

The TAMR HOTBOX

Participate in 1968!!

July, 1968

Volume IV No. VII

K-10

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HELP! Glub! glub

by Greg Thompson

No, this is not an ad for a Red Cross Swimming Course, but a plea to you, the member. We need people for the following jobs, right away.
Editor: All you need is a typewriter and good grammar, plus about 10 hours of time a month (I think, see Bert, he knows.)

Electric typewriters: If you have access to one, either volunteer for editor, or else be an editorial secretary, and type stencils.

Publisher: All you need is a ready supply of mimeograph paper (most towns have a stationery store, or try the local newspaper.) and about 24 hours of spare time a month, or maybe a couple of free Saturdays or Sundays. A brother or sister could help, and would cut down time.

See Bert Kamm immediately for either editor or typist. Contact me for publisher.

SPECIAL ANNOUNCEMENT: The deadline has been moved to September 1st for the October issue, Oct. 1st for November issue, and so forth. This is necessary to prevent delays. As it is, the publisher doesn't get the TAMR HOTBOX til the first of the month, and it takes two weeks on the average to get it out, and by the time it gets to you, its late. So please make note of this. Sorry I'm late this time, but I was on vacation, and didn't really get started till late July, and then Doug was gone, so I had to get funds from Allen Maty (acting treasurer), and so things got behind something awful. August is coming out as soon as it is printed up, expect it within ten days. Sorry about that fellas!

Dear TAMR Member:

As another part of Member Services, the TAMR will soon be publishing some Data Sheets. These will be available to all members and should prove quite useful. The list of titles and the people who are organizing them follow; if you would like to contribute, get in touch with them. If you are interested in a subject not listed, please let me know, and a data sheet can be organized. The subjects so far are:

Layout Electricity; Scott Wilhelm Military Layouts; Art Taylor
Yards; Duke York Interchanges; Leigh Wiley
Article Composition; Greg Thompson

Thank you,

Duke York
Data Sheet Chairman

Member Services Committee Progress

There has been a small but noticeable change in the administration of Member Services Committee. As a result of Leigh's request, and approval by TAMR President Gerald White, I have been appointed co-chairman along with Leigh Wiley. We hope that this division of duties will help each of us to be able to serve you better.

There have also been some changes and additions to the committee members of MS. The following have been added to the various parts of the committee under the heading given above their name.

Orientation Co-chairmen: Data Sheet Chairman:

Paul Poletti, David Knauff Duke York

Answer-Service Committeemen:

Trackplanning: Walter Harris, Dan Finch

War scenes: Art Taylor

Prototype: Dan Finch; Denver, South Park & Pacific, Rio Grande Southern, Denver, Rio Grande & Western (3' and standard Gauge) and other mountain roads in Colorado.
James Fassett; Southern Pacific
Greg Thompson; Great Northern, Northern Pacific, Spokane, Portland, & Seattle.
Steve & Greg Marling; Penn-Central

Railroadiana: Randy McCoy (passes, waybills, stocks, etc.)

Rolling Stock: Passenger--Rod Ownesby

Painting & Scenery: Steve Marling

Diesels: Greg Marling

General help in S scale: Greg Thompson

Scratchbuilding: Greg Thompson

COMPANIE GENERALE FRANCAISE DES TRAMWAYS

-R e s e a u d e s M o n s-

W A N T E D: Operating personnel

Maintenance personnel

more passengers

Our streetcars and buses are going nowhere,
use them!

(dis-) Advantages: bad service, old 1901-built
cars and high fares

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CANDIDATE INFORMATION*****1968 NATIONAL ELECTION

Below you will find a biography of each of the candidates for the four national offices of the TAMR in the 1968 election. If upon searching the ballot, and not finding your name (even though you know for sure that you were nominated), do not blame the editor or the publisher for leaving your name out. This was the work of the nominating committee. Your response to our appeal for nominations was so overwhelming that over 50 people were nominated. An election with this many candidates would be very impractical and unwieldy to say the least, therefore, the NC, upon consultation with the national officers, has screened the various candidates, selecting only those who have an adequate degree of experience, willingness, time and ideas. Many of the people nominated have only been members of the TAMR for a few months, and have no idea of the complexity of the TAMR. However, within a year, the willingness shown by these nominees will enable them to make a bid for office at that time. (Publisher's note: If you are one of those "rejects", don't feel bad, there are many other ways to help the TAMR, I'll explain in my section.) Others have been members of the TAMR for many months, have experience, good ideas and all, but lack, what the NC considers the most important factor of all.....time. These people will go on file and will help fill the spaces of less time-consuming jobs. The NC file will be passed on to all people searching for people to fill various committees, and will go on to the next NC in the 1969 elections, so fear not, your volunteering was appreciated and will be put to use. Now here are the people selected for the 1968 election candidates.

