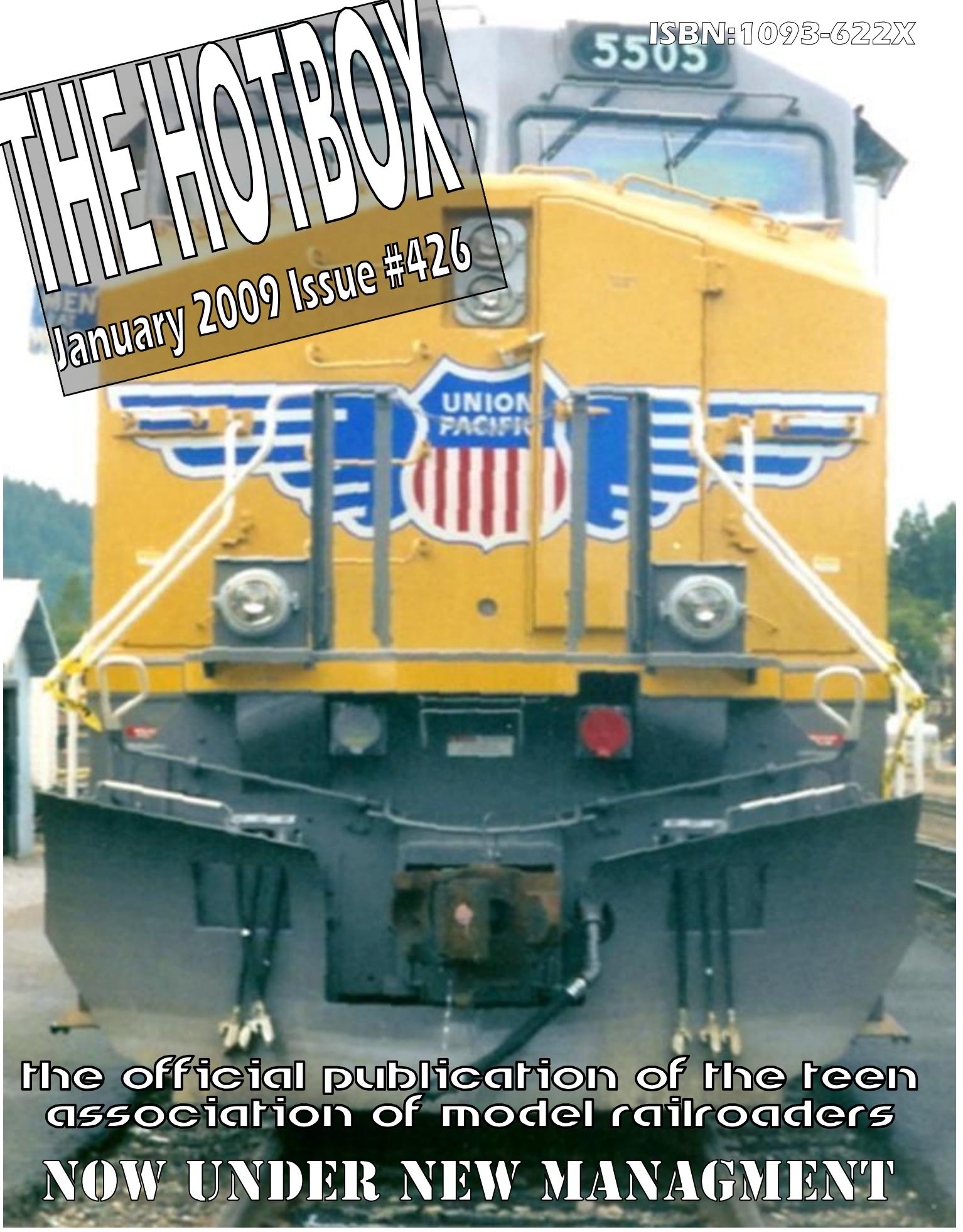


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# THE HOTBOX

January 2009 Issue #426



**The official publication of the teen  
association of model railroaders**

**NOW UNDER NEW MANAGEMENT**

# THE HOTBOX

January 2009 Issue #426

Editor –Benjamin Hawken  
Publisher-Benjamin Hawken  
Contributing Columnist—  
Tim Vermande  
Art Director-Duh Vinci  
Photographer— Jay Vecee  
Librarian— Is busy preparing for her trip to the  
2009 TAMR Winter Convention.

