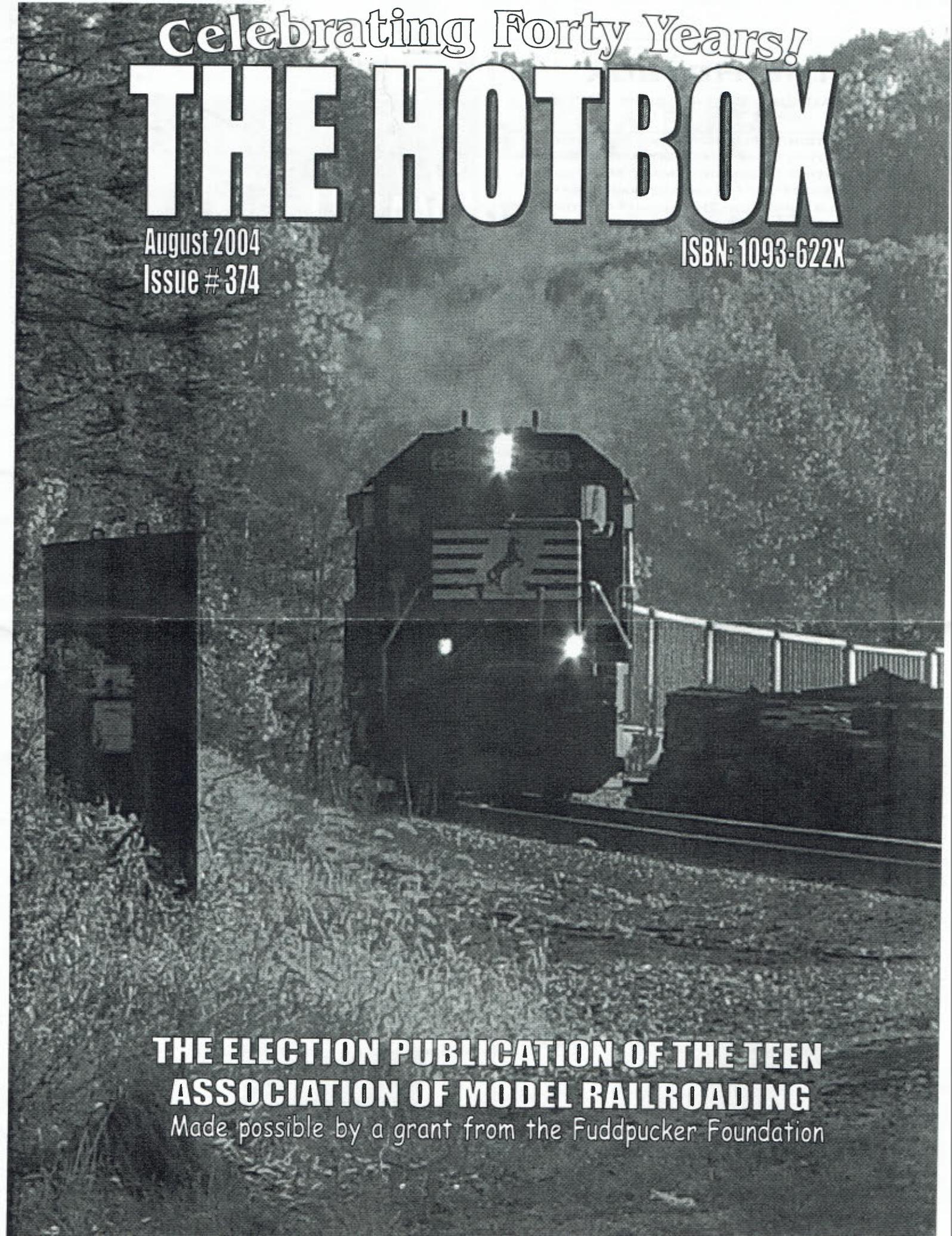


Celebrating Forty Years!

