

# THE TAMR HOTBOX

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## THE WAYBILL

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### *A Word From The Hogger ...*

This issue is rediculously late as you can see. It's not really the fault of any one person. There have been many delays, some of which might have been prevented by better organization. I won't waste your time with all the details of its tardiness, for there are many. Let's forget the troubles we have had in the past and strive for the future.

The January/February issue was very late too--it seems we have not been doing a very good job. I don't know the ins and outs on that issue, for it was out of my hands in early March. I think the problem was that our mimeo machine broke down--see Randy for the exact details.

You know, we could sure use a few articles...you've done very well in helping us out here, and I realize that there's not too much point in writing an article for the HOTBOX when you haven't seen it for who knows how long, but we really could use some more. I have a few now, and most of them are pretty good. They're not hard to write, and they can be a lot of fun. Besides, there's always the fun of having your name in print! I'm sure there are lots of things your genius could cook up an article with, so why not give it a try!

I hate to make promises about the future, especially glorious ones which I know I cannot keep. To be honest, I don't know when the next HOTBOX will be out. It's in preparation now, and we're working as fast as we can to get it into your hands soon. Don't count on it, but we may get more offset HOTBOXes if we can afford it. With offset printing, we can handle drawings, photos, and special ads (with fancy designs, heralds and roadnames, or maybe even photos), so you can see what a boost to TAMR this would be. If you have any questions or comments on the HOTBOX, please write to me, and I'll do my best to help you out. My address is:

Doug Rhodes  
10 Robert Service Bay  
Winnipeg 22, Manitoba  
CANADA

*Doug*

I'd sure like to print these, but the authors were so modest that they did not sign their names: Country Road Bridge; Elevated Crossing Tower; and some dandy drawings of European prototype stock. Would the authors please write me and tell me who they are?



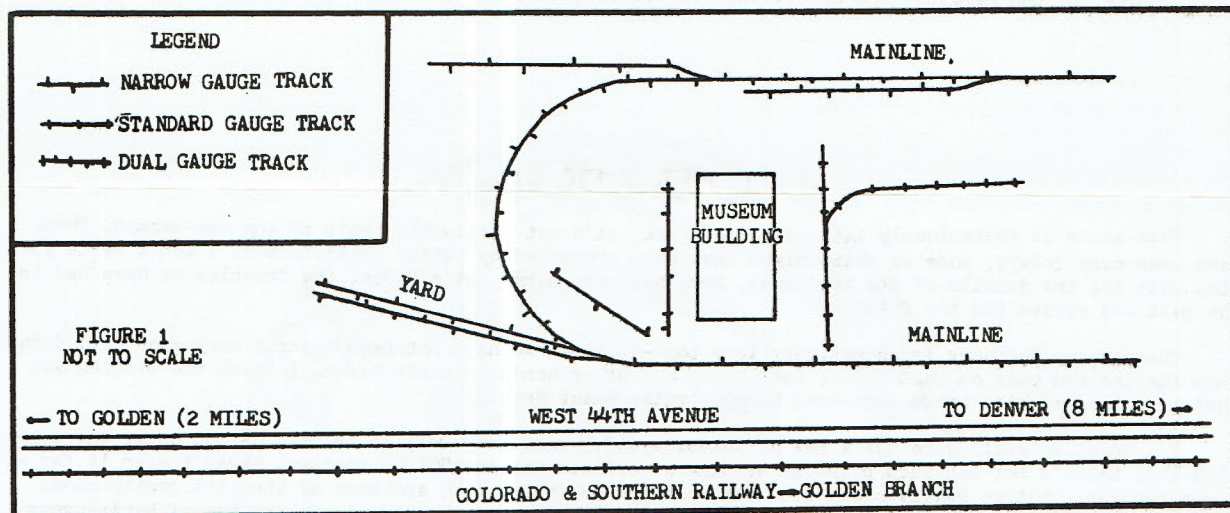
# COLORADO NARROW GAUGE

Dan Finch

The narrow gauge railroad has dominated Colorado history. These railroads actually made the state what it is today. During the peak of railroading in Colorado, there existed about one hundred standard and narrow gauge railroads; around seventy of these were narrow gauge. Narrow gauge was common because it could have steeper grades (the average grade was 4%) and sharper curves (the average curve was 30°, although the Uintah had curves of 80° in Baxter Pass) than standard gauge. There was also less expensive earthwork and blasting involved in building a narrow gauge line than one of standard gauge. Thus a railroad could be set up with less starting capital. These narrow gauge railroads brought millions of dollars' worth of gold and silver ore out of the fabulously rich mining areas of Colorado.

