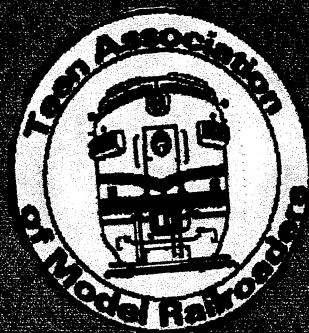


**The TAMR
Hotbox**

Version 6.0

ISSUE 328

ISSN 1093-622X



**National and Regional
News + MORE!**

Return of LOASB

THE OFFICIAL PUBLICATION OF THE TEEN ASSOCIATION OF
MODEL RAILROADERS

HOTBOX

The Hotbox People

Editor..... Joe Bohannon- Open
Assisting Editor..... Ole Bye
Correspondents: Joshua Trower, Brent Johnson, Peter Maurath
President..... Joe Bohannon
V.P..... Doug Engler
Treasurer..... Hans Raab
Pivot Pin..... John Reichel
 The Hotbox is the official publication of the Teen Association of Model Railroaders. The TAMR is a non-profit organization created to promote, stimulate, 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. The Hotbox is issued eleven times per year along with an annual Directory of Members.

TAMR Membership

Membership to the TAMR includes an eleven-issue subscription to the Hotbox, the January publication of the Directory of Members, quarterly regional newsletters, and an invitation to attend and participate in all TAMR events. The available membership categories are as follows:

Regular (21 & under).....\$15
 Associate (over 21).....\$20
 Sustaining (Reg. or Assoc.).....\$20+

SEND MEMBERSHIPS TO:

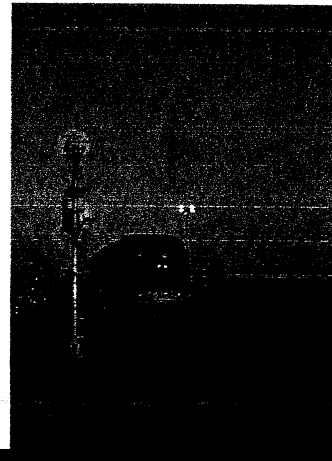
Hans Raab, TAMR Treasurer
 240 Staniford Rd.
 Burlington, VT 05401

ADVERTISING: For more information about advertising in the Hotbox, contact the editor. Advertising discounts available for members.

TAMR 1999

AMTRAK CALIFORNIA F59PHI LEADS THE SAN JOAQUIN OUT OF BAKERSFIELD.

PHOTO BY: JOE BOHANNON



If you are wanting to get involved in the TAMR, I urge you to contact the President at: 6624 Weldon Ave. Bakersfield, CA 93308 or by e-mail, geepm@fcmail.com. There are always things for you to do, so contact your Reps. and they can give you some worthwhile task. Regional

Business Units need to be filled, and if you are interested in knowing more, or your sure you want to be one, once again, contact your rep.*HB

REGIONAL NEWS

International Region

Steve Southcombe is the Rep. for the International Region, you can contact him at: PO Box 886, Shilo Manitoba CANADA ROK-2A0

NATIONAL NEWS

Election Updates

Western Region Rep.- Chris Gilbert

Members selected for congress are as follows.

Hotbox Editor- OPEN !!!

Auditor- Andrew Berndt

Promotional Manager- Andrew Matarazzaro

Archivist- Open

NEW MEMBERS IN THE INTERNATIONAL REGION

Dane Watson
 #35 2719 St. Michael's Rd.
 Port Coquitlam, BC V3C 2S8
 CANADA
 Error! Bookmark not defined.
 DOB: 09/04/63
 Scale: H0
 Status: Congress
 Era: 1999
 Interests: Steam, Diesel, Electric, Passenger
 Vehicle: Truck

Northeast Region

Jimmy Spavins is the Rep. for the Northeast Region, you can contact him at: 58 Mystic Road. North Stonington, CT 06359

NEW MEMBERS IN THE NORTHEASTERN REGION: 5

Kristian Johnson

Scale: HO
Status: Planning
Interests: Diesel
Visitor Policy: No visitors
NER 338 Regular

Robert S. Guzzon

Layout Name: Tinyville Railroad
Scale: HO
Era: 1950-1970
Status: Construction
Interests: Diesel, freight
Visitors: Invite or appt.
NER 338 Regular

Steven Simmons

Layout Name: Steam 501
Scale: N
Era: 1990s
Status: Construction
NER 338 Regular

Matt Wluczar

Layout Name: Mohegan & Pequot Railroad
Scale: HO
Status: Club Layout
Interests: Freight
Visitors: No visitors
NER 338 Regular

Central Region

Chris Burchett is the Rep. for the Central Region, you can contact him at: 30150 Ilesboro Rd. Logan OH 43138

The Central Region has received SIX new members over the past month!!

