

The

TAMR HOTBOX

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TAMR HOTBOX Record

Page	Title	Author
1	A Letter to the Editor.....	Jay Franklin
2	Europe Versus America-Why Are We Losing?....	John R. Snyder
3	Some Notes on "Pride and the Passenger Train" Charlie Tubman	
3	Regional Notes.....	Yankee Region
4	Simple Narrow Gauge Structures.....	Chris White
6	Trade Topics.....	
7	Interchange Column.....	Bob Neff
7	Report from the Orientation Committee.....	David Knauft
8	1968-1969 Budget.....	Doug Kocher
8	Treasurer's Report.....	Doug Kocher
2	Editor, Bert Kamm	Publisher, Greg Thompson

A Letter to the Editor

by Jay Franklin

I have been a member of the TAMR only a short 4 months, but already I can see the many problems that face the organization.

What I have seen of the TAMR so far reminds me of some old boxcar that occasionally comes past my house on the Frisco. Every so often I'll see a boxcar with its airbrakes released, but having its brake wheel screwed down tight as it will go. Of course this car is being pulled along with the rest of the train, but it's having to do it the hard way. In other words it's having to be dragged--just because someone neglected to loosen the brake wheel.

And this is the same way the TAMR has been moving--just because not enough members are taking any interest.

Now, what am I really trying to say?

Well, it's my belief that no organization will ever achieve 100% member cooperation, so we need more members. And here seems to be the biggest stumbling block of all--how can we get more teenage model railroaders into the organization?

If anyone has any ideas on how to attract more members please write me so that I can investigate further and perhaps come up with a good idea for a membership drive. Write to: Jay Franklin, 2001 West Randolph, Enid, Oklahoma 73701.

PENNSYLVANIA CENTRAL R.R.

"Route of the Iriquois"	P	WILLAMETTE VALLEY RR
	a	The Beaver Country Route
	g	"the best dam road in the west"
James A. Smith, Jr., Pres.	e	Rob Bernstein, GM
201 Washington St.		12344 NE Multnomah
E. Greenville, Pa. 18041	1	Portland, Oregon, 97230

Okay, fans. I think we all realize that it's time for another one of my propoganda speeches about Europe. This is a report of why we are losing the race for passenger trains. It is a detailed reply to Dave Knauft's article. He did a good job, but there are several things that he unintentionally overlooked. But why is it we are the most advanced country in the world, yet we are letting an industry such as rail passenger service die? Surely we could improve our trains and get the man off the road and into the coach. Here are a few reasons why Europe is so far ahead of us (Since I know more about Germany than the rest, my views will be slanted for the sake of emphasis):

1. Surely government control has a lot to do with it. DB makes enough profit to pay off the losses on the government owned, poorly run telephone companies and postal system. I don't know if our government is quite ready to handle total control of such an industry. Surely their attempt (the ICC) is a flop. I do not think that government control would hurt our democracy and free enterprise system. When it comes right down to it, which is better: government and service, or free enterprise and no trains? And maybe it's about time someone put the airlines and car companies in their places. I think they've been running things too long.

2. As a correction to Dave's article, cars are in use, but the percentage of owners is much less. The country is too small and overcrowded to have everyone driving. After all, put 56 million people in a land the size of Oregon, and things are bound to get a little tight. The railways have to be pushed to keep things under control. Also, you have to be 18 to drive, cars are expensive, gas is out of this world, and licenses are only for the rich.

3. Another deciding factor is that they advertise to the nth. Ours put up a poster in the station and run an ad in Trains. That's all. The people don't really know what there is. Of course, a lot of it isn't worth knowing about. But all of the major ones in Europe advertise wherever they get the chance. They also strive to keep the first class trains spotless and on time. Their schedules are really pushed. In fact, sometimes if you don't hurry, you might not get off the train. One German Express, reportedly stops in Hamburg terminal for a grand total of 33 seconds. Ours spend anywhere from two minutes to an hour.

