

# ***THE HOTBOX***

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Youth Model Railroading At It's Finest!

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**THE OFFICIAL PUBLICATION OF THE TEEN ASSOCIATION OF MODEL RAILROADERS**

# **THE HOTBOX**

MARCH 2001

ISSUE #344

Send Articles To:  
Charles Warczinsky

[charleswarczinsky@mail.com](mailto:charleswarczinsky@mail.com)

## Contributions:

The Hotbox depends on its readers for material. All railroad and model railroad related articles, drawings, cartoons, and photographs are welcome, and will be published at the discretion of the Hotbox staff.

## Feature Articles:

The Hotbox needs feature or lead articles the most. They should be 1/2 page to 2 pages typed and can be accompanied by a drawing or photograph. Articles can be on anything related to railroading, railfanning, model railroads, etc..

## Columns:

There are many monthly and quarterly columns you will be seeing, all of which need material. Most, if not all, of them you can contribute to. You can even conduct your own column. Please contact the editor to contribute to or conduct a column.

## Photographs and Drawings:

Photographs of railroads and model railroads are needed. You can submit black and white and/or color prints, any size, as well as slides. Photos for the cover must be at least 3x4, larger photos are recommended.

Drawings, cartoons, and artwork should be done in black ink and on un-lined paper.

Please contact the editor for further details on submissions.

On the Cover: This is the winner of the N. E. Region 2001 Photo Contest, taken by Matt Wiwczar. This is a southbound Northeast Direct taken at the School Street crossing in Mystic CT. It was taken with a digital camera set at the longest exposure with a monopod.

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## Contributing Editors

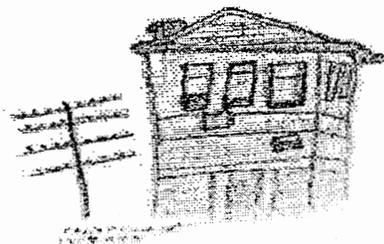
Matt Wiwczar  
Andy Inserra  
Dave Hadley  
Louis Granato III  
Lewis Ableidinger  
Adam Sullivan  
Peter Maurath  
Newton Vezina  
Chris Burchett

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.

Membership to the TAMR includes an eleven issue subscription to the Hotbox, the annual directory of members, quarterly regional newsletters and an invitation to participate in all TAMR event. The available membership categories are as follows:

Regulars ( under 21).....	\$15
Associate ( 21 and over).....	\$20
International (outside US).....	\$15
Sustaining.....	\$20

Please send membership to:  
Hans Raab, TAMR treasurer,



# From the Tower

*By Chris Burchett and Joel Durfee*

*President*

*Vice President*

**Hello!** Interesting topics have been discussed since the last issue, including the "E-membership" class. Final Board approval on the proposed membership class should come soon.

Another topic has been a new "partnership" with *Model Railroad News*. *MRN* has graciously given most TAMR members a chance to obtain free one-year subscriptions to the magazine. Unfortunately, due to high international postage rates, only members in the United States will be able to receive the subscriptions. In a future issue of the *Hotbox*, an advertisement from *MRN* concerning the free subscriptions will include a form to send to *Model Railroad News* for those interested. *MRN* deserves a big "thank you" for giving members this opportunity!

Regional newsletters are still coming out on time. Great job, Rep.'s! It's great to see that interest in the regional newsletter has been revived alongside of the *Hotbox*. Without any of these publications, the group would undoubtedly come to a halt. Support your TAMR publications!

Four more months until the large TAMR *Ohio State Limited 2001* national convention to be held in Ohio! Much is planned for this gathering including four layout tours, as well as plenty of railfanning. The convention will take us all over the state of Ohio and areas covered will include: Cleveland, Berea, Greenwich, Bellevue, Marion, Fostoria, Columbus, Toledo, Cincinnati, and abandoned tunnel locations in southeast Ohio. These old tunnels are located along the former B&O St. Louis Line that ran from Washington, D.C. to St. Louis, Missouri. One tunnel is the famed Moonville Tunnel, supposedly haunted by an old B&O brakeman who waves his lantern to stop a train that will never come. The other is Kings Tunnel, one of few wooden tunnels left (and in excellent condition!). On the model railroad end, visits will include the HO scale Grafton & Greenbrier and the O scale Pennsylvania & Western. And of course, clinics and slideshows will take place. If you'd like to host a clinic or slideshow, please let me know by Thursday May 31st. The next issue of the *Hotbox* will be the official convention issue, containing much information about the July 2001 national convention. So start making plans to attend this huge convention!!!

Once again, I ask for any ideas, suggestions, comments, and/or questions you might have. I want to hear from **you**. Even if you'd just like to chat a while, it'd be great to hear from ya!

