SD70MACs are still pulling their weight in the Basin, now operating side-by-side BNSF's new EMD SD70ACe's and GE ES44AC "GEVOs" locomotives.

Holding up to Stream Lines' reputation, the models look absolutely beautiful, abundant in 3D details, looking similar to a detailed HO scale Athearn Genesis model. Each has varying degrees of weathering, adding to the realism. On the point of a set of BNSF coal hoppers, or any other train, these locos can make a good looking train even better. They are also great locomotives to compliment the BNSF SD70ACe's sold by Stream Lines, as modern day operations in the Powder River Basin sees these locomotives side-by-side and working together on a regular basis.



EX-BN SD70MAC NUMBER 9490 IN THE GREEN AND CREAM "EXECUTIVE" PAINT.

The cab view looks incredible. Like all other Stream Lines releases, the view sacrifices operable controls for a view that is closer to what the engineer sees while looking down the track, although parts of the throttle and brake handles are visible (though not moveable). The cab view's accuracy lead Kyle, a BNSF conductor and active poster on the 3D Trains online forums, to say that he is getting back into the game once again. Indeed, the models do look incredibly

realistic and really give you a feel of what it is like to be a hogger on the BNSF.

Stream Lines continues to amaze me and many other of its customers. Whether you are a long-time player of Train Simulator or are just getting started, Stream Line's is the place to put your money for some incredibly realistic models. For the first-time-buyer, the new SD70MACs are perfect examples. ●



WELCOME TO AMERICA'S 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:

Name one thing you could change in railroad merger history.

Jonathan Schoen, Simi Valley, CA- "Perhaps Chicago, Rock Island & Pacific and SP to form Chicago, Rock Island and Southern Pacific; CRISP.

In all seriousness I would like to have seen the SPSF merger go through. Perhaps the road would have had a monopoly over California, but it could have worked financially."

Mark MacDougall, Stockertown, PA- "Conrail was going to purchase the St. Louis-Southwestern (Cotton Belt) from UP during the SP merger. The purchase never happened, though if it did, it's doubtful that CSX and NS would have split CR."

Lewis Ableidinger, Kensal, ND- "Illinois Central and Union Pacific, with the awesome reporting marks "ICUP". Or maybe the Milwaukee Road and Rock Island could have merged. Then you would have the

Rocky Road to Bankruptcy."

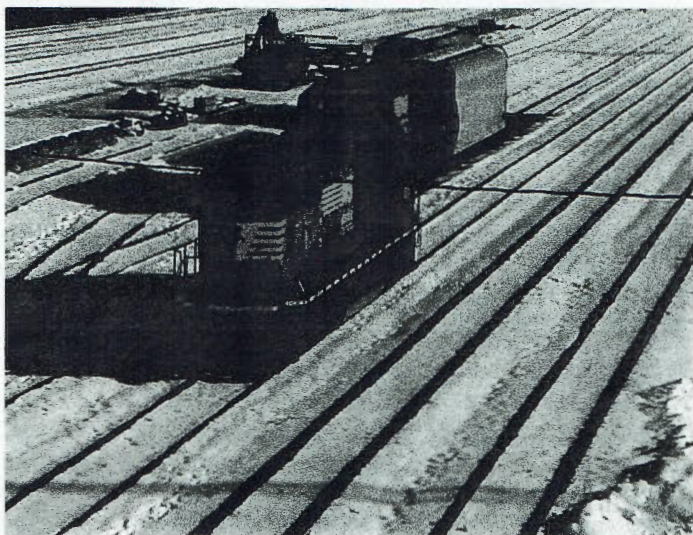
Matt Martin, Fairport, NY- "In all seriousness, I believe Illinois Central & Kansas City Southern would have been a great match-up to control the central U.S. Another would have to be MKT, SP, DRGW, CNW, WP, & MP to merge and buy-out Union Pacific, we wouldn't need heritage schemes if that had happened."

Maikha (Mike) Ly, Sydney, Australia- "Burlington Northern Santa Fe (BNSF) and Canadian National (CN) (Forming a merger called Northern American Railways Inc.), terminating their merger when really, it could have been really beneficial. Their interim merger ended in July 2000, as it became too much of a risk to their shareholders, waiting for a decision from the Surface Transportation Board to approve of it (2 Years). Face it, had the merger been completed, you would have seen an unbroken and unlimited network of rail mileage in both the US and Canada for their customers.."

Dave Cenci, Peck, MI- "Hmm, there was the proposed merger of the GTW & Milwaukee Road in 1985(?). I would have called it the Mill Trunk Western (LOL). It would have given the GTW a near direct link to the DWP (one of the GTW's sister roads)..and a cheaper haul from Duluth to Chicago."

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

SEASONAL EXTREMES



THE YARD JOBS TRY AND STAY WARM OUTSIDE SYRACUSE, NY, DECEMBER 06. DOUG ENGLER, PHOTO.