Welcome aboard guys!!! The Pilot has been getting out on a set schedule, with a deadline on the 15th of every two months and being sent out two or three days later.

The "Valley Flyer" regional convention is also rapidly approaching. The convention date is set for May 31st to June 5th. A convention preview video has also been released, and can be purchased from Newton Vezina for \$5. Everyone is invited to come to this Central region convention!! Please let me know ahead of time and please bring a bicycle, as we will be railfanning NS via one of the bike trails on June 1st.

The Central region has also received a new website!!! For those on the web or who have access to the web, check out

"Error! Bookmark not defined.". It has info on all the upcoming conventions, including RBU conventions. And speaking of RBU, Lewis Ableidinger will be hosting a Spring Convention for the Great Plains RBU!! Info on that great convention is posted at the C.R. website. Chris B.

NEW MEMBERS IN THE CENTRAL REGION: 6

Nicolas Pluta

Layout Name: Jerryville
Era: 1970-1990
Status: Planning/construction
Interests: Diesel, freight, passenger
CEN 338 Regular

John Durfee

Layout Name: BNSF Quincy Lines
Scale: HO
Era: 1935-present
Status: Construction
Interests: Steam, diesel, freight, passenger
Visitor Policy: Contact first
CEN 338 Regular

Andy Inserra

Scale: N
Era: 1980s-present
Status: Construction
Interests: Diesel, freight
CEN 338 Regular

Richard A. Krebs

Layout Name: Minnetonka & Illinois Northern Railway Company
Scale: HO
Era: 1990s
Status: Operation
Interests: Steam, diesel, electric, freight, passenger, traction
Visitors: Contact first
CEN 338 Regular

Paul Baker

Layout Name: D&RGW Elmwood Branch
Scale: HO
Era: 1935-1950
Status: Planning
Interests: Steam, freight, passenger
Visitors: No visitors
CEN 338 Regular

Mike Hedge

Era: Present
Status: Planning
Equipment: Freight, passenger
Visitors: No visitors
CEN 338 Regular

Western Region

Chris Gilbert is the Rep. for the Western Region, you can contact him at, 565 Sparks Blvd. AR 183 Sparks, NV 89434.

NEW MEMBERS IN THE WESTERN REGION: 2

Chris Gilbert

Scale: HO
Era: 1990s
Status: Operation
Interests: Diesel, freight
Visitors: Contact first
WES 338 Regular

Kyle Kahl

WES 338 Regular

Southern Region

Josh Trower is the Rep. for the Southern Region, you can contact

NEWS BRIEFS

ONE MILE DIVISION news. The Cape Cod Central is under preparations for operation over the old Cape Cod Railroad tracks which are currently used by the Bay Colony. It is unknown when CCC will be up and running but they hope it is by the summer or so the news said.

I also heard that Amtrak is coming out with a new bullet train which will run from Boston to NY.

Reports say the it will cut the trip from 4:30 hours down to 3:00 hours.

I also noticed that the Attleboro MBTA line was installing a fourth track (noticed on Monday Feb 1, 1999). Photo's will be out soon for this story.

Rail Fanning news: If you are ever in the Cumberland, MD area please stop by the down town area. There is a major CSX yard in Cumberland. I was there a few years ago with my father and we saw about 6 trains, a work train returning back to the yard, and even got to go into the cab of one of the engines! I will be sending photo's from this trip and may other soon.