THE HOTBOX

August 2004
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ASSOCIATION OF MODEL RAILROADING**
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THE HOTBOX

AUGUST 2004, ISSUE #374

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PHOTOGRAPHER-GEORGE WASHINGTON

LIBRARIAN- "GET'S OUT AND VOTES EVERY YEAR."

CONTRIBUTIONS

Send your check or letter of intent to my...oops, sorry, you mean that type of contribution. We here at The Hotbox are always in need of new material. Here are a few examples:

FEATURE ARTICLES:

This is what we're always looking for. From a railfan trip, to your home layout's story, or your own story. Size can range from a paragraph to a full page. Pictures are always appreciated.

VOTES:

Full of great tips on layout improvement? Got a million reasons Bush is better than Kerry? Start a monthly, or bi-monthly column. Size same as features.

PHOTOS AND DRAWINGS:

Got a great photo collection you want to show-off? Got a notebook full of railroad cartoons, or layout logos? Send them to the Hotbox staff for consideration.

SEND ALL SUBMISSIONS, CAMPAIGN NOTICES OR HOTBOX QUESTIONS TO:

Peter Maurath

OR EMAIL AT:

TAMRHotbox@aol.com

GET ELECTED

Check out TAMR on the web at:

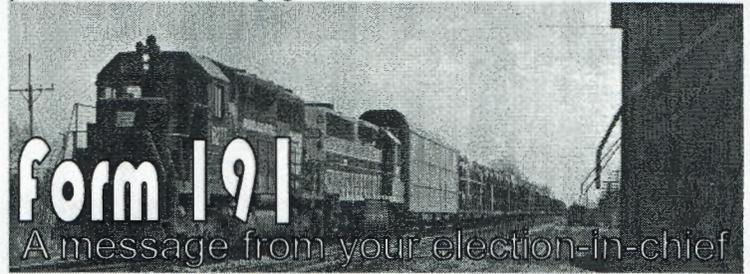
www.TAMR.org

Or join our online yahoo news group, by contacting: pivotpin@TAMR.org

(By joining you'll receive updates on TAMR news and events, plus be connected to dozens of other TAMR members, who love to vote. There's no cost to join this group, do it today!)

If you have a web site relating to trains or model railroading, why not join the TAMR web ring, why not run for office too? It costs nothing, and provides a link for all TAMR members to find other TAMR sites. To join, send your e-mail address and web site URL to pivotpin@tamr.org.

On the cover: Chris Burchett's first prize photo from the TAMR photo contest, more on page 3.



August already! Wow, my first full year as editor. Exactly one year ago I picked-up the pieces of the *Hotbox* after an eight month hiatus, starting out with just two pages of what left over material I could find (Which was entirely a bunch of my old stuff). It is now filling out eight pages, featuring all sorts of material from rail fan to model, from new and old members. Though the group has yet to fully recover from the damages done a year ago, there are a lot of signs of improvement. We were able to successfully celebrate our Fortieth anniversary. The Winter Convention in W. Springfield, despite being downgraded from national status, was still as successful as ever bringing in nearly the same attendance as last year (that continues to be our strongest meet, year after year), the Photo Contest (whose winners you will see on the next page) swelled at fifteen entries (that's great for us) and features some phenomenal work, by some very talented young people. Of course, I can't forget the new faces that also offer hope for this group, by giving of their time to serve in official duties, as well as supply material for this and other TAMR publications. Folks such as Jonathan Schoen, Mark and Austin MacDougall, George Baustert, and others. Thank you for your hard work, and determination to see this group succeed. That goes for all the rest of you "actives" out there too, serving either as officers, keeping the HB article files full, or setting-up TAMR tables at train shows. You're all a shining example of the good things young people can do. Let's hope when I'm writing this editorial next August, reflecting on two years, I can write of the even greater things this group has yet to accomplish from member's we know and don't know, yet. You are the TAMR, make it happen! I'm going to stop now before I start getting misty.