NS EASTBOUND FREIGHT 18G IS SEEN AT PHILLIPSBURG, NJ WITH AN EX-CONRAIL UNIT LEADING, SUMMER 05'. PHOTO BY AUSTIN MACDOUGALL

WINTER NATIONAL CONVENTION 1.26.07

The Top 7

By: Peter Maurath

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

Top Seven reasons you should attend the Winter National Convention.

- #7. Because we're asking pretty-pretty-please with sugar on top.**
- #6. If you're at the convention and a meteor strikes your home it will have saved your life!**
- #5. What, you got a hot date or something?**
- #4. Beats another night of reheated nacho's, and *Walker, Texas Ranger* reruns.**
- #3. Newton Vezina promises a big hug for every attendee .**
- #2. I hear Massachusetts is quite lovely this time of year .**

And the number one reason you should attend the Winter National Convention...

Three words-Free Hotel Popcorn

WINTER CONVENTION 07

Greetings from tropical Springfield, MA! The month of January is closing fast meaning only one thing, the 2007 TAMR Winter Convention! Come see why this has been the longest running event in TAMR history. Come meet the friendly people behind so much of this groups activities. Come for the slide shows, operating layouts, hundreds of model vendors, hobby shops, as well as the TAMR's own table. The fun 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, check out the *Amherst Railway Society* at: <http://www.amherstrail.org/show/show.htm>

Mark your calendars! We are expecting another awesome winter convention! Only 2 months away!!!! To reserve your space at the hotel, or to just let us know you're coming please contact me at the information below. **HAPPY RAILROADING!!**

Newton Vezina

Phone:

Email: TAMRVideo@aol.com

WINTER NATIONAL CONVENTION 1.26.07

Trains to Nowhere

BY: STEVEN GOEHRING



These days, the news is loaded with warnings of Avian Flu, supposedly a very virulent and dangerous disease. I'm not scared, though. I've seen worse. In fact, I'm already sick with something much worse: Railnut Syndrome.

I tried hard to avoid it, given that actual railroads (hopefully, my future employers) aren't keen on hiring railfans. I'm not totally sick with it yet, since I have never seen the need to "go railfanning," but my model trains and work with Microsoft's Train Simulator have infected

me. One of the main symptoms of late-stage railnut syndrome is an unavoidable liking of locomotives made by the good ol' American Locomotive Company. Most railnuts call 'em ALCO's.

I can tell my railnut syndrome is worsening because more ALCO's are migrating to my layout. (When two PA-1's and a C420 appear in one day, you know you're incurable.) At the moment, my N scale model railroad rosters two FA-1's, one FB-1, one C420, one C424, one RS-1, one RS-3, and three, count 'em, THREE, PA-1's. I guess I have to agree that the PA really is the most beautiful diesel locomotive ever produced.

The ALCO's fill all kinds of roles on my layout. Two PA's, one FA and the C420 form the bulk of my Lehigh Valley Railroad motive power, which will run once in a while whenever I get the decals to finish the PA's and re-motor the C420. Anyway, my two RS units, being a PC and an NYC, are almost

constantly at work switching the interchange with the Wellsville, Addison & Galetton. The Erie PA is one of my show locomotives that I put on when relatives come to see my layout. The C424 and FA-1/FB-1 are Pennsylvania Railroad engines, so they venture onto the layout when the keystones go on parade.

What I like best about my ALCO fleet is how good it looks in photos. Using a not-so-secret photographic trick, I add the typical bursts of black smoke that endeared ALCO's to the railfans of the early diesel era. My Erie PA led a photographic tour of my layout a few months ago, and I caught one picture of it accelerating away from a dairy facility... and, of course, smoking up the sky.

There you have it, the whole story of where my ALCO's run on my model railroad. Next month, we'll go out chasing my F7s... Guaranteed to be a good time! See you then!

Funding for this month's episode of *Trains to Nowhere* provided by:

A grant from the Zehner foundation, Stowe Vermont, Honolulu, and Fondu-Lac, WI.

The Vezina Foundation, Springfield, MA, IN, OH, IL, NY, PA, FL...

The Bunch-of-uptight-billionaires-trying-to-pretend-they-care-by-being-philathropic Foundation

And readers like you, thank you!



AN NYC ENGINEER ENTERTAINS TIRED SCHOOLCHILDREN BY THROTTLING UP AND FIRING OFF A COLUMN OF BLACK SMOKE. WHAT THE HECK, FUEL WAS CHEAP BACK THEN. PHOTOS BY AUTHOR.

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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 NORTH BALTIMORE, 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:

- The Photo Contest returns.
- Sports, and Mike Maxton's weather update after this.

COMING SOON TO THE TAMR:

- The 2007 Winter National Convention in sunny Springfield, MA!

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



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