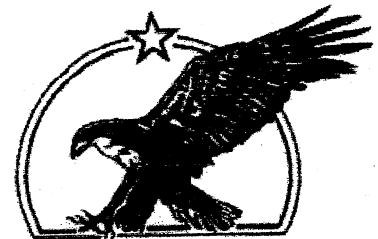
Doug Engler
TAMR VP

Top Seven Reasons the HOTBOX has been delayed. by: Peter Maurath

7. Handelivery of Hotboxes didn't work out.
6. Chuck Zehner (*Tracks Ahead* fame) keeps getting grape jelly all over the master copies.
5. It's taking forever to fold them into those tiny Valentine card envelopes.
4. What postage increase???
3. I was waiting for the planetary alignment of Alpha Centauri or something.
2. The local Post office went "Postal".
1. Wait a minute! I thought you were editor !!!

Doug Engler's Frost Bite Central is celebrating a new record. The FCRR has a record for the longest train run it during all of it's life. On Feburary 19th a 100 car train traversed the layout with 6 locomotives. Congratulations Doug, and all of those that attended.

National Convention



TEXAS EAGLE '99

Dallas-Fortworth, TX. This summer the TAMR will enjoy the National Convention from July 7th through July 11th, not to mention post convention activities. Get those registration forms in ASAP! If for some reason you didn't get a registration form, please write Ritchie Roesch at: 4667 FM 3364, Princeton, TX 75407 or at, bnsfRITCH@Yahoo.com. The only required fee is \$6. *HB