PRESIDENT:

Dave Knauft-Dave is 17 years old, and a member of the TAMR for 2 years. Presently, Dave is helping the TAMR by serving in the post of Orientation Committee Chairman. Having been a modeler for 4 years, Dave is well versed in the hobby. His favorite prototype road is the Illinois Central, and non-modeling interests include singing in choirs, playing tennis and basketball, and researching air pollution. Dave's big push is to increase the TAMR membership.

Dave Neumann-This Dave is the WCR representative and publisher of the WCR Newspaper. He is also President of the San Carlos Model Engineers. Logging railroads are the first thoughts of this candidate, and his favorite is the Yosemite Valley Railway. His model railroad, at the planning stages, will be patterned after the YVR, and will be modeled in HO_{n3}. Dave is also interested in the relatively new field of Sn3. Dave will set up and organize an Achievement Program for teens, and extend our Member Services Committee.

Leigh Wiley- Leigh is a relatively new member of the TAMR, being with us for 9 months, however, in that time he has proven to be a very capable and willing worker. Some of his achievements include giving the original idea for the TAMR's Member Services Committee, and later chairing this and other committees. The GN and NP are two of Leigh's favorite railroads in real life, and his model railroad is a 4x8 that is just getting started. If elected, Leigh will do his utmost to further the TAMR.

BE SURE AND VOTE, EVERY VOTE COUNTS!!

CANDIDATE INFORMATION*****1968 ELECTION

Paul Poletti-Paul has been a member of the TAMR since he was 12, and has been with us a year now, so that makes him 13. (Brilliant math, heh!) In this time he has formed or rather helped form, the WCR Newspaper (in conjunction with one Dave Neumann), and is presently co-chairman of the Orientation Committee. His railroad, the Dinky Creek Northern, is 4x8, and represents a mining town around 1880. It is one of the higher quality pikes having handlaid code 70 rail. Being a mining fan, his favorite road is the Sierra Railroad. His main aim will be to establish committees which are useful, and at the same time enlarge the TAMR.

VICE-PRESIDENT:

Doug Kocher-Doug is a 2-year veteran of the TAMR serving those 2 years as Treasurer of the TAMR. Feeling that two years is enough for one person to hold the same office, and still wanting to serve the TAMR, Doug has decided to make a bid for the Vice-president's office. Doug's achievements are many, and include such things as Narrow Gauge editor of the S GAUGIAN, Editor of the Sn Story, and co-producer in a line of Sn3 kits (the other producer is that Dave Neumann again). Doug has also made several contributions in the way of articles to the TAMR HOTBOX and various regional publications. Naturally, Doug models in Sn3 and Sn3½ (what's this, Doug dabbles in HO too, my he is a versatile fellow. I wonder if he runs all gauges on the same pike.) His favorite prototype in narrow gauge is the Florence and Cripple Creek, and the Florida East Coast, which is amazingly enough, standard gauge. One of Doug's chief goals will be to continue his membership recruiting programs, and extend the public relation's end of the TAMR.

Duke York-Duke is even a newer member to the TAMR, being on the board for only 6 months. Duke is chairman of the newly formed Data Sheets Committee. We're all waiting for the first ones to roll off the press, and at that time we'll be able to see the tremendous job he has done. Duke models in the King Scale (that's O scale for those of you who are new to the hobby) with a little On2 (don't tell me that another fellow is falling sucker to narrow gauge.) The layout itself is a 2x6 shelf layout, with all items on it scratchbuilt, including track and all one locomotive. (That sounds like yours truly, bragging about his locomotive roster.) Duke is a fan of the Bridgeton and Saco River Railroad. This must be a very short short line, as I cannot find it in either the NTRA's list of reporting marks, or the Official Guide. Presently, Duke is 18 and interested in photography, music, and soccer.