The most-used wheel arrangements for slim gauge locomotives were the 2-6-0 Mogul and the 2-8-0 Consolidation. Almost all of the narrow gauge roads had engines of these types, although there were several other wheel arrangements that were used. The Denver & Rio Grande used the 2-8-2 Mikado type (which is still in use on the Silverton Branch). The Gilpin Tramway, which was the only two foot gauge railway in Colorado, and the Argentine Central used only the Shay (0-4-4-OTG) type of loco. The Denver, South Park, and Pacific was the only Colorado road to use the Mason Bogie type of locomotive (they were 2-6-6T's and 2-8-6T's). The Uintah used the Shays and 2-6-6-2T's, along with 2-8-0's, 0-6-2T's, and 2-8-2's. The near-bankrupt Rio Grande Southern built railcars (using various Ford, Chevrolet, and Pierce Arrow parts) for passenger service in the thirties. They were popularly called "Galloping Geese".

The narrow gauge yards were usually small and overgrown with weeds. The Colorado Railroad Museum, near Golden, has narrow gauge track laid in a typical narrow gauge yard plan. All of the narrow gauge turnouts on the museum grounds are of the stub type. The layout of the track is similar to Figure 1. The individual pieces of track not connected to the rest are for display only. One narrow gauge loco is kept in operating condition, and is fired up and run around the track about once a month. (I haven't been lucky enough to have been there at the right time.) The terminals in the larger towns and cities, such as Denver, Colorado Springs, Pueblo, Durango, and Leadville, were much larger of course.



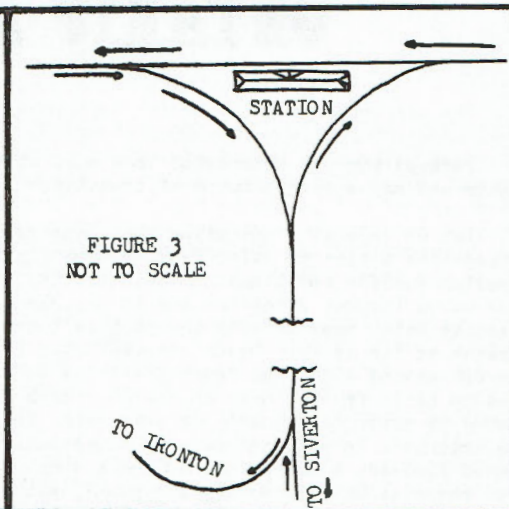
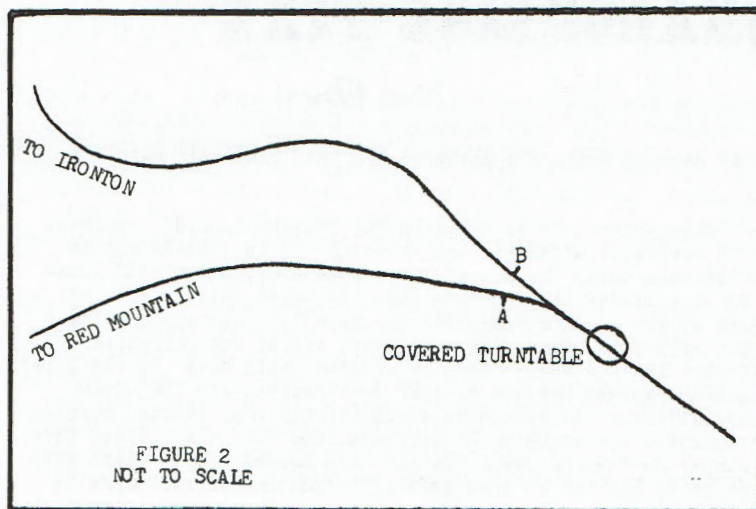
Some of the narrow gauge railroads had peculiar track arrangements. Switchbacks were common on branches, but the Silverton\* Railroad had one on the main line at Corkscrew Gulch. It looked like the arrangement in Figure 2. A train going to Ironton would approach the switchback from Red Mountain Town (or Red Mountain City or just Red Mountain). The engine would uncouple from the rest of the train at point A. Then it would move forward to the covered turntable to be turned around. It would then go forward through the turnout to point B. The cars would be rolled forward into the switchback, the engine would back up, couple to the train, and would resume speed to Ironton. On the return trip the same operation would be performed, only in reverse. The entire process would take about ten minutes.