**Well**, that's it for this issue. From the tower, this is Chris Burchett, signing off. Over and out!

**Chris:**

**Phone:** .....

**E-mail:** ..... president@tamr.org

**AIM screen name:** TAMRprez33

**Snail-mail:**

**Joel:**

**Phone:** .....

**E-mail:** ..... vice\_president@tamr.org

**AIM screen name:** TAMRvpJoel

**Snail-mail:**

# Railfanning The Soo

By Lewis Ableidinger

I spent about 6 hours along the Soo today and caught five trains (after a 2 hour lull to start with).

First up was at road crossing somewhere around MP 326 was CP 8516 west, with CP SD40-2 5935 trailing. They met a train at Kensal, so I headed to Courtnay to get a shot of the eastbound. Its power was CP 5787 leading FURX 3052 and SOO 765, all SD40-2s. That was a pretty colorful line-up, as the CP unit was in dual-flags and was very clean, the FURX unit was in a green and silver type scheme, and the Soo unit was red and white.

Next up at Courtnay was the short westbound local with SOO 4409 leading Soo 4401, CP 4407, and SOO 4514. This is the first time I've seen 4 units on the local. I followed this train to Kensal and heard it was meeting a train at Carrington, so I went home for about an hour to wait for the next eastbound. After the scanner started going off, I headed back into town to find a westbound on the siding with CP 6049 leading ex-Soo SD40 749 and CP 5841. Unfortunately, the engineer decided he had to stop the train in the shadow of the elevator, making it nearly impossible to get a good shot of the SD40. After about a half hour wait, the westbound came in with CP 5816 leading CP 5757 plus one more SD40-2. I headed about a half mile out of town to try for a better shot of the SD40, but just as it got there, the sun was pretty much set.

Before I'd started I had traced a SD9043MAC on an eastbound at Harvey, but I guess I didn't get started in time to catch that train.

It was a pretty good day. It was very sunny, but also quite cold! The amazing part was I saw only one AC4400! Here are the totals for other models: SD40-2-9, SD40-1, GP38-2,4.

Now if those CP SD40-2s could have just been Soo units....

## T.A.M.R. ON THE WEB

The TAMR has an active presence on the internet, and we hope our members will take

advantage of what we have to offer. All of this is included in your membership.

First is our own site, [www.tamr.org](http://www.tamr.org). Here you can find out what's going on and see pictures from conventions. If you have a picture to add, or would like your own web site linked, contact us. We are also always looking for members who would like to help with the site (no experience is required). If you would like to have your own page at the site, we'll help you with that, too. For more information, contact [webmaster@tamr.org](mailto:webmaster@tamr.org).

Second is our e-mail list. The list does not replace the Hotbox, but does provide a fun way for members to get the latest news and make new friends. You can join the list in several ways:

- send a blank e-mail to [TAMR-suscribe@yahoogroups.com](mailto:TAMR-suscribe@yahoogroups.com)
- on the web, go to <http://www.yahoogroups.com/group/TAMR>. (This is most useful if you are already registered with E-groups or OneList).
- send an e-mail to [pivotpin@tamr.org](mailto:pivotpin@tamr.org) and request an invitation.

E-groups also has a "files" area where you can find the TAMR logo, some more pictures, and other information. Note: the list is only open to TAMR members, although a few exceptions occur for former members or industry contacts.

Third, you can have an e-mail address @tamr.org. This is a forwarding address, so the e-mail is sent to another address that you already have. (It is possible to get a POP or stand-alone account, but there is a charge associated with this). For information, contact [treasurer@tamr.org](mailto:treasurer@tamr.org).

A Word From The Editor...

Hi All, thought I'd write a quick editorial about some changes I want to make in the *Hotbox*. **First**, I want to add a monthly product review column. This is meant to be a member supported column and will run monthly if I have a review to run. Please send some reviews. This month's is on page 6. **Second**, the *Hotbox* desperately needs articles. These can be anywhere from one half a page to 2 pages. The subject can be anything as long as it is directly train related. Or if you don't want to write a article you could draw a cartoon. These also are needed. **Third**, look at the **TAMR** directory in this issue, if you see that your e-mail address is incorrect, please let me know. Also, if you want your e-mail published in the *Hotbox* so that others can contact you, or if you want it be added to the pen-pal list and are not already on it please contact me. **Fourth**, I'm sorry that the *Hotbox* has been so late getting out. I am trying to get it out sooner, and I'm going to make the deadline for contributions the 15<sup>th</sup> of the month they are to be published in. Thanks for your time,

Charles W.

Hotbox Editor

## **WELCOME NEW MEMBER:**

Nicholas Wilson

Email: EMDSD40-2@juno.com

DOB:

Layout: Conrail's Water Level Route

Scale: N

Also, Nick has been added to the pen-pal list.

