

THE HOTBOX

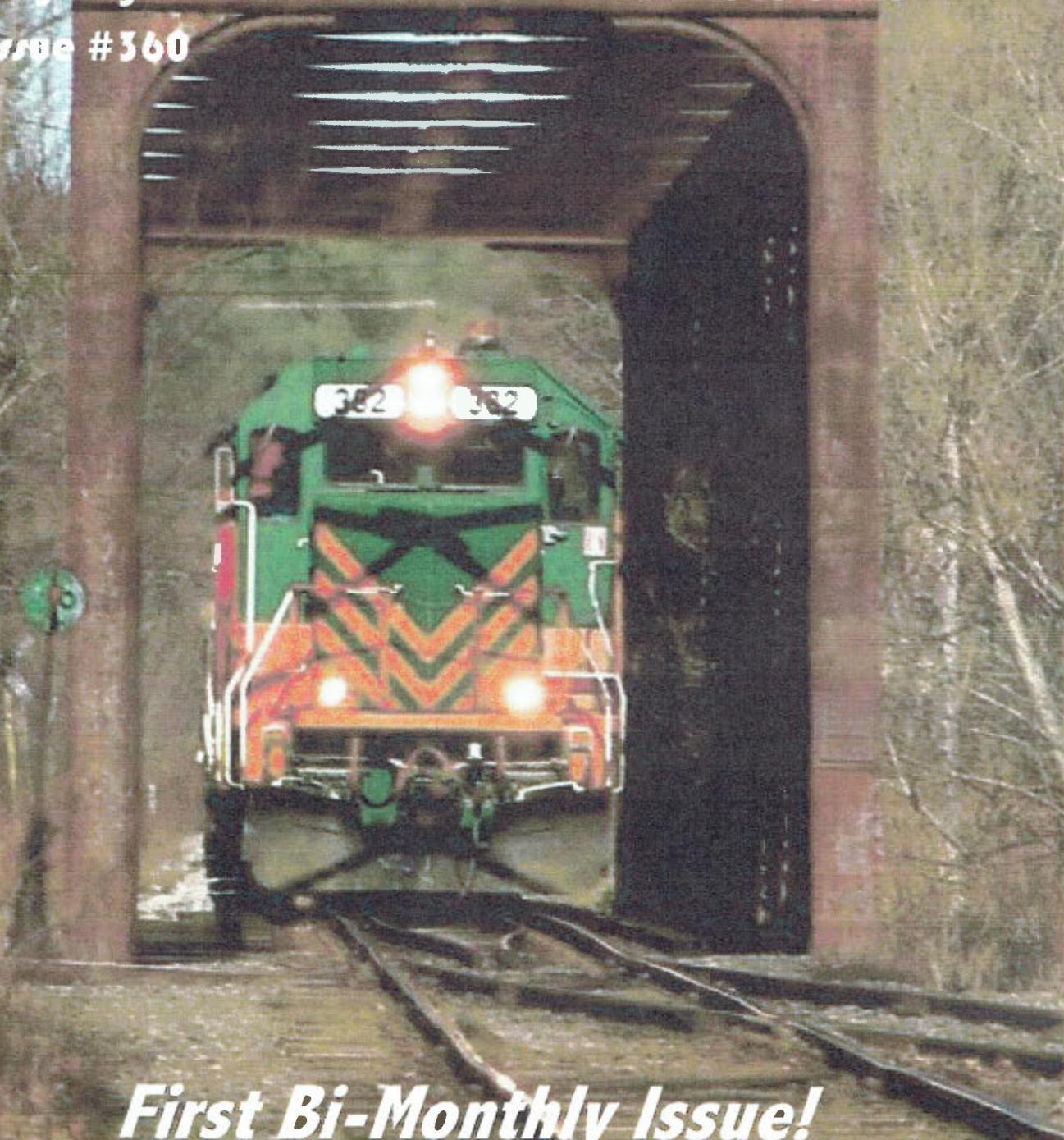
Youth Model Railroading at its Finest!

July-August 2002

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First Bi-Monthly Issue!

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

The HotBox

July - August 2002
Issue 360

Send Articles to:
Charles Warczinsky

Editor:
Charles Warczinsky
charleswacinsky@mail.com

Layout Design Artist:
Andy Inserra
Andy_Inserra@tamr.org

Contributions!

We always need contributions in all forms. Please send the following in if you wish for the staff to consider for an upcoming issue of *The Hotbox*.

Feature Articles:

This is what we really need. They can be from a half page to two pages typed on anything related to railroading, railfanning, model railroading, you get the idea.

Accompanying pictures are also welcome.

Columns:

Another thing we can always use! If you wish to start one, please drop us a line. And if you like a current column, please let the staff know, we like the feedback.

Photos and Drawings:

Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

Questions?

Ask the editor for more info.

On the Cover:

Vermont GP60 382 at Cavendish, VT 04-10-02 still in Texas Mexican colors.
Dave Honan photo.



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Please Read and Recycle

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 events. The available membership categories are as follows:

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Associate (21 and over)....\$20
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Please send membership to:
Hans Raab, TAMR Treasurer,

TAMR DIRECTORY

YOUR HOTBOX CREW!

Hotbox Editor---- Charles Warczinsky
charleswarcinsky@mail.com

Layout Design Artist –

Andy Inserra Andy_Inserra@tamr.org

Starting next issue – Ray Reyes
CNJFan@OptOnline.net

Columnist extraordinaire- Peter Maurath

Pencntr1@aol.com

Contributing Editors –See editorial page

OTHER REALLY IMPORTANT PEOPLE

President- Chris Burchett

president@tamr.org

Vice President- Joel Durfee

vice_president@tamr.org

Treasurer- Hans Raab

treasurer@tamr.org

Auditor – Andrew Matarazzo

TAMRnymets@aol.com

TAMR Gov't Advisor- Brad Beaubien

Pivot Pin- Tim Vermande

pivotpin@tamr.org

Promotion Manager-

Andy Inserra

Andy_Inserra@tamr.org

Car Exchange

Doug Engler

Joe Bohannon

Department of Advisors

Chris Wagner

TAMRadvisor@hotmail.com

2002 TAMR National Convention Director

Andrew Matarazzo

TAMRnymets@aol.com

Video Exchange

TAMRvideo@aol.com

Lewis Ableidinger

Chris Burchett

Newton Vezina

REPRESENTATIVES AND MORE

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.- Joe Bohannon
Canadian/International Region Rep.-
 Open

One Mile Div. [MA]

Barry Simmons
bsimmons@capecod.net

Willie Roberge, Doug Engler
NY/NJ Metro Div.

Andrew Matarazzo
TAMRnymets@aol.com

Dimitros Fradelakis

Metallcarox54@hotmail.com

Great Plains Div. [ND, SD, MN]

Lewis Ableidinger
Soo201@hotmail.com

Golden Empire Div. [CA]

Joe Bohannon
GeepM@fcmail.com

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]

Dane Nicholson
TAMR2860@aol.com

Air Line Div. [NC]

Josh Trower
Archivist

Mike Acree

TAMRMIKEA@aol.com

Webmaster

www.tamr.org

Louis Granito III

From the Tower

By **Chris Burchett**
President

Hello everyone! I'd like to take this time to welcome new members Tom Saunders of El Paso, TX, and David Cenci of Peck, MI to the TAMR. Welcome aboard, guys!!

This issue of the *Hotbox* marks the beginning of the new bi-monthly schedule for the publication. It is hoped to alleviate some of the headaches that the Charles endures. The current *Hotbox* staff will definitely welcome the extra time between issues, thus insuring an on-time *Hotbox* full of your articles and pictures. Despite the extra time allowed to publish the *Hotbox*, students working on a volunteer basis are putting this out. So in the event an issue is ever late, try to place yourself in their position.

This issue also marks Andy Inserra's last issue as Layout Design Editor. With his sophomore year at the Univ. of Minnesota approaching he thought it was best to pass the torch on to the next crew. But this doesn't mean he has resigned as Promotions Manager. On the contrary, much of the time used to devote to the *Hotbox* will be split up between his academic activities and his job as Promotions Manager. Thanks for devoting your time to this, Andy. You and Charles have both done an awesome job. In January, Louis Granato III will be the new Layout Design Editor. In the meantime, Raymond Reyes has graciously accepted an offer from Andy to take over as interim LDA.

Also, be sure to get involved with one of the new community pages seen here in this issue. All you have to do is send in a blurb about what's going on in your area (or elsewhere) regarding that topic. Send in the information to the respective "manager" and he'll do the rest.

If you have any questions or comments on anything you just read above, contact me. Contact info is, as always, available below. Safety's right, day or night. From the tower, this Chris Burchett, signing off.

Chris:

Phone:

E-mail: president@tamr.org

AIM screen name: TAMRprep33

Snail-mail:

Joel (vice pres):

Phone:

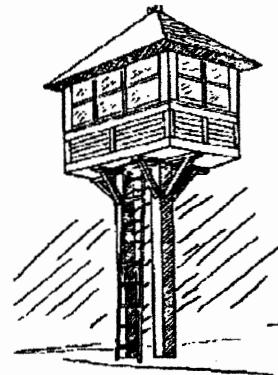
E-mail:

vice_president@tamr.org

AIM screen name: TAMRvpJoel

Snail-mail:

Note from the HB Crew – in case you are wondering why there was no National Convention issue this year here's the explanation. We received no info, articles, photos, or even promotional stuff for The Hotbox. Thanks, however, to Lewis for preparing that terrific Central Region Convention preview info, it was exactly what we were looking for! See the report later in the newsletter to read just how successful it was!



A Word from the Editor

Hi Everyone

Well not that much new this month, just an entirely new format!. I won't say much so you can absorb and enjoy the new design. However, I do need to reinstate what I've always said - please contribute. The column managers always need column content and photos that will come from either you or other sources that we can tap that will give us something to use. If that means just running the companies' press releases, then we will, but it would be a lot more interesting to read what our members are willing to contribute since that is what you're more interested in! Thanks in advance for your contributions.