Lloyd Neal-Lloyd is 15 years old, has been in the TAMR for a year, and is presently secretary-treasurer of the MCR. Lloyd is a very fortunate fellow, having two layouts, one in HO scale, and (GASP!!) N scale in the lime-light on the other layout. The HO pike is L-shaped and will have 100 feet of track, but is only 1/3 complete at this time. The N scale layout is more of an experiment than anything else, and will be built so that it may fold up like a suitcase. If elected, Lloyd will aid all the other offices, initiate more publicity for the TAMR, and will get more services for the membership, one of which will be a goal of a page of photos every month in the TAMR HOTBOX.

CANDIDATE INFORMATION*****1968 ELECTION

SECRETARY:

Bert Kamm-This 15 year old member of the TAMR has just recently resigned from the post of TAMR editor in order to run for the office of secretary. Bert has been with the TAMR 1½ years, and has served as the editor of the TAMR HOTBOX most of the time, except when he was answering questions for TAMR members, before our Member Services Committee was started. Being editor, he is well aware of the TAMR machinery. Bert models in the huge scale of O, and has a 13x22 inverted figure eight mainline, with a proposed branchline being started. Bert is one of those fellows who finds interest in the CB&Q, and is an avid fan of this Class I railroad. If elected, Bert promises to carry out the secretary's duties faithfully (no small task), and try to provide superfast service in getting the needed materials to the new members.

Rodney Owensby-Rod has been a member of the TAMR for its entire life span, 4 years. Rod was once a representative in the Mid-West Region (now GLR) but college forced him to drop most of his activities. Now Rod finds himself with a little more time and would like to get in on the act of furthering the TAMR. Rod was also the editor of the TAMR HOTBOX before Bert Kamm took over. The Wyanet and Winona Junction Railroad (with its pink and green--eh!--official colors) which is Rod's model railroad located in his garage, and is a flat-top point to point job. Rod is now 19, so this is his last year to help the TAMR, and he promises to get a larger membership, organize smaller regions (Pub. Note- I wish you luck!) and give the TAMR member more for his money (right!!)

Steve Seidel-Steve is an incumbent candidate that has been in the TAMR for 4 years and has done his share in getting things going. This includes such things as holding the VP's and secretary's post for 1½ years each. Steve also was publisher and co-editor of the TAMR HOTBOX. Steve has almost completed his second layout, this being a 15x18 layout, the first being a 4x8 table and as he puts it "a complete failure". The Union Pacific is foremost in Steve's mind, and he watches the UP locos carefully. The 16 year old Steve is also very interested in music, art, and plays a recorder (a flute-like instrument). Steve promises, if elected, to further the TAMR by assisting the officers and keeping the TAMR growing.

John Snyder-A member of the TAMR for a little over 2 years, John is presently the Allegheny Region Representative, and is doing a very capable job getting it off the ground. Before becoming representative of this region, John was Secretary-Treasurer under the guidance of Danny Cupper. John promises to enlarge our membership, and at the same time fulfill all those duties prescribed to him in the constitution. (Which I might add is a very large job as any past TAMR secretary can tell you.) John is a fan of European railroads, and has the model railroad built on a 4x8 and 2x9 bench. John's favorite roads include many European lines, and also the PRR and various Pennsylvania shortlines. John is 17, and interested in bowling, tennis, foreign languages, and Boy Scouts.

Richard C Wagie-Richard, or Dick, is a veteran member of the TAMR, being with the organization for 2½ years now. In this time he has held the office of president for 1½ years, published the 1968 TAMR Directory, revised our constitution several times, and has been one of the leaders in establishing the GLR and their newsletter. Out of the TAMR, Dick (cont.

CANDIDATE INFORMATION*****1968 ELECTION

is Secretary of the Freisdadt Model Engineers (a local model railroad club) and has published a NMRA Data Sheet. Dick's model activities center around the FME layout, and his favorite road is the D&RCW. Dick is now 17, and his non-model activities include such things as graphic arts, classical music, tape recording, and high fidelity.

TREASURER:

Robert Bernstein-Another newcomer, Rob is 15 and has been a member for 3/4 of a year, or 9 months. (That's the way they do math up north!) Rob has tried to increase the TAMR membership by placing ads in local newspapers. Another UP fan. Rob models mining roads surprisingly enough. Scenery is of the Pacific Northwest region, as are many of the cars and locomotives on Rob's pike. An athletic fellow, Rob is interested in cross country running and baseball umpiring. All Rob promises is to fulfill the job of Treasurer and all duties along with this job.