### ***TOP SEVEN options now available in the latest diesel locomotives.***

Found deep in national archives by: Peter Maurath

#7. Capuchino machine.

#6. When you notch-up the throttle it sounds just like an Italian sports car.

#5. Disco ball in place of boring ditch lights.

#4. Instead of chime, horn plays *Jaws* theme.

#3. Rooftop water cannon, "To take care of those pesky G.E.R.F.'s."

#2. Radio features six-disc CD changer.

#1. Flame decals.

# **ORE TO THE ST. LAWRENCE!**

by Rolf Stumpf and Andy Inserra

Most railfans have heard of the amazing ore trains that run in the Canadian Shield. We have all seen the incredible pictures of three Cartier M636 locomotives struggling on a long train, or a pair of QNSL SD40-2s screaming by hauling huge ore trains. But how many of us have really heard what they sound like? Rolf Stumpf's new CD brings us just that. Now we can have a whole new way of experiencing one of the last great Alco shows in North America. And the CD isn't just limited to Alcos and MLWs. It features a few EMD products as well in the form of SD40-2s and GP9s. There are five railroads featured, the Cartier, the Arnaud Railway, the Wabush Lake Railway, the Quebec Northshore and Labrador Railway, and the little Quebec Iron and Titanium Railway. The booklet that comes with the CD has the usual high quality photography and track descriptions that can be found in all of his CDs. The eighteen tracks on the CD are all very well recorded and often include the surrounding sounds as well as those of the train. As you listen it isn't hard to imagine you are right there alongside the tracks watching these trains roar by. The lengths of the recordings extend from just about a minute to over ten minutes long! Rolf spent lots of time on this CD, sitting in the woods for hours just for one recording. These recordings from September 1998 are very well compiled and, as with all the RailMedia CDs, of the highest quality. So if you can't get up to the Canadian Shield to experience the incredible show for yourself, this CD will bring you there from the comfort of your own home. Head over to HYPERLINK "<http://www.railmedia.de>" www.railmedia.de for more information on all of Rolf's latest projects.

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## **Promo Page**

By Andrew Sabens Assent Promo manager for the North East Region

### **WE HAVE A BOXCAR!**

I have four words for you “WE HAVE A BOXCAR!!!!” As reported in the West Springfield Recap Athearn has given us about 130 outside braced 50-foot plug door boxcars with roof walks. However they are still at least a few months away from being released. I will take the reins for this project. The owner of Model Railway Post Office also owns Rail Runner witch is a printing company. I will design the printing but I could use your help. All profits will go to our treasury. I need you opinion on what we should do with the cars. Should we sell them to the public for a fairly high price \$15.00 to \$20.00 or to our members for less? This project is to help our treasury grow. E-Mail comments to [TAMR13@aol.com](mailto:TAMR13@aol.com) or snail mail them to TAMR North East Region Rep Andrew Sabens 84 Sleepy Hollow Road Sleepy Hollow New York 10591.

### **Membership**

We need members. Our membership count is around 100 compared to 150 last year. That is partly due to Hotboxes coming out on a regular basis. However you the Member can help us grow. Here is my plan to help us build our membership base. We should put fliers at any hobby shop that you deal with, any public library and at you school. We also need to be at as many shows as possible. If you know of any train shows in the area where you live try to get a table at it. We are a non-for-profit group and you should not pay for the space. Just say that you're exhibiting at the show and will not make any money on it. If you know any train clubs that are near you see if there are any teen members. Try to get them to join by being their friend trust me it works. You can also talk to the club president and see if you can leave fliers they when they have open houses. This will help our group grow and we need to expose the TAMR to more people. Don't think that you can't help the Teen Association Of Model Railroads. Just think about the fun that you have had in the TAMR. If you inform other people about us they can have fun too. It's better to be in a bigger circle of friends

For fliers Contact Andrew Matarazzo

' or Andrew Sabens

# **AIRBRUSHING**

**By Louis Granato III**

First of all, you need a reasonable brush. Badger has a model called the AZTEC, which I believe it comes with three tips.

From modelers that I know this brush is ideal for acrylic paints but it will also work with regular Floquil oil based paints and Scalecoat. This brush is at the low-end as far as costs go. I am trying to look at things from a young person's perspective and advise you on ways that hopefully will save you money!

Now you will need a compressor. This item comes in a variety of sizes and can become pricey to say the least! A good Art Supply Store will carry them. Look carefully, as some units run constantly and vibrate all over the floor, which irritates me. So I finally used some Duct tape and attached it to the floor when I used it. I finally sold it and purchased an intermatic hobby gun compressor model #HS 201, which will deliver up to 40 PSI. Now this is a little high so then you need a PSI Gauge that will adjust the pressure. Also if you live in a climate with a lot of humidity make sure you buy a water trap, which goes on the line between the gauge and the gun. This particular unit only comes on when you press the brush trigger. This is a nice feature. Sears also sell compressors and they have a good quality line. If money is tight run a small add in your local paper.