4. European railways try to use the most advanced and practical equipment they can. They're as tight as wax with money. For that reason, diesels are left in the shadows. (hint! hint! hint!) Electrics take first place and for a good reason. They are less expensive to operate, spend less time in the shop, make less filth, and are more powerful and faster than any diesel we have in use. (Ed. Note- Where do the steam engines rank in all of this? B.K.) Also they use all lightweight equipment and keep their right-of-way and overhead in top shape. Welded rail is now being installed on all mains, which makes for faster and more comfortable trips.

So maybe some of our lines will take the hint and try to get their trains in the black. It's obvious it can be done. Now for those addresses Dave mentioned:

French National Railways
610 Fifth Avenue
New York City
New York 10020

In Canada: French National Railways
1500 Stanley Street
Montreal 25
Quebec, Canada

Europe Versus America-Why Are We Losing?

Cont.

Scandinavian Railways
630 5th Avenue
New York City
New York 10036

CIT Travel Service (Italian)
500 Fifth Avenue
New York City
New York 10036

German Federal Rwy.
11 West 42nd Street
New York City
New York 10036

Swiss National Tourist Office
608 Fifth Avenue
New York City
New York 10020

I urge everyone to write. The returns are marvelous (and you might even learn something). I will also gladly answer any questions. Senile remarks will be ignored.

Some Notes on "Pride and the Passenger Train" by Charlie Tubman

In "Pride and the Passenger Train" Steve Seidel has brought out some very good points, but he has also come up with some facts that are unimportant or meaningless to the subject.

First of all, not all railroads exhibit little or no pride in their trains. To pinpoint this, I would suggest that Steve take a walk down to the IC (this road is used merely as an example of the "pro-passenger" roads) depot in Kankakee, and watch some of the various trains arrive. IC service on the whole is good, clean, and on time. Food and services are generally top quality. Even though the Panama Limited now carries coaches, they are removed entirely from the Pullmans themselves and the Pullman lounge and diners. The Cities of Miami and New Orleans are both domeliners and have sufficient dining and lounge service.

I feel that the matter of loss of pride because of diesels is a bit ridiculous. Every engineer I have ever talked to has preferred diesels over steam. It was not the engine's crews' job to keep their engines clean, it's the responsibility of the yard crew. The road that runs dirty diesels today ran dirty steamers yesterday. (Ed. Note- The Illinois Central, which you say has spotless equipment, Charlie, had some pretty dirty steamers, as you can see in the Trains article on the IC's 4-8-2's.)

Last of all, the ICC is pushing through a standard of passenger service to be set for all trains. If this goes through it will shoot Steve's theory that if the roads don't want to provide the service, then there is nothing anyone can do about it.

I feel it would help if Steve went out and rode the trains instead of writing about them. Afterwards maybe he could bring some new ideas to light.

The points and rebuttals stated forth above may seem irrelevant, but they all make up an important part of "Pride and the Passenger Train"

REGIONAL NOTES

YANKEE REGION!!!!!! The Yankee Region is now in the process of publishing a regional paper, but we cannot publish a paper unless we have enough support. So write your regional director, Jack Armstrong, and show if you want a paper and also if you can volunteer any help.

Well, don't just sit there, do something, and get your region a little publicity. Regional news of any kind is always welcome.

On a narrow gauge model railway, one can use a wider variety of structures than can be used on a standard gauge pike with similar location and purpose, simply because most slim-gauge buildings were made "one of" on the site specially designed for a specific place and use. I propose to show how a number of simple narrow gauge structures can be fitted into various model situations.

For a start, let's look at water towers. One commonly thinks of a round type, supported by wooden beams, but the round masonry type is ignored by modelers in this country, as is the small rectangular wooden tank. Each can be made simply and cheaply.