Allen Maty-Allen is the past president of the MCR and was the chairman of the successful Membership Drive. Allen is another 19 year old, so this is his last chance to give the much needed help to the TAMR. Allen promises this help through cooperation. Allen has a fine model railroad with handlaid track and all. The prototype is the Kansas City Southern, which probably explains why Allen's favorite road is the KCS, with a mid-western road, the Missouri Valley, being fictitious. Other interests include, naturally enough, photography and prototype roads.

Jorge Ribeiro-A very new member to the TAMR, 14 year-old Jorge has been with us for only 3 months, but what Jorge lacks in experience he promises to make up with diligence. In Jorge's short period of TAMR membership, he wrote to various foreign model railroad magazines, and got plugs for the TAMR. Jorge is a Norfolk and Western fan, and started with a few tinsplate sets, but military school forced him to drop his model railroad (don't take that literally fellows!) However, he will build another large scale layout in the middle-sized gauge, S. Jorge is a stamp collector and photography fan.

BE SURE AND VOTE! EVERY VOTE COUNTS! THERE IS NO EXCUSE NOT TO VOTE!

ARTICLE CONTEST REPORT

by Greg Thompson

Many have asked me the question, "What happened to the article contest?" Well, all the articles are down to the judges, and I'll receive them perhaps in time to publish results in the September TAMR HOTBOX, but don't hold your breath, I told the judges to take all the time necessary, as we want to do this right. All photos will be returned unless otherwise instructed. DO NOT THROW THESE AWAY. The TAMR HOTBOX will try to have your photos published along with your article. If you prefer, I'll keep the photos with your article, although some people wanted theirs back. All in all I thought the articles were of good quality. The longest one was by our president himself, a 13-page masterpiece. And Leigh Wiley was close with about a dozen pages. All were interesting, and I think we should be proud of ourselves. There were about 21 articles received, about half of what I was predicting, but still not bad. I hope the TAMR can sponsor some more contests in the future. The officers, editors, and anyone in the administration will be happy to hear your ideas. Above all, support the manufacturers who donated the prizes. They should be congratulated on their interest.

ELECTIONS

by Doug Kocher,
TAMR Treasurer

Even though you've already been seeing a lot of this elsewhere in these pages, I thought I'd contribute my two cents worth for the record.

Our third annual elections are coming up. The TAMR is run democratically, so it is of highest importance that you vote in the elections going on right now. Only by doing this can you assure a representative governing body for your organization which will guide the TAMR to better and greater.

I am pleased that you answered our pleas for nominations by nominating over 50 people (Pub. Note-Jerry says about 83 people were nominated, but a number were unable to accept.) However, you can see why eliminations were necessary, it took about 4 pages for 15 candidates. However, all of you who were not on the ballot, please help us out by volunteering for the editor's or publisher's job of the TAMR HOTBOX. These positions carry as much prestige if not more than the national offices. And how about a regional paper? To date there are 3 regional papers, which means 6 more editors, and numerous other officials are needed for the other regions.

One of the worst things an officer can do is hold on to his office for as long as possible. This prevents "new blood" and consequently new ideas and practices from entering the TAMR. For this reason I am stepping down from my post as Treasurer and will run for Vice-president. I do regret that some people feel it necessary to run for a third term since I honestly wish everyone a chance and by attempting to run for a third straight year one can only decrease the chances of a truly representative government for the TAMR. In the coming months I intend to work on a resolution which will forbid an officer to run for the same office more than twice, since I consider running for three terms an outright bid to hog the office. You will recall an earlier amendment I instituted that would enable the officer to run for any office as long as he liked (the old constitution let the officer only have two terms period.)

At any rate, please do remember that it is your responsibility to vote. Only by doing this can you assure for yourself a hand in running the TAMR. This organization cannot come up to its fullest capabilities without your express and individual help. Thank you.

"S"NARL

by Greg Thompson

This has two reasons for being here, 1) To promote S gauge. 2) To fill up space. If I can sweet talk Bert into letting me do this as a regular feature, it will be. The other column I had on Sn2 will be transferred to the Yankee Region's paper since it is more appropriate and I'll be going to school in that region anyway. I hadn't meant to let the Sn2 column drag, but being publisher screwed me up (Amen!)

Most of you know that American Flyer was sold to Lionel, and it seems that it will never be produced again, so it leads most people to believe that S has had it. Hah! S scale is probably one of the most fascinating gauges if not the most fascinating gauge today, simply because we have some of the finest equipment available. To prove my point, the 2-8-4 produced by the S Scale Locomotive and Supply has more detail than any other locomotive in any scale (except 12"=1') and runs well enough to cop a 3rd place in the NMRA's national convention under operation and got 4.6% out of 5%. Cost is reasonable, \$125.30, and includes motor. This is a kit, and a person shouldn't tackle it unless he's handy with soldering and metalworking. The cost seems high, (Cont. p.10

All ads should be sent to Bob Neff, 3950 Dallas Ct. St. Louis, Missouri 63125.