Ok, that was the good news, now for a little bad news (sorry to bring you down after that great pep speech, if you prefer not to be brought down just skip to the last paragraph). Due to a lack of proper transportation, Nick Wilson's *Lakeshore Limited National Convention* was canceled; in its place will be an abridged convention in Indiana on August 13-14. Hosted by Charles Warcinsky. More info on page 6.

Finally, elections are three months away, and still no campaign letters from anybody. Since my previous pleads have evidently gone unnoticed, I've decided to try a new approach, subliminal advertising. In case anyone would like to know the specifics, here goes: Anyone seeking an elected office as well as those wishing to stay in office (I think you're called an incumbent) such as President, Vice-President, Treasurer, all regional reps., must send me their letter of intent, or campaign essay, to me no later than October 1st. If you have any questions feel free to contact me at the addresses to your left.

One last thing, the TAMR constitution is now available online at: <http://www.trainweb.org/railmaster/tamr>

AND NOW WE GO LIVE TO THE ZEHNER AUDITORIUM
FOR THE PRESENTATION OF THE WINNERS OF THE...

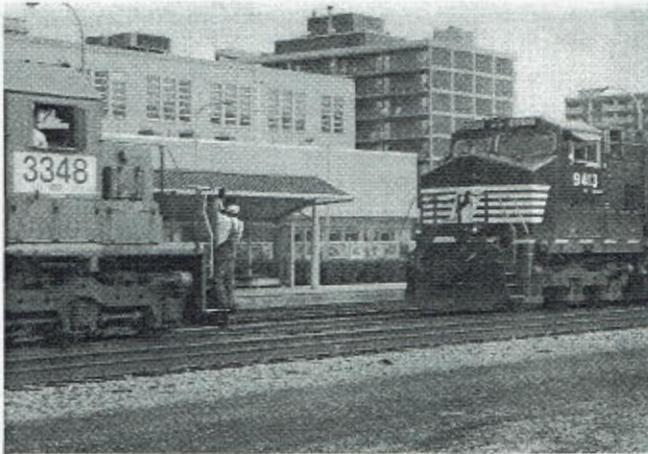
First Annual TAMR Hotbox Photo Contest

**1ST
PLACE**



Chris Burchett, TAMR President (19)
Norfolk Southern SD70 number 2546 leads a northbound coal train across the State Route 13 crossing, just south of Corning, OH in the early evening light. October 19, 2003

**2ND
PLACE**



Austin MacDougall (10)
A set of Norfolk Southern SD40-2 helpers couples on to the head end of a westbound NS freight at Altoona, Pennsylvania, in August 2002

**3RD
PLACE**



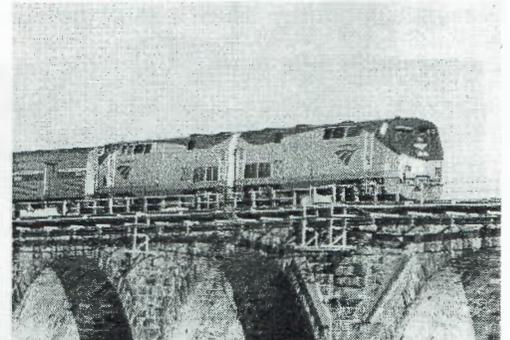
Erik Romatowski, TAMR Auditor (15)
New Jersey Transit's brand new ALP-46 number 4610 on display at Hoboken Terminal during the 2002 Tri-Transit Festival, September 2002.

**4TH
PLACE**



Nick Wilson, TAMR Treasurer (16)
An excursion train passes the restored station with its classic semaphore at the Spencer, NC North Carolina Museum of Transportation.

**5TH
PLACE**



Collin Reinhart (10)
The churning Susquehanna below, Amtrak P42's numbers 170 and 202, lead train number 41, *The Three Rivers*, west across the Rockville Bridge at Harrisburg, PA. April 9, 2004



NOT YOUR AVERAGE SPRING BREAK! (PART II)



Text and Photography by Dave Honan

Last month, we visited some of Chicago's busiest junctions. This time, follow along as my friend Lou and I venture down into the hollers of eastern Kentucky, following paths carved by Chesapeake & Ohio Railroad along the tributaries of the Big Sandy River.