Since I have already mentioned Art Stores, they will carry books on airbrushing and so will Hobby-shops. Go to your local library and you will find a good selection available.

Now you should have some way of venting the fumes particularly if you are using oil based paints. I don't want to scare you off with costs at this point so try and stick with acrylics, as they are water based. Work near a window that is opened slightly for some ventilation.

Many modelers prefer Tamiya, Gunze paints. Use the "right" thinners for all these paints. Ask your dealer. There are so many varieties on the market that it is up to you to find what you are comfortable with.

When you try your airbrush for the first time, or any time you go to paint a model, always try a sample spray on something that does not matter to you. Never just start and spray and then find that the gun is not set right or it is spitting globs all over your new model!

The paint should blow like a fine mist coming off Niagara Falls if you can see what I am driving at! KEEP it fine and move the brush across the model and remember to start the spray before you reach your subject and keep going past the end!

Some hobby-shops run clinics on airbrushing for about ten dollars. If you can attend on by all means go!

If you have specific questions notify your editor and I will give you a quick response. That's it till the next session! I hope it has helped. - Stan Windrim

Thanks to Stan Windrim, an avid ON30 modeler who has had much experience with airbrushing. Stan is an older modeler, not a teen, and has been kind enough to right this article. If you have any questions, tell me, and I will ask Stan! Stay tuned till next time.

# The GPD's Spring Convention

By Lewis Ableidinger

Over March 15-17, 2001, the GPD had its spring meet in the Twin Cities of St. Paul and Minneapolis, MN. Attendees included Andy Inserra, Richard Krebs, Nick and Joe Olek and myself.

On the evening of the 15th, me, Nick and Joe went over to Richards house. Both Nick and I gave a slide show, and we all looked at Richard's 3-rail temporary set-up and equipment.

On the 16th, we got up bright and early and headed over to Minnesota Commercial's roundhouse. At the roundhouse was MNNR's 2 C-415s, 2 of their big 6-axle Alcos (not sure of the model, Andy will have to fill in the rest), and the ex Australian Hamersly(?) Iron C30-7. Also stored nearby was their slug (sluggo), an ex-BN C30-7, and several more Alcos.

After we got shots of that, the eastbound Empire Builder passed by, 30 min. late, with 3 Genesis units leading, all with Amtrak's newest paint scheme. MNNR then switched out some express cars nearby with one of their RS-18s. The next stop was St. Anthony/Midway yard. Just as we arrived, a BNSF intermodal pulled out with 3 heritage II C44-9Ws. After they cleared, another MNNR RS-18 shoved some grain hoppers by us and went off somewhere. Next up was the Twin Cities & Western switch job with Generation II locomotive's demo GP20C leading an ex-Soo GP30C (C= Caterpillar engine). On their heels was another BNSF intermodal with more heritage 2 C44s leading. As they came by, so did the MNNR RS-18 mentioned earlier, getting a glimpse of old and new power at the same time.

Next was Bandana Square, which is on the location of NP's old Como Yard shops. There was no action there, so we checked out the O scale club layout that has been featured in Model Railroader a few times.

Just as we came back out to the car, a BNSF train was struggling up the nearby mainline. We had just enough time to see it go by with an ex-ATSF SD40U leading an ex-ATSF SDF40-2, as well as a BN SD40-2, and an LLPX SD39(?). That was an unfortunate train to miss!

Next was the great spot of Hoffman Ave and Dayton's Bluff. Just as we pulled in, we had enough time to hop out of the cars and get a shot of the same TCW train seen earlier in the day. Behind that was a BNSF westbound with 3 SD70MACs leading. Next up was the CP's Pigs Eye yard job pulling out a long string of cars with a Beaver painted MP15AC. Just as that cleared a CP empty coal train made its way by with a single AC4400. As that was pulling by, a BNSF intermodal passed on the track behind it, while at the same time, CP's "Ford Hauler" was coming up with a CP GP9R and Soo painted MP15AC! After they all made their way by, another CP empty coal train passed through with all brand new CP aluminium bathtub gons! From there, there was no action, so we drove down the road to check out CP's diesel facility at Pigs Eye.

Here, there were several Soo units around, plus a bunch of MP15ACs way back in the yard. Also on hand was a railgrinder.

The last stop of the day was University Ave, located just south of BNSF's Northtown yard, and to the west of Soo's Shoreham yard. As we passed by Northtown, there were several SD9s switching the yard. Some units that were also stored at Northtown included an un-renumbered SD9, a BN GP15, and BNSF SD40, the one that is mistakenly numbered as an SD40-2!