## 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 ALCO 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:

Benjamin Hawken  
3366 WebWob Way  
Shingle Springs, CA 95682

## Or email at:

[southernpacificfreak@yahoo.com](mailto:southernpacificfreak@yahoo.com)

## GET WIRED

Check out TAMR on the web at: [www.TAMR.org](http://www.TAMR.org)  
Or Join our online yahoo news group, by contacting:

[pivotpin@TAMR.org](mailto: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](mailto:pivotpin@tamr.org)

Let us control you!

**ON THE COVER:** UP ES44DC #5505 with only 4 months after being release from Erie, PA it sit's at Dunsmuir, CA at the Annual Dunsmuir Railroad Days in 2005.  
Photo By Ben Hawken



## FORM 19

A message from your NEW editor in chief.

Hello, and Happy New Year. As you have been reading in the pass couple Hotbox's that Peter suckered another member into doing the Hotbox. But actually I decide that I needed change my position in the group. I was the Western Region Rep for two terms and need a change of scenery. I want you to know that our beloved Peter Maurath has not left us completely he will still contribute to the Hotbox, and I have only a few ideas to change the Hotbox but only in a positive way.

So on with the show, I look forward to be your editor, but remember this; the only way the TAMR will survive is if ever member does something that can help the group out. Even if you post a flyer in you local hobby shop or host a convention. So onto the election info the votes were all counted with minimal problems with the turnout of votes. **There was only 5 ballots turn in! Only Five out of about 50 members.** What is going on here do you want to see the TAMR continue or are you going to just let it die? This is very shameful. I know what your saying right now, We'll Ben

there was only one person per office position running so why should I vote someone else will vote. If everyone thought that way then no votes would have been made. Did the Allies storming the Normandy beaches did the American Army just go "Oh, the British Army will defeat the Germans, so why should we attack?" and did the British Army just go, "Oh, the American Army will defeat the Germans, so why should we attack?" NO! They realized that it took a combined effort to win the battle.



That is what we are right know going through we need to start combining forces and do something together! A great example of fighting is the Pacific Locomotive Association "PLA" just saved a piece of equipment from the scrap torch that was an experimental locomotive that change the locomotive building industry to how we know it today. The effort was started by a 18-year boy. He was able to get adults to listen to him and put money to save it. So if you put your all into it you will accomplish it. If you don't like what I just said then fine, I will fight to the end to save the TAMR, join in or just leave. Just some food for thought.

# THE TAMR 2008 ELECTION RESULTS SHOW!

So here is the moment you all have been waiting for the election results it was a very tough year for all of the candidates but they made it through pretty good but unfortunately didn't have any late shows make fun of them:< So onto the results with 100% of the electoral votes in here is your new 2009-2011 Board of Directors

**President:** Sawyer Berry-4 votes

**Vice-President:** Steven Goehring-5 votes

**Treasurer:** Collin Reinhart-1 write in vote

**NER Rep:** Matt Martin-1 write in vote

**Central Rep:** Position Open-no votes cast

**Southern Rep:** Matthew Roberts-1 vote

**Western Rep:** Position Open-no votes cast

**International Rep:** Elizabeth MacCullagh-1  
write in vote (*ruled invalid, write in candidate  
does not live in region*)

Total votes cast-5 8-(

Results tallied January 2nd, 2009. Counted and verified by Peter F. Maurath, acting Treasurer, and temporary Auditor through election period.

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Welcome to Americas soon to be fastest growing article sensation, *Railfan Ratings*. 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:

**Where would you like to see the TAMR in the next year?**

**Peter Maurath, Cleland, OH**

Hopefully, still around. I'd like to see a successful summer convention again.

**Steven Goehring, Nazareth, PA**

I'd like to see the TAMR with more members drawn in through active local groups. It's sad that I'm getting a bit old to be in the middle of thins (will no longer be a teenager come August,) but in the past 2 years, my connections through the TAMR have made me into a product reviewer and model train journalist in Model Railroad News. That could mean PAID JOB IN MODEL RAILROADING someday, so there ARE great benefits to joining the TAMR. People just need to see what they are and how easy and fun it can be to work your way up to them.