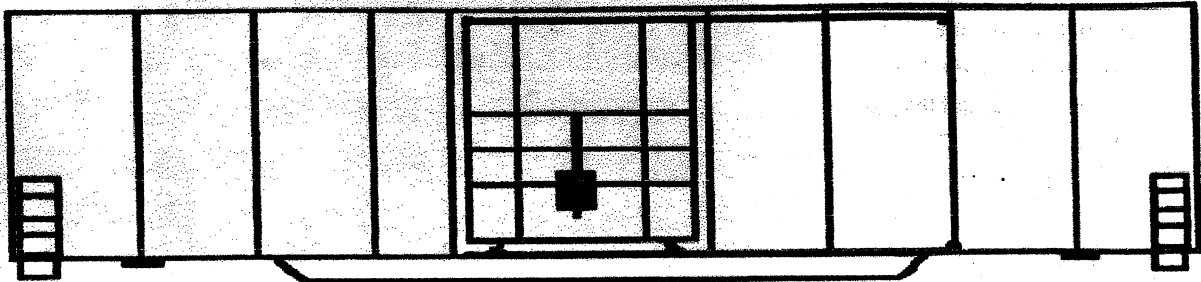


<http://www.toytrunkrailroad.com/>



PEOPLE WILL COME FROM MILES AROUND TO MAR AT MY CRAFTSMANSHIP

USED u
Pemis



Drawn by: Matt Silcox

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____

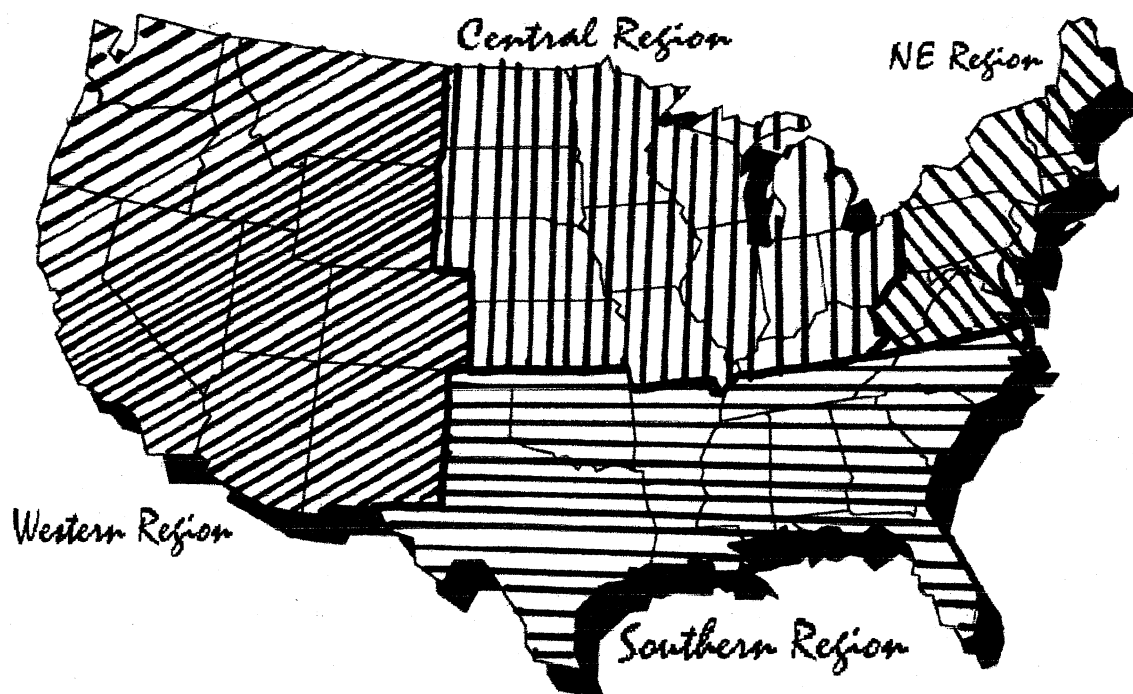
ZIP#: _____ SCALE: _____

The TAMR is celebrating it's 35th anniversary. We would like you to help the TAMR with a coloring scheme for our 35th anniversary car. simply color and then cut out the car and send it to Doug Engler at

There are a couple of rules though. The Boxcar can not be representative of any prototype car or locomotive paint scheme, so be original. Please send your entry in before June 23rd. We will be trying to commission Athearn to make the cars, and you will be able to buy them, hopefully at the national convention. Help us celebrate 35 years in the Hobby!



Based on design by Willie Roberge



1.

2.

The TAMR is composed of regions through-out the United States as well as the World. Where are you? So, of 146 people, which regions are actually bigger in the TAMR? Here are the Results:

Central Region 25%

Complimentary 3%

International Region 8%

North East Region 40%

Southern Region 7%

Western Region 17%

Region Rankings:

1:) NER

2:) Central Region

3:) Western Region

4:) International Region

5:) Southern Region

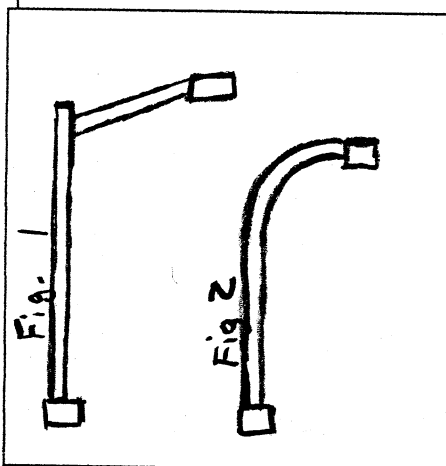
LOASSB. By: Peter Maurath
"Noodle Mania"

The Street Lamp:

In this month's issue we kick-off a three to four part series on the spaghetti noodle and it's main uses besides a pasta dish. Starting the series will be the N-scale street lamp. For material, any inexpensive spaghetti noodle or angel hair pasta will do, you can find a package of it at your local supermarket for a buck or less, giving you enough to last a few layouts. Now the techniques and uses I describe will be for N-scale, though if necessary you can easily transfer this to other scales.

There are two different designs for the street lamp, the first is a two peice design (Fig. 1), the second, a one peice, curved version (Fig. 2).

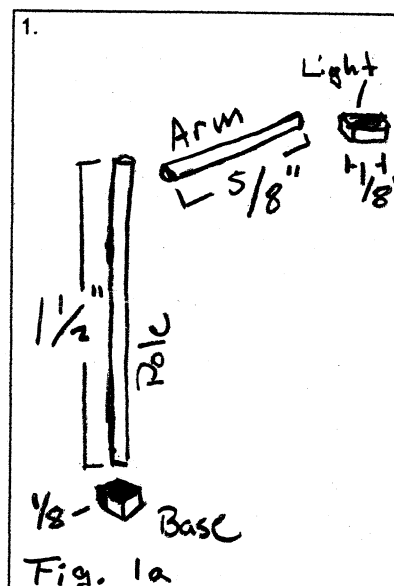
Since the curved lamp is more complicated to build, we'll start with the simpler two peice lamp. To begin, take a strand of noodle and paint it the color you'll want the finished lamps to be. I chose flat black, others



may prefer silver. Next, cut two sections, the first 1 1/2 in. or 3.8 cm, the second 5/8 in. or 1.6 cm. These two sections will make up your pole and arm (Fig 1a). The arm can be varied, depending on the width of your street. Once cut, glue the arm to the pole as shown in Fig. 1a. Elmers glue works well, but for extra strength and quicker set-up, I use ACC (Super glue).