Just as we came into University, we caught another CP train with a pair of AC4400s leading. At university, the first train was a BNSF light power move, which included an ATSF SD45-2 and a GP60M. Next up was a UP light power move, with an SD9043MAC leading an AC4400. A bit later I&M rail link's intermodal train came in with an ex-CNW SD45 leading an IMRL SD40. The conductor was out on the front of the SD45 making poses for all the cameras

(yes, he really was!). After that cleared, another UP train came by with a C44-9W leading an SP AC4400. The last and best train of the day came in next off the Soo with 2 CSX C44-9Ws as the only power! What a great end to a good day. If we had seen a Wisconsin Central train, we would have seen every RR that comes into town (BNSF, CP/SOO, UP, TCW, MNNR, and WC).

On March 17, Nick, Joe, Richard, and myself went over to Minnesota Transportation Museum's Jackson St. Roundhouse in St. Paul. (visit them on the web, [www.mtmuseum.org](http://www.mtmuseum.org)) This is an ex-GN structure that the post office used for a while. We got a private tour thanks to Mark Engells. They have several projects going on. We got to go through a lot of their equipment, too, since the museum is off-season. A really interesting engine we went through was the "Dan Patch Lines" (became the Minneapolis, Northfield & Southern, than SOO) gas-electric built in 1914, which has been restored, and is operable! Over in their shops was several volunteers working on various projects. Here we saw the first production SD45, which is now painted back into it's original GN colors, complete with the "Hustle Muscle" logo on the side. Also inside was ex-Rock Island GP7 painted as a Soo GP9! Anderson Windows company donated their SW-1 to the museum, and that was also on hand. Ex Lake Superior Terminal and Transfer locos were also abundant, one, an SW1200, painted for NP was inside, with their NW2 sister outside, still in original paint!

Outside the shops was a Westinghouse diesel built in the 30's and used by ARMCO, but it will most likely never run again. We also toured an ex-CB&Q "doodelbug" built by EMC. Another interesting piece of equipment was an ex-GN F7 that the museum had just acquired. It is completely gutted though, even a lot of the control stand is gone!

Back inside the roundhouse, we saw MTM's restoration of 2 ex-NP steamers going on. This pretty well completed our tour.

At this time, Me, Nick and Joe headed for home.

#### "Post-convention"

On the way back we followed Highway 55, which follows the old Soo mainline. We stopped in Buffalo, MN, for quite a while. Sitting there was an old, huge, Soo crane and an ancient MOW flatcar. After about an hours wait, we caught a CP eastbound with an AC4400 leading a beaver painted GP9R and some other CP unit. Since it was getting late, we headed out. At Glenwood, there was quite a bit of action of both CP and Soo units, but since it was after sunset, we couldn't get any good pictures. This completed our convention experience.

The weather was fair, and the railfanning was great! A special thanks to Joe Inserra and Paul Krebes for providing transportation, without them we would have just sat at a hotel for a day and a half!

## B&A DIVISION WINTER CONVENTION REPORT

by Adam Sullivan

During the week of February 19, 2001 the TAMR B&A Division held its annual Winter Convention. The idea for this convention basically happened overnight! While I was IMing Ross McKnight the week before, we came up with the idea of a convention for the following week. We both had the week off from school. So Ross took Amtrak train P056, the Vermonter(a.k.a. Vomiter) from Hartford to Springfield on Monday morning. Later that evening we ventured down the CSX West Springfield Yard. After about 20 minutes of absolute silence, we were blessed with Q426. Normally this train has boring power, but CSX must have known the we were there so they added some foreign power to the train, LMSX CW40-8 0701 and Wisconsin Central SD45 6614. Sadly it was too dark to take photo's. After about another half our of nothing we decided to go and crash at my house for the night. The following day Ross and I again went to West Springfield Yard at 8:00am. Between 8:30 and about 9:45, seven trains passed through the yard! Ross videotaped them all. Then of course it died right down by 10:00 and we figured that was it for a while so we walked to my fathers house to watch the trains we just taped. After that we watched a movie. During the movie I thought to myself, I don't have a lot of film left. So I got up and walked to CVS. While I was there I got some "munchies". Around 2:00 Ross, my father and me got in the car and went to Selkirk. My father drove at about 90 mph on I-90 so it only took about an hour to get there. When we arrived at "Ben's Bridge" I noticed a "new" Guilford/Maine Central GP40-2LW near the hump. Shortly after that I heard on my radio that four trains were coming off the Chicago Line. Although the only train that came close enough to us to get decent photos of was Q166. This train originates in Syracuse, NY and terminates in Boston, MA. The locomotives it came with were low on fuel so they made a power swap. After about an hour, Q166 was moving again. By now it was 5:00 and we were getting hungry. So we went back to the car and drove to the west end of Selkirk Yard where there is a mini-mart. While we were in there I heard a train calling the yard. So we drove down to CP-FD which is behind the mini-mart. I noticed something different about the lead engine. As it came closer I realized something...it was a Santa Fe CW44-9 Warbonnet. Of course Ross flipped out because he loves western railroads. I snapped about 7 or 8 photos of it. The three of us then continued on to Game Farm Road. For two and a half ours Ross and I sat at the road crossing while my father slept in the car. If you're wondering, we didn't see anything there....but we were fooled once the crossing gate came down for some reason but no train. Now that it was completely dark, we decided to go to CP-SK at the east end of Selkirk Yard. Nothing. That is until we started the car and drove away then three trains in 2 minutes went through. It was about 8:00 and we decided to call it a night. The next morning Ross and I called Newton Vezina. A few days before, we had planned to go to Palmer. We were informed by Newton that Ross had a guest at his house in Unionville, CT. It seems Ross had made plans with Anthony Person of Providence, Rhode Island at the TAMR Winter Convention and forgot. So Newton, Ross and my self met up with Anthony and Ross' mother at a movie theater to pick up Anthony. After we succeeded we headed back north to Massachusetts and Palmer. Shortly after we arrived in Palmer, CSX

