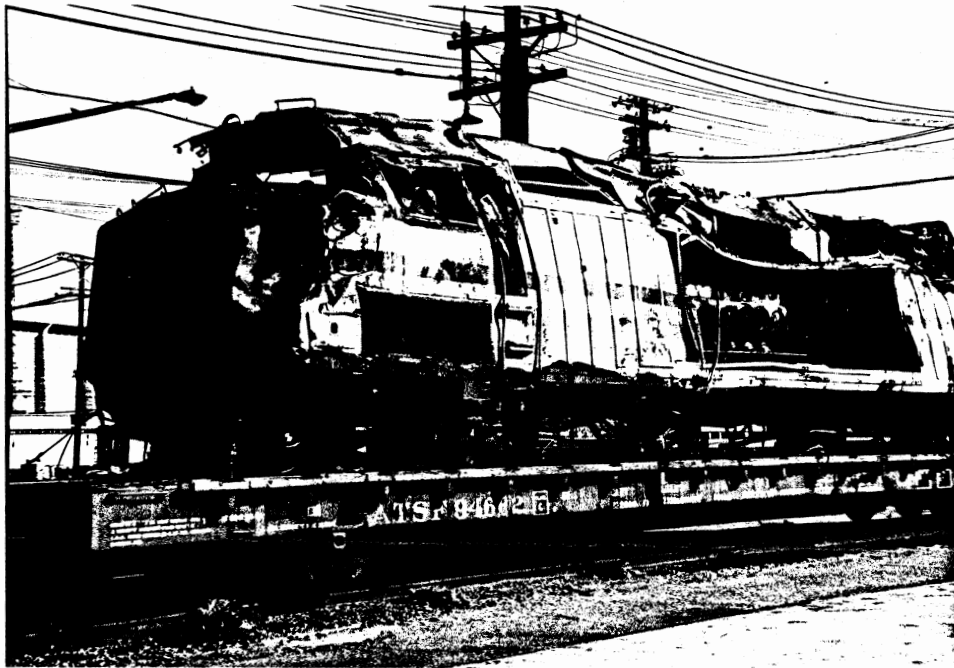


# HOTBOX

Issue #250

March, 1990

Price \$ .83



"All The News We Get, We Print"

Notes From The Secretary  
Matthew R. Heiman

As you know the TAMR membership is on the slide. With this issue, #250, twenty-five members will expire. I encourage all twenty-five to renew. Don't let the TAMR fade away! Do everything you can to promote our organization.

Our promotions department has been working to promote the TAMR. If you would like to help them please write to:

Newton Venzina  
54 Boardman Lane  
S. Attleboro, MA 02703

or

Chris Brindamour  
10 Meadowland Drive  
North Kingston, RI 02852

The TAMR will now recognize and reward those who recruit new members. If you recruit a member, have him or her write your name at the bottom of their application. When you have recruited five new members you will receive a FREE renewal and a MYSTERY PRIZE! But wait, there's more! You will also receive mention in the next issue of the HOTBOX, and praise from all your TAMR pals.

As of now our current member level is far too low! This organization cannot be financially stable with less than 100 member. We are below that! If you care about the TAMR, then start working to save it before it is too late.

SEND ARTICLES TO ANY OF THE FOLLOWING EDITORS

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John Reichel, Craig Douglas

BILL OF LADING

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Constitution).....page 7

On the Cover:

Photos by John Reichel, Randy Broadwater  
Top photo: Amtrak SAN JOAQUIN lead loco  
#236 wrecked by grade-crossing collision  
with truck near Stockton, CA 12/19/89.  
Taken at Oakland, CA 1/29/90  
(by John Reichel)

Bottom photo: PIPG-4 rolls through SF and  
begins to drop down the "Slide" having  
just exited Tunnelhill at Gallitzin, PA  
on 11-4-89.  
(by Randy Broadwater)