Once the joints are dry, we will add the light to the arm. This is constructed out of either

a small square of thick styren, or illustration board. (a heavy matte cardboard sold at art supply stores, cheap!) Once cut, glue to the arm (Fig. 1a) and let dry. Now if you want to add a bit more realism you can add the optional base or you can add directly to your layout by drilling a



small hole and gluing it in place. The base is made either out of styren or wood. Attach the base much like the light. After all the glue has dried apply the same paint as used on the arm and pole onto the light and base. For more realism, add street signs so your scale citizens can see what's around the next curve.

I'm all out of space for this issue. Stay tuned! In the next issue we will be building the high tech noodle light as seen in Fig. 2.

Bill of Materials:
spaghetti noodle,
illustration board,
(1/16)(2mm)
wood/styren square rod,
paint (black or silver),
Elmers® White glue or
Super glue.

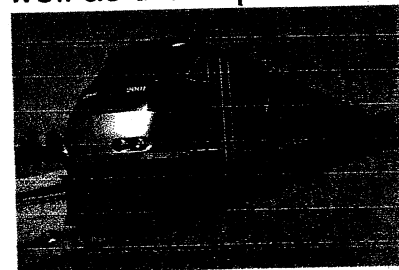
F59PHI, F-Unit tradition.

By Joe (GeepM) Bohannon

The F Unit. It may have started back in 1941, with the advent of the FT units. After WWII F units started to find homes on some of the strongest steam railroads. Soon after the FT, EMD's F2, F3, F7 and F9. including all the variations during the "Covered Wagon" age. It is interesting that many consider the "Covered Wagons" to be a thing of the past, except for the shortline railroads that snapped these 3-5 decades old

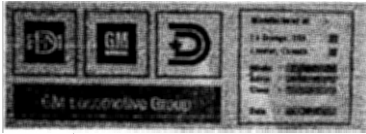
units. Sure, What happened to the age old F unit? They have been around, in other ways, than you think. Starting with the FP45 and F45's the F units were taking on a different look, almost a freight look. In 1971, a new railroad took it's place on the railfans eyes. The National Rail Passenger Corporation or, otherwise known as Amtrak. What did Amtrak have to do with the F unit? Everything. With Amtrak being the only passenger railroad, and a long line of Covered Wagons, Amtrak wanted to stay with a F unit. With the unfortunate problems with their 6 axle F Units, Amtrak went to EMD for a new F Unit, a 4 axle, much like the F's of years ago. In the 80's Amtrak got it's answer in the form of the F40PH. The F40PH, for more a work horse than an F Unit. These units soon became Amtrak's mainstay. During the mid 90's Amtrak was in need of a new greyhound, and GE won the bid. With GE

building Amtrak's new P42's. EMD's F-units might have been a lost, if it wasn't for the F59PHI. Developed for Amtrak California's new trains, such as the San Joaquin, the F59PHI was designed. Based on the EMD F59PH's, which Metrolink operates (Looks a lot like a F40PH) the F59PHI's took on a new composet body sell with new aerodynamic (Sounds like Streamlining of the 30' through 50's) nose and cowlings that raised to the level of the new "California" cars. When CADTX (Amtrak California) recieved the new units, other Amtrak and even non-Amtrak lines noticed the lines as well as their operation.



Metrolink and even later Amtrak put in orders for the F59PHI. Hopefully you will see a F59PHI roll through your hometown, whether it by

Wareham, MA or Cleveland, OH, the F59PHI has carried on the F-unit name, and added a new chapter in it's development.



Model F59PHI

The streamlined F59PHI has a new electronically fuel injected engine, tuned for low emissions. Combined with the reduced emissions HEP engine, this arrangement is the most environmentally friendly, fuel efficient package available today.

Another notable feature of the F59PHI is the sleek composite outer shell.

Meeting FRA

Part 223 requirements, this material shows promise for many future applications where

light weight and high strength is required.

Other technological advances that build on the tradition of the F59PH am General Motors Locomotive Groups EM2000 microprocessor and the new WhisperCab which provides a quiet and comfortable ride at speeds up to 110 mph.