Want to join in the ranting? Then join the TAMR online group at Yahoo groups.com. See page two for more info.



# Trains To Nowhere

By: Steven Goehring

## My Railroad TV Show Project

Let's start with a little math this month, even though I'm done taking math classes for my entire school career! :-D Say you have always enjoyed video projects in and out of school. You move to college and end up living next to Norfolk Southern's Pittsburgh Line. And the college TV channel has no programs to air. What would you do, go out and film a train show?!? You're crazy!

And thankfully, so am I.

Yes, I am working on a railroad video, but in keeping with how I always work around railroads, I'm taking it seriously, too. I initially had the idea for the TV program just from talking with the TV club leaders, and I knew I couldn't do anything without just going out and filming for a while. I knew very little about the line near college and had no footage to work with, having never gone railfanning in my life.

I wasn't sure whether the idea could work or not, so one day I slung my camcorder case on my back and walked further into Huntingdon, PA. I had no tripod, I had no filming locations, and no information on the railroad whatsoever (except that it's owned by Norfolk southern and runs from Harrisburg to Pittsburgh.) I wanted to film a show to provide a complete yet understandable idea of what railroads do today. Most of what I broadcast will be obvious to you railfans, but we all know how many people know nothing about railroading. I hope to reach my fellow students and let them overcome the railroad ignorance that has covered America.

That was one of those days when everything goes right. I found a compact tripod at Radio Shack, and got filming permission from a trackside health insurance clinic and the Amtrak station agent. I also met two traveling railfans at the station, who filled me in on a few basic points of our location, railroad radio things to listen for, and some info on the trains that were passing. That first day, I filmed a trailer train, a doublestack, Amtrak's Pennsylvanian with two private passenger cars attached, and what I think was a trash train. The next few days were highly fruitful as well, yielding film locations from parks and trails, more Amtrak, an NS office car special, a

work train, and more. I guess I was a good luck charm for those older railfans for the few days they stayed in Huntingdon. I filled out my film library with freight shots from all over town and footage shot on my rides home to Harrisburg, Philadelphia and Lansdale.

Technical problems prevented me from starting editing until winter break, but now that I'm started, I'm working faster than ever. My studio consists of two laptops, one running Vista and one running Linux, with Windows Movie Maker as my main editing program and free download image editors, sound editors, word processors and slideshow animation programs. None of it is very professional, but given time and creative thinking, I should be able to turn out a decent TV show.

I'll keep writing about my experiences and progress here, but if you want to do more to help, find my Facebook page and watch for updates to my RR Campus TV Series Intro Clip video. It's the clip that will play to open each 30-minute episode of the show, so I'm trying to get it perfect. You can help by critiquing it, suggesting ideas, and even suggesting ideas for the content of the show. Fun facts, impressive RR statistics (will need a citation or supporting evidence,) or images of interesting things about the railroad industry would all help. Just contact me there and let me know if you want to help!

Thanks and wish me luck!



Photo By Author



# You can't make this stuff up!

Days in the life of a CSX Employee,  
by: James Lincoln

## Second Trick

Now, on with the continuing saga of a PR (yes, I almost typed it again!). In the last installment, I was explaining to you that these are being written while I am work at the Flagman Assignment here at East Brookfield, MA, milepost QB 63.1, if you are interested, and since the last time I worked on this, 45 minutes ago, I HAVE actually done some work, the Q426 called me for permission past the work area, to which I of said "no" ... are you kidding, of course I said yes, I always say yes and God help me if I EVER said "no." ....

I am going to digress for a minute. Since I have started writing this around 12:15am, I have been inside the EBSR crew room, a nice air conditioned place ... well, it does have AC, but I am not sure if I can really call it NICE. Anyway ... I have, in that time, killed at least 7 mosquitoes, and there is at LEAST one around here again. I would like to know where they are all coming from. I mean it is like one of those first person shooter games where the bad guys keep regenerating every time you kill one when you have the difficulty level turned all the way up (I believe "Duke Nukem" and "DOOM" were like that, boy I'm dating myself aren't I) ... Just killed another one.