Want: HO old-time turntable. Please write first. Dave Porter, 2118 Rogers Avenue, Janesville, Wisconsin 53545.

For sale or trade: All items are American Flyer S scale.

7	2	24052	Banana Express Car	@\$1.00 each
	2	21168	4-4-0 locomotive	@\$5.00 each-both \$9
	2	24127	Monon gondolas	@\$1.00 each
	1	916	Gulf 3-dome tank	@\$1.00
	1	24566	Automobile car	@\$1.00
	1	24636	Caboose	@\$1.00
	1	24222	Domino covered hopper	@\$1.50
	1	23830	Piggyback Unloader & car	@\$2.50
	2	22006	25 watt transformer	@\$2.00 each
	31	26310	Pikenaster Curved track 10¢ each	
			\$3 takes all.	
	32	26300	Pikenaster Curved track, 10¢ each	
			\$3 takes all.	
	6	26301	Pikenster short straight track 10¢ each	
	3	26302	Pikenaster terminal track 25¢ each	
	3	26323	RH manual Pikenaster switch	@\$2.00 each
	3	a6324	LH manual Pikenaster switch	@\$2.00 each
	1	26322	90° Crossing	@\$0.50
	1	22030	100-watt transformer with CB	@\$10.00

\$50 takes all. All orders postpaid. Will trade for some things in HO, HO_{n3}, or S scale. Greg Thompson, Route 1, Lone Jack, Missouri 64070.

For sale: Old Magazines; MR- Feb 61, Oct 62, Nov 63, Dec 63, April 64, June 64, July 65, Nov 65. RMC- Aug 65, Nov 65. 50¢ per copy; or \$4 for all. Send your money; I'll send your magazine. Keith Kusler, 509 Cottonwood, Richland, Washington 99352

For Sale; One Athearn Rubber-band drive, F-7A unit. Good Condition. Painted blue. No couplers. One AHM Fairbanks Morse Diesel. No body shell. Poor condition. NMRA coupler on rear. It runs. One AHM BL-2 diesel. Poor condition. No couplers or coupler pockets. No body shell. It runs. Make offer for one or all three. Mark Hedge, 508 East Maple Street, Jeffersonville, Indiana 47130.

MORAVIAN STATE RAILWAYS
announces the inauguration
of express service in June.
Service to E. & W. Germany.
JRS--Lewistown, Penna. 17044

LYNCHBURG & CLINCHFIELD R.R.
"GATEWAY TO THE SOUTH"
O scale, Passes to be issued soon.
Randy McCoy, Pres.
4624 Maeder Street
Utica, Michigan 48087

WYANET AND WINONA JUNCTION RAILROAD

Rodney L. Owensby, Pres.
Passes traded, stocks too.
Offices: JBU Box 1417

Siloam Springs, Ark.

Route 1, Box 86

Momence, Illinois

REGIONAL NOTES

TO THE MEMBERS OF THE ALLEGHENY REGION:

A PLEA FROM YOUR REPRESENTATIVE-John Snyder

Dear member: I'm really interested in getting our region on the ball. It has the potential of being one of the greatest, but a few of us can't do it alone. We need everyone's support. Due to the lack of time, I'm using this as a means of communication to each and everyone of you. I would like all of you to write to me and tell me your views and opinions on the following questions:

1. Do you want an active region? If not, there is no use reading any further.

2. Would you like a regional paper? Would you be willing to pay \$1 for it's mailing and publication? Would you be willing to write articles on anything you can find? Now that the TAMR has a mimeo, it would be easy (I can take care of the typing and editing).

3. Would you be willing to give of your time and help the region started? Do you want to be the best of the East and beat out the beasts of the West, or would you rather let them be best in the West and su be the beasts of the East? It's your region. I know of only three people who have expressed any interest to me personally over this. I'm sure there are more.

Now, how do we start? First, write to me and tell me about yourself and what you want. I will be expecting a letter from each and every one of you within a week. Then maybe we we can get something done and get a sample paper out. So DECIDE AND WRITE. PLEASE!!

