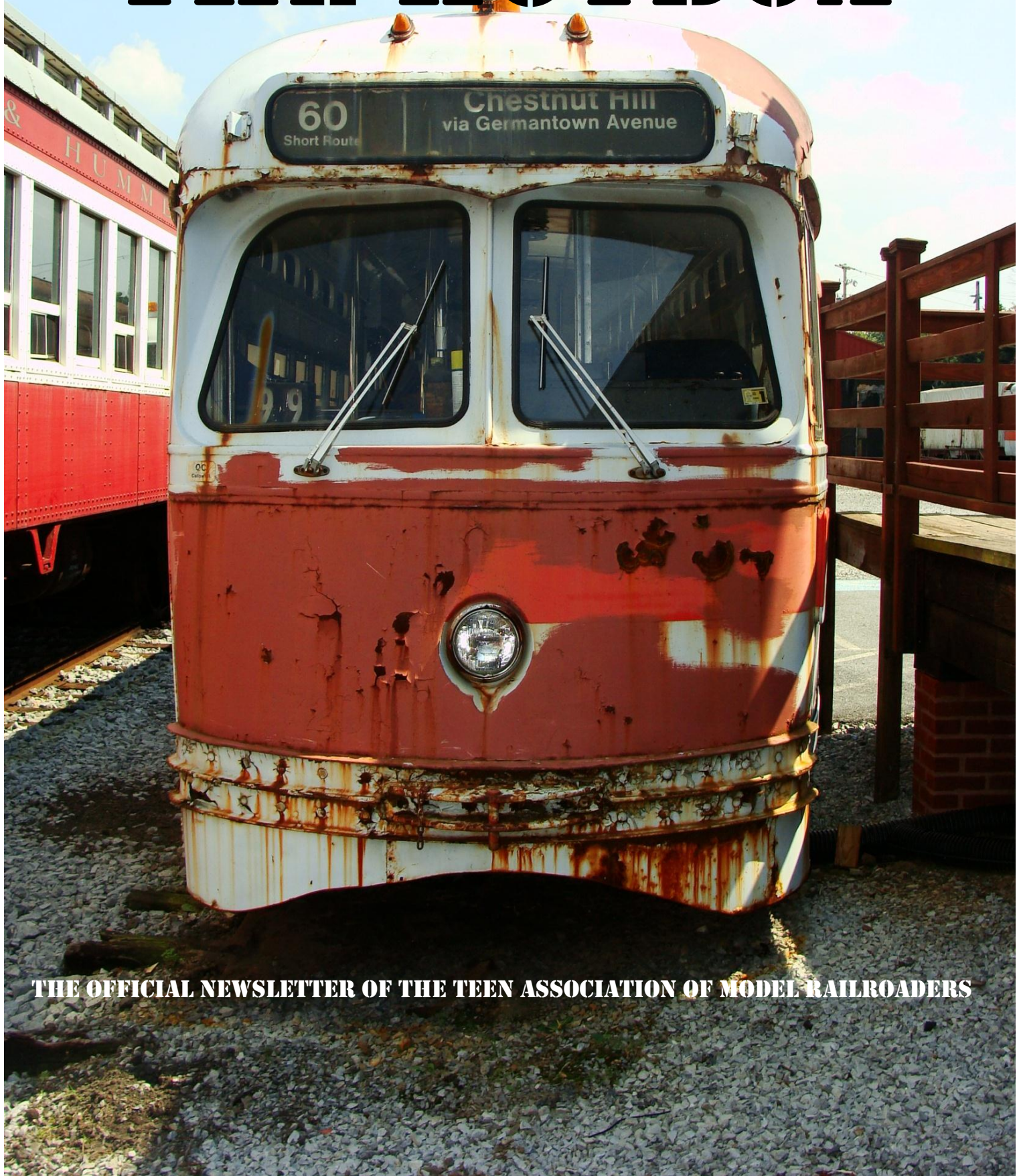


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THE HOTBOX



THE OFFICIAL NEWSLETTER OF THE TEEN ASSOCIATION OF MODEL RAILROADERS

THE HOTBOX

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New Members

ATLANTA WGH (World's Greatest Hobby) Show Report

One the Cover: Former SEPTA PCC-type Streetcar rests in the Yard of the Middletown & Hummelstown RR, in Middletown, PA, August 31, 2010 Photo by: Wilfred A. Roberge