The Silverton Railroad facilities at Red Mountain Town were also peculiar. They looked somewhat like Figure 3. Because of the lack of space at Red Mountain, the station was put in the middle of the wye. This arrangement was typical of railroads in the mountains.

The narrow gauge railroads crossed some fantastic mountain country. Those of you who have been fortunate enough to have come to Colorado and seen some of this scenery will know what I mean. The slim rails once ran in the Black Canyon of the Gunnison River, in the Royal Gorge of the Arkansas River (now standard gauge), in the very dry San Luis Valley, over Tennessee Pass (now standard gauge), over Marshall Pass, over Fremont Pass (now standard gauge up to Climax, in the pass), through Alpine Tunnel, and over and through many other passes and valleys.

\* Not the Silverton Branch of the D & RGW, but an abandoned railroad that once went north from Silverton





Most of the narrow gauge abandonments took place fairly recently. The Georgetown Loop was dismantled in 1939. Narrow gauge operations out of Leadville ceased in the forties. The Denver and Rio Grande abandoned or converted to standard gauge all of its trackage in the forties and fifties, except for about 200 miles of narrow gauge, which the railroad is asking the ICC for permission to abandon, except for about fifty miles. The fabulous Rio Grande Southern was dismantled in the early fifties.

In the near future the Colorado Central is to be reconstructed from Georgetown to Silver Plume, including the famous Georgetown Loop. The Florence and Cripple creek is to be reconstructed from Victor to Cripple Creek.

Colorado narrow gauge will always be remembered by railfans, books, and the silent Colorado Rockies, which once heard the whistles and thunder of the narrow gauge railroads that crossed them.

## FROM THE EDITOR'S MAIL...

The following is a letter written by Steve Marling to Doug Kocher which Doug thought that the members of the TAMR should be allowed to read. The article referred to in the letter is "Oh Where, Oh Where, Has the Hotbox Gone?", which appeared in the September 1968 issue of the Hotbox. The letter reads:

"Thanks for your letter of October 9 in support of my article in the Hotbox. I haven't gotten around to writing you because I thought I'd wait until my typewriter was fixed. It still isn't and I decided to wait no longer. My purpose in writing that article was not to knock Greg Thompson but to express a feeling which I'm sure most TAMR members had—that we are all a little dissatisfied with the Hotbox in general. Thanks to fellows like you the article seems to be a success.

"I've rethought the question of regional publications and have come to this conclusion: the regional publications already established seem to be successful and I can see no reason for discontinuing them. I believe however that regions that do not have such publications or just have them in the planning stages should devote their efforts to contributing their words to the Hotbox. I feel this can get the Hotbox back on its feet. I encourage the head of my own region and the heads of other regions to take on this policy and I would appreciate your passing these sentiments on to others, primarily the elected officers and regional coordinators.

"I feel that the TAMR has great potential but we must not make this a social club. If guys want this, they can get it at school. Our purpose is to help our members where it counts—on model railroad pikes and to better our knowledge of railroading and model railroading. My best of luck to you in your term(s) as V.P."

(I quite agree with Steve on the matter of regional publications; but he and I do not see eye to eye on whether TAMR should be a social club. I think that one of TAMR's basic purposes is to promote fellowship—to provide a place where a teen-age model rail can meet people of his own age who have similar interests to his. Certainly, one of the greatest purposes and aims of TAMR is to help our members in building their pikes to resemble a real railroad as closely as possible, but I think Steve, that you would find that many people joined TAMR to make contact with other teens in model railroading. I know this is why I joined. I could have gotten much more (and probably more comprehensive) material on the hobby elsewhere, but nowhere else could I find the friendship of people like myself—ED.)