-Charles W

A word from the Layout Design Artist

Hi everyone!

Well – it's been great! As you know this is my last issue in the LDA position and I want to say thanks for everyone's help, without the contributors we'd be copying blank pages every time! With college taking more and more time I found myself beginning to run short on hours each day! Thankfully, Ray will be taking up the controls, please email him with the stuff you would have emailed myself; you'll find him in the directory next to the LDA spot. Keep contributing and I'll see you every other issue in the World Railway Wrap-Up. Till then, see you trackside!

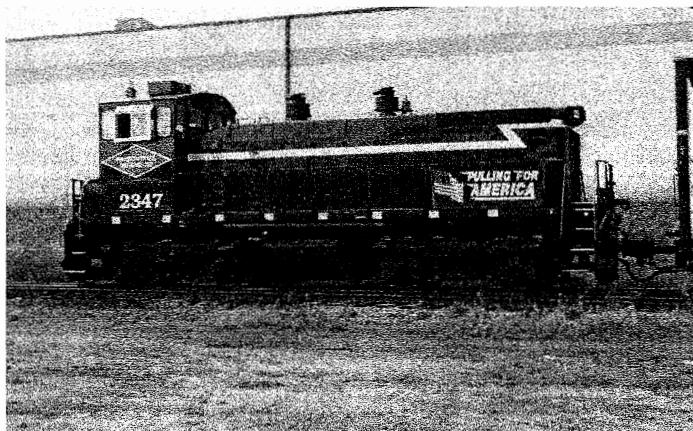
-Andy Inserra

Thanks to this month's contributing editors – there is no way we could have done it with out all of you!

Editor of the Month: This would have to go to Dave Honan and his great CSX News and Info Section, complete with a railfanning guide this month!

Progressive's SW1500 and caboose on the CP interchange on the south end of the Twin Cities, see the convention report for more info.

Andy Inserra photo.



Classic Loassb!

At Peter Maurath production

We're rolling along with Classic-LOASSB as this entry takes us into the not-so-distant-past. It's March 2000, Newton Vezina along with a formidable NER crew are keeping the Hotbox alive and flourishing. Bo the TAMR Wonder Dog makes his return along with a report on the West Springfield Train Show (WSTS).

Reports also come in from Lewis A's Great Plains Convention, and a short-lived active Canadian member Dane Nicholson, on the British Columbia's Royal Hudson. It also featured a WSTS photo honorable mention to new 12-year-old member, Louis Granato III. It wrapped up with this gem the closer from the Noodlemania series.

Hotbox #332 March 2000

Welcome back, this issue, I'm sad to say, will wrap-up the Noodlemania series. We finish with a look at some of the miscellaneous uses for this amazing uncooked pasta.

Roof vents can be very easily constructed in large quantity to suit your needs. Just paint a section silver, gray or black. When dry, cut sections to the required height you want it to be from the roof, and glue in place. Add a little speck of flat black paint to the top once the glue has set, and your finished.

You often see yellow poles, that act as protection, around garage door openings, fire hydrants, streetlamps, etc... These are an often overlooked detail that can be easily duplicated by painting a section of noodle yellow, then cut to the desired height (N scale roughly 1/8 inch or 3mm). Then place around the layout to keep your citizens from taking out a warehouse door.

Fence posts are also a great use for the noodle, from solid wall fencing to chain link. Inexpensive chain link fencing is made by gluing painted sections of noodle to cut sections of window screening. Height and design can vary; use prototypes to make your model versions. Though the screening won't match the chain link diamond pattern exactly, for N-scale, even HO, it's convincing enough. Fencing designs depend on what you can create. Use what you see in the real world, or just invent a design. We'll cover more on fencing in later issues.

Billboard and sign posts are another great use. You can paint several sections of noodle at once, then build a simple framework for the billboard or just attach it to some cut, even spaced vertical sections. Also use to attach street signs or as a pole to hold up an outdoor sign for a business on the layout.

Make good use of your skill at bending noodles for streetlamps. Tank farms, refineries, anywhere that requires a lot of outdoor piping, can be done by bending the noodles to the direction you want, painting and mounting in place. What's great about it is they're easy to mass-produce, inexpensive, and can be custom bent to suit your needs.

Really this is only a sampling of what is possible with the noodle. I discovered this secret over five years ago and even today am still uncovering new uses for it. Most of what I came up with was through trial and error and from looking at that world outside my basement. Well I'm all out of space. Coming-up next issue we kick-off a three part series on Urban Detailing, from bus shelters to pay phones, is your city prepared?

Continuing with Classic LOASSB this one comes from the back of the Maurath Hotbox vault. The cover features two snapshots from John Riechel, some Southern Pacific, Santa Fe action at the Sacramento Railfair, and the X2000 tilt-train being tested by Amtrak. This month's feature article is (I'm not making this-up) on the Penn Central's Hagersville Division done by TAMR president Brent Johnson. Aaron Marcavitch talked about the RF&P in his Shortnotes on Shortlines column. Tim Vermande had a new address, in Indiana, and Phil Micheals' announces his departure as editor after 18 issues. It all happened the month of August 1993.

Hotbox #284 August 1993

Before I begin this month's article I'd like to say that what Zachary Gooch told us about in the June issue is a problem I myself have run into, and probably many others as well, and that he is not alone [Zachary's column from June 93 talked about realism as it related to the Model Railroad industry, such as manufacturers featuring locos in a road name that never had them, this bugged me back in my pre-PC freelance days, I guess].

This month's article is on something most railroads have or can't do without - the place where road and rail meet. The famed grade crossing, and of course at most crossings there are signals or gates to warn drivers of potential danger. Now in model form, flashers, and gates come in different sizes, and, if you're like me you can sometimes only afford the cheap Bachmann ones.

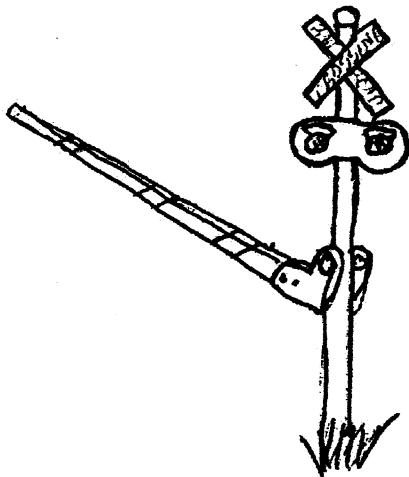
The standard cheap crossings are ok, but they look, well, cheap. First-off, in America most of the gates are connected to the signal flasher support post, and the flashers aren't white.

Luckily, these are easy to change. First, paint some spaghetti noodle silver to be the post. Next, very carefully paint the flashers black and cut them free from the post and cross buck. Then disconnect the gate from its hinge and cut as shown in figure one. Then paint the stripes on the gate red. If you can reuse the cross buck (if not they can be cheaply purchased from a hobby shop on paper) glue it at the top of the noodle once it has been cut to the proper size. Then, attach the flashers below the cross buck. Next take the finished gate and attach it as shown in figure two. You can place it either up or down. At the end, you should end-up with an impressive piece.

Fig. 1:



Fig. 2:



Classic Top 7 – times 2!

Top Seven Mispronunciations for Monon (Moe-nahn).

Swiped from a 1997 HB by: Peter Maurath

- #7. Mo-nan
- #6. Mo-nen
- #5. Mo-nie
- #4. Mo-zehner
- #3. Mon-non
- #2. Ma-nun
- And the number one mispronunciation...
- #1. Mo-money

Top Seven things the TAMR is doing to be Y2K ready.

Purchased at cost from a 1999 HB by: Peter Maurath

- #7. All officers quietly moving to below ground nuke-proof shelter
- #6. Moving of all TAMR funds into a safe offshore bank account under assumed names.
- #5. Stocking-up on plenty of Spam and those little powdered donuts
- #4. Install new software to prevent crash of TAMR central computers, software warrantee till 1903...wait a minute.
- #3. Mid-winter NER convention Dec. 30-Jan. 2, canceled.
- #2. Buying plenty of noisemakers!
- And the Number one thing the TAMR is doing to be Y2K ready:
- #1. Absolutely nothing!

Photography on a Shoe String Budget – Tim Vermande

Film or digital?

Despite the growth of digital cameras, film still sees a lot of use. It's also a reminder for those of us who remember the days before audio CD's. There were endless discussions about which cartridge, arm, and so on worked better on records. In the end, most of us just wanted something that worked. Film can be like that: you can get caught up in endless discussions spend a lot of time and effort getting nowhere, or you can get out and use it. It is the belief of the POASSB crew that while you can save a lot of money by talking endlessly about photography rather than practicing it, that such behavior defeats the purpose of owning a camera. So we will begin a venture into film.

There are two big divisions in film: slides and prints. When slide film is processed, it is developed to a positive image, mounted (typically), and returned to you. When print film is processed, it is developed into a negative. The negative is then printed onto paper, and both the negative and prints are returned to you.

There are many points of discussion, but one to start with is showing your photos. A slide looks best when projected, and that means setting up a projector, screen, finding a good room, and so on. A print can be put in an album or envelope and passed around to others. Since you are not showing the negative, it can remain safe, away from spills and whatever else.

Another point of discussion is "sharpness." This term usually includes contrast, color balance, and a host of other factors besides simple resolution, all of which point to how good a picture looks. Traditionally, slide film produced "sharper" results than print film. However, in the last ten years, print films have improved rapidly, closing the gap. Today, you would be hard pressed to find a difference under typical conditions.