FROM THE EDITOR: Greetings & Salutations fellow TAMR-ites! 2011 has started, the calendar has changed & so too has the TAMR. One of the changes you may have noticed is the new Hotbox "team." This team consists of myself and our previous editor Ben Rechel. Hopefully this team Concept will lead to a fuller more regular Hotboxes, but we can't do it without you, the members. We would like to see the return of regular columns by members about areas of particular interest or expertise as well as one off feature articles, because the TAMR is about sharing knowledge, and the newsletter cannot depend on only a few people.



Now, if any members have previously sent in articles and you don't see them published, do not panic, they will be published as the Hotbox Team takes shape! I will never just "not publish something" All articles and pictures that can be used, if not used an explanation will be given.

A new feature will include TAMR news to be a regular way of communicating activities in the group. If you have an activity planned for the group please send information into me as soon as possible so that it will be published at least 30 days before your event, also send out regular updates leading up to the event if things change. Following the event, send in pictures as well as a report! If you met fellow members and had a good time tell the rest of the group.

I would also like to introduce new columns under my editorship:

"Ask Willie" : This will be a regular feature where I answer questions sent in by members about different railroads, locomotives etc. In the event I cannot answer a question I will try to get the answer from a friend with that expertise (the person answering will always get credit).

-Willie

TAMR NEWS & EVENTS: Summer Convention: Western Region

Member John Gardinier IV has proposed that the TAMR have its National Convention, this July 2011 in Sacramento, CA to coincide with the NMRA National Activities. There are no set plans for the convention thus far except that there will be a mixture of TAMR and NMRA activities. Area Railroad attractions include Donner Pass and the California State Railroad Museum. More information as it develops.

Officers Needed: The TAMR has a board of Directors consisting of President, Vice President, Editor, Promotions Manager, Treasurer and Regional Representatives. Right now there are openings in the following positions, Vice President, Northeast Rep. Western Rep. and International Rep. It is important for the group to have these positions filled and it is up to you the member(S) to fill them because the TAMR needs you! Other jobs besides the above mentioned may be opening as well and there will be an election for all positions Come November. If you have any questions feel free to ask the group. The duties of Regional Representatives are to act as "leaders" of their respective regions planning and promoting regional activities such as going to a Railroad for a ride, or meeting trackside to watch trains or meeting at a large train show or Railfans weekend. Reps also may publish their own newsletter (this has not been done in a while and may no longer be necessary) as well as participating and voting in the TAMR Board of Directors. Bottom Line The TAMR depends on activity!

TAMR on the Web: The TAMR has a presence on the Internet via its own website TAMR.org as well as on **Facebook** and for the most rapid communications straight to your e-mail, the TAMR Yahoo Group <http://groups.yahoo.com/group/TAMR/> . I encourage all members to join the *yahoo! group* as this is where a lot of discussion takes place among members, so if you are not on the list, you are missing a lot!

MODEL RAILROAD NEWS:

ATLANTA W.G.H. SHOW: The TAMR had a Table at the Atlanta WGH (World's Greatest Hobby) Show in Atlanta this February 12th and 13th manned by our Southern Rep, Radisson McGuire and our President Sawyer Berry, The TAMR Table was between the Bachmann and the KATO table and thus had a lot of Traffic.

Athearn had been teasing the public with news of a upcoming "Big" Announcement scheduled for the Atlanta WGH show. Luckily, the TAMR was there to see what Athearn was offering. Athearn's big announcement were of particular interest to western modelers with Athearn announcing an all new DD40AX model to compete with Brass and Bachmann. Brass models are usually very exact with superb detailing but very very high in price (some can be almost \$1000) while the Bachmann model has been upgraded a number of times but is based on a 1980's mold and tooling. Athearn's model will be somewhat cheaper than the Brass models but more expensive than the Bachmann's.