# ONTARIO BRANCHLINE PIKE

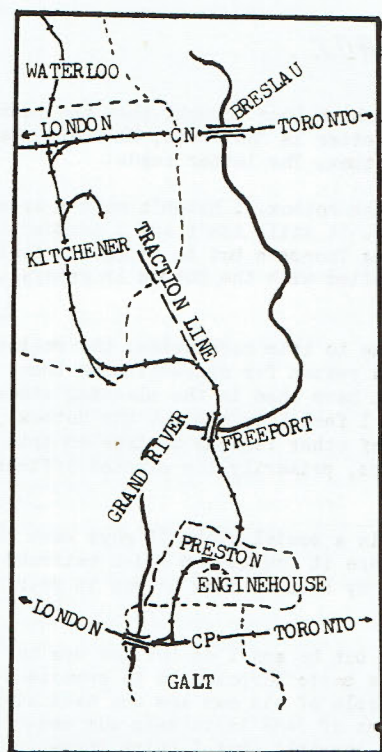
Don Gosen

Perhaps you are interested in a pike with an unusual switching pattern. You want realistic mainline trains and maybe even a touch of traction.

Let us look at a prototype that fits such a description. It is situated in Southern Ontario, and runs between the cities of Galt, Preston, and the twin cities of Kitchener and Waterloo. It is jointly run by Canadian Pacific and Canadian National. The CN switcher works the outskirts of Kitchener, and the CP switcher works through Kitchener and to Waterloo. In some places they use the same trackage. This sharing of trackage dates back to when an electric line came as far as Kitchener. The electric line was supposed to stretch as far as Port Dover on Lake Erie. It was called the Grand River Railway, and it was purchased by the CPK around 1956. The freight station in Waterloo and the engine shop in Preston still bear the old line's name on their fronts. Some of the GRR track has been removed because of road development. The CNR also wanted to serve Kitchener's up and coming industrial basin, so somewhere along the way they started sharing the trackage. In only one case is a particular industry served by both railroads. The Budd plant ships five loaded flatcars a day on the CN and a similar number on the CP. These flatcars are loaded to the limit with auto chassis. Rail is mostly 100 pound, although it is lighter on some spurs. The passing of switchers is easily done, for they are in the city on separate tracks when they do pass.

Both switchers run every day with the exception of Sunday, although on one occasion I saw the CP loco at work on Sunday. The CP switcher starts work with from ten to 25 cars, the CN with from eight to fifteen each day. Both teams work for the better part of each day. On the mainline, the CP runs four passenger trains daily. These consist of one RDC Dayliner with a trailer car. The CP also runs a few wayfreights and many long freight drags a day. The CN line carries two wayfreights and a few longer ones every day except Sunday. These trains are headed by GP-7's and GP-9's or F7's and F9's. They have two, sometimes three, engines, six to ten cars, and possibly a steam generator car.

On the layout it will seem unprototypical to run CP and CN trains on the same mainline. However, since this is done on many pikes, it might be overlooked in this case. I have seen CN engines working the CP, although I suspect that this was an exceptional case. The plan does not follow the map, and there are not nearly as many industries as on the prototype. Note the use of having factories on the backdrop; considering the space a modern factory takes, this could be a valuable gimmick. The engine house and yards could be used extensively for mainline trains as well as those of the branchline. This plan might be more appealing as a modern diesel pike than for old time equipment.



