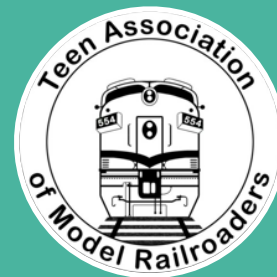




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CSX Employee

September 2012

HOTBOX



The Official Publication of the Teen
Association of Model Railroaders

MBTA Type-7 LRV 3605 in Chestnut Hill, MA by Rigel Janette



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A LETTER FROM THE EDITOR

Dear Hotbox Readers,

Together, we are creating a revolution. As dozens of members are now receiving an online version of this magazine, there is now room for more "flexibilities". In the future, perhaps these will include things such as embedded YouTube videos, or interactive material. For now, however - let's take things one step at a time. I'd like to start this new concept of "The Hotbox" by including a YouTube link alongside my article (on page 4). All TAMR members are now encouraged to, not only send in articles and pictures, but your latest model railroad, or rail fanning videos as well! I hope that you will take this step into the future of TAMR along with me.

Enjoy, - 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, photos, or videos are welcome, and greatly appreciated!

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!

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!

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!

Catch any Heritage units lately? Got a video on YouTube of your newest ballast set up, or maybe some highlights from your latest railfanning adventure? Send a link!

SUBMISSIONS CAN BE SENT TO TAMRHOTBOX@GMAIL.COM

A LETTER FROM THE PRESIDENT OF TAMR:

Dear TAMR Members,

Well it's that time of year again; time to put away the x-acto knife and take out the books. While summer is ending and we all have to get back to our busy lives, we somehow always find time to build that kit, or plan a new layout. Because we are all going to be spending less time doing train related things in the next months, there is one thing that I would like to ask you to please consider doing to help the TAMR. Maybe when walking through the hallways at school you might see someone your age that has a train shirt on. Ask them if they like trains; they probably do! Tell them about the TAMR, tell them about our website, and maybe even invite them to the Facebook group. Even show them a Hotbox! It would be great if you could take that extra time out of your day to promote the TAMR. Maybe next time when you go to your favorite hobby shop you might see a teenager looking through the rolling stock or picking out some ground foam. Tell them about the TAMR. Next month we will be launching a new part of the TAMR - The TAMR is going viral! We are starting up a YouTube Channel which will be managed by our new Central Rep. Brandon Bookout! More information about this channel will be in the next Hotbox. Additionally, though it is worth nothing that we are all very busy, it would also be great if you could maybe write up something about your layout for the Hotbox. It can be about where your layout is based off of (if it is), or about how you built that trestle bridge. You don't have to write a book, a few sentences or a paragraph is fine. Don't want to write? Send in a photo of your current layout, or even a drawing of what you plan on doing. You may not think that your photo or drawing or any other submission for that matter doesn't interest people and isn't important. You are 100% wrong! Anything that you want to submit, within reason, is beneficial to the TAMR. Remember: this is a group for teens *by* teens. We cannot go about this alone. I would like to thank all of the members that answered this month's Railfan Rantings question. That's right! It's back by popular demand! I would also like to thank Mr. Bookout for taking the position of Central Rep. Last but certainly not least, Mr. Rigel Janette, without you, this amazing Hotbox and the last two outstanding issues would not have been possible.

Until next month, Happy Railroading!

Josh Cohn
TAMR President



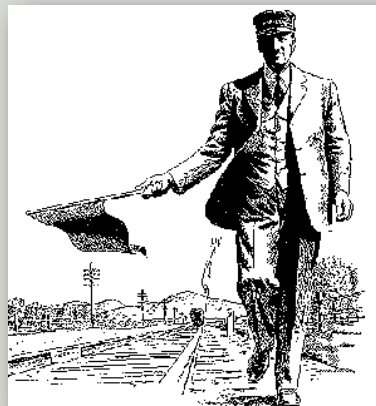
Denvers RTD, #101 at 16th St by Tim Vermande.



Conway Scenic's 252, EMD GP38 (1966), sits on the turntable at North Conway Station, North Conway, NH by Josh Cohn.




A bit different for trains, this one runs through the park where the zoo is in Lafayette IN - by Tim Vermande.





