

51

THE HOTBOX

March 2008 Issue # 416

TEEN ASSOCIATION OF MODEL RAILROADERS



the official publication of the teen association of model railroaders
This page left intentionally filled.

THE HOTBOX

March 2008 Issue # 416

Editor –Peter Maurath
Publisher–Peter McRath II
Contributing Columnist–
Steven Goehring
Art Director–Duh Vinci
Photographer– Jay Vece
Librarian– Kiss her she's Irish!

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
13212 Wilton Ave.
Cleveland, OH 44135

Or email at:

TAMRHotboxEd@sbcglobal.net

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

Mitchell!

ON THE COVER: . Our table at the Amherst Railway Society's Railroad Hobby show draws a curious onlooker. For a full report on the Winter National Convention, check out page four.. *Peter Maurath, photo.*



FORM 19

A message from your editor in chief.

Ahhhh, spring, finally. Soon the snow will melt, the flowers will bloom, and the air will be permeated by the smell of fresh cut grass... in about three months. Anyway, glad you could join us for the March issue. I've got a lot to cover in this limited space so I won't waste any-more of it on my mild attempt at humor.

First, the Winter National Convention was a resounding success, for a full report on the events check out my review on page four.

This year is not just a national election year, it's also a TAMR election year. That means I need letters-of-intent (political-speak for "why you want to run for office") from all members interested in running ASAP so I can get you in the election issue and on the ballot. All elect-able positions within this group are up for grabs to any member under the age of 21. They include: President, VP, Treasurer, and all regional rep. Positions. If you are interested in running for office, or are an incumbent wanting to hold on to your seat, send me your

LOI before June 1st. It may seem like a ways off, but it'll be here before you know it... why are you still here get cracking...wait! I've got more stuff first, then you can go.

The Burning River Limited 2008 is gathering steam (a little RR fire humor there, hehehe). Opening are still available for anyone who wants to do a clinic or slide show. Check out the ad on page five for all the skinny on that and more!



David Swanson has done it again! Thanks to him we can keep the lights on here at the TAMR's Zehner stu-

dios courtesy of his generous \$500 donation! David realizes how important this group is and how much of a positive impact it can have. He's living proof as am I and I'm sure most of you, at least I hope so. How about leading by his example and donating yourself. Not necessarily money (though we can always use it!), but time. Write an article, submit a photo, host a table at a train show, or even tell a friend about us. I'll leave you on that inspirational ending. •



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:

What would be your dream railfan trip?

Doug Engler, Fulton, NY- "I would start off in Boston. Take the Acela to Washington D.C. Then Amtrak's Silver Meteor to Florida (for a vacation in Disney). Then tour the US by Amtrak, with a stop for a ride on the AOE. Then I'd head north to Canada and ride all the VIA trains. Then I'd go to Great Britain to ride the tunnel train the goes under the English Channel. Then maybe I'd ride the ICE train. Then I'd ride the fastest train in the world."

Willie Roberge, Wareham, MA- "Well here goes!!! I would like to take the American Orient Express on one of their specials, or possibly take a "non-stop" Round Robin Trip over every Amtrak and VIA route/train!! I would also like to take the Canadian Pacific's special Trains across Canada! Maybe I would add my private car!"

Andrew Mattarazzo, Old Bridge, NJ- "I would love to have a private observation car (or at least get a large sleeping compartment) on the end of the Pennsylvanian from New York to Pittsburgh, switch to the Capitol Limited to Chicago. From Chicago travel along the original Transcontinental Railroad on the California Zephyr to Oakland. Take the Coast Starlight from Oakland up to Seattle, then back down to Los Angeles. From LA take the Sunset Limited to New Orleans, then take the Crescent back up to New York. Probably almost 2 weeks of travel time, but in theory it would be pretty cool."

Charles Warczinsky, Sandusky, MI "It would be interested to hire a private car for a while, preferably an observation car. I'd catch a ride on some of the various Amtrak trains around the country, starting in the South Bend (Indiana) area and heading west. In Chicago, I'd take the Bluewater east to Durand, Michigan, then ride around the state of Michigan on the various short lines that run into Durand, before heading back to Chicago. After that, I'd probably take

the Empire Builder west, with a day or so layover in St. Paul, Minnesota to catch the action there. I'd take the EB to Seattle and layover for a day or so there as well. While in Seattle, I'd probably try to at least see the Sounder trains. From Seattle, I'd head south on the Coast Starlight to LA. From LA, I'd probably catch the Sunset Limited (does that still run?) east, taking it to Texas. I'd probably try to take the CSX from Texas along the Gulf coast to Florida. While in Florida, I'd ride the FEC, maybe as far as Miami, before heading back north. To get home, I'd probably take one of Amtrak's trains up the eastern seaboard, maybe the Auto-train to the Washington, D.C. area. From the Washington area, I'd probably take the Norfolk Southern west into the Appalachian coal country, then north eventually through Indianapolis, Indiana, to Elkhart, Indiana via the Marion Branch. From Elkhart, it wouldn't be that hard to get back to South Bend, but just for kicks, I'd take a train up the Kalamazoo Secondary from Elkhart to Kalamazoo, Michigan, where I'd catch one of Amtrak's Wolverine Service trains back to Chicagoland, where I'd be picked up by a Chicago, South Shore and South Bend train to get back to South Bend.

