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August 2012

HOTBOX



The Official Publication of the Teen Association of Model Railroaders

New Haven's #3025 Mikado Engine by Josh Cohn



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A LETTER FROM THE EDITOR

Dear "Hotbox" Readers,

Well, it's three o'clock in the morning, and here I am, putting together the Hotbox. One side of me is continuously asking myself "Rigel, what have you gotten yourself into?", while a much more enthusiastic part of me is joyfully yelling "trains!! yeahh!!! trains!!!! trains!!!!". Clearly, there is excellent reasoning for me to be awake at this unfortunate hour; for the sake of trains. This is not normal. The truth is, my friends - we're all train geeks. We are not normal people. We're pretty much freaks. But man, are we proud of it.

Enjoy the newest edition of the hotbox, folks!

- Rigel Janette, Editor

CONTRIBUTING TO THE HOTBOX:

The Hotbox is always in need for new material; your contributions are what make the magazine great! Any submitted articles or photos are welcome, and greatly appreciated!

ARTICLES:

The Hotbox is made up of anything that TAMR members wish to share. This can range from a railfan trip, to your home layout's story! Sizes can range from a paragraph, to a feature story!

COLUMNS

Do you have any ideas or tips on layout improvements? Got a million reasons why EMD is better than Alco? Sounds like you need to write a monthly or bi-monthly column for the Hotbox!

PHOTOS AND DRAWINGS:

Got a great photo collection that you want to show off? Got a notebook full of railroad cartoons, or layout logos? Get them published in the Hotbox today!

SUBMISSIONS CAN BE SENT TO TAMRHOTBOX@GMAIL.COM

A LETTER FROM THE PRESIDENT OF TAMR:

Dear TAMR members,

I hope that all of you are having a great summer. As you may know, this month's theme of the Hotbox is Steam Engines. I hope that you will enjoy my article about New Haven's #3025 Mikado Engine. Next month's theme will be scenery! Why not send in one of your pictures of the scenery on your layout, or even a quick "how-to article" on how to make rocks, or how you made that factory scene. Don't have any scenery on your current layout? Why not draw up a crude sketch of what you are thinking about doing. I would like to encourage all of you to write a short paragraph about what you find is the most effective way of adding scenery, from ground foam, to ballast, rocks, and more! It can be a few sentences or a few paragraphs. Remember - any length is accepted and nothing will be rejected from the Hotbox. The Hotbox is for you to see both your work, and your fellow TAMR members' work published. Need help on writing an article? I would be happy to help you! Send me an email or a Facebook message. You can email me at joshcohn@comcast.net or send me a Facebook message at [facebook.com/joshrcohn](https://www.facebook.com/joshrcohn).

Until next month,
Happy Railroading!

Josh Cohn
TAMR President

Fun!





New Haven #3025

By Josh Cohn

If you live in Connecticut (like me), or a surrounding state, you probably have been to Essex, CT. If you have not, I highly suggest going. Essex is home to the Valley Railroad, which, not too long ago purchased a Chinese built Mikado Locomotive at a Pennsylvania auction. The New York, New Haven and Hartford Railroad had 25 J-1 Class Mikado Engines, numbered 3000 – 3024. They never had a number 3025 - until now. There are no original New Haven steam engines that remain, since they were all scrapped. Engine #3025 is the closest to that of the extinct New Haven steam engines. The Valley Railroad had to rebuild the locomotive's cab, and decided to build it like a typical New Haven cab. They included the arched windows on the cab, and even decided to include a "Sunbeam" headlight up at the front. They also rebuilt the tender for the engine. Even though the engine is not a "true" New Haven locomotive, it is a great piece of history that will continue to keep New Haven steam alive. To read more about this engine pick up the March 2012 issue of Railfan & Railroad. It has an article about the rebuilding of the engine, and its new life, by Tom Nanos. Want to see a video of this great engine? Click the link below, or copy and paste it into your web browser: http://www.youtube.com/watch?v=jz07OQe_HBw&list=PL8181818181818181

In this video you can hear Ben Rechel say some brief words to some other visitors of the Railroad about New Haven's steam history, and about this engine. I hope you enjoy the video - and check out some of the other train related videos on my YouTube Channel. Please rate, comment and subscribe! In the October issue I will have some more pictures of this great engine.

Josh Cohn
TAMR President

"It is a great piece of history that will continue to keep New Haven steam alive."



Any New Haven fans?

Check out this great event!

Can't wait to see you there!

www.nhrhta.org/pdf/2012ValleyTrip.pdf

PICTURES



A caboose on the Whitewater Valley RR (tourist line) by Tim Vermande



Even the real railroads have to scratchbuild sometimes. At Steamtown. By Will Ebbert



USRP 402 switching in Kokomo by Tim Vermande



The MBTA's Green Line underneath Park Street in Boston by Rigel Janette

Related Videos and Bing Maps

by Sawyer Berry

Last month, we looked at an overview of using YouTube for research. This month, we'll look at another useful YouTube bar, and how that dovetailed into my current layout project. We'll also use bing.com/maps/ for a better view of a Purina Facility.