Getting back to the important stuff: Why does CSX have a flagman stationed at the East Brookfield Automobile unloading facility whose only function is to tell trains its okay to come by without stopping? Good question, apparently when this place was built several years ago, the original plan was to put in a passing siding as well as another siding to store the auto racks when the loads are dropped by the east-bound Q264 or the empties are placed there by the Put in the passing siding and a new crossover to serve it, CP60. What this means is that auto racks are placed

on the siding, which is adjacent to the mainline. According to CSX rules, all trains that pass *standing* equipment on adjacent tracks must ring their bell continuously (that's nine) and sound their horn at reasonable intervals to warn either railroad employees that might be working around the cars or trespassers crossing through the cars, of the train's approach. While this is a very reasonable rule, if applied reasonably, there are some PR's that are not altogether reasonable. Apparently, when the EBSR was created, it took several jobs that used to belong to CSX and gave them to a *non-union* railroad, which saves CSX a whole lot of money, but does not make the *union* employees of CSX particularly pleased. Well, there were some trains crews that would sound their horn constantly while passing the standing auto racks, which can be in excess of one and a half miles. While this is irritating during the day, if say, the Q422 were to do it as it passed right now at 2:44am, that would get the neighbors extremely angry. Seventeen guesses as to when my fellow PR's were doing it, yes you guessed it, the worst offenders were at night and the neighbors got up in arms. After considerable complaining from the local town governments, to avoid a further public relations nightmare, CSX assigned a flagman to monitor the radio at this location to tell the train crews it was okay to pass the standing equipment without blowing the horn between 9pm and 7am. Yes, my job right now is to keep trains from blowing their horns, and most of the time I sit here, building models (oh it's great for that), reading magazines, or writing articles for **The Hotbox**, as the title states:

*"You can't make this stuff up."*



TEEN ASSOCIATION OF MODEL RAILROADERS



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**NEW!!**

Celebrating over twenty years of attendance, the TAMR will once again be hosting a table at the Amherst Railway Society's Railroad Hobby Show, in Springfield, MA. You know what that means, Winter Convention Time! Come join us January 23-25, 2009 for a weekend of trains, slide-shows, trains, pizza and did I mention the trains? Meet TAMR members Newton Vezina, Peter Maurath, Chris Burchett, and more, tour the second largest train show in the U.S., check out slide-shows, and just have fun hanging-out with other young railfans and hobbyists.

Back again after a six year hiatus, The *Winter National Convention Photo Contest*, will be held during the convention. Offering you a chance to show off your shutterbug skills and win some awesome prizes. All host Peter Maurath asks is that the shot is your own, taken by you, and is free of excessive digital editing. Subject can be either model or prototype related. Five prizes will be awarded ranging from locomotives to rolling stock vehicles, etc.

We will once again be offering hotel accommodations at discounted rates to our members. For \$25 a night you can stay at the palatial Marriott's Residence Inn, Springfield, in the "TAMR suite" with plenty of room the spread out, an indoor pool, and free FULL breakfast every morning! To reserve your space contact the Convention Director at the info below.

For more information on anything above, please contact Newton Vezina, Convention Director at:

Newton Vezina,  
76 Roy St. Springfield, MA 01104  
Ph: 413-739-1949  
Email: TAMRVideo@aol.com

## The Extra Board

### New Memberships-0

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### Renewals-0

; {

### Expiring Memberships-1

Austin & Jonathan Hight

### Present Member Count- 48↓

*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.*



Tim Vermande photo

**THE HOTBOX**  
December 2008 Issue # 425

**TEEN ASSOCIATION OF MODEL RAILROADERS**





# Photography on a Shoestring Budget

Conducted By: Tim Vermande

## Camera Bags Part 1

### 1: Why do you need one?

So you have a nice new camera! Hooray! Have you thought about how you're going to carry it around, store it, and keep all the stuff that goes with it (and it *will accumulate, no matter how hard you try where you can find it?*

Or maybe you have had a camera for a while, and have started to wonder how to keep all that stuff that you want to have with you when you're out taking pictures. Maybe that's because you forgot something really important in the mad dash to get out the door on the way to the last big event. (Hey, I know a Hotbox editor who forgot his camera one day!)

