

THE HOTBOX

September 2007
Issue # 410

ISBN:1093-622X



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

Now with a five star crash-test rating!



September 2007

Issue 410

THE HOTBOX

Editor—Peter Maurath
Publisher—Peter McRath II
Contributing Columnist—
Steven Goehring
Art Director—Duh Vinci
Photographer—Jay Vecce
Librarian—Is getting to work on
her leaf collection.

CONTRIBUTIONS

Send your check 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.

COLUMNS:

Full of great tips on layout improvement? Got a million reasons EMD is better than GE? 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, OR HOTBOX QUESTIONS TO:

Peter Maurath

OR EMAIL AT:

TAMRHotboxEd@sbcglobal.net

Email address
Change!

GET WIRED

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. 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. 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

I'm out of blue stuff.

ON THE COVER: . UP SD60M #4206 at Gause, Texas headed North to Hearne, Texas on UP's Austin Subdivision. *Matthew Roberts, photo.*

FORM 19 A message from your editor in chief

Well you've done it again. Another summer has completely vanished and your now back into the routine that will be with you till next June. But hey, you could be like us working stiffs who don't have the summer off to sleep in till noon and play Halo 2 all day (though I bet some of you stiffs do manage that anyway!).

Quick note: Tim Vermande, our esteemed Pivot Pin has relocated to cooler climates in the Hoosier State, his new mailing address is below:
Tim Vermande

This summer saw a valiant attempt by our Southern Rep., Matthew Roberts to host a national convention. He pulled out all the stops, organized layout tours, scenic train rides, even arranged for hotel accommodations for members. Sadly he and Tim were the only two attendees, but that hasn't stopped Matt from making another go at it. He's already organized a "Fall National Convention", of sorts that will be held around a train show/festival in Austin, TX, much like the Winter National. He wasn't willing to give up, and neither should you! Let's make this a successful convention .

This is no fly-by-night set-up. Matt has proven to myself, and I hope to the rest of you what a well-organized, smart fella he is, so mark your calendars, book your plane tickets, and get the keys to the Buick, you've got a convention to go to.

Last month saw the start of the TAMRPoints program, so far, no takers. I know I shouldn't be surprised by this, but what gives? In case you missed it last month, Dave Swanson (former GATS chief, now running CIA International) is going to give this group \$15 for every new member we bring in now till the end of the year. To help motivate you further I offered points to members who bring in members, among other things, that can be redeemed for membership discounts, and prizes. Let me repeat that last part again, membership discounts (save \$ \$\$\$) and prizes!

Dave has given this group a literal golden opportunity, it would be a shame to waste it but not pumping more money out of him. Not to mention you'll get bonuses from me as well. All it takes is a little effort; a table at a train show, a few flyers at a hobby shop, a recommendation to a friend.



I've said it before and I'll say it again, this is the time for action, this group can not afford to have everyone sitting the bench, we need players on the field otherwise there won't be a need for a team. I really don't want to be the last editor for the Hotbox, I want to see this group celebrate it's fiftieth anniversary and beyond, but that's not going to happen as long as everyone just figures somebody else will do it. I've got news for you, there is nobody else, only you! You can sit on the sidelines, keep chucking \$15 a year at me and watch this group slowly sink or you can get out there and be a part of this team and save this group. It doesn't take much. The TAMR has lasted over forty years because teens in every generation since David Burris started this group, knew how important it was and cared enough to put forth an effort and make it work. Do you care?●



WELCOME TO AMERICAS SOON TO BE FASTEST GROWING ARTICLE SENSATION. *RAILFAN RANTINGS*. IN THIS COLUMN I POSE A QUESTION TO OUR MEMBERS VIA THE TAMR ONLINE GROUP AT YAHOO. AND HOPEFULLY COME AWAY WITH SOME INSIGHTFUL, AMUSING, AND POSSIBLY SILLY ANSWERS. THIS MONTH'S QUESTION:

which do you prefer: The old or new BNSF?