The Related Video Bar

Every YouTube video usually incorporates a related video bar to the right of the viewing window. I checked out the related videos of one that I shared last month, and found one entitled "UP 369 Switching Nestle Purina in Jefferson 9/17/2008" (<http://www.youtube.com/watch?v=pPff6YklZWk&feature=related>). This video shows a Union Pacific crew working the local switch job on the Jefferson, WI, branch line. I was intrigued by the operation, since the line looked like a pretty relaxed operation - and the switching was just my pace.

Bing Maps

Thankfully, the video title included the town. After a quick click of my mouse, and a swift movement of my fingers, I was staring at the Union Pacific's industrial branch in Jefferson, WI. This line extends to Fort Atkinson, WI, and also features a Co-Op/cement facility, as well as several other industries that are further up the line, before connecting to UP main. I could have built a model railroad based on this town, but have chosen instead to model my own layout on a fictional line in my own home county. I am, however, using the idea of the Purina industry for one of my industries. Following the line with [bing.com's](http://bing.com/maps/) aerial view provides plenty of modeling details:

- The line between the towns has trees on either side and is surrounded by farmland. There are a few natural features like a creek. It also crosses underneath a highway or interstate, and there is a river in Jefferson.
- The industries in the towns are arranged along the track, which remain straight as an arrow. However, the line does curve between towns, so a layout could be built with two towns on a straight table, and with the curves between the two, representing the line in the town's rural farms.
- The line crosses another railroad, which could be identified by searching for the town on rpicturearchives.net (Watertown, WI).

These features, as well as others (including track arrangements and the benefit of the four-position bing aerial view) can be a great deal of help while modeling structures and track. There is also a scale in the bottom-left corner used for determining distances, so some of the guesswork is removed from determining the heights of structures.

Now, to tease out which railroad the line crosses, I'll employ rpicturearchives.net. I prefer this website to railpictures.net because there are no pop-up ads, there are multiple ways to search, and unlike railpictures.net, anyone can post any train photo. Overall, it is a much richer, broader database. However, railpictures.net has an excellent search criteria (although the RR choices are limited), and their submission standards are much higher, so for weathering jobs and locomotive paint reference, I'd go there.

Once on the rpicturearchives.net page, go to "location" in the options at the left. It's then a simple series of clicks to "United States", and then "Wisconsin", and finally - "Watertown" for the pictures. The pictures show Milwaukee Road, then Soo Line, and finally Canadian Pacific units. Therefore, it is safe to assume that the other railroad in town is CP Rail. However, Dakota, Minnesota, and Eastern locomotives are in some of the shots, so those could turn up, too (the merger and holding situation in the Midwest is pretty crazy).

I hope these techniques help you when searching out industries, and researching scenic features for your model railroad - no matter where it's set! We'll look at documenting your research using free resources on the internet next month, as well as a few more ways to utilize rpicturearchives.net if there's enough room.

Answers from last week's puzzle:

Airbrake - Brakes that are operated by compressed air.

Ballast - Stone, gravel or cinders forming the track bed on which ties and track are laid.

Brakeman - A train crew member who performs railcar and track management.

Challenger - A steam locomotive with a 4-6-6-4 wheel arrangement.

Engineer - The operator of a locomotive.

Fishplate - A metal plate that joins the ends of rails in jointed track.

Handcar - A small, hand-powered railroad car used for track inspection.

Hudson - A steam locomotive with a 4-6-4 wheel arrangement.

Mikado - A steam locomotive with a 2-8-2 wheel arrangement.

Narrowgauge - Railroad track where the rails are spaced less than 4 ft 8 1/2 inches apart.

Pacific - A steam locomotive with a 4-6-2 wheel arrangement.

Reefer - A refrigerated railcar.

Siding - A section of track off the main line, often used for storing rolling stock or freight.

Switcher - A small locomotive used for assembling trains and moving railroad cars around.

Tankcar - A type of rolling stock designed to transport liquid.

Whistlepost - An advanced warning to the engineer of an upcoming grade crossing, the point at which the engineer should begin sounding the whistle or horn.

~~A LETTER FROM THE PRESIDENT OF TAMR:~~ father of the president

A message from the President's father:

On my sixth birthday my parents bought me an American Flyer train set. I played with that train set for several years but lost interest when I became older. I packed up the trains and put them back in the box they came in. Around six years ago when Joshua (your current TAMR president) was visiting his grandfather he noticed the train set I had played with in his grandfather's basement. He asked both his grandfather and I if he could have the train set and we both said yes. Today Joshua still uses those original trains that I played with some forty years ago. Joshua has added to the original train set that I had many years ago. Those five cars have grown to a collection of over forty train cars. Joshua and I have attended several train shows over the last few years where we purchase train cars to add to his collection. I am very happy that Joshua found an interest in a hobby that I enjoyed when I was younger and hopefully Joshua and his fellow TAMR members will continue to enjoy model railroading for years to come.

Sam Cohn
Joshua's father

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TAMR on Social:

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<http://groups.yahoo.com/group/TAMR/>

Join the Facebook Page at:
<http://www.facebook.com/groups/2218322454/>

Follow TAMR on Twitter at:
@TamrWebsite



"We went to Meijer's in Avon last weekend. While Sherrie looked for shoes, I watched the trains go by. The brush is getting pretty bad, especially since nothing is supposed to be growing!" - Tim Vermande

Above picture: CSXT 3040

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, and Iron Horse-\$25+

To become a part of the TAMR, or to renew your membership, contact:
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Membership forms are available online at www.tamr.org