eastbound manifest Q420 blasted over the Palmer diamond with a pair of AC6000CW's. Then about 15 minutes later another CSX eastbound grain train G320 crawled into Palmer. Ahead of it Q420 was stopped because Q116 had gone into emergency near Warren, MA which clogged the mainline. We didn't mind because after G320 cleared the diamond, New England Central made an appearance in Palmer. At about 11:00, Newton, Ross, Anthony and myself hopped in Newton's "man van" and headed to Tuckers Hobbies in Warren. After about an hour and a half of browsing and talking with the owner, Bob Buck we decided to go to Union Station in Springfield. As we were heading back toward Palmer I heard the Warren equipment defect detector go off. I looked out the window to see Amtrak train P145 which was running 2 hours late scream by us. We attempted to chase it to no avail. When we arrived in Springfield, the Amtrak station was quiet. After an hour of hanging around we decided to go home. I returned to my house and Anthony, Ross and Newton traveled down to Ross' house. That was the TAMR B&A Division Winter Convention of 2001 !!!

### Modeling A Rio Grande SD-40-2T in HO scale



Rio Grande SD-40-2T  
5371 poses on Andrew  
Sabens' home layout.  
Model by Andrew  
Sabens and Dimitrios  
Fradelakis



Final details and heavy weathering have not been applied to the 5371.

By Andrew Sabens and Dimitrios Fradelakis

We started with an Athearn undecorated shell and powered drive. The first thing that we needed to do was shave off all the Athearn details. The next step is to remove the cab and take out the glass inside. Before painting we needed to drill out the holes for grab irons and lift rings. My dad helped me solder a bridge rectifier and two bulbs for a lighting kit. We also removed the Athearn lights and metal bar and replaced it with thin flexible wire.

After painting and decaling the unit was ready for details. Because I had drilled out the shell for the detail all that I needed to do was to poke out the paint that had gotten in there. After all of the details were applied and the cab back on the engine the unit went down stairs for a test run.

Prior to finishing my day drilled and taped the Athearn coupler pockets so that we could screw the couplers on. For couplers we used the new Kadee® number 58 scale couplers. After Final assembly and weathering the unit is ready for many reliable years of service on the Conrail Central and the Great Lakes and New England Railway.

Mail all HO orders to S&F Custom Painting care of D. Fradelakis 25-06 25<sup>th</sup> road Astoria NY 11102 (only Athearn Models please)

# Layout on A Shoestring Budget Conducted by: Peter Maurath

Modernizing Structuring  
Part 6.0, Storefront facelift

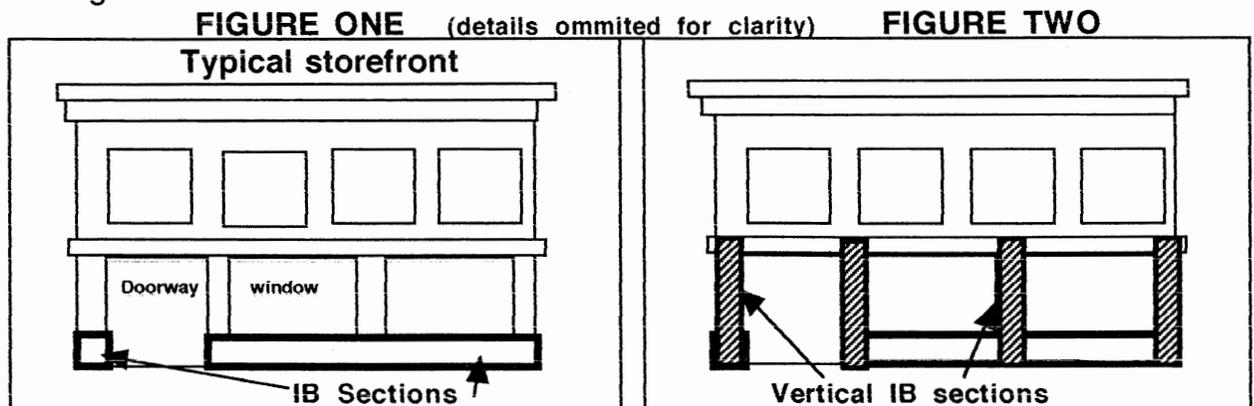
Made to order, it's LOASSB! In this month's issue I'll describe techniques to modernize your aging storefronts.