MID-CONTINENT REGION

The MCR is celebrating its first year anniversary of its regional paper. To those of you who are wondering where it is, it has yet to be printed, since the TAMR HOTBOX takes first priority over anything else. All indications show it will be about 15 pages long. Some statistics of the MCR and its paper, the EXPEDITER ("We make things move!") over The past year.

The Expediter had 9 fairly regular columns (by that we mean the column was in most issues). The total number of articles was 6, not real fantastic, but considering the large number of columns, this isn't bad (but we're trying to improve). Average issue was 10.67 pages long. Also, the Expediter had many interesting notes and news items inserted to fill up space. A plan of a KCS baggage car was in the first issue. We hope to get more plans till eventually we can get a plan an issue.

The MCR was the first and so far, only region to advertise in MR to get new members. We were the first to have a regional paper, and were about third in having elections. We're the only region with published by-laws, and have kept within our budget fairly well. Not only that, but we're the FIRST and ONLY region to HAVE 100% MEMBER PARTICIPATION. So you see we don't have the problem, "Nobody does anything in this region." Keep you eyes open for more news, the MCR makes a lot. (P.S. Subscription to the MCR Expediter is \$1 a year. Send to Lloyd Neal

WILLEMETTE VALLEY RR
The Beaver Country Route
"the best dam road in the west"

Rob Bernstein, GM
12344 NE Multnomah
Portland, Oregon
97230

PENNSYLVANIA CENTRAL R.R.

"Route of the Iriquois"

James A. Smith, Jr., Pres.
201 Washington St.
E. Greenville, Pa. 18041

A Branchline Coaling Station

by Bert Kamm

There are two things a steam locomotive must have: water, and fuel in the form of wood, coal, or oil. Water is stored in great elevated tanks, and is poured in tenders from a spout. The distribution system for fuel is varied. It ranges from piles of wood or coal on the ground to elevated boxes from which coal is hand-shoveled, to great towers operated by conveyor belts and gravity. The one described here is one of the small elevated type. It is merely a box on legs. These coaling stations were used for fueling tenders in the 1800's of small locos. They could either hold wood or coal. The tender would be stopped on the track next to it, and the crew would shovel or throw the fuel into the tender. As the tenders grew larger, the system became obsolete, and a new one was devised that used gravity. However, the old system continued to be used on small branchlines.

All measurements in this article are given in prototype feet and inches...If you wish to build a model from them, the measurements must be changed to a scale suitable for your purpose.

As I have said, this type of coaling station is just a box on legs. Logically, we will begin by putting the box together. Cut the parts for the box out of sheetwood about a scale 3" thick. Make two sides 4 feet high by 9 feet long. Cut out the front 2 feet high and 22 feet long, and the back 4 feet high and 22 feet long. These parts may be scribed to represent individual boards, the spacings 1 foot apart. Assemble these parts, making sure they are square and sit flat. After they dry, trace around the outside on a piece of sheetwood. Cut out the rectangle thus formed and cement to the bottom. Set aside to dry. Now make the legs out of stripwood one foot square. Make three of them eleven feet nine inches long, and three of them nine feet nine inches long. Cement the long legs in back, one at each corner and one in the middle with the top of the leg flush with the top of the box. Do the same with the short legs. Your coaling station is now basically complete. Add final details such as a ladder to the top, coal or wood, shovels, and lots of grime. Your coaling station is ready for service.

There are very few coaling stations of any kind left today. Since the coming of the diesel, they have mostly been torn down. Some are left but they are in the minority.

"S"NARL (Cont.)

but you are getting a hunk of machinery when you buy it (it weighs 5 lb. 14 oz.). The minimum radius is 22", this is with drivers in the center blind. This is a versatile kit, you can make three different locos out of it. The nice thing about S Scale Locomotive and Supply is the fact all parts are available, so you can build any loco you wish. Next on the agenda are light and heavy USRA Pacifics and Mikados. Cost is not established, but will be about like the Berkshire. All kits are available in sections, making the cost easier to bear. The different sections and prices are below:

	Nickle Plate	Pere Marquette	Cheasapeake & Ohio
Basic Running Gear	\$25.50	\$25.50	\$25.50
Running Gear Details	24.90	25.60	25.10
Boiler and Parts	30.20	29.55	31.25
Tender	17.50	17.50	17.50
Superdetail	18.10	18.55	16.75

Motor is extra. Send a buck to S Scale Locomotive & Supply, 7120 Oreon Drive, St. Louis, Missouri 63121 and get their catalog. It'll make you wanna give up what you have and go S scale! (Next month I'll cover some more locos.)