Hello!!! You have not heard of me, and I have not heard from you, so I am Craig! Now that all of that stuff is aside, let us look at ourselves! We all like model railroading or we would not be in this club. We have an editor to fix up the stories, and a handful of devoted people. Then there is us, we just sit back and wonder, when will anybody write in and halt all of this "we need articles" stuff. Well, none of us did and maybe we change this. It only takes a few minutes to write a small article and a few more to type it. Now if everybody does this, there will be so many articles that they won't ask us for more articles for a couple of years. So you all say that I talk nice, but you have not written an article Craig! Right so I will change that and will submit an article for the next issue and then if you join in, we will have a HOTBOX with several different writers and different styles, so we can all take a look at our name in print and maybe even find a way to improve our layouts. Till later, party on!!!  
From Craig Douglas

This drawing was done in 1975, envisioning a time when "Amtrak goes out of business and SP renews passenger service." The new diesel, SP #444 was to pull the VALLEY DELIGHT and SACRAMENTO DAYLIGHT.

## TRAIN ORDERS

### ATTENTION!

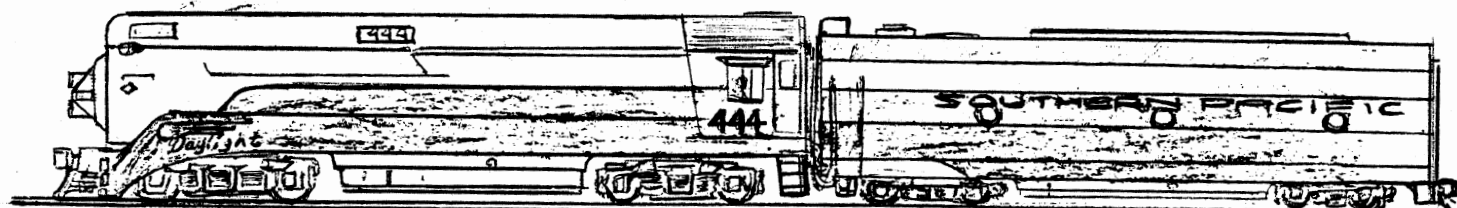
Railfans, Scanner alert here. Don't go crazy now on me it has come to my attention that there are many TAMR railfans out there. So I am proposing a monthly, or bimonthly column dealing with scanning news, and railfanning hotspots. Send something in if this is a good idea. This might even attract some new members.

An idea to make the HOTBOX more personal, and get more articles: Send a small picture of the author with his/her article. How about it.

Another idea how about a view of model railroading from the female point of view. Come on I know we have a few, one in Canada, and two or three in the United States. How about it.

### ATTENTION!

Computer Users!  
Have you used ModelNet yet, or know anybody who has? ModelNet is one of the networks offered by CompuServe®, a computer service accessible via modem. According to their ad, ModelNet is "the place to exchange ideas, solve technical problems, and put all kinds of useful information at your fingertips."  
If you have information about ModelNet, or any other rail-oriented computer networks, please let John Reichel know (288 Whitmore St. Apt. #201, Oakland, CA 94611).



NEW DIESEL LOCO.  
SP #444

REBUILT F7B  
JOHN REICHEL  
1975

## RAILFAN HOTSPOTS: BINGHAMTON, NY

As many railfans know, the 80's decade was a great one for railroads in this country. Deregulation was a major reason for this success. Deregulation has also brought Binghamton, New York in to the spotlight as a major railfan mecca. Binghamton plays host to three railroads; Conrail, New York Susquehanna and Western, and Delaware and Hudson. All three railroads have seen major changes since 1979. Conrail went from being a government ward to its present status as a very successful private enterprise. NYSW went from being a small shortline to a major regional railroad under Delaware Otsego ownership. The Delaware and Hudson has seen the most change as it has gone from being a brother of the N&W under Dereco ownership to being part of the Guilford system, to NYSW directed service when GTI cast them into independent bankruptcy. The D&H's future is now very uncertain as a recent bid from the CP was killed by the refusal of Conrail to grant the CP some trackage rights. But as of right now, the D&H is alive and well. The D&H comes into Binghamton from three directions; lines to Albany, Sunbury PA, and CR trackage rights to Buffalo. The D&H bases all of its operations out of Conklin Yard in East Binghamton. This is a good sized yard with a servicing facility and running repairs shop. It is normal to see 15-25 units here at once. Power for trains is varied the D&H's own power includes ex-Reading GP39-2s, ex-Lehigh Valley GP38-2s, and a smattering of ALCOS such as RS-11s, RS36s, and C-420s. A normal day on the D&H will see some 6 trains. These jobs can run at any time of the day or night. The D&H does not have enough power of its own to assign to these runs, so they operate a lot of NYSW units "Yellow jacket" B40-8s and SD45s are common. Other leased power from HL and NRL includes SD45s, F45s, and GP38s. Run through units from Norfolk Southern can be any-