In the end, it would probably be at least a month-long expedition, and would require an extensively modified private car. But then again, money wouldn't be an object."

Steven Goehring, Nazareth, PA- "It'd be pretty cool to tour the USA and compare all the commuter train systems (then come back to the Lehigh Valley and bother the government until they start a commuter rail line here!) It would take a lot of time and Amtrak tickets, but it would be a fun trip."

Mark MacDougall, Stockertown, PA- "My first choice would be to charter a train on various NS lines in PA and NJ that have no passenger service. If I could only ride on existing passenger routes, I'd start in Philadelphia and take an Acela to Washington. I would take the Capital Limited to Chicago, then the Empire Builder to Seattle. After that, I would take the Coast Starlight to LA, then take the Southwest Chief to Chicago. In Chicago, I'd get on the Lakeshore Limited to New York. Finally, I'd take the Acela back to Philly."

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



TEEN ASSOCIATION OF MODEL RAILROADERS





Or, MR. Pete goes to West Springfield.
Written By: Peter "Mr. Pete" Maurath

Every year for the past eight, I've been leaving my nice warm home, packing a too-little car with too-much stuff, and risking life and limb to cross four northern states including western New York at the height of the blizzard season (they don't measure the snow in Buffalo in feet for no reason) just to go to a train show in West Springfield, MA. And why do I do this? Is it so that you dear readers can have an inside glimpse of an actual TAMR event, so you may be inspired by my musings and be motivated to spread the grand message of TAMR to friends and neighbors around the world?! Well, no. Though now that I finished typing that, it does seem like a great reason, but in all honesty it's for the freakin' huge train show. So here we are, 2008 and I'm preparing for another convention/show. This year I vowed would be, "THE YEAR OF ORGANIZATION". (or YOO for short) No more grocery bags for luggage. No more show material scattered to the four winds. I was going to clean-up my act, that way everything will run smoothly. It started with my choice of vehicles. I decided to take the plunge and rent a car this year, as opposed to shoehorning everything in Lil' Red again (my 97' Escort). I went with that ubiquitous soccer-mom transport, and bane to most manly men, a minivan. All jokes aside, I have to admit I liked the vehicle. It was roomy, comfortable and got great gas mileage (I'm confident enough in my manhood to make these statements). Continuing my YOO, I purchased a large plastic tote to carry all necessary show supplies, among them, a brand new vinyl, color, TAMR banner, and two dozen color Hotbox issues, special made for the show. I wanted to put our best face forward in the hopes of reaching new members.

Also packed in the van was my returning co-pilot and navigator, Chris Burchett. His attendance also meant the return of the LE&O N scale show layout (since he has one half, and I, the other). It

features city scenery on one half (mine), and rural scenery (Chris') on the other. This would be the third year for the layout and despite traveling great distances, being packed, and unpacked, it's holding-up quite nice and has even gotten a few small upgrades (signage, figures, etc.).

We leave early Friday morning for Springfield, and the show, as we planned to do some set-up that evening to save time on Saturday. We make good time encountering no freak blizzards, and arrive around dinner time at the show's venue, the *Eastern States Exposition Center*. Surprisingly we need no badges to get in and quickly find a parking spot and start setting-up the table. I had asked Newton Vezina, The WNC's director about this and he said, "as long as you look busy and carry train stuff your fine." If only it was like that during the show! We manage to not only set-up the layout, but get in running, as well as install the new banner and steal a few extra chairs from the show office (our table has been plagued by a never ending game of musical chairs in years past). After set-up, it's off to the hotel to meet-up with Newton and any early arrivals. After a short wait amusing ourselves playing with the vans miscellaneous buttons, Newton welcomes us to Massachusetts along with Michael Luginbuhl another local and regular show attendee. It also wouldn't be a WNC without Willie Roberge from Wareham on leave from the Army (how he managed to get leave for a train show, I'll never



From L TO R- Chris Burchett, Andrew Matarrazzo, and Drew Sabens all wave to the cameraman at the TAMR Table during the show.

know). We grab dinner, then settle into our suite for a night a recharging in preparation for the first big show day. Saturday starts as always, too early, we rise a bit after 7 am for breakfast in the hotel lobby (one of the many perks of this fine establishment, the waffles are awesome!). We discuss the state of the TAMR over breakfast then head over to the "Big E", as it's known for short, for a final set-up before the show. Dozens of tiny motorists are placed on the LE&O, kinks gotten-out of the trains operation and the HO layout from previous shows is also readied. As I'm setting out the beautiful color HB's and feeling pretty good about

my YOO skills thus far, Newton picks one up, flips through it and stops on the back page. "Oh," he says, "I didn't know Tim had moved again." I had made this issue with a membership application on the back, and failed to catch Tim Vermande's old Texas address before it went to the printers. Rats! I spend the next 25 minutes "editing" these pretty HB's with a ballpoint pen and some correct applications Newton had for the show. So much for my organization skills.