Rad also mentioned that Athearn had their new HO Scale GP9's and Bay Window Caboose on Display. Athearn had already been selling a GP9 for 35 to 40 years but it's molding was quite dated compared to newer models on the market. Athearn's older "Blue Box" GP9 was a very nice model but it has an out of scale "wide hood" and the detailing is not up to the standards of today. Athearn's New GP9 offering should fix these short comings as well as come DCC ready, more news as it becomes available.



NEW MEMBERS:

Josh Cohn
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S Scale/American Flyer

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218-244-9544,
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John Frechette (13)
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Branford CT 06405
203-747-0691
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models HO Scale , The New Haven, 1950s

Eli Cook (12)
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starblaster4@gmail.com
Models HO scale likes Passenger trains,
New York Central Berkshire Div. Help
with researching Trains needs help with
wiring and structures.

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HO Scale

WELCOME TO THE TAMR!

PICTURES on LEFT:

Above: Middletown & Hummelstown GE 65 ton Switcher # 1, former Army, rests in Middletown, PA. August 31, 2010
Below: Some sort of Railroad Maintenance equipment rests in Ogden, UT at the Utah State Railway Museum, June 2009 Both Photos By Wilfred A. Roberge.

RAILROAD NEWS: Unstoppable to be released on DVD: November 2010 saw the release of the Action Movie

"Unstoppable" about a Train Crew out to stop a runaway train. It was a great action movie despite some inaccuracies. The movie was billed as starring Denzel Washington and Christopher Pine, but all of us Railfans now that the real stars were the trains, specifically locomotives Allegheny and West Virginia 767 and 777. The DVD is due for Release on February 15, 2011. The movie was filmed mostly in Ohio on the Wheeling and Lake Erie RR. For the movie a number of W&LE locomotives were relettered. The 777 & 767 were General Electric AC4400CW's leased from the Canadian Pacific for the movie. Since these 2 locomotives were the "stars" there were 2 sets of matching locomotives. One of the sets were "Stunt Doubles." These locomotives, just like Hollywood stars had Stunt doubles! One set was kept immaculate; the other set was banged up doing the "stunts."



2 Custom painted Allegheny & West Virginia Locomotives(from the movie "Unstoppable") are seen on Wilfred Roberge's Layout. Models purchased off E-Bay. Photo by Wilfred A. Roberge

Winter Weather Snarls Railroad Service: This winter is shaping up to be one worst in recent memory causing RR's many delays and service problems as well as the need to break out their snow fighting equipment.

Here in New England **Pan-Am** operated plow extra's consisting of two single track Russell Snowplows coupled on either end of a pair of GP40s to keep their lines open.

Providence and Worcester has been using a Track Ballast Regulator to clean switches and track, but it is also leasing Russell Snowplow *GMRC X106* from the Green Mountain RR in Vermont.

CSX ran a flanger on their lines in Southeastern Massachusetts at least once this winter. Conrail Flanger # 64713 was spotted in Middleboro, MA cut in between the first 2 units of a 4 unit lashup of CSX GP40-2's on January 16, 2011.



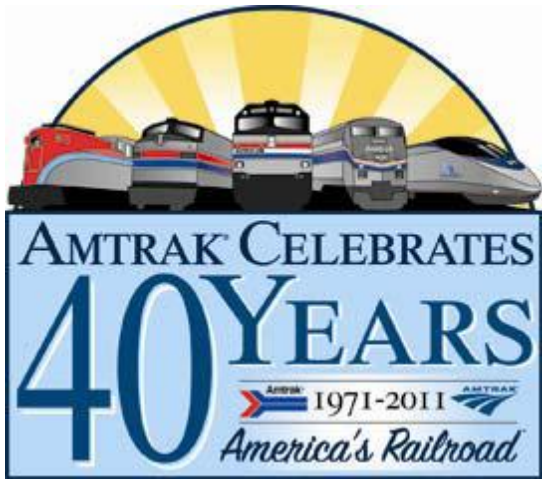
A FLANGER is a piece of RR equipment that clears snow & ice from between the rails, because if allowed to build up, it could seriously impede the motion of the train or even derail it. The flanger has a blade (actually a small plow) which is lowered below the head of the rail. When the flanger comes to a switch or grade crossing the blade must be raised to avoid damage to the track or blade. In regions where flangers are often used signs are posted alongside the tracks to alert the operators of this necessity. There are 2 different blades that go up and down (one that throws snow/ice to the right and one to the left). Photo on Left by Wilfred A. Roberge.