Boston's Greatest Treasure, the Green Line: A Review of the Highland Branch

By Rigel Janette

 http://www.youtube.com/watch?v=UDmG_Vli2s0&feature=plcp

Ever since my freshman year of high school, Boston has been my home away from home. Ever since then, there were times when I would visit the city up to twice a month. However, one will be lost if they do not know how to get around the city independently. This is best accomplished by becoming familiar with Boston's public transit system, the "T". This is a brand run under the Massachusetts Bay Transportation Authority. The T logo can be found on many different types of vehicles; these include heavy rail commuter sets, streetcars, subways, buses, and ferries.

On my first visit to Boston, my destination was the quaint town of Newton, Massachusetts. Newton Centre, is particular, is possibly one of the most gorgeous destinations within the country.

"I know that I'm truly in Boston when I hear the familiar sounds of the streetcar arriving."

Commonwealth Avenue, one of the most expensive streets in Boston, falls right in the middle of the town. I've always enjoyed hanging around that area, and appreciating the grand houses. However, there has always been something more to Newton Centre (to me, at least). The ride there takes approximately a half hour from Boston's South Station. This can be accomplished, most easily, by taking a Red Line subway for two stations, and then transferring to the Green Line.

The Green Line just happens to be my favorite rail line in the country. Everything from the environment, to the sounds have always warmed my heart. I know that I'm truly in Boston when I hear the familiar sounds of the streetcar arriving. The newer "Type 8" trains, manufactured by

AnsaldoBreda, boast a highly recognizable set of AC traction motors. The friendly announcements, declaring such things as “The destination of this train is Government Center” makes me smile whenever I think of it. But one of the truly surprising elements of the Green Line is the branch that brings riders to Newton. The Green Line is broken into four different branches; the B, C, D, and E. While the B, C, and E run alongside Boston’s city streets, the D line acts as more of a scenic commuter railroad. It connects the suburbs with the city.

The Green Line runs via overhead catenary, both underground, and above ground. In fact, portions of the line have been electrified since 1889. The underground portion is centered around the Tremont Street Subway Tunnel, which is the oldest subway tunnel in America. The Green Line is composed of that tunnel, as well as connecting segments that maneuver the underground world of Boston, until the lines hit Kenmore station. This is the end of the underground portion of the Green Line. The station lies adjacent to Fenway Park. Once outbound trains leave the station, they break off into three different ways; the D branch travels via the “Highland Branch”, the C going along Beacon Street, and the B line running along Commonwealth Avenue (known to locals as Comm Ave) towards Boston College (hitting Boston University on the way, as well). The fourth branch, the E line, breaks off earlier in the subway tunnel, through the old Huntington Avenue Subway, and onto Heath Street (I am not very familiar with that portion of the line).

The D Line itself is unique, as it has a railroading story like many others in the United States. Originally built by the Boston and Worcester Railroad in 1847, the line was just about a mile and a half long. Twenty years after the opening of the line, it was transferred into the hands of the Boston and Albany Railroad. The Charles River Branch Railroad expanded the line, with the original intent to be a segment along a Boston-New York line by the New York and Boston Railroad.

The line was subject to a number of complicated name changes and ownership transfers, going through such confusing names as the Boston, Hartford, and Erie Railroad, and the New York and New England, and the New England Railroad. It is to my understanding that the line eventually ended up in the hands of the New York, New Haven, and Hartford Railroad. It wasn’t until 1925, when official operations halted along the way, that the last Boston and Albany train ran in 1958. A year later, a new connection near Fenway Park (leading to Kenmore) was introduced, and new light rail operations began on the line.

The complicated history of the Highland Branch (known also as the Riverside Branch for its terminus) ends with its abduction by the MBTA. The branch was eventually merged with three other branches in a “Green Line alliance”, and connections were built on street level between the lines. Though three of the lines run within close proximity of each other, there is only one connection outside of the underground tunnel between the lines. However, all four branches of the Green Line use the same streetcar/light-rail equipment, though such types of rolling stock were not the part of the original design of the Highland Branch.

The railroad aspect of the D Branch really adds a special touch to Boston’s public transportation title. It proves that even metro trains can be found in New England suburbs and old-world cities. The scenery alongside the D Line is terrific. Riders on their morning commute pass ornate houses, fields, and rich saxon mini-forests. The D Line truly is an extraordinary set of tracks. As you board, there is a feeling of a light rail/streetcar line. There are low platforms, you pay as you get onto the train, and announcements on the platform announce arriving trains. The Green Line is quite a unique system that I would encourage everybody to experience at least once in their lifetime. Though there are many lines to explore along the system (I’d have to recommend visiting the Blue Line, as well!), the Green Line will make any rider stop to appreciate the warm sights and sounds of a succeeding light rail system.