Enter the camera bag, once upon a time (and perhaps more appropriately) known as the gadget bag. They come in all sorts of sizes, with all sorts of inside arrangements, pockets, and so on. Many of us will think of them having shoulder straps, but they are also appearing with wheels, waist belts, various hand straps, and belt clips.

Photographers are notorious for having more bags than cameras (some people I know have two or three bags for every camera—and some have more). Why so many? Because there are a lot of different things you might do with a camera. For example, I have a small bag that I take just about everywhere. It holds a pocket camera, some cough drops and maybe a roll of Life

Savers. Another holds an SLR with a small zoom lens. If I'm not going too far, there's another that holds the SLR with a long zoom lens and a scanner. On a long trip, yet another bag holds the SLR and the pocket camera and a couple of radios with several lenses, and instruction books.

Hopefully you have noticed by now that my "camera bag" holds a lot more than camera stuff. That's because when you're out taking pictures, there are a lot of non-photographic items that are useful—and you may as well keep all of it together so you have it when you need it. Here's a partial list of the sort of stuff that you might find in my or some friend's bags: camera(s), lens(es), film or memory cards, compass (some come with a scale for measuring maps, and any will help you figure out where the sun will be in the sky, or serve as a guide for the directionally perplexed), watch, phone, download cable, computer (you can store pictures and program your radio with it, as well as monitor the ATCS system in some places), hard drive or disc burner, blower or brush, lens cleaning paper or microfiber cloth, rain shield or plastic bag for weather protection, small towel for cleaning splashes or wiping dirt, flashlight, two-way radio (FRS or amateur), scanner, weather radio, earphone, keys, instruction books, filters, close-up lens(es), flash, flash accessories, pencil or pen and notepad, extra batteries and chargers, utility knife or tool, small screwdriver, timetables, maps, railfan guides, books, magazines, music players, tripod or monopod and mounting plates, and identification such as TAMR membership or BNSF Citi-

zens for Rail Security cards.

Of course, not all of that is in one big bag. Stuff that doesn't go well with the above, like food or pop or water or other liquids, goes in a separate bag. Some of us keep some items that we don't use as much in a different bag: sometimes the flash, sometimes the chargers, quite often a tripod or monopod, and maybe a hard drive or disc burner. In film days, a lot of us kept used and new film separate and in coolers. But the principle behind it all is the same: you want all of the stuff you need for a good photo trip where you can find it when you need it.

One thing you should always do is put a tag on your bag with your name, address, e-mail, and phone contact. If you are traveling on a commercial carrier (such as Amtrak, airline, or bus), this is required, even for carry-on items. The idea of this is to get the bag back to you if an honest person should find it. We'll discuss other security matters in a later segment, but for now, don't use tags, bags, or other devices that shout "camera" or "expensive," such as a Nikon or Canon logo. And don't use a tag that shows off your information for anyone who walks by to see, or you may find that someone has visited while you are away (or comes to visit and relieve you of your stuff later). If nothing else, turn the information side inside or cover it with a card and note something like "information inside."

Now that we've looked at why you need a bag, and what to think about putting in it, we'll turn to what you might want to get.





## The Teen Association of Model Railroaders

*"Putting the future of Model Railroading on the right track"*

Hotbox Editor  
3366 WebWob Way  
Shingle Springs, CA 95682

We're on the  
web!  
[www.tamr.org](http://www.tamr.org)



The Hotbox is now available online!  
Switch today by contacting the editor.

-Winter National Convention, coming January 23-25 2009!

-Your not so brand-new Editor!

### COMING SOON TO THE TAMR:

-A new contest for all members.

-James Lincoln takes a ride along the CSX's Boston and Albany division.

### COMING SOON TO THE HOTBOX:

If you are at all unsatisfied with this hotbox, please return unused portion for a complete blow-off by our staff. Thank you!

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 Sacramento, CA send a SASE to the above address.

To become a part of the RMA, or to renew, send your information to:

Tim Vermaande,

TAMR,

11667 Tidewater Dr.

Fishers,

IN 46037.

(outside US)-\$18

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

The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of model railroading, and the preservation of the history, science and technology thereof. Republishing of the Hotbox is prohibited without the express written consent of the Teen Association Of Model Railroaders.