ARE YOU A REJECT??? Don't feel left out if you were not chosen to be put on the national ballot, there are dozens of ways to help out the TAMR. Just a few are volunteering for editor or publisher, being on the member services committee, writing a Data Sheet, writing articles, running for office on the regional level, starting a regional paper, and recruiting new members. So you can see that even if you weren't on the ballot, there are other ways to help out, all just as important, and probably more fun than the national office.

ATTENTION ALL OF YOU WHO ARE PLANNING TO USE THE TAMR MIMCO: I am no longer able to supply stencils or other mimeo supplies, nor am I able to type stencils. If you are planning a paper, or some other printed item, you will have to locate the supplies and type them yourself. All you need are regular stencils (legal size) and correction fluid. I find the stencils sold by Montgomery Ward to work best with this machine. Gestener Duplistencils work good too. Correction fluids are all the same so you can buy the cheapest you can find. If you aren't too sure about typing stencils, ask your typing teacher, or me.

I think we just may get some pictures in the TAMR HOTBOX before I leave, but I make no promises as I never can seem to keep them anyway.

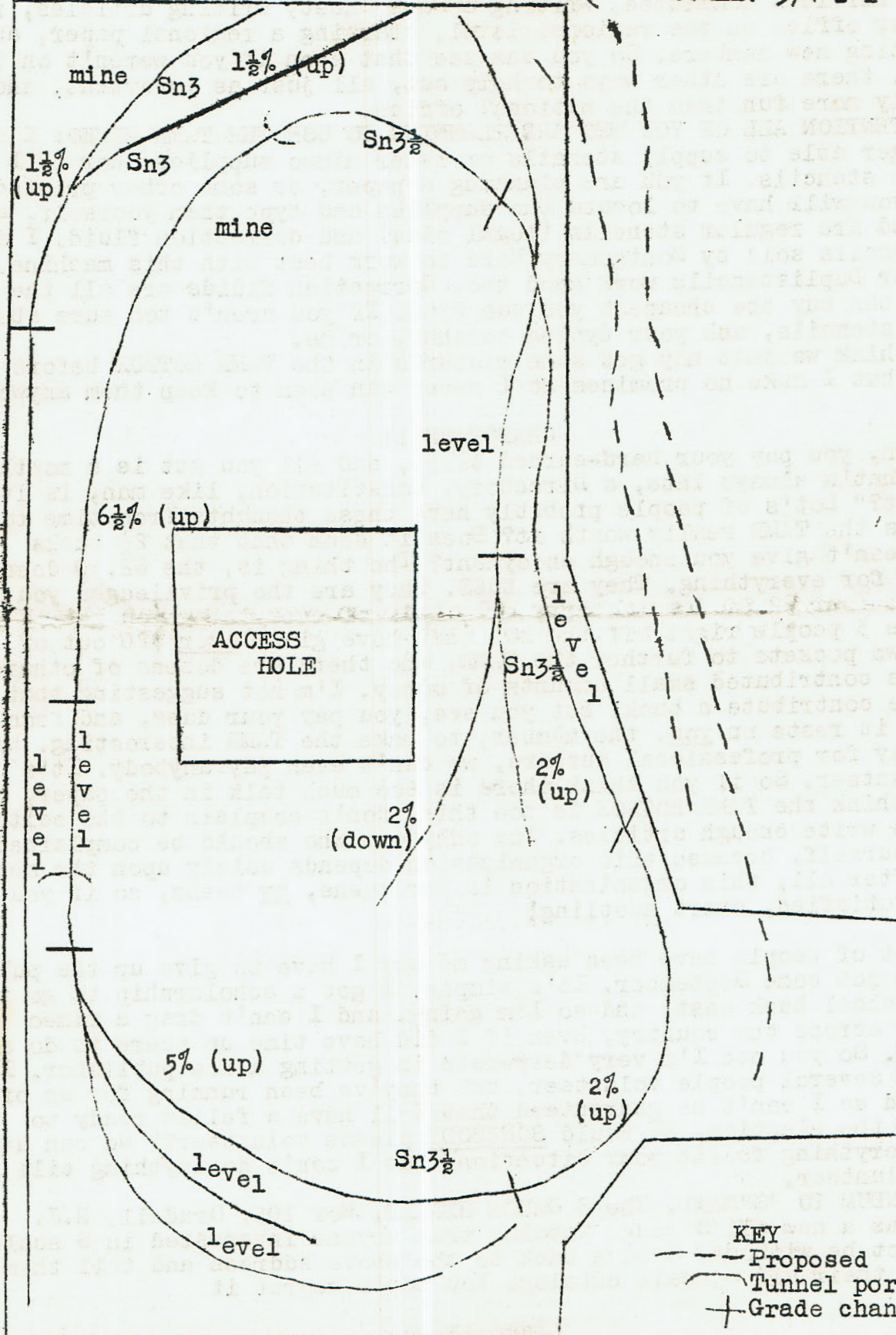
CRABGRASS!!!