One area that should draw more concern than it does is exposure. Slide films are incredibly persnickety about exposure, and many in-camera meters cannot handle them properly. If you are going to use slide film, you need to develop a good sense of exposure. The overwhelming majority of film used is print film, so naturally, that's what cameras are going to be adjusted for. So it doesn't hurt to have a hand-held incident light meter (the kind with the white ball on the end). These meters measure the light falling on the subject). Because a slide is viewed by light projected through it, it will look better when exposed for such light. A print is viewed by light that is reflected off a print, and thus, an in-camera meter, which measures light that is reflected off the scene, will work better.

All film suffers greatly when it is underexposed (not enough light on the film). Unfortunately, it is very easy to underexpose! In previous columns, we've covered some common problems that lead to underexposure, and we'll deal with more as it continues. With slide film, if you go the other way (overexposure), you wash out the brighter, lighter colors, and they are lost. However, print film can stand a good amount of overexposure. As do many people, when I shoot print

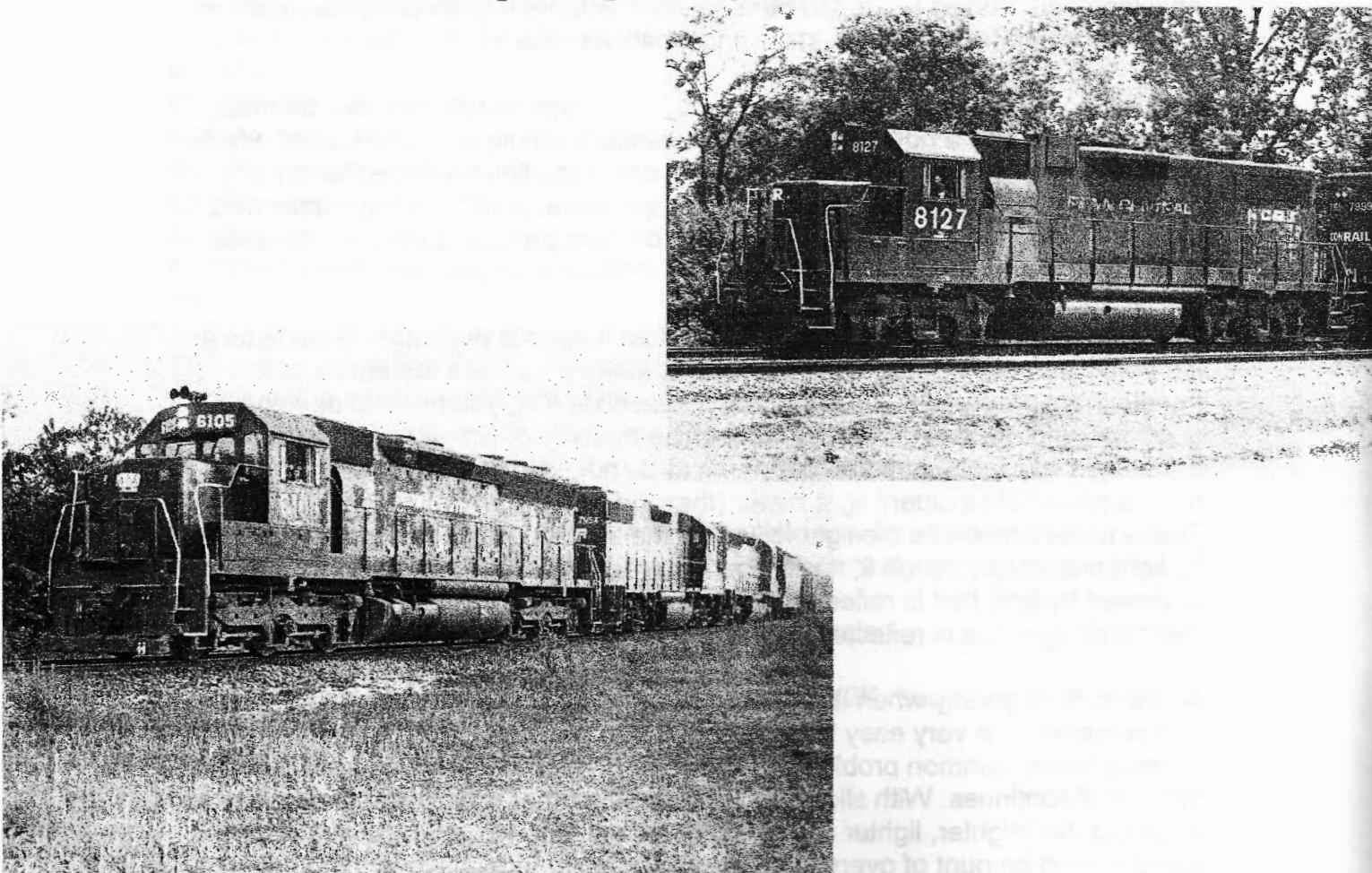
film, I routinely overexpose it, because it produces better colors. Some print films are now even rated at a lower speed than they would have been several years ago: Kodak 400 is widely reported to actually be a 500 speed film. I find this believable, because (to me) it does work best at 400. Kodak 200 works well at 160, Fuji 200 at 120-160. If you have a "DX" camera that sets the film speed automatically, you can make these changes by setting the exposure compensation dial to +1/3 or +1/2.

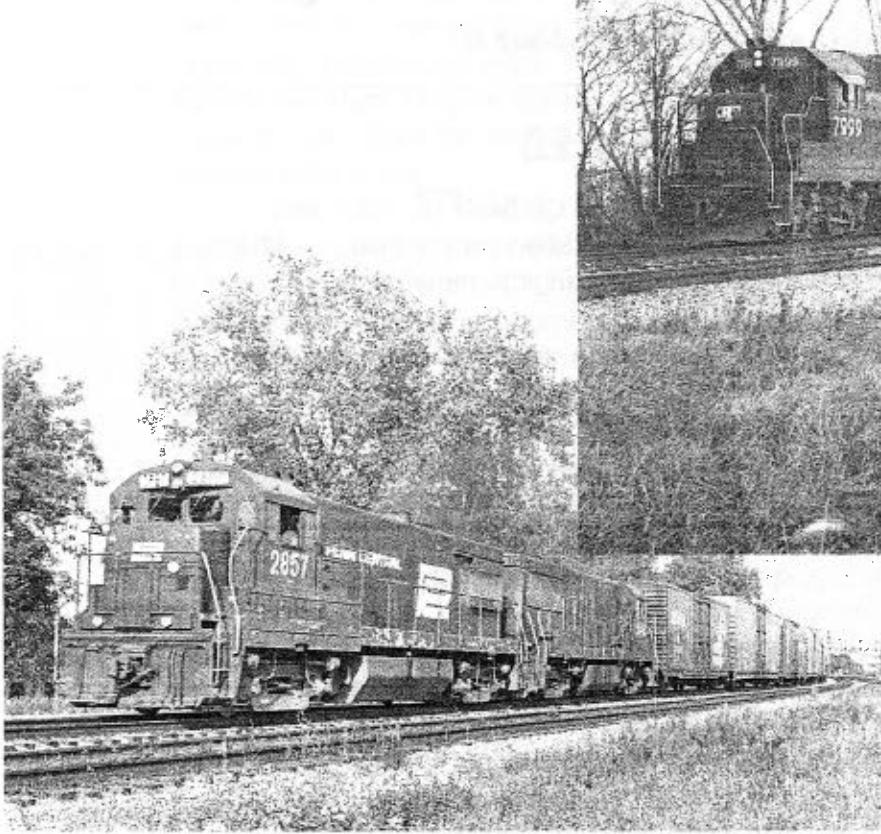
How you get your film processed is important too--but it's also going to be the subject of another column. Processing these days includes scanning as well as developing, and I'll deal with both.

Until then, questions, photos, and column assistants are welcome. Contact me at pivotpin@tamr.org for more information. We're moving in September, so please check before sending snail mail.

And coming soon – an all-new Photo Gallery! Tim will also be the host for this and he is looking for an assistant. Like taking pics and seeing other's work? Then let Tim know right away for more info and learn how you can help out with the new and improved Hotbox!
For now have a look back in time at some of Tim's pics!

This month's theme – Penn Central and their black and white printing friendly scheme!







Upcoming Events

A bumper crop of activities this year!

Oct 19-20, 2002 – Ohio The Central Region will be holding its fifth annual fall convention, entitled the "Hilltopper," October 19-20. Activities will include railfanning and a "chase" of the steam-powered "Apple Butter Express" operated by the Ohio Central between Columbus and Coshocton (and return). On the railfanning side, a trip to CSXT Huntington Locomotive Shops will be in order. Though no tour of the facilities is expected, we will visit the park that is nearly within the confines of the shop area. All are invited to attend! If anyone is interested in attending or additional information is requested, please contact Chris Burchett at president@tamr.org or (740)385-6654.

THIS JUST IN!!! The 2003 TAMR National Convention will be held in northern California during the month of July 2003!! For more information, contact Ross McKnight, E-mail: TAMR4449@aol.com

Have a big railfanning bash coming up? Tell us here at the Hotbox and we'll let the world know about it!

TAMR ON THE WEB

What could be better than free stuff?

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, so it is free. Yes, that's right, it won't cost you a dime!

First is our own site, 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.

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-subscribe@yahoogroups.com
- on the web, go to <http://groups.yahoo.com/group/TAMR>. (This is most useful if you are already registered with E-groups or Yahoo).
- send an e-mail to pivotpin@tamr.org and request an invitation.

Note: Yahoo has recently bought E-groups. Most URL's will take you to a Yahoo page. Until things settle down, you may experience some difficulty using the site. Contact the Pivot Pin if you have a problem.

Yahoo 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.

Check us out on-line! www.tamr.org

Model Railroading

World of N-Scale!

By: Nick Wilson

Hello all to the World of N-Scale! In this month's issue, we have the review for the Kato SD80MAC in Conrail colors.

Today, I am here to review the new locomotive made by Kato in N Scale, the SD80MAC. The model has many detailed features, but also has some minor flaws as well (more to come on this topic later). The numbers I purchased were 4103 and 4105. Before we start, I'll give some history of these locomotives for those of you not familiar with them.