New England Central: Rail America is still operating the former Central Vermont and it too has broken out the snow-fighting equipment by activating a former Central Vermont Jordan Spreader (ex-CV 4285) to clear snow. The plow extra operated south on February 7, 2011 ironically being pushed by Florida East Coast SD40-2 # 721 (FEC is also a RailAmerica operation) behind Amtrak's *Vermont*. (Pictures available online).

The MBTA: The MBTA (Massachusetts Bay Transportation Authority) has just received a pair of New locomotives from Motive Power Industries (MPI) in Boise, ID. The locomotives were initially ordered for Utah Transit's "Front Runner" Commuter Service but they remained undelivered in Boise. The MBTA needing more locomotives stepped in and purchased a pair of the UTAH locomotives in an Agreement between MPI, UTA and itself. The locomotives in question are MPXpress MP36PH-3C locomotives. The locomotives were repainted in MBTA colors by MPI before delivery. The two locomotives were delivered to the MBTA under the #'s MBTX 010 and 011, via the Union Pacific to Chicago and CSX to Worcester, MA where they were set-up for service by the Providence & Worcester in

January. The locomotives reportedly made their first revenue runs on February 7, 2011. The MBTA also has funding available to lease up to seven other locomotives to supplement their fleet either from undelivered UTA stock at MPI or some other source.

In July 2010 the MBTA also ordered 20 new locomotives from MPI, these will be of the HSP46 model which I suspect stands for "High Speed Passenger" and the 46, is for 4600 HP. These locomotives will be powered by diesel engines provided to MPI by GE Transportation. These 20 Locomotives are of a New Model set for delivery in 2013 and I suspect they will look like the latest MPI passenger offerings. The MBTA has also ordered 75 additional double-deck coaches from Hyundai-Rotem.



AMTRAK Celebrates 40 years In 1971 Amtrak, a Government Corporation, took over the operation of "Interstate Passenger Trains" in the United States (although a few railroads continued their own trains until later such as AutoTrain, the Southern, and the Rio Grande). Amtrak has been the subject of much debate but for the last 40 years Amtrak has been what most people think of when they think "Passenger train."

In celebration, Amtrak is painting a number of their locomotives in "Heritage Paint." The first Locomotive, GE P42 # 145, has been already been Released in "Phase III" paint.

See the Following Press release from Amtrak:

"On May 1, 2011, Amtrak will celebrate 40 years as one of America's Railroads. The first sign of celebration occurred on January 30 in Chicago when the first of four locomotives with one of four historic paint schemes entered regular revenue service. With a paint scheme first introduced in 1979, locomotive #145 was the lead engine on train 30, the *Capitol Limited*, as it departed Chicago traveling to Washington, D.C.

All four P-42 diesel-electric locomotives will be in service by the end of April and operate on trains across the Amtrak national network. Each locomotive had been previously scheduled to receive a new paint job and is being painted at the Amtrak maintenance facility in Beech Grove, Indiana. As each locomotive becomes available for service, Amtrak will issue a Twitter message at twitter.com/Amtrak and post a photo in the Photos tab on its Facebook page at facebook.com/Amtrak."