"Man, you pay your hard-earned \$2.50, and all you get is a monthly paper that's always late, a Directory, Constitution, like man, is it worth it?" Lot's of people probably have these thoughts from time to time. Is the TAMR really worth it? Does it seem that that 2½ bucks just doesn't give you enough enjoyment? The thing is, the \$2.50 does not pay for everything. They are DUES. They are the privileges you pay for. Your \$2.50 does not pay over half of everything you get. I can name 3 people right off the bat that have given over \$20 out of their own pockets to further the TAMR. And there are dozens of others who have contributed small amounts of money. I'm not suggesting that everyone contribute a buck, but you see, you pay your dues, and from then on it rests on you, the member, to make the TAMR interesting. We can't pay for professional authors, we can't even pay anybody. It's all volunteer. So if you think there is too much talk in the paper, or if you think the TAMR HOTBOX is too thin, don't complain to the editor, he can't write enough articles. The only one who should be complained to is yourself, because this organization depends solely upon the members. After all, this organization is for teens, by teens, so if you aren't satisfied, start hustling!

A lot of people have been asking me why I have to give up the publisher's job come September. It's simple, I got a scholarship to go to a prep school back east, and so I'm going, and I can't drag a mimeo half-way across the country, even if I did have time up there to do any printing. So you see I'm very desperate in getting a new publisher. I have had several people volunteer, but they've been running for an office, and so I can't be guaranteed that I'll have a fellow ready to go after the election, so would SOMEBODY please volunteer?? We can arrange everything to fit your situation, but I can't do anything till I get a volunteer.

ADDENDUM TO "S"NARL. The S GAUGE HERALD, Box 105, Oradell, N.J. 07649, has a new all S gauge catalog that anyone interested in S scale should not be without. Send a buck to the above address and tell them you want their all S scale catalog. You won't regret it.

SCALE: $\frac{3}{4}" = 1'$



Florence and Cripple Creek R.R.
New enlarged layout in Sn3-Sn3½ (HO)
Owned and operated by Doug Kocher

As can be seen by studying the track plan, the F&CC is a very hilly line with plenty of steep grades. Although general model railroad practice teaches us to avoid steep grades, the F&CC has them on purpose, mostly to carry the idea of a typical narrow gauge railroad, most of which had very steep grades. The F&CC's grades range all the way from 1½% to 6½%. Because of the 6½% grades at the south end of the layout, most trains are run in one direction heading towards the less steep 5% grades (which is bad enough!) The F&CC is stretched out over its entire 12' length, and with a long tunnel it gives the illusion of a larger pike.

The F&CC is definitely not an overcrowded pike. It was planned this way to avoid the toy-like appearance so obvious in pikes which have track everywhere. A great deal of space is taken up by rolling hills, cliffs, ledges, and the like. All scenery on the F&CC is by a modified hard-shell method. While scenery is complete, except for foliage, much work has yet to be done in the way of structures. The pike calls for two mines, only one of which has been started. There will be one town but has yet to be plotted.

As the pike indicates, there is a great deal of work yet to be done sometime in the future for the 3' Sn3 line. At present it is just 18' of code 70 rail laid on individual ties going from nowhere to nowhere. The slowness is accounted for in the switchwork which must be especially made.

The Sn3½ line is all code 100 nickle-silver HO prefab track, using #4 and #6 switches. There are no further expansion plans at this time, as a matter of fact, all Sn3½ lines are being converted to Sn3. The grades were done by a different method than the 3' lines and required difficult construction and landscape techniques. Equipment on the line is kit, crosskit, and scratchbuilt.

I have enjoyed building the F&CC, but I am very glad that the hardest part is over, since I like most building rolling stock and locomotives, and will now have more time for that phase in model railroading.

Send track plans to: Dave Neumann
10 Kittie Lane
Belmont

California 94002

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