For the round masonry supported tank, take a piece of a cardboard tube of the desired tank diameter, and decide how high the tank is supposed to be overall, and also how high the masonry work is to go. After checking the tube for vertical standing and height, cut a piece of brick or stone paper and wrap it around the lower part of the tank to the desired height. Then, take three or four successive pieces of paper or very thin cardboard and wrap them around the upper part of the tank to make the container seem a bit larger in diameter than the masonry. Fit a conical roof to this, and paint the tank section and roof a dull, dark gray, or flat weathered silver. Cut a square section out of the masonry just below the tank, and here place a pipe with a section of hose attached, and paint this dull, dirty gray.

The rectangular tank is made by merely making a small open box of wood, rounding the edges, and fitting four wooden legs. A small piece of wood on one side of the tank, with a hose attached, is sufficient for the outlet. Finally, a piece of medium card, set halfway down inside the tank and painted a glossy murk-color, can represent the water level. If desired, a water level gauge can be fitted by placing a straight piece of wire, painted white with red or black cross-marks, on one side of the tank.

A simple but effective narrow gauge depot can be made easily by making a shelter such as the one shown. The open side serves as a waiting room for passengers, with the enclosed area being the space for offices, booking windows, washrooms, or tool rooms. The exterior can be made of any material--wood, board and batten, brick, stone--but, for detail's sake, the interior should be painted a light color, such as tan or cream, except for the wall of the ticket window, which should be the same as the outer walls. A bench, made of thin balsa or basswood strips, should be mounted around two walls of the shelter, with schedule boards, posters, and advertisements brightening the walls on the inside. If possible, a grain-of-wheat bulb could be placed in the roof of the shelter; this would provide a better view of the interior work. Complete the detailing with some figures, either ready-painted, or very carefully hand painted.

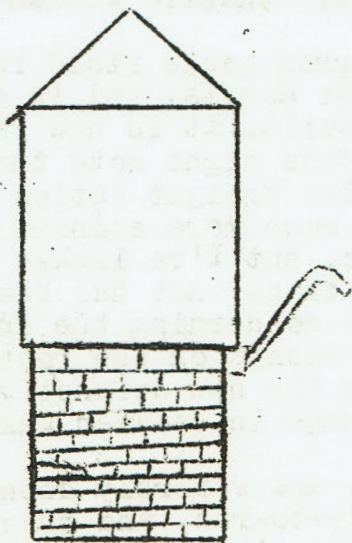
One last little item that adds a lot to a narrow gauge scene is a ground frame switch-throw. This can be mounted on stone or blocks, and should have representations of point rodding coming to it from the cranks. This should be used only in larger yards, where control of p points from one place is desirable. The frame has a set of levers for the points and for any signals the railway may have, the number of levers equaling the number of points and signals.

Advertise YOUR Model Railroad-Now!

Next Month: Weathering Your Equipment.

Simple Narrow Gauge Structures

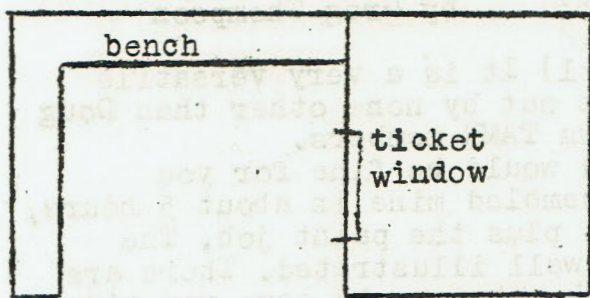
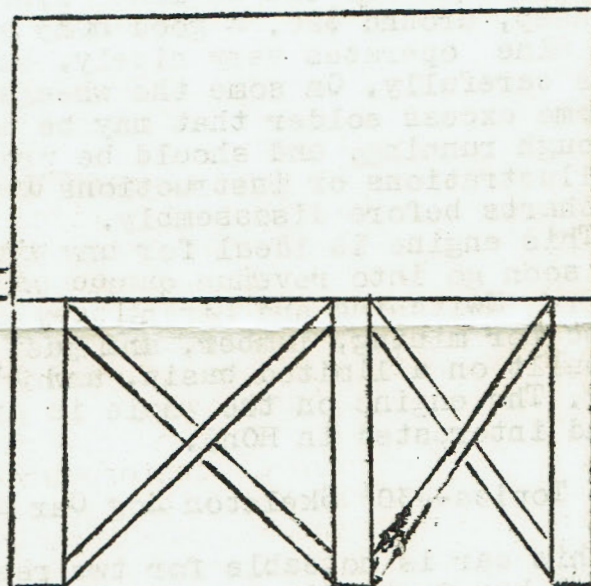
Not to Scale.