Look for Part Two of the WNC convention report next month!

THE HOTBOX
March 2008 Issue # 416

TEEN ASSOCIATION OF MODEL RAILROADERS



RAILROAD CINEMA PRESENTS: "EMPEROR OF THE NORTH" By: Willie Roberge

This month I am reviewing a great Railroad of cinema that while it did not do well at the Box Office it has attained cult status among many, especially railfans. So without further ado, I will review Fox's 1973 release "Emperor of the North."

This 1973 movie stars, Lee Marvin as "A No 1" (A Number One) as a Well Respected Hobo among his peers, Ernest Borgnine as "Shack" the Conductor on local train number 19 that is feared by Hobos as well as his fellow Railroaders. Keith Carradine as "Ole Cigaret" the ne'r do well young man trying to emulate A-No.-1. The real star is Mikado (2-8-2) Steamer Number 19.

The Movie is set in 1933 in depression-era Pacific Northwest along the rails of the Oregon, Pacific and Eastern Railroad.

Among the Hobos it is agreed that anybody that can ride Shack's train, the 19, is the Best, the King of the Hobo's,



the "Emperor of the North Pole." The reason it is so hard to ride the 19 is Shack is a cunning and devious soul that will not let anybody ride HIS TRAIN without a ticket. He gets a sinister pleasure out of stopping Hobos from riding his train, not waiting for the next stop or station to put them off his train with the use of his tools, a chain and a hammer to *force* them off. A no. 1, already well respected among his peers hops a ride on the 19, but his presence is revealed due to the carelessness of Cigaret.

More to come next month!

Do you smell smoke?

The Burning River Limited **2008**

Cleveland, OH/6.27-6.29

The TAMR summer convention comes to Cleveland this year as your esteemed and sharply dressed Hotbox Editor dons the cap of Convention Director, hosting this years festivities.

Join us for:

-A ride on the *Cuyahoga Valley Scenic Railway*.

-A tour of the *Mad River Railway Historical Societies Train museum*. Featuring over 100 pieces of equipment along with thousands of artifacts.

-Slides shows

-Clinics (including a return of layout on a Shoestring Budget by Peter Maurath)

More to come...

Slide show and clinic spots are now available to anyone who is interested. Our convention site does have digital projection equipment available for those who wish to show digital slide presentations, or PowerPoint.

Limited sleeping accommodations will be made available at the directors home to those members who cannot afford a hotel. (Reservations will be taken in the next several months.)

To book a slide show, clinic, or any for other inquiries please contact:

Burning River Limited
C/o Peter Maurath
13212 Wilton Ave.
Cleveland, OH 44135-4918
Phone: 216-476-9477

Email: TAMRHotboxEd@sbcglobal.net

start the fire...

THE HOTBOX
March 2008 Issue # 416

TEEN ASSOCIATION OF MODEL RAILROADERS



The Top 7

By: Peter Maurath

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

Top Seven reasons the Amherst Railway Society added a fourth bldg. for the Railroad Hobby Show

#7. TT gauge was feeling left out.

#6. They wanted a nice round number.

#5. Wanted to decrease the table wait from 10 years to 8 years.

#4. Many model Railroad enthusiasts aren't what you would consider "narrow".

#3. They're big Brett Favre fans.

#2. Let's see Chicago top this!

And the number one reason they added a fourth building. There's a fourth building?!

The Extra Board New Memberships-0

Renewals-8

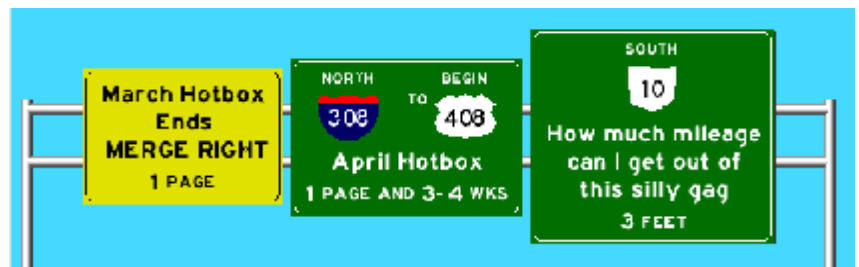
James Lincoln
Elizabeth MacCullagh
Barry Simmons
Andrew Mattarazzo
Mike Acree
Gregory Jackman
Willie Roberge
Chris Burchett