thing from the NS roster. A note to D&H operations: trains going northeast out of Binghamton to Albany climb a tough hill up to Belden Tunnel. Heavy freights will have pushers and make a good chase as the power is in Run-8 all the way to the Tunnel.

Conrail operations through Binghamton are fairly simple. There is one manifest train each way per day (ELOI/OIEL). And several weekly double stack trains. The Conrail mainline is the ex-Erie Southern Tier line. It is possible to chase trains east over Gulf Summit but you must be quick because CR has nice track and adequately powered trains. Conrail also operates a local out of their small yard to serve local industries.

The NYSW is a very colorful railroad with their yellow and black units and red doublestack trains. The NYSW is fairly easy to photograph as many of their trains seem to run in daylight. In addition to the stacks (which operate on CR straight through Binghamton), the run two branchlines north to Schenectady and Utica. Since the NYSW started directed service on the D&H, they have moved out of their small yard in Binghamton to Conklin.

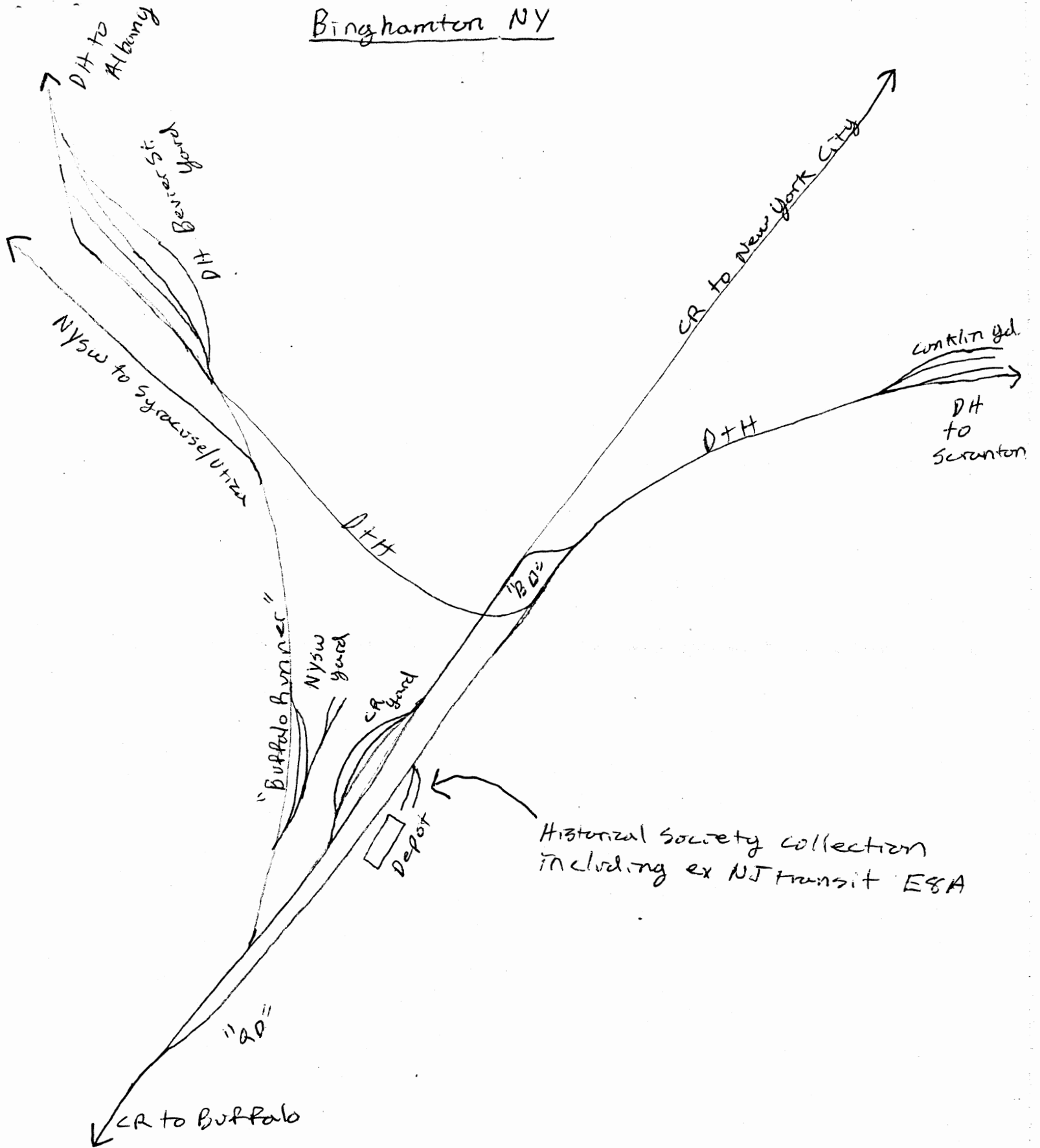
Radio Frequencies: D&H road 160.590, CR road 160.800, NYSW 160.620 and 160.485.