AMTRAK # 145 models it's "Retro" Phase III paint ("Platinum Mist" body, Black roof, and equally spaced Red, White and Blue stripes) in Beech Grove, IN January 2011. Photo by Mike Milburn, AMTRAK

Among the other locomotives slated for repainting:

P42 No. 156 will wear the Phase I scheme introduced in 1972 that includes a red nose and large Amtrak arrow logo on its side

P42 No. 66 will wear the Phase II scheme introduced in 1975, with large red and blue stripes flanking a small white pinstripe.

P42 No. 184 will wear the Phase IV paint scheme that debuted in 1993 featuring a large blue strip beneath red and white pinstripes.

P42 No. 163 will represent today's Phase V scheme introduced in 2001 with the debut of Amtrak's Acela trainsets.

Other events will include a special exhibit train that will tour the system from May 2011 through May 2012, National Train Day celebrations around the country on May 7, 2011, publication of the commemorative book "Amtrak: An American Story," and the release of a documentary video. The exhibit train will include three baggage cars retrofitted as exhibit cars and an Amfleet food service car

where souvenir items will be sold. The train will be pulled by F40PH and P40 locomotives restored at Beech Grove and wearing historic paint schemes. (No word on how the F40PH will be painted).

AN N-SCALE LAYOUT YOU CAN BUILD:

THE BNSF CAMELLIA SUBDIVISION

Pictures and Article By: Radisson McGuire, TAMR Southern Region Representative



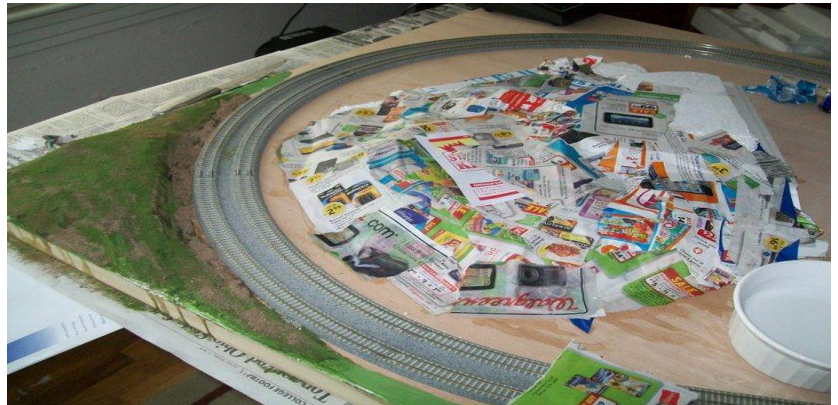
Greetings, welcome to the first in a series about building a simple and functional layout on a budget. In this series we will use the new KATO V11 track set, seeing how it works on a modern day layout. We will also cover scenery, learning how to make hills and use natural scenery.

So let's take a look at the BNSF Camellia Subdivision. The premise of the layout is that it is 1999, and the BNSF is still a young railroad, having just been born from the merger of *Burlington Northern* and the *Santa Fe* Railroads. The Camellia Subdivision also features Amtrak's "*Southwestern Bullet*." The layout has is full of character with Amtrak and mixed freights mingling, rolling through hills and rock walls.

I hope you like the Camellia Subdivision's concept and with that, let's look at the basic supplies needed to complete this railroad.

Supply List

- 1- 36 x 80inch Hollow Core Door**
- 1- V11 KATO Track set**
(concrete ties with molded on roadbed/ballast)
- 2- Tubes "Liquid Nails" Glue**
(remember to buy a glue gun/dispenser if you don't have one!)
- 4- Sheets of Foam Core Insulation**
- 10- White Glue**
- 1- Tub of Sheetrock Mud**
- Old Newspapers (try to avoid glossy and semi-glossy flyers**
as these will not work as well for paper machete)



Now that we know what is needed, LET'S GET STARTED!!!

The first thing when starting a layout is to choose a track plan. I got my track plan based on the KATO V11 track set. The V11 features enough track to make a double mainline. The track featured in this set has concrete ties and molded on ballast/roadbed. To operate 2 trains you need 2 controllers. While the double mainline is great for operating 2 trains, KATO, unfortunately does not offer a matching switch (concrete ties and molded ballast) to complement the V11 track set. So, until Kato releases a matching switch for the set or you adapt a switch from another manufacturer, your layout will only be a loop to run trains on.