Expiring Memberships-8

Dave Mason
Anthony Person
Brian Kulp
Jacob Gray
Ben Hawken
Mark MacDougal I
Austin MacDougal I
Dimitrios Fradelakis

Present Member Count- 53↓

Editors Note: This will be a feature every month showing everyone, who's



THE HOTBOX
March 2008 Issue # 416

TEEN ASSOCIATION OF MODEL RAILROADERS



Trains to Nowhere

By: Steven Goehring

Lehigh Valley GP18.

Sometimes, I'm amazed at how fast things can happen on a model railroad. I notice a locomotive in the hobby shop, buy it, change couplers, detail-paint it, weather it, and put it into service, all in under 24 hours. I guess some of the more smug ones among you could call it love at first sight, but I know it by its road number-302.

302 is a Lehigh Valley Railroad GP18, bought by the LVRR in 1960, along with 3 sister locomotives. 302 was the class unit, since the numbers 300 and 301 were already taken by GP9s. 302 remained mostly unchanged with the LV until the Conrail takeover, wearing a smart-looking Cornell red with black stripes scheme.

The Life-Like model of the GP18 in N scale was introduced in 1994, and by looking at its mechanism, you wouldn't think it was anything special. Most Life-Likes of the time had plastic chassis, open-frame motors, single light bulbs, and wires for electrical pickup, and the GP18 was no different. But somehow, the mechanism came together beautifully. It outperforms all previous plastic-frame locomotives by far, and I swear it's smooth enough to trick you into thinking it has flywheels on it.

The best part: the price tag. The original

version carries a list price of \$60 today, and you'll easily find it cheaper at hobby stores or train shows.

So I picked one up at work (Trains N' Lanes Hobbies) for a great price. (If I remember correctly, I was talking to Mark MacDougall and his dad at the shop and I might have mentioned that the GP18s were nagging me...) I checked out my options and had to decide between the \$100 listed new GP18, with metal mechanism and flywheels, and the \$60 listed older version described above. Well, you already know which one I chose; anyway, I liked the black stripe scheme better than the yellow



on the updated version.

Since it had the obsolete Rapido coupler on it, I had to find a simple solution for running it with knuckle-equipped cars. I had the correct Micro-Trains coupler kit on order that would provide a permanent body-mounted coupler solution, but for the time being, I settled for Bachmann knuckle couplers.

Some people may not even know that Bachmann has knuckle couplers in N scale. They introduced a simple 1-piece "dummy" knuckle coupler on their N&W

J-class 4-8-4, and now it's appearing on B23-7s, H-16s, and freight cars. I got an LV covered hopper with the new couplers, and by trimming a bit of plastic to make them fit in the GP18's truck-mount coupler pocket, I had the engine ready to work right away. And those couplers sure did work. They are the best dummy coupler in all of N scale, working nicely with Micro-Trains and Accumate couplers.

With the couplers installed, I started to weather the loco to match a color picture that I have of the 302 itself. I added grease spots and exhaust stains with black, then gave it a light fading/dusting with a sandy tan color applied very sparingly. With that done, I added an often-forgotten detail: safety rail painting. I have the ladder handrails a quick coating with a yellow paint pen, then brushed off some paint to darken the color and give it a consistent "weathered" look.

I finished my GP18 project breaking in the locomotive by applying gear grease, then running it for 10 minutes in each di-

rection. After applying a second very light grease job, I turned the locomotive around and ran it in forward for another 10 then reverse for one last 10-minute stretch.

So, aside from building on the excitement of a great-running, beautiful-looking new diesel, what's the point of me writing this? It's really a sample/inspiration for all of you. Many of you have model railroads, so why not review one of your favorite locomotives? You can tell interesting stories about the prototype, you can discuss the work that went into making the model, or you can talk through your process of customizing it. I did all of the above, and it was a lot of fun. So why couldn't you?●

THE HOTBOX
March 2008 Issue # 416

TEEN ASSOCIATION OF MODEL RAILROADERS



The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of rail fanning, 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, 11667 Tidewater Dr, Fishers, IN 46037, USA

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 Yellow Springs, 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:**

- Railroads in the movies, part 2.
- Doug Engler's Syracuse Spots.

COMING SOON TO **THE TAMR:**

- The Burning River Limited 08', this summer in Cleveland!
- TAMR Elections, this November, are you running?



The Teen Association of Model Railroaders

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

13212 Wilton Avenue
Cleveland, OH
44135-4918
tamrhotboxEd@sbcglobal.net



Before I go...