The F59PHI with a proven track record for reliability, efficiency and the lowest emissions, will now be known as the most advanced and sleekest passenger locomotive in North America.

GENERAL DATA

Model Designation:
F59PHI
Type: BO-BO
Maximum Speed: 110
mph
Gear Ratio: 56:21
Wheel Diameter:

40"

Fuel Capacity: 1,800
gallons

Traction Motor.

D87BTR

Traction Alternator:

AR15/CA6

Head End Power:

600 kW

using a separate
power plant

MAIN ENGINE

Engine Model:

12N71OG3B-EC

Horsepower: 3,200

Cylinders: 12

Includes electronic
fuel injection with low
emission option.

DIMENSIONS/WEIGHT

Max. Height: 15'11

7/16"

Overall Length (over
coupler faces): 58'2"

Distance between
bolsters: 35'

Truck Wheel Base:
9'0"

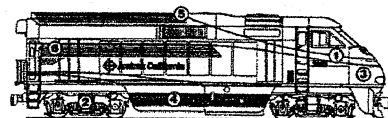
Nominal Weight (full
supplies): 268,000 lbs.

Roadnames:	Paint:	Description of Service
1.)Amtrak #450-465	Silver w/ Blue & White Stripe,	Amtrak's west coast service
2.)Amtrak #466-470	White w/Green & Brown Strip,	Amtrak's pacific northwest service
B.C. Transit #901-905	White w/ Purple & Yellow Strip,	West Coast Express
Caltrans #2001-2009	Silver w/ Black & Dk. Blue Strip,	Amtrak's California trains, *
Metrolink #874-883	White w/ Purple stripe,	L.A. (CA) Commuter
N. Carolina #1755, 1797	Silver w/ Red & Blue	Amtrak's Piedmont to Asheville, **
Philip Morris #0001-2	Red and White,	Ex. Cigarette promotion train

* Amtrak State routes that the state of California (Caltrans) assisted with financing the routes.

ie. San Joaquins.

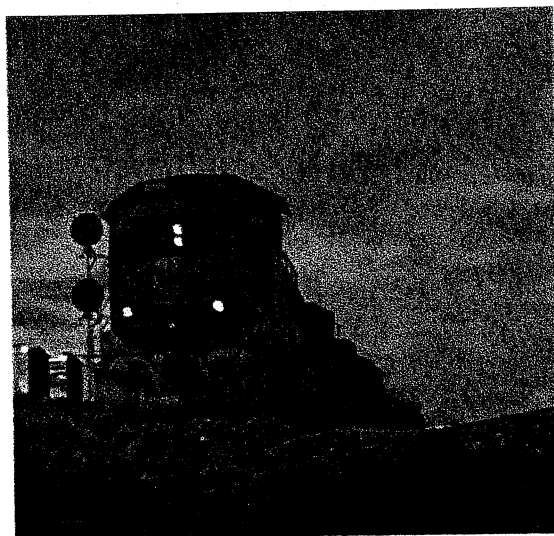
** N. Carolina's DOT helped finance the purchase of 2 new F59PHI's to lead the Piedmont into Asheville.



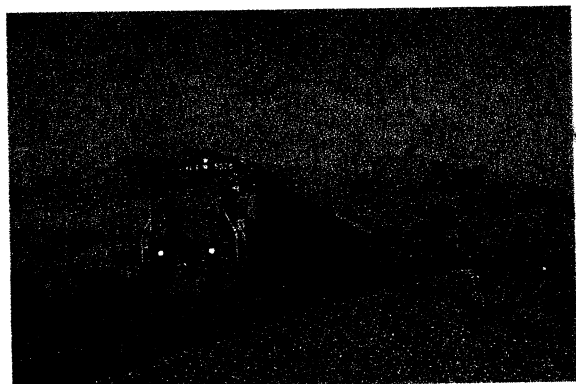
1. Isolated Crew Whisper Cab™
2. GP-52 engine
3. Composite Nose w/5-880 structure
4. Composite side skirt
5. Aero roof beam sections
6. Composite side treatment