Binghamton is a large city with hotel and fast food chains. It also has fairly complex roads. I would suggest buying a town map. Also: watch for CR passenger and ballast extras, check Conklin Yard frequently for new power from the south, and be very careful on all RR property!!!

HAPPY RAILFANNING!!!!!!!!!!!!

-by Jon Webster

Binghamton NY



**TAMR BENEFIT CONCERT!**  
by John Reichel

Want to help the TAMR attract new members? Here's how to throw a concert on your layout to publicize the TAMR to your friends and neighbors.

First, find a flat area for the stage. There should be a building (or two) behind it or next to it. Leave room for the audience (scale figures) to sit or stand. Next, build a stage platform (about 3" x 5" if HO) out of scrap materials or stripwood. Mine is about 5/8" high.

Build a scaffolding for the stage lights by modifying a Bachman signal bridge. This makes a large scaffolding; shorten the legs a little if your stage is small. Cut a strip of clear plastic to fit inside the horizontal part of the bridge, facing down. Use colored markers or translucent paint to make about 8 different-colored squares, side by side, on the strip.

Fold some heavy black paper (or cut black-painted plastic) to fit inside the horizontal part of the bridge and glue it in place. Cut some foil the same size and glue it into place. Wire 2 Life-Like blinking bulbs in parallel and tape them onto the foil. Paint wires black.

Discard the two "concrete" signal bridge bases. Drill 4 holes in the platform for the legs of the scaffolding and 1 hole for the wires. The scaffolding shouldn't be too close to the front of the stage. Press it into place and thread the wires through the other hole.

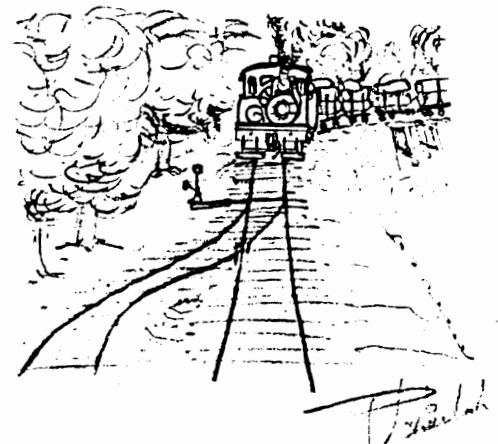
Make fake speakers from small blocks of wood or scraps. I wrapped a piece of file card around a Pactra paint bottle to make mine. Tissue paper on the front makes a good speaker grill. Paint the speakers black and install them on the stage or attach them to the scaffolding.

Install a small speaker (Radio Shack) in the nearby building I mentioned in the beginning. I used a barn and mounted the speaker under the roof so it was facing down. Use two speakers, one left and one right, if you want stereo. Drill a hole, push the wires through, and attach the right kind of plug for your cassette recorder (miniature or subminiature, mono or stereo).