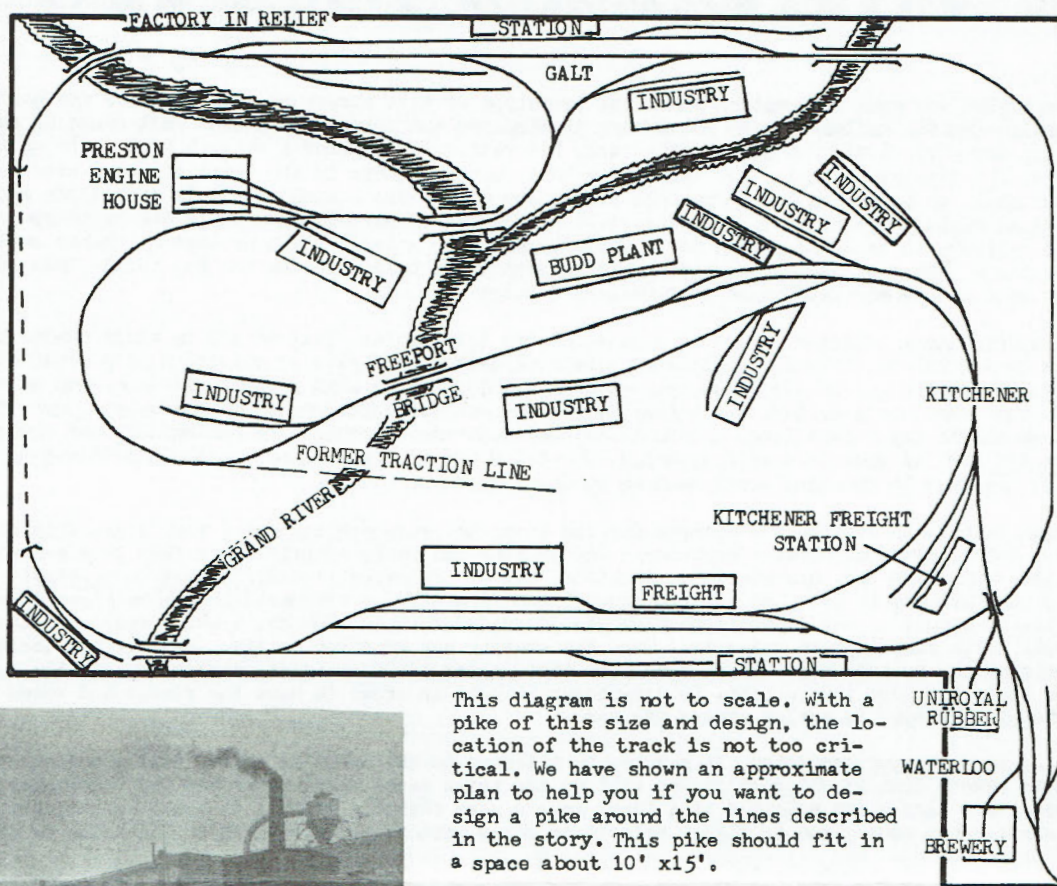
Photos by the author



4-6-0 #894 in Galt. This was a very popular loco on the CPR. Drawings of the similar class D-4g appeared in May 1963 Model Railroader.

See track plan on next page





This diagram is not to scale. With a pike of this size and design, the location of the track is not too critical. We have shown an approximate plan to help you if you want to design a pike around the lines described in the story. This pike should fit in a space about 10' x 15'.

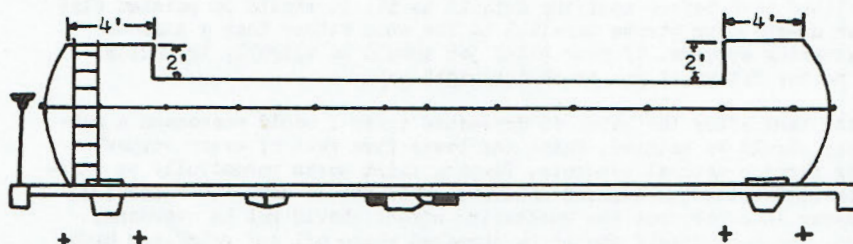


CN Alco switcher rests in front of Kitchener station in a snowstorm. Caboose drawings appeared in February 1963 Model Railroader.

## JAMESTOWN GRAVEL CARS

Walter P. Harris

One day back in late June, as I was driving down Katy Freeway (named for the M-K-T tracks that parallel it), I spotted some unusual cars loaded with gravel and sulfur. They were tank cars that had been cut down; I've drawn a basic diagram so you can see what they looked like.



I would suggest buying funeral tank cars from AHM and cutting them down. This should be fairly simple and a lot of fun. Careful use of a razor saw and a small file or two should result in an interesting and unique model. I think you can see how it can be done.