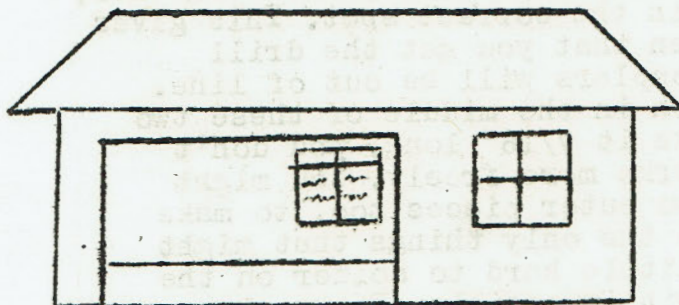
Masonry-supported tank

rectangular tank

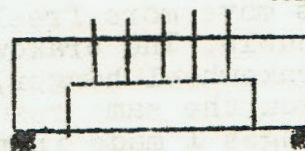
hose--



DEPOT



--levers
--blocks
Ground-frame switch t
throw



Trade Topics--D&RGW HON3 Narrow Gauge Diesel #50

by Charlie Tubman

Here is the ideal introduction into the narrow gauge field for you diesel fans. The engine is built by Westside Models, and is designed after the only engine of its type ever built. It is now in use on the Rio Grande out of Durango, Colo. Steam fans might note that this engine has taken over switching and mainline freight duties from the K-27's and their like, since the diesel is much more economical to run, naturally! (Pub. Note-This may be true, but I've looked over my Iron Horse News, and it seems that the only thing that has been running has been steam. And during the hearings concerning the abandonment, the D&RGW gave the impression the #50 wasn't on the roster. So much for diesel.-G.T.) This engine came from the now defunct Sumpster Valley Rwy. that operated 60 miles of trackage in between Baker and Bates Oregon.

The engine itself is brass, 2" x 3/4" long, and superbly detailed. It is perfect for the beginner since it is ready-to-run, and relatively cheap, around \$20. A good HON3 steam engine usually starts after \$50. Mine operates very nicely, but I would advise that you examine yours carefully. On some the wheels are not properly gauged, and there is some excess solder that may be easily scraped away. The engine may be rough running, and should be properly broken in. Since there are no illustrations or instructions I would advise that you make careful charts before disassembly.

This engine is ideal for any type of narrow gauge layout. Mine will soon go into revenue quarry service on the soon to come Northwestern Switching and Mining Company. However #50 is also ideally suited for mining, lumber, and just plain ole' railroading. The engine was built on a limited basis, and I'd suggest you buy yours without delay. The engine on the whole is great, and I recommend for all those in and interested in HON3.

Trade Topics--30' Skeleton Log Car Kit (Sn3) by Greg Thompson

This car is notable for two reasons: 1) It is a very versatile kit and has fantastic detail. 2) It is put out by none other than Doug Kocher and Dave Neumann, our two well-known TAMR members.

This car will give you no trouble, and would be fine for you fledgling Sn3'ers to get started on. I assembled mine in about 5 hours, and this includes the modifications I did, plus the paint job. The instructions are easy-to-follow, and are well illustrated. There are several things I'd like to point out though, that could save you time and/or grief. Where it says to notch the 2 inside body pieces, you can save time and get better results by gluing the two pieces together, then take a 1/8" drill and bore a hole in the correct spot. This gives you a better hole, but care must be taken that you get the drill exactly in the center, otherwise your couplers will be out of line. The instructions say to cut a 1/16" notch in the middle of these two pieces 3/8" long at each end. If you make it 7/16" long, you don't have to file down the coupler, and it works more freely. You might also have to notch the insides of the two outer pieces too, to make the couplers move more freely. These are the only things that might give you trouble. The brakewheel was a little hard to solder on the shaft and brakewheel hanger, but it wasn't impossible. Epoxy glue could give you the same results if you're scared to death of soldering.