One disclaimer: My photographic interpretations don't translate well into a black & white, small-format publication. To see these photos properly, along with the many more that I took during the trip, please visit my website:

www.davehonan.com

MONDAY, APRIL 05

While waiting for an approaching westbound train to cross the Big Sandy River bridge in Catlettsburg, KY, we heard an eastbound start blowing for the crossings in town – but which way would it go, east to Charleston or south to Paintsville? The answer came quickly as the horns moved behind us, and the chase down the Big Sandy Sub was on!

We caught U389 alongside US 23 in Buchanan...



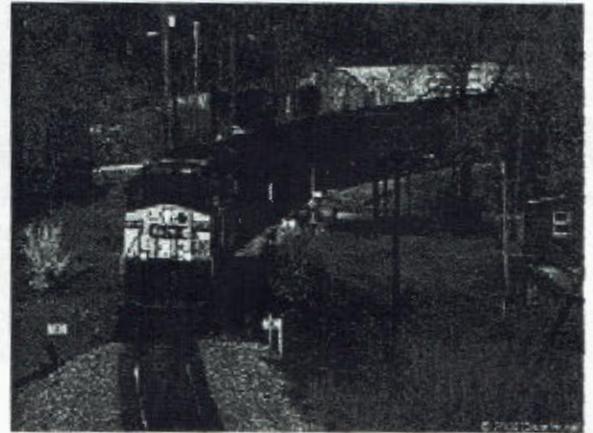
...and again in Fullers. Unfortunately, the road and rails parted ways below Fullers, and we weren't able to find any more sunlit spots from which to shoot the train.



TUESDAY, APRIL 06

Under spectacular skies, Lou & I spent the morning chasing CSXT 31 East, a shifter running from Paintsville to Shelbiana.

From the KY 114 overpass in Prestonsburg we caught the train passing through the SE Prestonsburg interlocking:



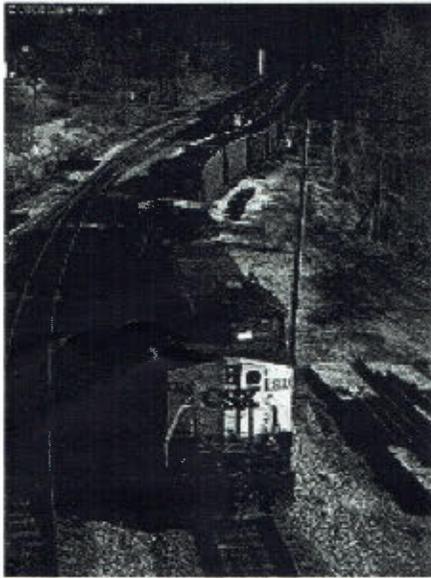
Later, at Milepost 100, the train rolled past Coal Run Jct.:

After shooting CSXT 31 East at the Fords Branch interlocking, we headed east on the Coal Run Sub to do some exploring. We discovered that while the line was very chasable, there weren't many photo

opportunities, and didn't hang around for long.

On the way back to the mainline, we came across an amazing road construction project near Zebulon. Kentucky is relocating US 119 from Pikeville, KY, to Williamson, WV. This "relocation" will take the road out of twisting valley and literally route it through the mountains; we witnessed some tremendous road cuts, and a large bridge being built over the town of Meta. A civil engineering friend of mine deadpanned, "Well, they *do* know how to move dirt down there."

Lou & I followed the Big Sandy Sub down to its end in Elkhorn City, KY. Here, the C&O connected with the northernmost extend of the Clinchfield Railroad, providing a southern outlet for Big Sandy coal. From the KY 80 overpass, we caught CSXT 144 and 7775 shifting cars under the Apex 2 Dock alongside Elkhorn City Yard.