Railfan Rantings

This month's question:



What do you think about the "Rails to Trails" program? Good idea? Bad idea? Should more of it be done? Have you ever used one of these trails? Tell us what you think about it.

For more about the Rails-to-Trails Program, visit <http://www.railstotrails.org/>

Josh Cohn, Connecticut

While the rail to trails program has advantages, it also has disadvantages. One of the advantages of the rails to trails program is that walkers and bikers have a place where they can do their corresponding activity where their chances of being hit by a moving vehicle is greatly reduced. This not only makes it safer for these people, but it also saves lives. Because of the path that the tracks followed, trees are cleared and it is easy, and much cheaper, to pave a path. One disadvantage of the rails to trails program is the removal of track that could be used for rail transport. All of us want to see the return of rail transportation, and removing rails do not contribute to increasing transportation. I do understand that, if there is an old right of way that will never be used again, paving over it to form a trail is acceptable. I do not believe that this program should continue. Instead, there should be a concentration on restoring these rails and returning them to operating order, to increase rail transportation. With the increasing idea that America needs more high-speed rail, why not use track that is already there? I have used one of these trails, since one is located in Avon, CT. Along these tracks you can still see some old telegraph poles, and maybe if you are lucky, find an abandoned spike that you can call yours.

Willie Roberge, Massachusetts

I like riding my bike on trails that were once railroads (Rail-Trails) but the program to me is to a certain extent flawed, as many times, these "railtrails" take out perfectly good railroad tracks with potential for future RR use (freight or passengers) just so snowmobilers, bicyclists, horseback riders can have a trail.

When the tracks are torn up, and the right of way converted to a trail for recreational use, it allegedly preserves the right of way for "future railroad use", but if the need ever came up to convert the trail back to a RR - you know it would be blocked so that people wouldn't "lose their trail" - plus, the cost of putting tracks would be super high, and studies would have to be done, etc. I would rather see "trails with rails" to preserve the corridor for rail use while allowing recreational use in the mean time.



By Radisson Burke McGuire.

Sawyer Berry, South Carolina

I think Rails to Trails is a great program for several reasons. The biggest reason applies to all people; it provides a great public area to go exercise and enjoy nature. From a railfan/model railroader perspective, the trails can inspire scenic elements along our own mainlines, and where another rail line crossed and is still active, you can railfan that other line. Finally, it also preserves the roadbed, and in theory, at least could be reclaimed for rail lines later on, if required.

Lukas Selig, Washington

I think that Rails to Trails is an interesting idea: old track is torn up to make trails. Their main claim is that it helps build a healthier America, but there is no guarantee that the trails will be widely used. It is also sad when a railroad, operational or not gets torn down, but I suppose that it is better to have someplace functional rather than obsolete rail. And no, I have never used one of these trails.

Next Month's Railfan Rantings Question:

Where is your favorite railfanning location?

eMail your response to The Hotbox at tamrhotbox@gmail.com

Please include your name and state in your email.



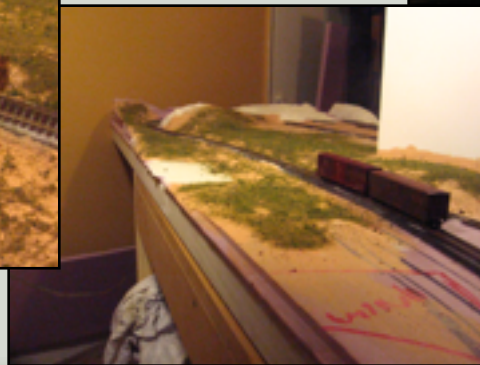
Bachmann On30 2-6-0 and gondola car, to be lettered for Nevada County Narrow Gauge by John Reichel.



This is my new On30 2-6-0. Did I mention I have an On30 layout? HO track, but look out for the extra clearances needed. I also got a gondola car.



Recently, I've been working on the signature scene of the layout, which is a rail line that flows along and passes a pond. I used a little bit of local influence, but for the most part, I've created as I went. Originally there was supposed to be a road crossing near the hard slopes by the pond, but that worked out to look better with just the empty hills. I plan to secure the ground foam, make trees, and paint/mod podge the pond after I plan out the rest of the scenes a bit more fully. – Sawyer Berry



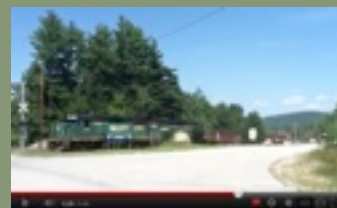
CSX GE Blows Up on the Kitty Cat Local by Will Ebbert

<http://www.youtube.com/watch?v=oiknxDATyG0>



A Railroad Surprise by Josh Cohn

<http://www.youtube.com/watch?v=oiknxDATyG0>



YOU CAN'T MAKE THIS STUFF UP!