I love DPM (Design Preservation Models) kits. They're inexpensive, easy to build, and look great. There's just one problem. The kits built right out of the bag, are perfect for transition era (1950-1960), or earlier layouts. Placing them on a layout set in the present doesn't quite fit. Though some storefronts do remain unchanged through the years, most change they're appearance to fit the times or business' that use them. One look at the prototype's easily proves this. While some give the entire building a makeover, most major changes take place on the first floor, or storefront of the structure, usually leaving the upper apartment floors as they were. So, like the prototype we'll keep it simple (and cheap!) and make the changes to the storefront only. These tips can also be applied to other manufacturer's kits, and in various scales.

Illustration board (IB) and cardstock (cereal box cardboard), will be the materials for our transformation. First we'll need new framing around the picture windows and doors. Begin by cutting a piece of IB into several, long  $3/16"$  (4mm) wide strips. These will become the new framing or trim around the sides and bottoms of each window, and on each side of the doorways.

Painting of the structure prior to adding the new facade is recommended. Once dry we can begin adding the trim, starting with the sill or bottom of the windows. Make this one long, continuous piece running from one end of the building or doorway to the other, underneath the windows (Fig. 1). Once cut, glue into place with Elmers, or white glue. After it has dried, cut and glue the vertical panels in-between each window and doorway. Make them only as high as the storefront level, high enough to hide the original trim (Fig. 1).

That's all the work we can fit into this issue, before I bounce off the margin, be sure to return next month when we'll finish off our new facade with upper trim and awnings.



# TAMR EVENTS

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Compiled by Newton Vezina

**April 11, 12, & 13, 2001** (New Jersey) TAMR New York/ New Jersey Metro Division Spring Break Spring Convention! Railroading activities include visit the variety of member model railroads, railfan along the NEC, pizza, train videos, and more! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

**MAY 6, 2001** (British Columbia, Canada) Whistler North Wind. Railfan BC Rails™ new elegant Whistler North Wind on its first ever run! We will follow it north to Squamish and then turn back. Another awesome meeting is planned in the International Region! For more information, contact: Dane Nicholson, E-mail: TAMR2860@Canada.com

**MAY 18-20, 2001** (Chester, Massachusetts) By: Adam Sullivan. "Hello fellow TAMR members, I am pleased to announce the 2001 TAMR B&A Division Spring Convention. It will be held in conjunction with the Chester Foundation's "Chester on Track" in Chester, MA. The convention will be held on May 18-20 .

In past years CSX and Conrail has given tours of a locomotive. Last year it was CSX AC4400CW #309(which has since been cab-signalled). For more information contact me at TAMR30@yahoo.com, AOL Instant Messenger: TAMR30". --Adam Sullivan

**JUNE 22-24, 2001** (North Carolina) TAMR Air Line Division tentative dates for the 3rd annual Southern Region Summer Convention! Get ready for the best railroading in the South! For more information, contact: Josh Trower, (Southern Region Rep) E-mail: gg1\_4935@hotmail.com.

**JUNE 24, 2001** (North Vancouver, British Columbia, Canada) Summer Steam. We will be doing a usual IR convention, riding the rails behind the 3716 Consolidation (POCO) engine. This convention will be a run of the Jingle Bell Express. For more information, contact: Dane Nicholson, E-mail: TAMR2860@Canada.com

**JULY 9-14, 2001** (Ohio), 2001, TAMR National Convention, The Ohio State Limited will be hosted by the very active Central Region! Planning for this excellent railfanning and model railroading experience are really taking shape! Get ready for a super convention this summer! Three layout tours are already official with more on the way! Mark your calendars now!! Check out progress on the web at <http://www.tamr.org/osl01>. For more information, Contact: National Convention Director, Chris Burchett, E-mail:osl01@hotmail.com.

**August 9-14, 2001** (New Jersey) TAMR New York/ New Jersey Metro Division 4th annual Summer Convention. Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ). Visit the variety of model railroads, ride the train and railfan along the NEC, movies, pizza, pool party, and plenty of the traditional NJ post convention activities! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

**NOVEMBER 10 and 11, 2001** (British Columbia, Canada) TRAINS 2001 will once again beheld at the TRAINS show, held on November 10th and 11th. Bring money for new "toys"™, and food! We will also again run the Digitrax DCC display. This was the best convention of 2000; so don't™ miss out this year. Please contact Dane Nicholson, or E-mail: TAMR2860@Canada.com by September if you plan to attend.