**WEDNESDAY,
APRIL 07**

The next morning, we got up early and headed to Pool Point Bridge on the old Clinchfield. After shooting a southbound loaded train crossing the span, we decided to follow the train south into Virginia and see what there was to see. Much to our surprise, we encountered a northbound train of empties, and proceeded to chase it back to Elkhorn City. The train is seen here crossing Pool Point Bridge.



After taking a nap at our motel, we headed west for Deane, KY, and the junction between the ex-C&O E&BV Sub and the ex-L&N Rockhouse Sub. After exploring around Deane for a while, we headed north towards Martin.



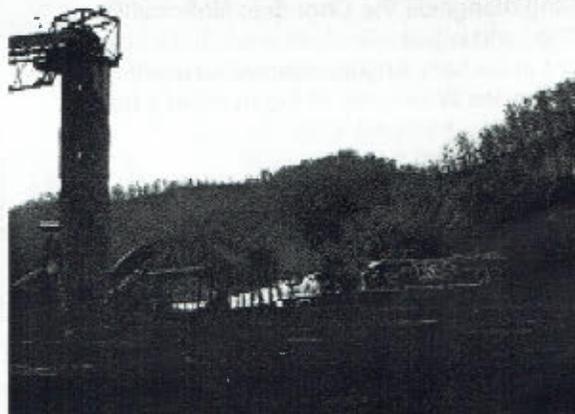
On the way there we came across a (timetable) eastbound empty coal train heading for Bates Branch Mine. After first shooting the train in the triple track approaching the mine (below-left), we zipped around the corner and caught it just past the east leg of the wye (left).



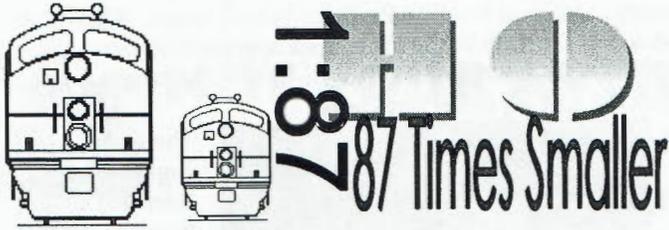
The friendly engineer informed us that there was to be another shifter departing Martin Yard within the hour, so we headed back that way to scout out locations and find this train. We found N941-05 in Midas and proceeded to chase it all the way back to Deane! The photo at left is of the train crossing the 859' West Fork Beaver Creek viaduct near Hall, KY.



N941 stopped at Democrat while an MOW gang cleared up and to let another coal train approach on the Rockhouse Sub. The last photo of my trip captured this view of C847 (at left) meeting N941 alongside Democrat Mine.



I hope you've enjoyed this photo-essay; stay tuned next time as we check out a little-known CSX operation in Terre Haute! (Feel free to contact me at: David.Honan@Rose-Hulman.edu)



CONDUCTED BY: JONATHAN SCHOEN

A Note From Jonathan Schoen

I regret to inform that my monthly features, *87 Times Smaller*, *Trackside Fans* and *The Photo Special*, along with the Western Region's newsletter, *The Daylight*, have been canceled for the month of August. This is due to a lack of time, as I have had several things going this summer. The largest of these things was a summer camp for which I was away for an entire week. Also, I did not receive a single story for *Trackside Fans* similar to Peter's response to the upcoming elections. In fact, the TF situation is getting so bad I am considering completely canceling the column. Now is the time to send in your story, describing yourself as a rail fan, and get it published. As for TPS, I only got a single photo for the theme, "Lost Engines". Next month I will have the same theme. Until then, send in any photos you have of foreign power. Until next month, send all contributions for *87 Times Smaller*, *Trackside Fans* or *The Photo Special* to JonathanHTD@yahoo.com or:

87 TS/Trackside Fans/The Photo Special

If at first, you don't succeed...