Some changes I made in the design were as follows: I tapered (Cont.)

Trade Topics Cont.

the log supports, and cut the log support stops in half, to change the design to suit my tastes. This car can be made shorter, or, if you disregard the instructions and want a longer car, don't cut the body pieces so short. This car can be 32' long if you like.

This car has a large number of lost-wax brass castings by Tomalco. If you haven't seen Tomalco castings, brother, you ain't lived! Where ever you would find a detail, there it is. You get a brake cylinder, 14 nut-bolt-washer castings. airhoses with pipe detail, brake wheel and braket, and you get Kadee couplers too. If you were a super-detail fiend, you could get some .032" brass wire and some Tomalco brake clevises for the brake rigging, and that is all, the kit is so detailed you don't need anything else. An excellent kit at only \$5.25, available from David Neumann, 10 Kittie Lane, Belmont, California 94002. Get one today!

Interchange Column

by Bob Neff

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

Want: September 1963 Model Railroader. Will pay 60¢, you pay postage. Contact me before sending. Chris Bazzett, 355 West Church Avenue, Reed City, Michigan 49677.

Want: April 1965 and February 1967 copies of Model Railroader. Also September 1965 of Model Railroader. Will pay 40¢ each. Write first. Also contact Dana if you have old Lionel catalogs. You pay postage. Dana Belton, W189N4978 Crest View, Menomonee Falls, Wisconsin 53051.

Want: February 1966 Model Railroader. Will pay postage and \$1.00. Write first. Gary Thomas, 11940 Weddington Street, North Hollywood, California 91607.

For Sale: MRC 202 power pack - two sets of controls, very good condition.....\$8.00
HO 2-8-2 Mikado and tender made by Tyco about 10 years ago. Still in good running condition.....\$9.00
Tyco HO Streetcar.....\$3.00
Used Atlas HO sectional track: 4 straight, 2 $\frac{1}{2}$ straight, 2 15" radius curves, 19 18" radius curves, 4 terminal tracks, 2 bumpers. Sold as lot only.....\$1.50
Will pay postage on all items above. Gary Thomas, 11940 Weddington Street, North Hollywood, California 91607.

Report from the Orientation Committee

by David Knauft

Something has been done with those orientation forms that you filled out. They have been filed so that when new members join, their orientation forms can be matched with a present member. The new member will be given the address of this teen, and can then correspond with him. This way, it is felt, the TAMR can stay a very close-knit organization. We can also help these teens in their railroading, and at the same time have lots of fun. Soon many of you will get letters from new members in the TAMR. The Orientation Committee would appreciate it if you would go ahead and correspond with this person, maybe for only a few months, but long enough so that they get this feeling that we want them to be a necessary part of the TAMR. Thank You.

David Knauft, Co-Chairman, Orientation Committee

1968-1969 BUDGET Teen Association of Model Railroading

The following are a few figures pertinent to the budget:

TOTAL of all deposits made between November 25, 1966, and July 15, 1968.....\$466.60
TOTAL of all deposits made between November 25, 1966, and June 30, 1967 (This was the time of last year's budget)...\$144.25
TOTAL gain this year.....\$322.35
Approx. percentage gain over first year..... 223½%

COMMENTS:

Last year's budget was grossly under-estimated. Last year it was our opinion that it would take \$195.00 to run this year's business. But as you can see, we took in \$322.35 with an enormous percentage increase thus giving us many more funds than we thought we possibly could have. Around December of last year it became apparent that the old budget was greatly inaccurate. Here are the reasons for its inaccuracy:

1. At the time of last year's budget it was not planned to advertise the TAMR in Model Railroader. However, toward the latter part of last October it became apparent to me that the organization was not gaining members quickly enough so I initiated a series of ads in Model Railroader. At this time ads have appeared from December through May and July issues of MR and are scheduled to appear in the August and September issues at this time. I would like to point out that these ads are almost the sole reason for our membership increase, which is almost double that of last December. The ads, while expensive, have paid for themselves many, many times over. To put it simply, without the increased membership resulting from those ads the TAMR would be in very poor shape.
2. Non-membership dues incomes, such as railroad ads, etc.