Doug Engler, Fulton, NY- "I like both, but it depends on what paint scheme it is. I like the BNSF logo on the warbonnet paint and I like the "Nike Swoosh" on the pumpkins. Fortunately I have seen both here in the lovely state of NY. "

Andrew Matarazzo, Old Bridge, NJ- "By far the old logo, (my favorite scheme was the "Executive Paint Scheme"). But even the various pumpkin schemes had the ATSF-inspired circular logo, showing at least some of the company's heritage. Especially with rival UP reviving old paint schemes left and right, it's sad to see BNSF go for the generic slanted initial logo, which looks like it took about 10 minutes to design. A company with the history of that of BNSF should at least pay some tribute to it's past in their logos and paint schemes, instead of completely ignoring them."

Matt Martin, Fairport, NY- "I prefer the old Heritage 1 and Heritage 2 Schemes. Each had their qualities, in that the Heritage 2 scheme had Santa Fe's "Cigar Band" on the nose. While the Heritage 1 scheme had the circular logo that had both railroad's names featured in it. The Heritage 1 scheme seemed to make the most sense since it had both merged names. The Heritage 2 became a classic almost instantly, while the Heritage 3 looks like it could be much better."

Willie Roberge, Wareham, MA- Well I would have to say the original Paint Scheme. I don't mean the Great Northern-esque colors with the Santa Fe -type BNSF yellow lettering on the sides and the "Santa Fe cross-circle/ cigar band," logo on the front. I mean the One of a Kind SD70MAC # 9647 with the Burlington Northern "Executive Scheme" colors (forest green/evergreen w/ cream) painted in the style of the Santa Fe Warbonnet Scheme with red striping in there too. The full name of the railroad was spelled

out on the side in Green. I think some fans dubbed it the "Booger Bonnet" it was painted to announce the merger before a paint scheme was designed.

Ben Hawken, Shingle Springs, CA- "I would have to say the original logo. The new one reminds me too much of the SP speed lettering in the late 80's to the end. It was like to SP death sentence. The only railroad that pulled off the Fast Look was the Rio Grande."

WANT TO JOIN IN THE RANTING? THEN JOIN THE TAMR ONLINE GROUP AT YAHOO GROUPS.COM. SEE PAGE TWO FOR MORE INFO.

CONVENTION NOTICE!

Southern Region Rep., Matthew Roberts will be hosting a National Fall Convention the weekend of October 27-28 around the Austin Model Railroad Jamboree. This event will feature layout tours, clinics and more. For more information or reservations, contact Matthew Roberts at the addresses below:

Mail:

Phone:

Email: mrs123@suddenlink.net



For those who don't come from the North-East, and for many of those who do, you may be wondering where is Parkesburg? And chances are... you have no clue. If my first sentence wasn't a clue than it's Parkesburg, Pennsylvania, on the Harrisburg Line, located less than an hour from the busy hustle and bustle of Philadelphia's 30th Street station

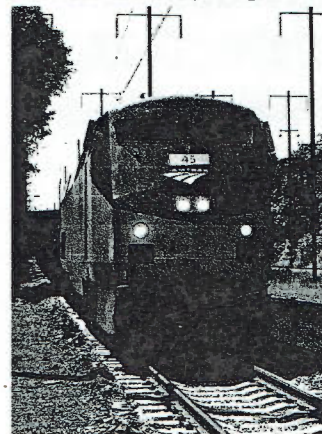
Parkesburg

By Maikha 'Mike' Ly

(Which I frequented DAILY when I was in the US).

So what made me write a whole page article about this location? Well, to be quite honest, there is nothing at all that's interesting in the town itself, nothing at the railroad station, there are no good places for photography, and Amtrak trains are very infrequent to stop there, why? Because they don't give a darn!

I found Parkesburg to be the most boring and isolated place in all of my travels. Now how did a foreigner, who had travelled 15,000 miles end up in Parkesburg? A good explanation. The previous three days I spent in the town of Strasburg, PA, only



30 minutes from Parkesburg, between there and Lancaster. As most of you railfans know, Strasburg is a railfan's heaven, that's on earth, that is jammed packed with a tourist railroad, railroad museum, railroad motel, toy train museum and all these train shops. This will become the subject of a future article for Hotbox, so please, nominate for the elections if you want to read more about my travels to Strasburg.