**JULY 10-18, 2002** (New Jersey / New York) The Broadway Limited 2002 With under a year and 4 months away, the 2002 TAMR National Convention is scheduled to be held in New York and New Jersey, hosted by one of the TAMR's™ fastest growing, and active divisions! Get ready to railfan and model railroading too!!! For more information, contact The Drew Crew, 2002! Andrew Matarazzo, (Convention Director) E-mail: TAMRnymets@aol.com and Northeast Region Rep., Andrew Sabens, (Convention Director) E-mail: TAMR13@aol.com.

# TAMR DIRECTORY

**President**---- Chris Burchett  
president@tamr.org  
**Vice President**---- Joel Durfee  
vice\_president@tamr.org  
**Treasurer**---- Hans Raab  
treasurer@tamr.org  
**Auditor**---- Andy Inserra  
Joe\_Inserra@cargill.com  
**TAMR Gov't Advisor**---- Brad Beaubien

**Pivot Pin**---- Tim Vermande  
pivotpin@tamr.org  
**Promotion Manager**---- Andrew Matarazzo  
TAMRnymets@aol.com  
**Assistant Promo Mgr**---- Joe Bohannon  
GeepM@fcmail.com

## HOTBOX DEPARTMENT

Hotbox Editor---- Charles Warczinsky  
charleswarczinsky@mail.com  
Hotbox Co-Editor----Andrew Matarazzo  
TAMRnymets@aol.com  
Hotbox Contributing Editors----  
Adam Sullivan TAMR30@aol.com  
Peter Maurath PenCrtl1@aol.com  
Andy Inserra Joe\_Inserra@cargill.com  
Louis Granato III centralregion@tamr.org  
Matt Wiwczar mwiwczar@juno.com  
Lew Ableidinger soo21@hotmail.com

## **Car Exchange**

Doug Engler, Joe Bohannon

## **Department of Advisors**

Chris Wagner  
TAMRadvisor@hotmail.com

## **2001 TAMR National Convention Director**

Chris Burchett [osl01@hotmail.com]

## **2002 TAMR National Convention Director**

Andrew Matarazzo [TAMRnymets@aol.com]

## **Webmaster [www.tamr.org]**

Dane Watson

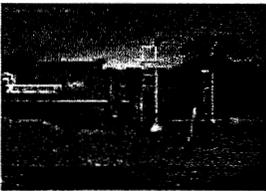
**Northeast Region Rep.**-Andrew Sabens  
TAMR13@aol.com  
**Central Region Rep.**-Louis Granato III  
centralregion@tamr.org  
**Southern Region Rep.**- Josh Trower  
gg1\_4935@hotmail.com  
**Western Region Rep.**- Joseph Suarez  
CascadeDash944CW@rrmail.com  
**Canadian/International Region Rep.**-  
Dane Nicholson TAMR2860@Canada.com  
**One Mile Div. [MA]**- Barry Simmons  
bsimmons@capecod.net Willie  
Roberge, Doug Engler  
**NY/NJ METRO DIV.**  
Andrew Matarazzo  
TAMRnymets@aol.com  
Dimitros Fradelakis  
Metallicarox54@hotmail.com  
**Great Plains Div. [ND]**  
Lewis Ableidinger  
**Golden Empire Div. [CA]**  
Joe Bohannon  
**Heartland Div. [MO]**  
Joel Durfee  
vicepresident@tamr.org  
**Catskill Mtn. Div. [NY]**  
Dave Mason  
TAMR53@juno.com  
**Boston & Albany Div. [MA.]**  
Adam Sullivan  
TAMR30@aol.com  
**North Wind Div. [BC, Canada]**  
Dane Nicholson  
TAMR2860@aol.com  
**Air Line Div. [NC]**  
Josh Trower  
**Archivist**  
Mike Acree  
TAMRMIKEA@aol.com  
**Video Exchange TAMRvideo@aol.com**  
Lewis Ableidinger, Chris Burchett,  
Newton Vezina

# Dave Hadley's Photo Page



csx8752s.jpg

CSXT 8752, a former Conrail SD60I, rests at the Selkirk Yard Fuel Plant bearing this unique paint scheme, artfully applied by non-railroad employees. [Selkirk, NY, December 1999.]



Conrail GP40-2 3291 at CP-VO, Voorheesville, NY. [undated]



CP Gp9u 8229 and D&H GP38-2 7304 lead a northbound local out of Colonie Yard in Waterliet, NY, in early December 1999.