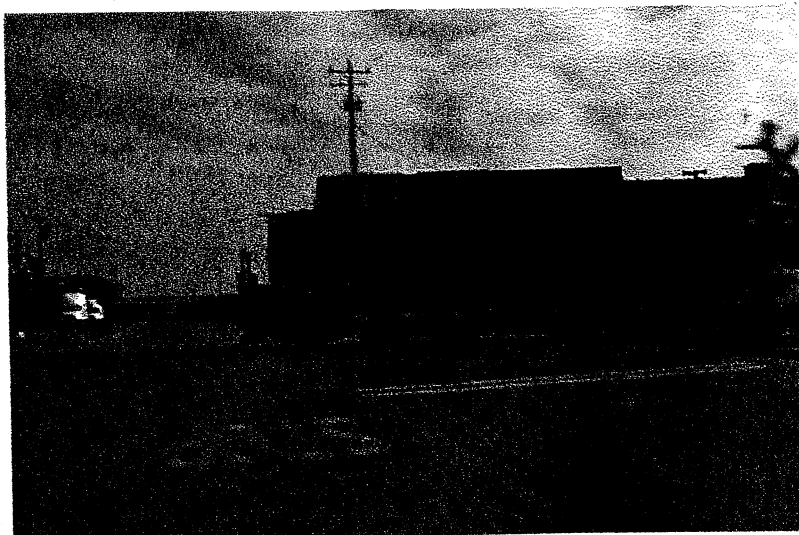
(Above) Modern Southern Pacific power leads a train around "Sand-Cut", part of the Tehachapi pass. Photo by Adam Otten.



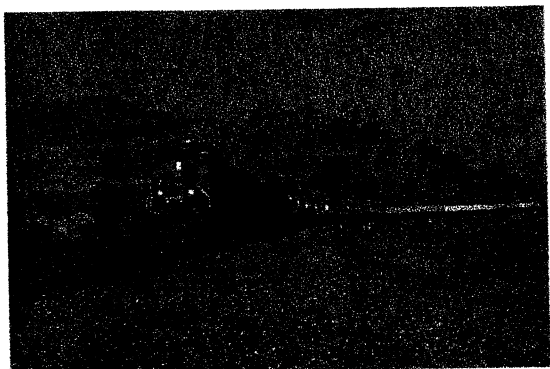
(Above) Santa Fe's Warbonnet is always a welcomed sight. This one was caught in Bakersfield, Ca. Photo by Joe Bohannon.



(Above) Union Pacific is making its presence known as armour yellow units wind their way around Caliente's horse-shoe curve. Photo by Joe Bohannon.



(Above) BNSF Dash 9's charge a railroad crossing in Edison, Ca. Photo by Joe Bohannon.

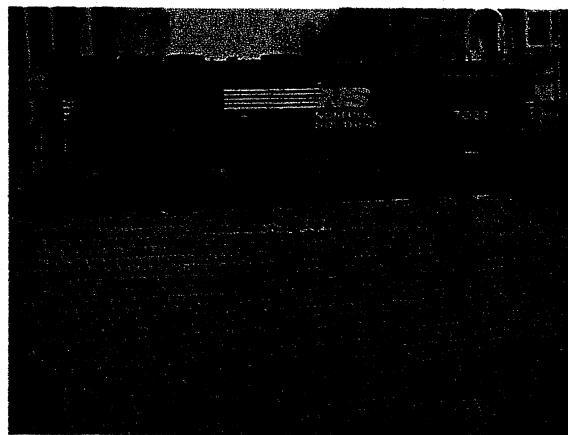


(Left) A BNSF Dash 9 and some companions rush a hotshot BNSF train around Caliente, Ca. Photo by Joe Bohannon.