# BUILD A DIESEL FUEL TANK

Doug Rhodes

I cannot give you much information about the prototype of this structure. It stands on the north side of the Canadian Pacific Railway's huge yards here in Winnipeg and serves the diesel fuel needs of the switchers working the yard. I did not measure the tank, but rather worked from a photo I took while on a jaunt to the yards. The dimensions I give are taken from this, using objects in the photo of known size, such as a diesel switcher, to determine an approximate scale. The dimensions I used result in a credible model, but are no means rigid, especially if you have tight clearances to worry about. While the prototype only serves yard engines, it is large enough for a whole terminal on a large pike, or even an entire small pike. I would recommend that you have some scratchbuilding experience behind you before you tackle this project, or at least some of the more difficult craftsman-type kits.

Begin by finding a cylinder to use as a base for the tank proper. This should be about twelve feet in diameter. A wood dowel (1.5" in HO) would work nicely. A section of brass or plastic tubing would also serve well. If you cannot get any of the above, you could possibly make do with a cardboard tube such as a mailing tube or one that comes in a roll of paper towelling. Once you have obtained your tank's base, cut it to length. It should be forty feet long. I cannot overemphasize the importance of making this cut square. It must be exactly 90°, or your tank will look bad. The tried and true method of cutting a little away from the line, and filing down to the line would best be employed here.

The next step is to construct a wrapper for the tank, to represent its metal sheathing. This can be made of shim brass, styrene, or even cardstock. The wrapper should be exactly forty feet long and precisely 3.14 (pi) times the tank body diameter plus the thickness of the wrapper wide. It must be perfectly square in order for the wrapper to fit, and for the rivet lines to meet. The wrapper should have rivet lines embossed on it. An excellent rivet detail machine was described in June 1968 MR, I would recommend that it would be well worth your time to build one. Once the wrapper has been cut to size, lay out the location of the rivets on the reverse side. There should be three seams ten feet apart, each with a double row of rivets. See photo for more information. Be very accurate here in order to have the rivets and seams meet properly when the wrapper is curled around the tank.

With the tank wrapper completed, it may now be attached to the dowel or tubing that you used as a base. A good rubber cement such as PlioBond or Goo will do the trick here. Don't cover the whole cylinder with glue at once. Work slowly and a little at a time, making sure that the wrapper is going on straight. After the whole wrapper has been glued in place, hold it in place with rubber bands and set it aside to dry.

While your tank is drying, work can begin on the concrete supports (Fig. 2). Several methods would be suitable here—cast plaster, painted wood, or styrene. I prefer the cast plaster method because it looks more natural to my eye. If you wanted to go whole hog, you could make forms of individual pieces of strip wood so as to get the correct impressions in your "concrete", but I make my moulds of cardboard to speed matters a little. I would make a form for each support so that they could all be cast at once. The supports should be about a foot (scale) thick and to the dimensions shown in Figure 2. Don't worry about shaping the top at this point—cast it square. Mix your plaster thin enough so that it pours smoothly and easily, and be careful not to let any air bubbles in your work. After the molds are full, set them aside to harden, and go do some homework for an hour.

After the plaster has set, remove the forms. If a little cardboard should stick to the castings, this is easily removed. Lay out a curve of the same radius as the tank on the narrow end, and cut down almost to the line, but leaving a little plaster on to give you some maneuvering room when you fit the tank body. Then slowly shave plaster off, bit by bit, until the support mates perfectly with the tank.

The time has now come to make the ends of the tank. These should be slightly convex. If you are using dowel, you can merely sand the ends to the correct shape, fill any ridge that might be along the edge of the wrapper to make a smooth joint, apply two or three coats of sanding sealer, and paint. If you are using a hollow tube, an endpiece of styrene or shim brass would be desirable. Styrene can be formed to a convex shape if it is first softened with very hot water or hot air. Styrene is flammable, so don't use an open flame for this heating. When you have both ends formed and fitting to your satisfaction, glue them in place with rubber cement. Let this dry overnight. Tiny cracks can be filled with plasticene, a children's modeling clay.

I would recommend painting the finished tank before applying details to it. It should be painted flat silver. If you are using a brush, use an up-and-down stroke parallel to the ends rather than a side-to-side stroke, as this is the way the weathering appears. If your paint job should be slightly irregular, it will blend in with the streaking by Mother Nature if you brush the right way.