To choose exactly how I wanted my track I set up my tracks on the hollow-core door until I decided on a location I liked. As everyone knows, trains operate best when the trackage is firmly secured; this is true for all scales as well as the prototype.

I settled on attaching my track using "liquid nails" which is a type of glue. I put a bead of glue on the underside of the track, then placed the trackage on the board/door at the desired location and then held it in place until the glue was dry ensuring the trackage was securely in place. You need to give the glue a full 24 hours to dry before you work on anything else but you can run some trains to test the trackage, this is a good idea so any track adjustments can be made before the glue dries. After testing the trackage and making any needed adjustments, place a heavy object onto the trackage (such as an old encyclopedia) to hold it down and in place as it dries overnight.



The next step is scenery, which for the BNSF Camellia Subdivision are hills. I started with the outside corner hill and worked inward on the layout since there will be a backdrop/scene divider running down the middle of the layout (we will get to this backdrop later). I started the hill by gluing down a thin piece of foam core, then balling up old newspaper to build the hillside, giving it a slope and blending it with the layout. To hold down the wadded papers I made a web of masking tape going over the papers from the top of the hill to the table. I then mixed a 50/50 mixture of water and glue to make a paper mache mixture. I then tore off about 3/4 inch strips of newspaper and I soaked them in the paper mache mixture. I then took the soaked strips and lay them on the hill in such a way that they draped over the wadded papers and foam, taking their uneven form. Once this has been applied to the hill and you have the hillside covered, stop and give the hill about 4 to 5 hours to dry (the more layers applied the longer it will take to dry). If you have not applied enough paper, the shell of the hill it may be too thin, so apply more strips of newspaper to build up the layers and strengthen your hill. To learn more about these scenery methods, check out some of the many how-to books on Model Railroading.

Even though this layout is BNSF inspired, it does not mean if you build it you have to run BNSF trains. Even though I have decided this is a BNSF layout, I run other equipment and as you will see in my photos. This can become your railroad and it is your choice of what RR or scale you build it to. These methods can be used for HO scale or Z scale too. Here are

some photos of the layout, I hope you like them and until the next issue of the Hotbox, Happy Railroading!



Radisson McGuire is seen promoting the Hobby at a Train Show.

ABOUT THE AUTHOR:

Radisson McGuire is 18 and lives in Montgomery, AL. He is an active Model Railroader and Railfan as well as the TAMR's Southern Region Representative. Rad is also active promoting both the railroad hobby as well as the TAMR by setting up at train shows and displaying his layout.

He models both N and HO Scale. His N Scale Layout (featured above) is based on the BNSF, and his HO RR is the freelanced "*Appalachian Southern*," which has a strong southern flavor. The A.S. has a few of its own locomotives as well equipment from neighboring RR's (CSX, NS etc) while his Camellia Subdivision features western locomotives.

Rad also likes to weather as well as patching and re-lettering rolling stock. Radisson also loves to watch real trains and has a particular interest in "Maintenance of Way" equipment (Cranes, trucks, Sperry Rail Service cars, pile-drivers, spikers, ballast regulators etc.).

Other interests of Rad's include video games and playing "Air Soft." Rad likes to listen to is Rock n' Roll and Heavy Metal, with his favorite band being "*System of a Down*." If you would like to contact Rad he can be found on Facebook.

RAIL PICTURES:



(L) Rio Grande Southern "Goose" Railbus at the Colorado RR Museum, Golden, CO, Photo by Jeff Andreski (Jeff volunteers there),(R) ex Defense Logistics Agency/US ARMY Fairbanks Morse switcher, switches in Ogden, UT June 2009 Photo by Wilfred A. Roberge.



(ABOVE) Leased Union Pacific Plow # 900082 in Transit to clear Mt. Barre Branch on the Willsville & Mt. Barre RR. Model Owned, and Photo By Wilfred A. Roberge