The EMD SD80MAC was the only mass production locomotive rated at 5000 HP made by either EMD or GE (I say mass production only because GE made a test unit, the U50C, which also had 5000 HP). The only company ever to buy these beasts of a locomotive was Conrail. Conrail originally purchased 28 of these locomotives and later on purchased the demonstrator units, of which there were 2. After being worn in, they quickly were named the ultimate locomotives for the Boston Line and that became their stomping ground, as well as the C36-7's. They roamed the line until the Conrail split where 13 SD80MACs went to CSX (numbered in the 800 series) and the other 17 went to Norfolk Southern (numbered in the 7200 series). CSX took them off of the Boston Line and put them in West Virginia for helper service. However, they were too powerful for that, so they have slowly started to return up in the Selkirk area, as well as some AC4400CWs and some SD70MACs (The reason for this massive move is because CSX is now starting to realize that their AC6000CWs are rolling piles of junk).

Now, we will go to the models themselves for my opinion. I currently own a pair of these locomotives (4103 & 4105) and, believe me, even in N scale, these things are huge! They are actually over 6 inches long, making them one of the longest diesel locomotives ever produced in N scale. I have run them down at a local N scale club and they will pull! Believe me when I say that since they were pulling a 100-car autorack train without slipping (and only at half throttle!). If it's power you're looking for, these are the locomotives you're looking for!

However, I'm not quite as enthusiastic about detail, due to some minor flaws. Overall, these are magnificent locomotives in terms of detail, but not perfect. One thing I notice when comparing photos of the real things (photos found on the websites of Dave Honan, Conrail Cyclopedia, and NERAILs) to the models, I found that the window on the front door is painted right over on the

Maker-Kato
Model-SD80MAC
Paint Scheme-Conrail
Numbers Available-4103,
4105, & 4123
Rating-9 ½ Out Of 10

model! Another thing is that all the grab irons are supposed to be white, but they again are simply painted right over. Finally, the railings on the steps are supposed to be white, however, they are blue instead. Then again, all you need to fix these problems are 2 paints: reefer white and engine black. However, for what it's worth, I wouldn't do this unless you are an absolute professional. The grab irons, especially, are very, very small and fine, so painting them without getting paint elsewhere can be a nightmare.

Overall, these locomotives are very high quality and for what I paid (\$73.95 for Caboose Hobbies is the cheapest I could find), these are well worth it any day! Despite the minor flaws, the detail is still amazing, especially the trucks (keeping in mind that it is N scale). However, if you are a super detail freak and hate the tiniest flaw, then you can purchase yours from Overland Models Inc. (except theirs would be about \$450). I hope that, if you purchase this locomotive, you are as happy as I am with their performance and detail! Next month, I will try to get a review in for the Bachmann/Spectrum C40-8 & C40-8W in N scale (no guarantees). Thanks for reading!

World of HO Scale

Column Manager: None – we need *you* to help!

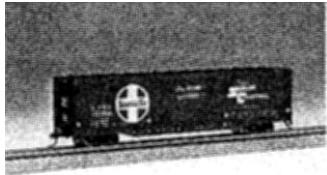
New HO Scale *Silver Series®* Rolling Stock from Bachmann

Philadelphia, PA... Model train manufacturer Bachmann Industries, Inc. expands their line of *Silver Series®* Rolling Stock with the addition of the Canadian Grain Hopper and the Evans All-Door Box Car. The Canadian Grain Hopper is available in the following roadnames: Santa Fe (Item No. 19102), Canadian Pacific (Item No. 19129), Government of Canada (Item No. 19134), and Heritage Fund (Item No. 19139). The Evans All-Door Box Car is available in Santa Fe (Item No. 18102), Southern (Item No. 18104), Southern Pacific (Item No. 18107), and Canadian Forest Products (Item No. 18137). Bachmann's HO scale *Silver Series®* Three-Bay 100-Ton Hopper is also available now in five new roadnames, including Union Pacific (Item No. 18701), Chesapeake & Ohio (Item No. 18722), Clinchfield (Item No. 18732), Northern Pacific (Item No. 18735), and Norfolk & Southern (Item No. 18741).

Delivering a high level of detail and quality at a reasonable price, Bachmann's HO scale *Silver Series®* Rolling Stock feature blackened metal wheels, body-mounted couplers, and non-magnetic axles. Shipping now, the Canadian Grain Hopper, Evans All-Door Box Car, and the Three-Bay 100-Ton Hopper are offered at a suggested retail price of \$12.00.

NEW SILVER SERIES® ROLLING STOCK

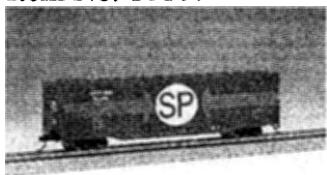
Evans All Door Box Car
Santa Fe
Item No. 18102



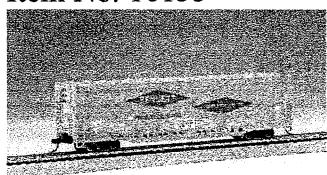
Southern
Item No. 18104



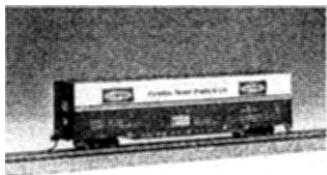
Southern Pacific
Item No. 18107



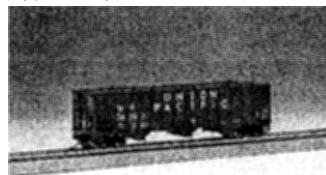
Bennett Lumber
Item No. 18133



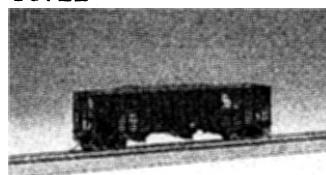
Canadian Forest Products
Item No. 18137



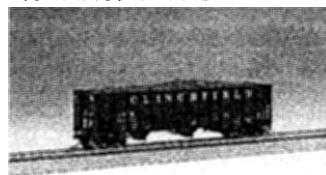
3-Bay 100 Ton Hopper
Union Pacific
Item No. 18701



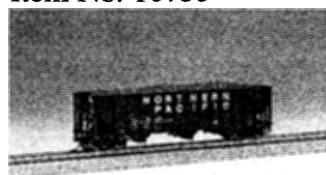
Chesapeake & Ohio
Item No.
18722



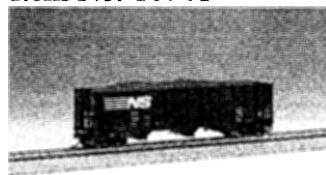
Clinchfield
Item No. 18732



Northern Pacific
Item No. 18735



Norfolk & Southern
Item No. 18741



Canadian Grain Hopper
Santa Fe
Item No. 19102

Canadian Pacific
Item No. 19129

Govt. of Canada
Item No. 19134

Heritage Fund
Item No. 19139

Bachmann's *Thomas & Friends*TM Train Set Features Moving Eyes

Philadelphia, PA... Model train manufacturer Bachmann Industries, Inc., in a partnership with Gullane Entertainment, is pleased to announce the release of the HO scale *Deluxe Thomas with Annie and Clarabel* electric train set. Bachmann's reproduction of Thomas is equipped with a moving-eyes mechanism, a first in HO scale *Thomas & Friends* products. First seen in the Railway Series of books by The Rev W. Awdry, Thomas the Tank Engine became a worldwide phenomenon when the celebrated television series launched in 1984. Since then, Thomas the Tank Engine has become one of the most recognized characters in children's entertainment and has introduced children of all ages to the wonders of railroading. Thomas and his friends who live on the mystical Island of Sodor have been featured in best-selling books, videos, toys, and in the feature film *Thomas and the Magic Railroad*.

Bachmann's **Deluxe Thomas with Annie and Clarabel Train Set** (Item No. 00644 - MSRP \$105.00) includes a Thomas the Tank Engine locomotive with moving eyes, Annie coach, Clarabel coach, digital-ready speed controller, and a 56" x 38" oval of snap-fit E-Z Track®. Also included in the Deluxe set are models of Thomas' friends Harold the Helicopter and Bertie the Bus, as well as a Sir Topham Hatt figure. Two basic *Thomas & Friends* train sets and additional separate-sale items will also be available at mass-market retailers.

Thomas & Friends is created for TV and produced by Britt Allcroft.

Gullane Entertainment plc is an international family entertainment studio, with interests in television, publishing, licensing and live events. Gullane owns rights in a broad range of properties including the internationally acclaimed *Thomas & Friends* and Guinness World Records, as well as Art Attack and Sooty. The company, which operates from offices in the UK, New York, Toronto and Tokyo, trades on the London Stock Exchange.

THOMAS & FRIENDS SET FROM BACHMANN

Deluxe Thomas with Annie and Clarabel Train Set
Item No. 00644

Shipping Summer 2002

MSRP: \$105.00

Features include:

- Thomas the Tank Engine locomotive with moving eyes
- Annie coach
- Clarabel coach
- digital-ready speed controller
- Harold the Helicopter, Bertie the Bus, and Sir Topham Hatt figure
- 56" x 38" oval of snap-fit E-Z Track®

© Gullane (Thomas) Limited. 2002

World of O Scale
Column Manager: None – we need you to help!