So on my final day, the owner of the Red Caboose Motel, was also returning to his place of residence in Philadelphia, and offered me a ride to the nearest Amtrak station to get the choo-choo back to New Jersey. It made more sense to drop me off at a station enroute, than to drive backwards towards Lancaster, and hence, after a review of MapQuest at the motel, he picked out Parkesburg as where I could get the train. On review of my Amtrak timetable, there were a few trains there to get me East. I thought, "Why not?"

Ok, so we got into his Lexus, and drove for about 25 minutes until we reached Parkesburg, and he dropped me off there, where we bid our farewells. It was about 12:30pm at the time, and looking at my Amtrak timetable, the next train was going to be.... 1:48pm! ARRRGGGHHH!!! So what was I going to do in the following hour and abit? Here I was, stuck in some isolated railroad station, in some small, hick, insignificant, country town, dragging this luggage, and having left my ipod conveniently back on my bookshelf in Sydney, I was going to be very bored!



However, I saw the light side of it, one of very few opportunities I had in my vacation, to spend

some time at a 'typical' American station in 'just another' country town. I took some time to explore the building that was there, take some photographs, appreciate the simplistic yet pleasant architecture. After a while, I was gaining quite a valuable experience, this is apart of America you don't see from tour buses or McDonalds restaurants.

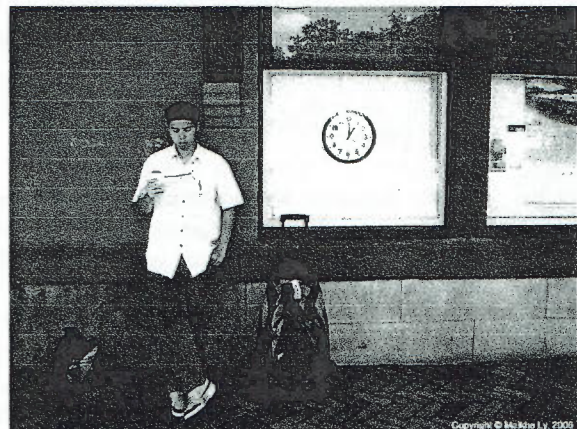
A few people showed up at the station to catch the Eastbound Amtrak train, and I got into conversation with one fella. Old mate asks me:

"You sound like you come from afar. So where you from buddy?"

"Australia"

"Australia?! Really? Then what the hell are you doing in Parkesburg then?!"

"I'm lost"●



Copyright © Maikha Ly, 2005

BUILD AN ARMORED LOCOMOTIVE

BY WILFRED A. ROBERGE



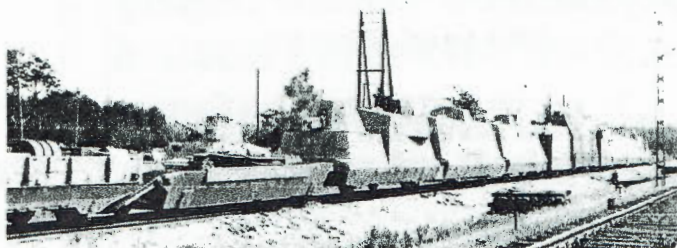
While watching the great World War II/Railroad Action Film "*THE TRAIN*" there was a scene featuring a locomotive change on a German Armaments train at a French Rail yard, the regular French Steamer is swapped for a German Armored Steamer. Fellow TAMR members and myself showed particular interest in the German Beast and we pondered how to go about modeling one.

The First question would be why to model one, the only answer for me would be because it is "cool" and interesting looking. In Europe some of these Iron Horses of War have ended up in Museums so to have one on your RR you might have on a siding that is a museum. Another way might be to have one is to suppose that it isn't "authentic" but a replica visiting your RR or built by your RR for a movie being shot on your Railroad. The way I would model one is to free-lance out of parts in my junk box based on photos of the real thing and the one featured in the movie.