Join TAMR member's Charles Warcinsky, and David Cenci as they hold an "abridged" TAMR National convention in Elkhart, Indiana. Taking place the weekend of August 13th, and 14th, they'll be camping alongside the Canadian National Toronto-Chicago mainline, and will also include a trip to the New York Central Museum in Elkhart. Anyone interested in attending please contact Charles Warcinsky at the number's below.

Or email at: charleswarcinsky@mail.com

The Hurds Monthly Tips!

By: Andrew Hurd

TIP #2

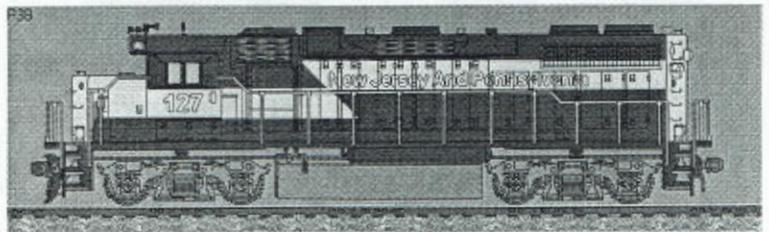
A NICE CLEANER: FIBERGLASS OFFICE ERASERS. THEY'RE GOOD FOR CLEANING SCUM AND PAINT FROM WHEEL THREADS ELECTION AS WELL AS FOR POLISHING METAL PARTS. THEY ARE ALSO USEFUL TO SMOOTH ROUGH SPOTS IN PAINT SURFACES BEFORE A SECOND COAT IS APPLIED.

Erik Romatowski's New Jersey & Pennsylvania RR PART II

Approximately 3 years ago, the "Route of the Pocono's" affiliated with Nick Wilson's Genesee & Allegheny, Southern as well as Chris Burchett's Hocking Valley railroad. This has proved a worthwhile investment, as it has become a marketing tool, and there have also been many joint ventures between the railroads, they can even elect officers, which is the right thing to do in a democratic society. At the start up of the railroad, we used things such as SD9's, GP9's, and F7's because they were cheap and available. Currently though, the NJP's roster consists of 487 locomotives (made up of: E8's for OCS, and 0-8-0 for tourist service, P42's, ALP-44's, GP40's, GP38-2's, CW44AC's, SD40-2's, C39-8's, SD60i's, and some SD80MAC's) to cover all of the New Jersey and Pennsylvania's route miles and trains. Currently, the NJP is currently contemplating the start up of a locomotive leasing firm to liquidate some of these extra locomotives. The short and long term future, both look good for the *New Jersey and Pennsylvania, Route of the Pocono's*.



LOCOMOTIVE COLOR SCHEME



THE HOTBOX DEFINITION OF THE MONTH Prime Mover

\ 'prīm\ 'mü-vēr\ n 1 : A burly gentlemen who's good at lifting large furniture.



BY: MARK MACDOUGALL

Beyond the Basement Part 2

Another example of connecting railroads is merging, something you often have to vote on, say in an election. I few months ago Jonathan Schoen asked is we could merger holding companies (a real merger wouldn't fit since he models southern CA and I model the northeast). We decided to call the company North American Rail Systems and merge some other fictional short lines into it (like Rail America). Not much will change will the AS&N after this comes into effect but M&W cars (and maybe engines) will show up on the AS&N more often (and vise versa).●

If you want to interchange with the AS&N email me at:
 mac61@rcn.com
 Or
 Mark MacDougall



BUSY DAY IN DOWNTOWN ON PETER MAURATH'S N SCALE DIORAMA. NOTE THE NOODLE TRAFFIC AND STREETLIGHTS. PETER MAURATH, FORMER ELECTED OFFICIAL, PHOTO.