Railroading



News and stories from CSX

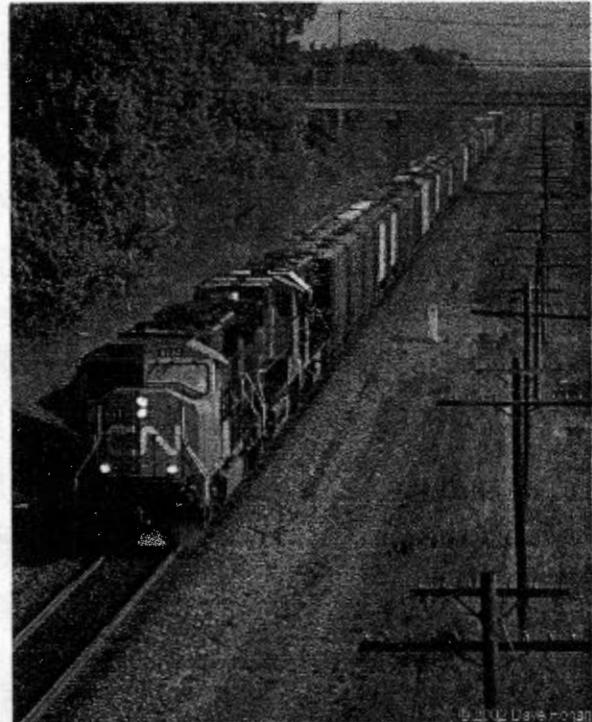


Column Manager: Dave Honan

**CSX SELKIRK SUB FEATURED LOCATION
QG 26.14 - FRENCHS MILL ROAD -
GUILDERLAND, NY**

The Frenchs Mill Road overhead bridge over the Selkirk Sub is closed to vehicular traffic, providing a safe vantage point for watching trains. For those with a scanner, advance warning of trains can be obtained from the two nearby defect detectors (Voorheesville at QG 22.0 and South Schenectady at QG 33.6, both broadcasting on AAR 64 / 161.070mhz) and Selkirk Yard (AAR 50 / 160.860mhz; listen for something like “[train], one main FB, have a safe trip”). If you don’t have a scanner, don’t despair -- a set of approach-lit block signals will light up when a westbound is about 90 seconds out, and eastbounds can usually be heard for a minute or so before they enter visual range.

For the record, from Selkirk to Fullers the north main is No. 1 Track and the south main is No. 2 Track; west of Fullers, where No. 2 Track crosses No. 1 Track on a bridge (the Flyover), the mains are switched. The Selkirk Sub is controlled by the NC (Hudson) Dispatcher.



© 2002 Dave Honan



Because of the unique operating patterns on the eastern portion of the Selkirk Sub due to the yard and the Flyover, it isn't uncommon for trains to operate on either direction on either track.

CN 5730 is on the point of Q621, the daily Selkirk-CN/Montreal train that operates via Syracuse. The train is operating westbound on No. 1 Track past the old NYC milepost.

In another “typical” scene, an eastbound coal train is coming down the hill on No. 2 Track after crossing No. 1 Track on the Flyover. As of July '02, these coal trains have been operating on a nearly daily basis, destined for power plants on the River Sub. The two bridges in the middle of the photo span the famous Frenchs Hollow -- see the bonus photo at the end.

Flyover. As of July '02, these coal trains have been operating on a nearly daily basis, destined for power plants on the River Sub. The two bridges in the middle of the photo span the famous Frenchs Hollow -- see the bonus photo at the end.

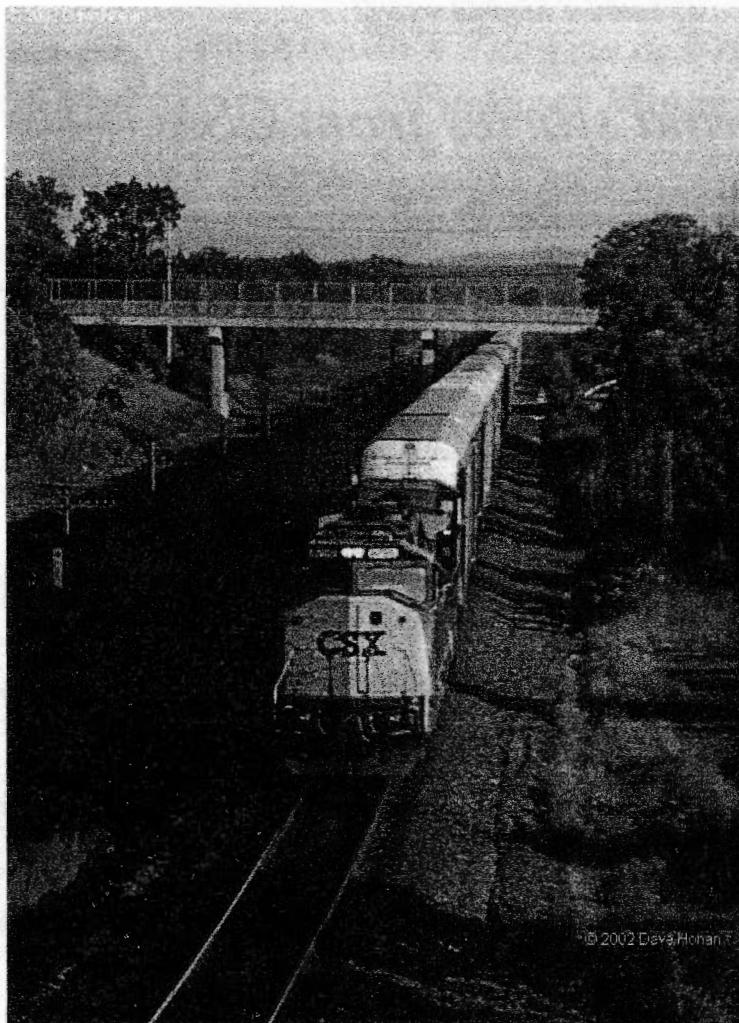
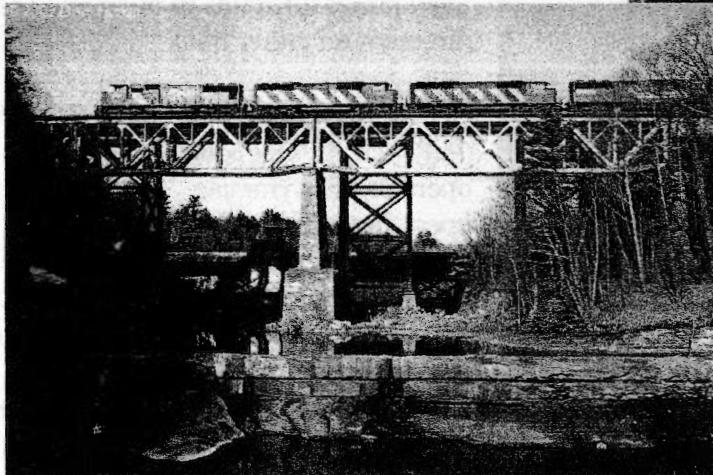


photo speaks for itself.

As promised, a bonus photo! This is the famous Frenchs Hollow Trestle, arguably the most scenic spot on the Selkirk Sub.



Westbound Q279 is operating "wrong-main" as it passes under State Route 146; although this creates an operation nuisance at CP-FB (west end of Selkirk Yard), it allows trains to be on the "proper" main at CP-169 (where the Hudson Sub merges) and for turnover to the ND (Mohawk) Dispatcher at CP-175. (see the cover for the shot!)

It isn't uncommon to catch a meet; eastbound Q112 passes Q279 as the sun was setting on a beautiful Friday evening in late June.

If you're willing to take a photographic risk, some neat shots can be acquired. This shot, which my friends told me "would never come out," was taken using a 260mm lens (f/4.5 at 1/60 with Kodak Gold 200 print film, if you're interested); the trees had blocked almost all the direct sunlight from the tracks save for one spotlight on the Frenchs Hollow bridge. I think the



Q620 (counterpart to Q621) is eastbound on No. 2 Track with an impressive lashup of EMD power on a bright early-April morning. This shot is only available in morning hours due to the sun's position; however, there is a halfway-decent evening view from the Watervliet Reservoir fisherman's access.

Frenchs Mill Road is located just west of SR 146. I'd recommend approaching from the south side (where the park and the town dump are): parking is slightly better and you aren't encroaching on the privacy of the residences on the north side. The reservoir access is a quarter-mile west of the bridge on the south side.



© 2002 Dave Honan

Although it is possible to access Frenchs Hollow from its south side (the same road as the north side of Frenchs Mill Road), I strongly advise against this. The road bridge spanning the Hollow is closed, and the approach to the south side is a narrow, steep road that isn't fun to get out of (been there, done that). Instead, head north on SR 146 to US 20; take that west until you hit Fuller Station Road (the crossroad just east of the Flyover -- with two rail bridges over the road, you can't miss it!), and a left here brings you down to the safe parking area on the north side.

One last note: According to the United States Geological Survey, "Frenchs" is indeed the correct spelling of the locations and roads I've described.

Please email me at David.Honan@Rose-Hulman.edu with any questions you have!

News and more from **CN**

Column Manager: Charles Warczinsky

Send news, stories, and sightings to Charles at charleswarcinsky@mail.com

CN TO BUY REEFER CONTAINERS

Canadian National has announced the purchase of 150 state-of-the-art refrigerated containers and an option to buy 150 more. William K. Berry, CN's vice-president, intermodal, said: "CN is Canada's largest long-distance hauler of grocery industry products. This reefer purchase underscores CN's continuing commitment to provide high-quality transportation to the service-sensitive grocery trade. The new equipment will also improve our ability to capture additional grocery traffic." The 53-foot containers will have eight per cent more cubic space than the 48-foot containers they replace and weigh nine per cent less. CN moves the bulk of its grocery business on expedited intermodal trains between Central Canada and the western provinces. First introduced in June 2000, CN's "Need for Speed" intermodal trains cut transcontinental transit times by 24 hours and made CN fully competitive with long-haul team-driver trucking.