The Armored locomotive in "*The Train*" was a three unit setup consisting of a Gun Car, Locomotive and Tender. This will be the configuration I will use. The way I would build the locomotive would be to have the armored gun/anti-aircraft car be built on top of a diesel locomotive (maybe an Athearn switcher) frame (powered) followed by the armored steamer built on the frame and running gear and frame of an old "cheapy" steam locomotive (maybe a Tyco 0-8-0 "Chattanooga") with the motor and

gears removed so it can roll freely, and the Tender could be either a modified tender or a scratch build one built on say a Box-car frame with scratch built superstructure. All 3 units armored superstructures would be built atop the frames. They could be built from blocks of wood cut/carved to the desired shape and then sheathed/shrouded in styrene sheets to represent the armored shapes and then detailed and painted.

To get the guns/turrets for the gun car/anti-aircraft car I would get them from the very reasonably priced Boley brand HO Military Vehicles or perhaps from a vehicle from the ROCCO "MiniTanks" line. To get appropriate military logos and insignia I would try to get a decal sheet from a military aircraft kit which are sometimes available separately at hobby shops. I would say the most important thing when building an armored locomotive would be a lot of imagination. Often times the armored locomotives were modifications of existing equipment so no two were alike and there was no set configuration. Have fun!!!●



EXAMPLE OF A GERMAN WWII ARMORED TRAIN

THE HOTBOX FUNNY NAME OF THE MONTH

PULLED AT RANDOM FROM THE SOUTHERN REGION
TELEPHONE DIRECTORY OF THE PENN CENTRAL
TELECENTRAL PHONE NETWORK, "THERE IS ALWAYS
TIME FOR
COURTESY."

G.D. ROADGUP

THIS CONCLUDES THE HOTBOX FUNNY NAME OF
THE MONTH, PROVIDED BY THE PENN CENTRAL,
TELECENTRAL PHONE NETWORK. "WHEN YOU ANSWER
THE PHONE YOU ARE THE COMPANY."

The Top 7

By: Peter Maurath

"From the Home office in Cleveland, OH, it's tonight's Top Seven List!"

Top Seven railfan signs summer is over.

#7. You find yourself doing more and more night shots.

#6. The engine crews aren't opening the cab windows to yell at you anymore.

#5. You have to start bringing the leaf blower.

#4. You have no time track-side on weekends thanks to all the train shows.

#3. The scenic RR you belong too sends out info on their Santa Trains.

#2. Your starting to plan next years summer railfan trip.

And the number one railfan sign that summer is over...

BNSF Units start blending in with the surroundings.

THE EXTRA BOARD New Memberships-0

Renewals-2

MATTHEW ROBERTS
BRENT JOHNSON

Expiring Memberships-5

ALEXANDER YASUNA
NICHOLAS REILLY
ANDY INSERRA
ANDREW HANSELMAN
CHARLES WARCZINSKY

Present Member Count- 61↓

EDITORS NOTE: THIS WILL BE A FEATURE EVERY MONTH SHOWING EVERYONE, WHO'S JOINING, WHO'S STAYING AND WHO'S GOING. IF YOUR NAME IS UP THERE I HOPE IT'S IN THE RENEWAL SECTION OR WILL BE NEXT MONTH.

Trains to Nowhere

BY: STEVEN GOEHRING

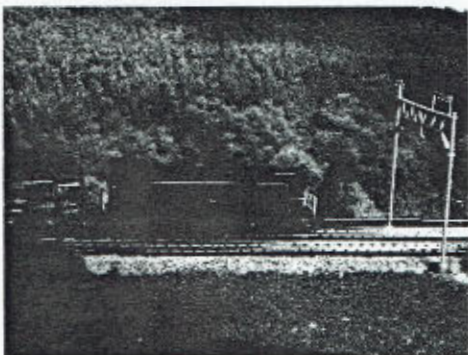


The Wellsboro Ansonia & Galeton RR

Wellsboro Branch: the "Anything Goes" Layout Section

The Prototype

The only currently active rail service in Tioga County, Pennsylvania, is the Wellsboro & Corning Railway, a tiny shortline that runs several trains a week. Around the turn of the 20th century, a coal railroad known as the Fall Brook Coal Co. ran coal and passengers through Wellsboro. Today, there are far fewer trains than during the Fall Brook's time or the NYC's and its successors' brief presences. However, since the scenery along the W&C's route is so beautiful, an excursion train



company called the Tioga Central Railway runs regular excursion service on weekends.