Days in the life of a CSX Employee, by: James Lincoln

First Trick

As some of you may remember from my last piece in **The Hotbox**, "Tips For Railfans From a Professional Railroader", at the time I was a conductor trainee with CSX. Of course I might suppose that some of you would say, "well, you weren't REALLY a railroader yet", to which I would say, in some ways you would be right, being a conductor trainee is a downright PICNIC in comparison to being an actual conductor, but I was being paid to work for the railroad, so TECHNICALLY I was a professional railroader. As of March 28, 2008, however, I can truly say that I am now, a professional railroader ... and at this point, after having typed that more times than I ever really want to, if I use the term, I will try to use PR instead. Anyway, I digress ...

To say that the past six months have not been interesting would not be true, but to say they have been fun, well ... let's just say that you would have to work for the railroad to understand. There are times that this is the greatest job in the world: there are spots along the Boston and Albany (B&A) where the track is straight and the speed limit is 50mph and you are sitting in the cab of an AC6000CW with another behind you and 8000 tons and 8000 ft of train behind you, the window open, the sun shining that I can honestly say, it is seriously cool. Now, when that same train gets to Washington Hill and you are only going 15 mph (or less) for 17 miles, umm, that is less cool. I have, however, been able to learn some things and have some experiences that I am willing to share with the rest of you.

A little while ago, I promised Peter, our illustrious editor that I would start writing this continuing column, and I, ah, well, have been lackadaisical about doing so (obviously). The problem stems less from lack of desire to do it, but from the fact that I have two small dogs that DO NOT like me working at

the computer, they have no problem with me working on my trains (go figure), but when I sit down at the computer to accomplish anything, they basically tell me that, "ahh, Papa, you are gone a lot at work and if you think we are going to let you work here and not play with us or go to sleep, you had better break out the treats or we are NOT going to leave you alone." Not much of an excuse, but it is the truth. So, you might say, how is it, then, that you are writing this NOW!!! Ha, ha!!! We've caught you slacker! Don't you be blaming your dogs when, in truth, you are really just a lazy bum! That might be true and I would agree with you were it not for an interesting perk of being a conductor on a large railroad ... the "flag job", or Flagman assignment. Right now I am being paid a ridiculous amount of money to sit in what is essentially a large parking lot (the East Brookfield auto unloading facility, home of the East Brookfield and Spencer Railroad, EBSR) and monitor my trusty railroad radio and tell oncoming trains that it is okay for them to pass the work area (the EBSR) and continue without having to stop. Yes, my job is to sit in my car, or in this case the EBSR office, and listen and talk on a walkie-talkie maybe ten times a night. "Why?" you might ask ... a fair question, and one that when I was first told about this, was much on my mind. Simply put, I am here for political expediency. Now that opens up a whole lot of questions, doesn't it? That is something I will have to get into in the next installment, and you will have to agree with the title of this column, "you can't make this stuff up."



Now if you are thinking that I came up with that kind of cutesy title just for **The Hotbox**, you would be mistaken. In fact, I won't even take credit for it, nor can I give credit for it to a railfan, but the first time I heard it was from my engineer at the time, a very good engineer. I modified it a little, just to say that CSX should change its slogan from "CSX - How Tomorrow Moves" to "CSX - You Can't Make This Stuff Up."

So as I sit here at 1:15am, I will keep working at my laptop, thinking of what I can say in my next installment, which I will probably be writing momentarily just to make sure that it gets done and I don't fall asleep. Till next time, be careful out there and have a "Safe CSX Day."●

THE HOTBOX
December 2008 Issue # 425

TEEN ASSOCIATION OF MODEL RAILROADERS

A BLAST FROM THE PAST



THE TAMR HOTBOX

Issue 450: September 2012 Edition



TAMR on Social:

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<http://www.facebook.com/groups/2218322454/>

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[@TamrWebsite](https://twitter.com/TamrWebsite)



A Kawasaki R142a set departs from Grand Central on the Lexington Avenue Local line in New York City.

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:
Tim Vermande, TAMR Pivot Pin, 3645 Toronto Ct Indianapolis, IN 46268 USA
Membership forms are available online at www.tamr.org