Berry said: "Our grocery business consists of foodstuffs and associated household products, moving from Central Canada to distribution centres in the West. With these new containers, CN will offer grocery shippers the latest state-of-the-art equipment. In addition, CN will be positioned to capture lucrative backhaul movements of frozen meats, poultry and French fries that are produced in Western Canada and destined for Eastern markets." Canadian National Railway Company spans Canada and mid-America, from the Atlantic and Pacific oceans to the Gulf of Mexico, serving the ports of Vancouver, Prince Rupert, BC, Montreal, Halifax, New Orleans, and

Mobile, Ala., and the key cities of Toronto, Buffalo, Chicago, Detroit, Duluth, Minn./Superior, Wis., Green Bay, Wis., Minneapolis/St. Paul, Memphis, St. Louis, and Jackson, Miss., with connections to all points in North America.

Source: www.cn.ca press release

Locomotives For Sale

For those of you who miss seeing the Wisconsin Central painted locomotives, you can buy your very own Wisconsin Central SW-1200 from CN. Yes, WC 1233 built in 1966 by EMD with an amazing 1200 hp (imagine that, the horsepower actually matches the model) is listed as surplus equipment on Canadian National's website, along with two FP9As and two F9Bs and a GP-9rm. The F's are in Homewood Ill., as is the SW1200, but if you want that GP-9rm you'll have to go to Taschereau Yard, Montréal, Québec, Canada. Also for sale are several buildings and some miscellaneous parts.

Source: www.cn.ca press release

CN to help Kelowna Pacific Railway upgrade rail line, capture new traffic

Canadian National announced an assistance package to help Kelowna Pacific Railway (KPR) finance track capacity increases and build a rail-truck reload center for new business. CN's assistance includes new rail ties to permit KPR to transport cars weighing as much as 286,000 pounds, and financing to construct the new reload center at Winfield, BC

KPR operates 104 miles of track in the interior of British Columbia. Its line runs from Lumby and Kelowna through Vernon to an interchange with CN at Kamloops, B.C.

KPR began operating CN's Okanagan Internal Shortline in February 2000 and had increased traffic almost 20 per cent by year-end 2001. Its customers are primarily in the forest products, grain and industrial products industries. David Edison, vice-president of CN's Pacific Division, said: "KPR - like many of our short line partners - has done a good job of building new rail business. CN's aid package will improve KPR's ability to capture additional traffic. This is also good news for CN, because our short line partners are significant originators of CN traffic and key to our growth strategy."

Edison said Canada's rail industry is urging the federal government to join major railways and short lines in financing line improvements that will allow smaller rail carriers to transport greater volumes of freight more efficiently. "Federal participation in short-line track capacity upgrades - one element of a more balanced national transportation policy in Canada - would make more such upgrade projects possible," Edison said. "These line improvements will help to reduce truck traffic on highways, lower highway maintenance costs for governments, and generate new regional economic development." David Hanratty, general manager of the KPR, said: "Our local focus on regional rail shippers - what short line railways do best - has generated significant growth in traffic. CN's assistance package, along with new measures we're taking on our own, will assure a sound short-line carrier to serve the needs of shippers in the Okanagan Valley for years to come." KPR is a joint venture of KnightHawk Rail, a wholly owned subsidiary of KnightHawk Inc., and the New York & Lake Erie Railroad.

Source: www.cn.ca press release

Please feel free to pass on any and all information that you have about CN or any of it's predecessor roads so I won't have to rely on the press releases. Oh yeah, photos are ALWAYS welcome too!

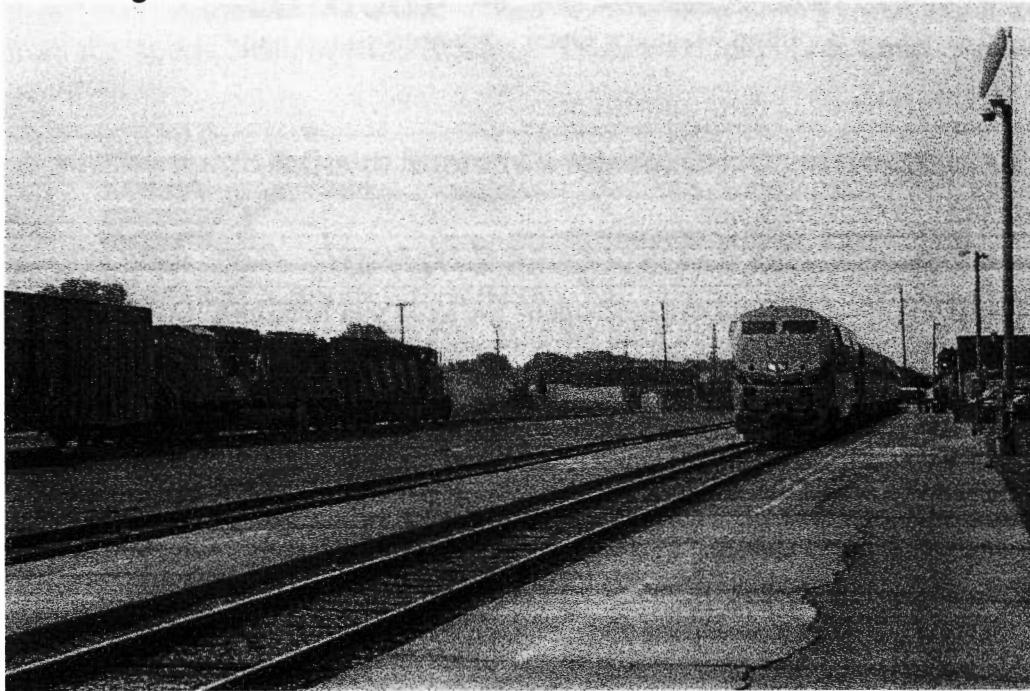
CN PHOTO GALLERY

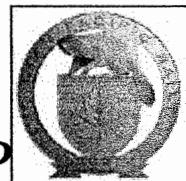
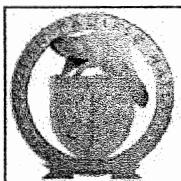
AS THIS ISSUE IS THE FIRST BI-MONTHLY RUN OF THE HOTBOX AND THE FIRST TRUE RUN OF THIS COLUMN, I HAVE SELECTED A FEW OF MY PICTURES TO SHARE WITH YOU.

A Canadian National freight train passes through Port Huron as it enters the U.S. on June 04, 2002.



A CN freight meets Amtrak's International in Port Huron, MI, June 04, 2002.





News and more from Soo/CP

Column Manager: Lewis Ableidinger
Send news, stories, and sightings to Lewis at earl02@hotmail.com

There just isn't a whole lot of excitement going on. About the biggest news is that they are still replacing a lot of ties and doing a lot of ballast work on the west end of the system. New RR crossings are also being installed in many towns. They are pre-cast concrete outfits that make the crossing much smoother than the old wood and asphalt crossings! Lots of SD60s are running around, and all the track work pretty well stops all train traffic through the morning and into early afternoon. But for more info flip back to the convention report for lots of Soo sightings!



Column Manager: Open – we need you to help!



Column Manager: Open – we need you to help!



Column Manager: open- we need you to help!



Column Manager: Open – we need you to help!

SHORTNOTES ON SHORTLINES

COLUMN MANAGER: CHRIS BURCHETT

INTRODUCTION

Greetings one and all! This is a new "community" page in which all readers can submit information relating to shortlines and regionals. Hear anything about the local shortline or regional? We'd love to hear [and read] about it! Just submit any news and/or photographs you have to Chris Burchett via e-mail at president@tamr.org or snail-mail at 30150 Ilesboro Road, Logan, Ohio 43138. Since this is a community bulletin board, if you will, all are invited to participate! We hope Chris won't have to provide all the information himself every issue, as it'll get mind-numbing reading about Ohio railroads over and over. So we trust you'll pitch right in and submit something you've heard about a shortline or regional near you. We look forward to hearing from you and posting your information!!

NOW YOU KNOW

By the way, in case you're wondering how we came up with the title, here's a short history. Back in the mid-1990s, then-*Hotbox* Editor Aaron Marcavitch began a column in the *Hotbox* entitled "Shortnotes on Shortlines." It ran off and on until his tenure as Editor ended in December 1994. Then a discussion began a couple months back on how to give some "new life" to the *Hotbox*. The idea was presented to start community pages patterned after the web-based discussion forums, with the page "owners" acting as the moderator. Chris brought forth his idea for a new community page to get the movement started and settled on a shortline and regional focus. Now the big question – what to name it? After asking for help from Andy Inserra and Peter Maurath, Peter mentioned the "new" title. And now you know. Okay, cheesy phrase, we know, but it was borrowed from the sports team at NBC Channel 4 News in Columbus, Ohio. Anyway, on with the column!!

- **Newburgh & South Shore (Cleveland, OH; OmniTRAX)**

Source: OmniTRAX Yahoo!Group – <http://groups.yahoo.com/group/OmniTRAX>

Latest observations indicate that Marcelline Yard, the last remaining yard on the Newburgh & South Shore (NSR), has recently seen increased use. Many leasing companies are now storing surplus cars in the yard, which also increases the cash flow for the Newburgh.

According to the report, the three "subyards" within Marcelline have been reduced since the 1970s. But with the recent storage contracts made with the various leasing companies utilizing the yard, it is hoped that more track will eventually be added.

- **West Virginia Northern (Tunnelton, WV)**

Source: Shortline Yahoo!Group – <http://groups.yahoo.com/group/shortline>

In December of 2000, the West Virginia Northern (WVN) filed for abandonment of its entire line, a total of 10.13 miles, with the Surface Transportation Board (STB). Exemption was granted, however the STB reopened the proceeding in January 2001 at the request of the Boards' Section of Environmental Analysis (SEA). For over a year the proceeding has been reviewed and on June 20, 2002, the Board

rendered its decision. The exemption is permitted so long as the West Virginia Northern takes no steps to alter the "historic integrity of the line until completion of the section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f." In other words, until the West Virginia State Historic Preservation Office concludes its "investigation" into the historic integrity of the line and any structures located along the right-of-way. Once the investigation is concluded, the proceeding will again be reopened and the historic condition will be removed.