Layout Overview

The Wellsboro Ansonia & Galeton is a rapidly progressing N scale model railroad. The Wellsboro Branch is the first of four branches, (loops of track,) and is one of two areas of track with scenery. The prototype depicted is an enhanced and compressed version of the



Wellsboro & Corning Railway that once had overhead catenary wire support poles to justify the presence of electric locomotives. Those were removed a while back, but electrics still visit occasionally.

The track layout is a backwards L shaped dogbone which turns around inside a tunnel at one end and a dense forest at the other to allow for continuous running. Diverging tracks form the connection with the rest of the layout at the northern end of the Wellsboro line and a long siding represents a long coal branch leading south from Wellsboro

The Trains

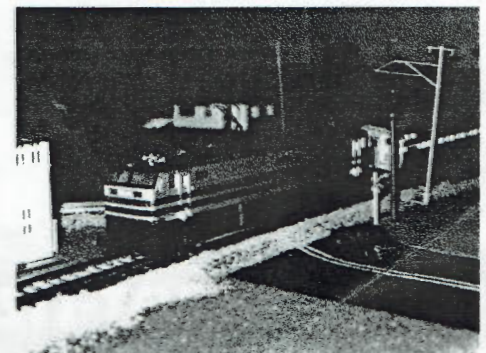
The Wellsboro Branch plays host to diverse traffic. Keeping with the prototype, agricultural products and sand for the glassworks are the main commodi-

ties. Coal from the mines south of the layout funnels onto the layout at Wellsboro, often pulled by CSX diesels or whatever other power I choose. Passenger service includes the prototypical TC operations as well as a few made up trains from Amtrak or an upstate New York commuter agency.

Following a Freight

For a closer look at the Wellsboro Branch, we'll follow the first freight train out of Wellsboro in the morning. In Wellsboro Yard, engine no. 1846, a C&O BL2 donated by CSX, powers up and prepares to leave for the day's chores. Just outside the yard, we encounter the Corning Glassworks' switcher, a Pennsy B1 boxcab. It has a few loaded boxcars of glass and some empty covered hoppers. We pick up its consist and wait for a GG1-hauled commuter train to clear the main and proceed north with a few loads of grain from the Wellsboro freight house and the glass loads & empties. Our BL2 stops at the point where the Antrim Coal Branch meets the Wellsboro line and wait for a CSX SD-40/GP-38 powered coal drag to clear our path. With the coal train long gone, we throttle up and move north.

As our train crosses US Route 6 crossing, a small factory is visible through the dense Spruce trees. This is a division of Elk Tanning Co., one of 3 tanneries on the layout. Shortly after, our train dives into a tunnel to continue its trip north to the interchange near Corning, NY, a very empty area in real life, which is beyond the end of the layout. BL2 #1846 truly is pulling a train to nowhere. ●



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. REPRINTING OF THE HOTBOX IS PROHIBITED WITHOUT THE EXPRESS WRITTEN CONSENT OF THE TEEN ASSOCIATION OF MODEL RAILROADERS.

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:
TIM VERMANDE, TAMR PIVOT PIN,

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 RESTAURANTS IN ENON, 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:

-More articles than you can shake a cat at!

COMING SOON TO THE TAMR:

-Fall National Convention in Austin, TX, October 27-28.

-Winter National Convention in Springfield, MA, January 25-28.

We're on the web!
www.tamr.org



"Putting the future of model railroading on the right track"



09:52PM 2007 PM 8 T

CLEVELAND OH 441