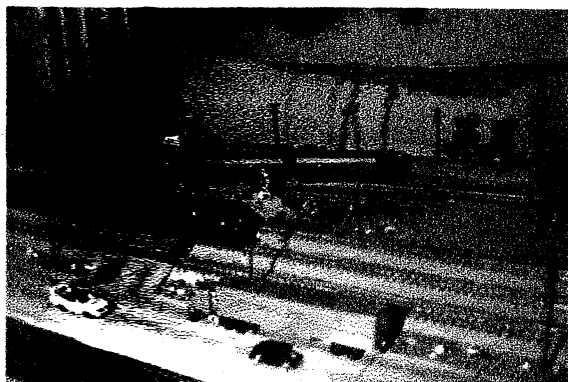
RAILFAN



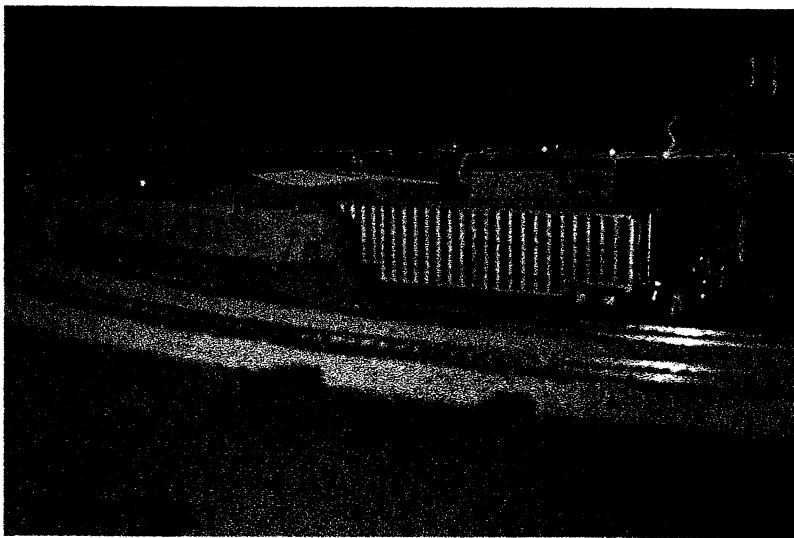
(Above) SOO Line FA-1 makes a stop on the Dakota Railways, Lewis Abledieger's layout. Photo by Lewis Abledieger.



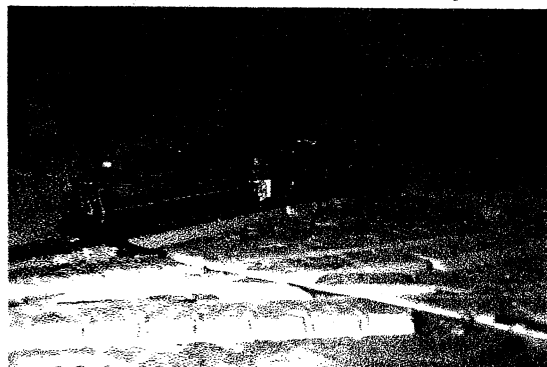
(Above) Bryan Malone's Norfolk Southern Gp 50 high nose makes switching look easy on his NS layout. Photo from Newton's Site.



(Above) A Pennsy meet of EMDs is being played out on the Antelope Valley N-Scalers, N-Trak layout. Photo By Joe Bohannon, GATS Bak., CA.

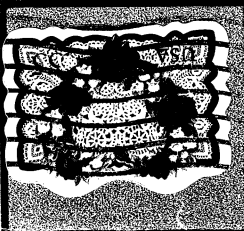
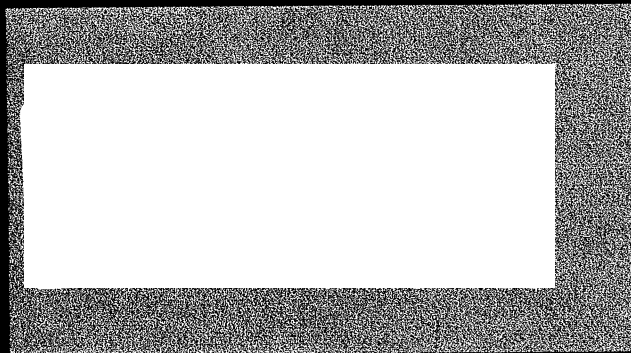


(Above) A UP Frieght takes a curve on a visiting layout at the GATS show in Bakersfield, CA. Photo by J o e B o h a n n o n.



(Left) A BNSF GP38-2 leads a train across Thunder Ridge RR trackage as it gains a more timely escape from the congested BNSF main. Photo and layout by Joe Bohannon.

MODELS



Joe (Gepp) Bohannon
TAMR President
6624 Weldon Ave
Bakersfield, CA 93308

Amtrak F59PHI leads the San
Joaquin into Bakersfield, Ca
ahead of schedule. Photo by
Joe Bohannon.