THIS HOTBOX SPONSORED BY



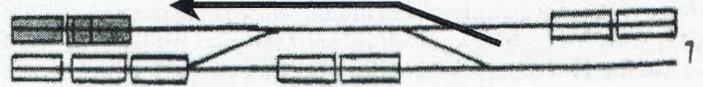
Let Amtrak help you discover the charm of small-town AMERICA

THE Puzzle Layout

Conducted By: George Baustert

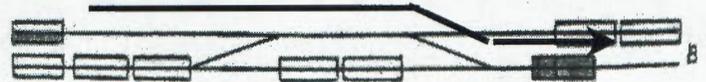
Hi, my name is George & I've been modeling railroads for over 60 years. I'd like to share with you, a small layout (4" x 64"), that is called The Puzzle, because it takes 54 moves to complete the operation, due to the restrictive size of the layout, using 40' cars and an SW switcher. The operation consists of swapping the cars of a four car train, on the main, with four cars spotted on the two stub sidings, at the rear of the layout & ending up with those cars and the loco reassembled into a train that is headed in the opposite direction from the start position. Let's start with last month's final move.

Move No. 7 (From last month)



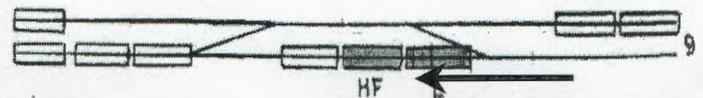
Finally, the loco pushes the full tank car to the end of the industry siding & the car is uncoupled. (Move # 7)

Move No. 8



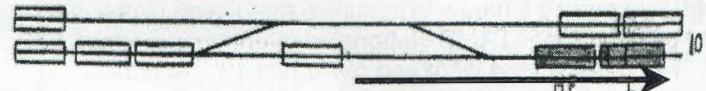
The loco moves forward, through the right hand crossover to the main & stops clear of the crossover turnout. (Move # 8)

Move No. 9



Next, the loco backs up & couples onto the full Hopper, which is uncoupled from the empty box car. (Move # 9).

Move No. 10



The loco moves forward, pulling the hopper to the right, clearing the right-hand crossover turnout. (Move # 10).

Move No. 11



Finally, the loco pushes the hopper onto the industry siding & it is coupled to the full tank car that is already being unloaded. (Move # 11).

Can you figure out what the next move is? Find out in September, two month's before the elections!●

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. HOLDING YEARLY ELECTIONS FOR OUR FINE, FINE OFFICERS, AND OUTSTANDING MEMBERS

MEMBERSHIP TO THE TAMR INCLUDES AN ELEVEN MONTH SUBSCRIPTION TO THE HOTBOX, THE ANNUAL DIRECTORY OF MEMBERS, QUARTERLY REGIONAL NEWSLETTERS AND AN ELECTION TO PARTICIPATE IN ALL TAMR EVENTS. THE AVAILABLE MEMBERSHIP CATEGORIES ARE AS FOLLOWS: REGULAR (UNDER 21)-\$15, ASSOCIATE (21 AND OVER)-\$20, INTERNATIONAL (OUTSIDE US)-\$18

TO BECOME A PART OF THE TAMR, OR TO RENEW, SEND YOUR INFORMATION TO:
NICK WILSON, TAMR TREASURER,

OFFER GOOD WHY SUPPLIES LAST, NEGATIVE EQUITY APPLIED TO NEW LOAN BALANCE, MUST TAKE DELIVERY OF DEALER STOCK, SEE STORE FOR COMPLETE DETAILS. NO PURCHASE NECESSARY, VOID WHERE PROHIBITED. FOR A COMPLETE LIST OF RULES, REGULATIONS, AND THE BEST DARN RESTUARANTS IN ELECTION, OH SEND A SSAEBDR TO THE ABOVE ADDRESS. IF YOU ARE AT ALL UNSATISFIED WITH THIS HOTBOX, PLEASE RETURN UNUSED PORTION FOR A COMPLETE BLOW-OFF BY OUR STAFF. THANK YOU!

COMING SOON TO THE HOTBOX :

- Tim Vermande's *Photography on a Shoestring Budget* returns.
- TAMR History Part II.

COMING SOON TO THE TAMR :

- Become one with nature camping trackside the weekend of August 13th-14th during the abridged National Convention, see page 6 for details .
- Elections this November, are you running?