Now we're ready for the band. I was lucky enough to find an old AHM set of unpainted hippies and modified them to be the Beatles circa 1969. One was playing a banjo (left-handed!); a little paint and he became Paul McCartney playing a bass. I scratchbuilt guitars for John and George from thin plastic and made a drum kit from plastic sprue and handrail wire. I heated short bits of wire and forced them into poor Ringo's fists to make drumsticks.

Now gather all your friends together for the concert. Turn off the lights, start the tape, and turn on the stage lights. Your friends will be amazed as the blinking bulbs cause multicolored flashes across the stage. Sometimes the performers really look like they're moving!

After the thrilling show, tell your audience that model railroading has something for everyone and give them TAMR flyers. Send a picture of your stage to the Hotbox!



### Proposition Voting Ballot

I, Matthew R. Heiman, am proposing the following changes to our By-Laws. This is in accordance with Article X under By-Laws. Any change must come through a majority vote of the executive council.

---

1. I propose that all regulations as they fall under Article V be suspended indefinitely. Regions shall be listed for organizational purposes only.

-Regions have been stagnant in their activities due to low membership totals.

-Regions have caused much confusion in relation to membership status. People are members of the TAMR and not the region in which they reside. People are members of a TAMR region and not members of the TAMR.

-Regions require officers to preside over them. These officers serve little purpose in the overall running of the TAMR.

-The regions can be brought out of suspension when membership totals permit and an interest in regional activity grows.

Vote: ☐ Yes, I support the proposition.  
☐ No, I do not support the proposition.

2. I propose that the title of Auditor in Article IV, Section 2, be renamed Vice-President. All duties of the Auditor will be unchanged.

-This would put the Auditor into more of a leadership position.

-This would encourage members to speak to the President, through the Vice-President.

Vote: ☐ Yes, I support the proposition.  
☐ No, I do not support the proposition.

3. I propose the President shall have final say on all issues not relating to the Constitution or By-Laws, but relating to the day-to-day business of the TAMR.

-This would facilitate a better of chain-of-command in the TAMR.

-The TAMR has suffered indecision for many years due to the lack of power the president holds.

-This would make the organization, as a whole move at a much swifter pace.

Vote: ☐ Yes, I support the proposition.  
☐ No, I do not support the proposition.

I, \_\_\_\_\_, attest that all votes cast are mine and represent my final decision on the propositions.

Please send ballots to : Matthew R. Heiman  
3815 Stratford Lane  
Louisville, Ky. 40204



**SUBMITTING TO TAMR HOTBOX**  
+++++

**STYLE, CONTENT**--Your own writing style is fine with us; remember, you are among friends. Grammar trouble? Let the editors worry about that. The ideas are what is important. As for content, we will accept anything on modeling, painting, scenery, electronics, layouts, and the prototype. Make sure the subject will be interesting to most readers.

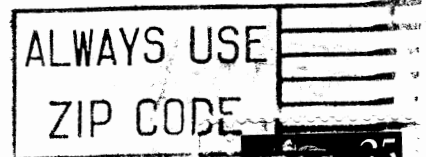
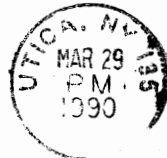
**TYPING**--Although typing is not required, it will save the eyes of the editors. **HOTBOX** columns are 35 spaces wide, for two columns on a page. If you cannot type your article, print it (double-spaced) on lined paper.

**ARTWORK**--Must be in BLACK INK ONLY (pen or fine-tip marker; no pencil). If you require drawings to accompany your article, they can be done by our Graphic Artists from your detailed sketches. Please include a scale measure for scale drawings.

**PHOTOGRAPHS**--BLACK & WHITE ONLY, glossy finish, no larger than 4" x 5", no smaller than 2" x 2" or 3" x 5". All photos must be accompanied by caption material, especially cover material.

1990 TAMR/HOTBOX Official Publication  
1990 A ROSSI Production

TAMR HOTBOX  
c/o TAMR Secretary  
Matt Heiman  
38-15 Statford Lane  
Louisville, KY 40207



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