- **I&M Rail Link, LLC (Missoula, MT; Washington Corp.)**

*Source: Andy Inserra – Andy_Inserra@tamr.org;
Great Lakes Rail Forum – <http://www.greatlakesrail.com>;
I&M Rail Link – <http://www.imrail.com>*

In February of 2002, the Boards of Directors of I&M Rail Link (IMRL) and the Dakota, Minnesota & Eastern (DME) unanimously agreed to an asset purchase agreement in which all assets will be acquired by the Iowa, Chicago & Eastern Railroad (ICE). The new railroad would, obviously, be under the control of the DME, but would operate "independently."

Recently, the Surface Transportation Board (STB) has imposed a one-month delay upon the acquisition. This will give the STB more time to review petitions opposing the sale. If approved, the acquisition would give DME an additional 1,125 miles of track, not to mention the additional equipment involved.

Finally, according to a report from Andy Inserra, IMRL was to officially park its locos and switch to ICE/DME SD40-2 units on July 12th, regardless of the STB decision. This means all locomotives will be parked on that date, including the SD9's and GP9's they currently use. However, even when ICE took over on July 29 they still used the IMRL blue and black units.

- **Progressive Rail, Inc. (Lakeville, MN)**

Source: Andy Inserra -- Andy_Inserra@tamr.org

Andy Inserra recently sent a report regarding a new industrial park located along Progressive Rail, Inc. (PGR) near the Twin Cities. The new park is in Randolph and will include a rebuild of the former Chicago Great Western (CGW) yard there, as well as new industries. The park has been officially announced and is open to receive industries but no word yet concerning any rail customers. The assigned locomotive and caboose will be painted into CGW colors but lettered for Progressive Rail, however.

- **Arkansas & Missouri Railroad (Springdale, AR)**

Source: Shortline Yahoo!Group – <http://groups.yahoo.com/group/shortline>

According to Mike Derrick, through information obtained by John Mech, reported that the Arkansas & Missouri (AM) has purchased three former Belt Railway Company of Chicago (BRC) Alco C424's. The new numbers on the AM are 600, 601 and 604. These locomotives were last used on the Hudson Bay Railway (HBRY) in Canada. It is also reported that these locomotives, to the disappointment of many ALCO fans, will be used as parts sources for the current fleet of AM ALCO's.

● **Morristown & Erie Railway, Inc. (Morristown, NJ)**

Source: Andy Inserra – Andy_Inserra@tamr.org

Andy Inserra has reported that the Morristown & Erie (ME) has purchased all six FL9's from Amtrak. All are reportedly in operating or near-operating condition. The ME plans to operate them in excursion service this fall, however nothing is firm at this writing. The "new" FL9's will be painted in the new ME scheme.



World Railway Wrap-Up

Column Manager: Andy Inserra

Hey folks! I'm the guy in charge of all that news of railways from around the globe. Both passenger and freight will be covered with the exception of mass transit (subway, commuter rail, etc.) – that goes to Brad at Mind the Gap. Got news, stories, photos or info? Send them to me at Andy_Inserra@tamr.org or snail-mail it: Andy Inserra, 4940 Xylon Ave N, New Hope MN 55428

Note – I'll be doing this every other issue after this next one just to let everyone know. This time we have a bit of news from all corners of the globe. So let's get started. Of course, this is nowhere near complete. Rather, it is an overview of a lot of rail items in the news lately, even if we ran short on room!

- UK – Progress is moving along with the Eurostar link from the Chunnel to London. Once complete this will enable high speeds along the whole route from London to Paris and beyond, rather than just on the continent.
- Germany – DB is trying to match low fare airline tickets for inter-country travel. However, with airlines getting tax breaks they repeatedly lower it beyond the rail prices. Meanwhile – more high-speed trains are operating there with Köln-Frankfurt high-speed "Neubaustrecke" now reducing its own time by a full hour, traveling at 300 kmph.
- Australia-Lots of news here, too much to cover! The little sugar railways are chugging along even though the economy there is sluggish. More classic Alco DL500 units are running again thanks to preservation and lease groups, these old units are a cross between FA and PA with a shorter nose and six axles. Meanwhile, the newer DL500G units are again seeing service, this time on lines like Silverton and more. One has been released in a royal blue with golden yellow lining – another all new scheme for Australia.
- Indonesia- Progress to save an Alco-GE CC2200 unit is underway. These units have an odd axle arrangement of C-2-C. Coordinating the efforts is the group Friends of CC2000.

- Brazil - PA2 #600 from CP [Brazil] will be seeing the completion of its restoration soon and will return to display in the near future. The progress has been moving along steadily and the unit looks spectacular.
- Jamaica - It is reported that the RS8 units are again in service – running between Ewarton, Kingston and the coast for MRS. Consists have been as large as three locomotives at a time and at least some are painted in an attractive orange, blue, and silver scheme.
- Vietnam – New Alcos are being built for them in the form of 10 YDM4 units from DLW-India.
- Canada – Note: this section for everything not under CN/CP banner -Cartier has taken delivery of AC44CW units, beginning the end of the all Alco era on July 21. These toasters, as crews call them, are in the new tri-color scheme and slowly pushing the M636 and C636 fleet to retirement. RS18 64 meanwhile has been sold to UniForet, the wood pulp company on their line. Also in Canada, VIA has begun using its fleet of British built cars. So far there has been little word on what the reaction is like. Meanwhile BC Rail is slowly dropping its passenger service with its RDCs.

Thanks to World-Diesel-Loco, Erik's Rail News for the assistance!

Mind the Gap is a regular feature of the Hotbox that runs every other issue. The general topic covered is urban transit rail. Whether it relates to the old subway lines of New York to the new light rail systems to futuristic personal rapid transit systems, this is the place for all things urban. You can submit articles, photos, websites, news, questions, anything to the column manager.
Column Manager Brad Beaubien •
bradbeaubien@hotmail.com



RAIL PRESERVATION

This is a new column debuting next issue. Run by Chris Burchett, whose contact info you can find in the Shortnotes on Shortlines, he is looking for updates on the rail preservation world as well as a better title for the section!

The Mountaineer Convention Report
2002 Cen. Region Convention
June 17-21 – Mpls and St Paul, MN
Lewis Ableidinger with help from Andy Inserra

The official 2002 Central Region convention took place between June 17 and 21, 2002, in the Twin Cities region of Minnesota. Lewis Ableidinger and Andy Inserra hosted the awesome convention. Those attending were Lewis Ableidinger, Andy Inserra, Nick Olek, Joe Olek, Peter Maurath, Scott Willett, and Josh Miller also made a few appearances, bringing total attendance to seven at times.

I left my home in Kensal, ND, on the morning of the 17th and picked up Nick and Joe Olek in Glyndon, MN, a few hours later. From there we proceeded southeast for the Twin Cities of Minneapolis and St. Paul. We did, though, make a stop at Fergus Falls to pick up an air horn, just in case. We followed the old Soo main from Elbow Lake to the suburb of Rockford catching several CP trains along the way including a ballast train at Buffalo with a red and white Soo SD60 leading a candy apple SD60M.

The three of us met up with Peter and Scott that evening, but Andy had night class at college Mondays and Wednesdays so he wasn't with us. Peter and Scott had already had a stop over at Andy's after the long drive from Cleveland and the Milwaukee area respectively. We decided to all pack into the TAMR 67 red van and head to University Ave. where we were not disappointed. It didn't take long for the action to start. A BNSF westbound lead by 2 GP38-2's started off the series of trains. Another westbound with 2 BNSF C44-9W's followed it, one in Heritage I, the other in Warbonnet, leading an intermodal. After that was another intermodal, lead by BNSF 4315 and 8234. Soon after that cleared the first eastbound came with BNSF 4939 and 4344 leading an ore train from northern Minnesota. After it passed there was another westbound with BNSF 8942 and 9888 leading a coal train. A bit later another eastbound came by with BNSF 5294 and a heritage II C44-9W leading a mixed freight. The final train we captured was a westbound with an unusual set of power that included a BN SD40-2, BNSF 7890 (flared radiator SD40-2), an ex-ATSF GP35, and BN 1594. For the remainder of the evening we checked out a few other rail spots in the area as well as taking a look at what is left of the Soo's former Shoreham Yards and shops.

June 18th started out with everyone meeting up at Andy's house in New Hope. From there it was off to the Minnesota Commercial roundhouse to catch the morning Amtrak Empire Builder. This was lead by 2 Genesis units and followed by several Superliners and "Ambox's". Around the roundhouse were many of MNNR's (Minnesota Commercial) Alcos and GE's. Soon after Amtrak passed MNNR 318, 1 of only 2 RS-27s, switched out mail cars near the roundhouse.

From there we headed over to MNNR's Midway yard to see what was going on. At Midway we captured the RS-27 switching cars. The first train to pass through was a Twin Cities and Western train lead by GP20C 2008 and followed by an ex-Soo GP30C. Not long after it cleared, a BNSF westbound intermodal came through with a Heritage I C44-9W and a Warbonnet C44-9W.

Our next location was Bandana Square. This is a site that was once Northern Pacific shops but has now been turned into "shops." Also inside is a large O scale club

layout. We looked around there for a while and also caught a Soo train lead by a candy apple SD60M and another candy SD60.

From there we went to the Minnesota Transportation Museum's Jackson Street Roundhouse. This is an ex-Northern Pacific facility turned into an excellent museum (highly recommended!). Normally it is only open on weekends, but we were able to get a private tour. By doing so, this allowed us to go where the public normally can't and get an up close look at all of the equipment.