Because of the unusual character of this organization, it would be very foolish indeed for me to attempt another budget. The TAMR will be soon getting plugs in Boy's Life and Catholic Boy magazines and we have been told to expect very substantial increases in our membership. There is every reason to believe that TAMR will have a membership of 500-1,000 by next year at this time.

In short, I cannot plan a successful budget with no knowledge, or even an estimate, of our membership next year. The NMRA, for example, is able to plan an accurate budget because it can almost certainly count on about 14,500 members each year, give or take a few hundred. But when you have an organization where the membership doubles in only 7 months and where it is likely to triple itself in a few more months the thought of an accurate budget is quite remote.

I do not feel that it will be possible to prepare an accurate budget for TAMR until such a time as the membership level begins to steady itself at a particular amount. It should be pointed out that a budget is not really necessary until you begin to have 1000 members or so.

HOW YOUR MONEY HAS BEEN USED

Of course, the greatest part of your \$2.50 (or \$150) dues have gone to support the TAMR HOTBOX. The rest of your money is used for(Cont.)

the TAMR Directory, Constitution printings, membership cards, secretarial exepnses, and misc. items. It is my personal opinion that we are getting a lot out of your money, about as much as safely possible. To prove my point, I can tell you that at the end of each month after all expenses have been paid the Treasury is usually left with about \$25-\$30. This does not indicate an impoverished state. Rather, it indicates that your money is being used to a very full extent and that it is not lying around gathering dust. If this were the case I would request that dues be lowered.

My belief is that the organization is in a very healthy condition, financially. I feel that it is in fine shape for the new admistration.

Treasurer's Report

by Doug Kocher

As my term as Treasurer comes to a close, I want to point out to the membership the accomplishments of my two terms as Treasurer. Since I will not be running again for this position, I think it is especially important for me to do so.

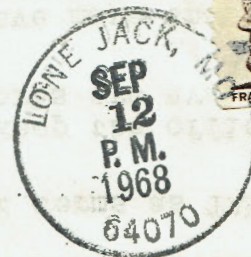
Here are the most important accomplishments of my 2 terms as TAMR Treasurer:

1. The instigation of monthly Financial Reports which keep the officers fully informed of our financial state. (The reports are available also to members with good reason.)
2. The instigation of ads in Model Railroader. These have more than doubled our membership in 7 months and give indications of doing the same. These ads are perhaps the sole reason for the current prosperity of the organization.
3. The purchase of an organization-owned printing machine. There is now no need to fear for a continued printing source for the TAMR HOTBOX and other organizational publications.
4. Substantial and significant improvements to the TAMR HOTBOX. We have seen a much better publication with added details, all making for a more outstanding national publication.
5. An attractive 1968 Directory. As you know, this had a beautiful cover. Next year's should be better.
6. And perhaps most important, the establishment of financial security for the organization whereby we have no need to fear for lack of funds to properly maintain the organization. The member's dues are being used with very great efficiency by the various operating departments of the TAMR.

Well, there they are. I can honestly say to you that I feel I have tried my best. There are are things which I could not accomplish in two short years that I had, but I am grateful for the things that could be done.

It is important to point out that without cooperation from the other officers and from you, the member, I could never have accomplished the above things. I have really enjoyed being Treasurer, but I feel that it is time to let soembody else have a chance at the job especially when there are so many qualified members in the organization.

FROM: Greg Thompson
Publisher, TAMR
Route 1
Lone Jack, Missouri
64070



Participate in '68!

Send to:



Third Class Mail - Printed Matter