There is so much stuff there; I don't know how to describe it! The best part is that it's all well organized! Some of the notable equipment includes the Dan Patch 100, the oldest gas-electric engine, Soo 6240, ex Minneapolis, Northfield & Southern (MNS) 40, which is an SD39, an ex-Andersen Windows SW-1, two 44 ton switchers, a Brill gas-electric doodlebug, and the first production SD45, the Great Northern Hustle Muscle, numbered 400. We also got to see the new turntable, which has the diameters of all the former turntables painted in the pit. Just before we left they started up the Hustle Muscle and took it out onto the turntable, so we actually got to see the old-timer running.

After Jackson Street it was down to Hoffman Ave along the bluffs by the Mississippi River. Here we saw another parade of trains. The first was BNSF 6822 and 504 making a switch move. After that came CP 9127 (SD9043MAC) leading an eastbound mixed train. Next out of the nearby Pig's Eye yard was a CP ballast train lead by a CITX 1500 series number switcher (GP15D – brand new from EMD) and a CP GP9R. Soo caboose 84 brought up the end. After it cleared the Ford Hauler pulled in with CITX 2005 (GP20D – brand new from EMD) leading CP MP15AC 1433. Next through the interlocking was the same TCW train we saw earlier. The last train we caught was a short UP train lead by UP 1684.

From Hoffman we headed to Minneapolis to see Bob Rivard's wonderful HO scale Soo Line layout, which was featured in Great Model Railroads 2001. Bob's entire basement is filled with an extremely accurate rendition of the Soo Line in the Twin Cities in 1978. Hundreds of highly detailed Soo locomotives lined the walls around the layout. The only drawback to the whole layout was the duckunders, but the accuracy and detail of the layout pretty well made up for that. After we looked at the layout Bob took us upstairs and showed us some Betamax video he shot of the Soo Line between 1978 and 1981. This was some great video and included one of the last Soo F7s to be used in freight service. This concluded a great convention day!

June 19th started out rainy and with a trip to the Upper Midwest's Krispy Kreme doughnut mecca in Maple Grove. If you have never been to a Krispy Kreme, I suggest you visit one near you tomorrow! These are not just doughnuts - these are Krispy Kreme doughnuts.

From the Krispy Kreme we headed to Scale Model Supplies, the largest hobby store in the region, where we all made some fine purchases. From there it was off to Progressive Rail in Bloomington to catch the interchange with the CP. We arrived just to see CP 1415 and a Soo Bandit MP15AC switching cars for PGR. PGR 2347, an SW1500, arrived shortly along with an ex-MNS bay window caboose painted back to its original colors. We got some great shots and the friendly crew was happy to answer any questions.

After we bid farewell to PGR it was back to Hoffman Avenue where there was again a lot of action. The first train was a UP MOW train with UP 9489 and 3214 for power. Behind that was a BNSF intermodal led by BNSF 7323 and 7835. Next by was the Scary Sperry, car number 137, which is an ex-Soo doodlebug. Following that was the Ford Hauler with its same power, CITX 2005 and CP 1433. The final thing we caught there was BNSF light power consisting of BN 2980 and BNSF 2107.

Andy had to take off for class that evening, so the remaining crew cruised around the Cities to some rail spots before heading back to the Motel 6 to watch videos of past conventions.

June 20th started off similar to the previous day with the six of us stopping at Krispy Kreme. From there we drove to BNSF's huge Northtown yard to get pictures of the hundreds of stored units ranging from SD40-2s to SD45s to SD45-2s. While we were there we also caught BNSF 6132, an SD9, switching as well as SW1500 3448 switching. Two intermodals were also captured on film, one lead by 2 BNSF C44-9Ws, the other by three Santa Fe C44-9W Warbonnets (very nice!). A CP transfer was also caught crossing the bridge over the yard, it's power was MP15ACs CP 1403 and Soo 1500.

At the south end of the stored units a crew was working on pulling out some units with BN 6117, another SD9. It's ironic that this old SD9 was pulling out younger units than it to be scrapped or sold! Also in the line of units on this end was BNSF 6367, a SD40 accidentally numbered as an SD40-2. While we were there an eastbound BNSF intermodal pulled in with the units BNSF 725 and 1017 for power. From here we headed to Hoffman Ave. again.

The first train at Hoffman was the same intermodal we just caught at Northtown. After that cleared a Soo train pulled in with CP 4599 and Soo 4598. When in cleared a CP westbound departed with 2 CP "Putrid Pink and Pac-Man" SD40-2s. Following it was another Soo westbound with a Candy Apple SD60M and SD60.

We were then off towards Farmington to catch UP Challenger 3985. Our route took us along the old MNS main line. We noticed all the crossings were exempt so it was a surprise to actually catch a train at Lakeville! This was a southbound Soo train with a bandit GP40 and a repainted Milwaukee GP40. We didn't spend too much time here since we were trying to intercept the Challenger.

Unfortunately we just missed the 3985 at Farmington since it was way ahead of schedule, but luckily it had to wait for a few UP trains there, so we headed north of town and found a crossing packed with railfans. To get a better shot, Nick, Joe, and myself hiked about a quarter mile out into a soybean field. Before the steamer came a UP southbound coal train passed with UP 6829 and SP 353. It didn't take long after that train passed for the Northbound Challenger to come puffing by. It was quite an experience to see this huge steam engine chugging by.

There was no way to really follow the train with its speed and the county roads, so we took our time back, first stopping in Rosemount to get pictures of CITX 1506 and an ex-North Louisiana and Gulf MP15DC. Dinner was at the White Castle, which had a sign just for Chris Burchett (who almost made it to the convention). The sign read "Good luck in Ohio, Chris!" Many pictures were taken and we were on our way.

The next stop was at the small UP yard in South St. Paul where the Challenger would be on display. This gave us another chance to see it in action since it was not positioned when we got there. We were going to take a closer look at the train, but a railfan traffic jam (no kidding) was forming, so we decided to head back to Andy's.

At Andy's we had pizza and a long conversation covering railroading to past conventions to "what happened to that member" to garbage collection. The night concluded with a slideshow by Nick, Lewis and Andy.

We started off the final day, June 21st, much the same with yet another stop at the Krispy Kreme! From here we looked at Andy's N scale layout, which features a lot of lighting and detail. Nick, Joe, and myself then had to bid farewell to Andy, Peter, and Scott and head west for home.

Once again we followed the Soo Line main, catching many trains. One of the first was an eastbound lead only by UP 7559, an AC6000. The next thing we caught up with was a westbound local lead by Soo 4506 and CP 6030. We followed this train from Paynesville to Glenwood. At Glenwood we also caught CP 8580 leading CP 5603 and 5699 east into the yard. Our next train was near Hoffman and was an eastbound local lead by CP and Soo GP38-2s. The final train of the day was north of Breckinridge, and was probably one of the most unusual. It was a southbound lead by an ATSF GP60, a BNSF B40-8W, three boxcars, and a BN caboose.

I dropped Nick and Joe off and headed back to Kensal. This was probably the best convention held within the Great Plains Division and definitely takes a place among the best Central Region conventions. It was a great time and very nice to see members coming from outside the GPD. Thanks a lot to Andy who did a lot of work, the people at Jackson Street, Bob Rivard, Joe Fehr, Eric Goodman at BNSF, and Barry Karlberg, Craig, and Dave Fellon at Progressive Rail!

Photos from the convention!



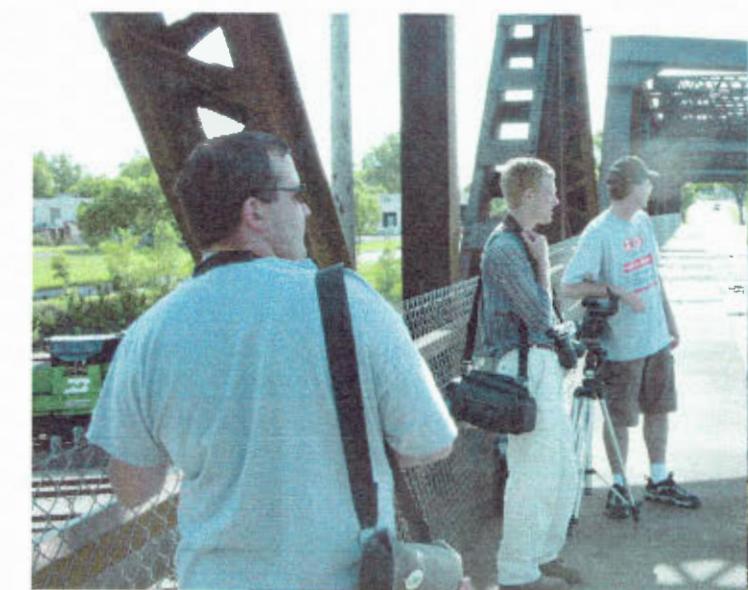
SHOREHAM - WITH A VISITING MISSABE SD9 AND EVERYTHING! YOU CAN SEE ONE OF THE LOWER DECKS HERE ON THE TRIPLE DECK LAYOUT.

**LEWIS ABLEIDINGER
PHOTO**



FROM TOP - THE SOO FLEET AT BOB'S IS JUST MASSIVE! ALSO SEEN ARE THE 7TH ST YARDS WHERE YOU CAN SEE SOO F UNITS AND A C&P AS WELL AS A CNW LASHUP ON THE UPPER LEVEL, AND THE I-35 CROSSING LOOKING SOUTHEAST.

ALL PHOTOS FROM BOB RIVARD'S LAYOUT ARE BY LEWIS ABLEIDINGER.



TOP TO BOTTOM, LEFT TO RIGHT - PETER, NICK, AND ANDY ALL LOOKING DOWN THE TRACKS AT NORTHTOWN. SOO'S HUMBOLDT YARD, NO DIESEL FACILITIES, MORE OF A SECONDARY YARD. BOTH PHOTOS BY LEWIS ABLEIDINGER. GP2000 2005, SOO SD60M 6058, SOO CABOOSE 84, AND TCW GP30C 4302 ALL AT HOFFMAN. UP 3985 IN SOUTH ST PAUL. ALL BY ANDY INSERRA