Glue the concrete supports on to the tank after the paint is dry—once again I would recommend a rubber cement. After these are affixed, they should be painted. Paint the lower five feet of every support a medium to dark gray, and leave the upper portion natural concrete. Tempera paint works wonderfully on plaster, and thinned tempera can be used for weathering the exposed concrete. This should have the appearance of being a little dirty and a little uneven in color, but the weathering effect should not be overdone. While we're on the subject of weathering, the tank itself should be streaked where oil and rainwater have run down the sides, especially under the catwalk. This should also be subtle; don't overdo it. Many model railroaders weather their structures and equipment too heavily. Real railroads have a big investment in



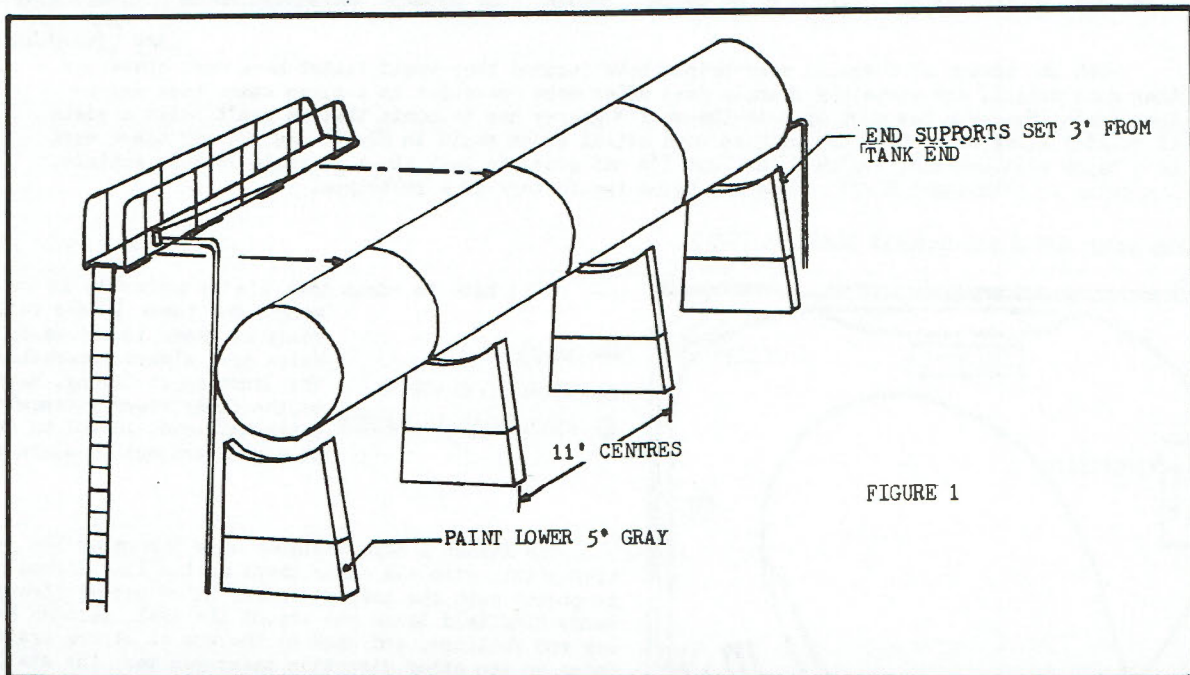


FIGURE 1

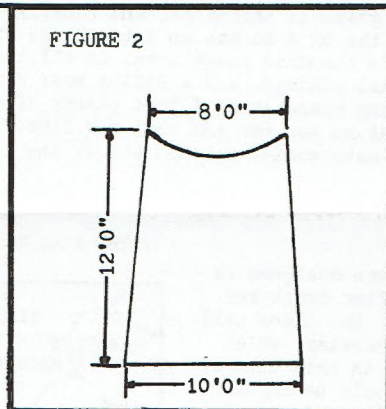
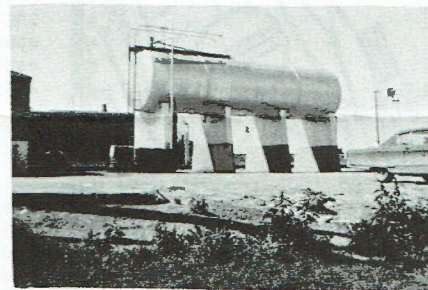


FIGURE 2



these, and unless the road is on the verge of collapse, its properties are well taken care of. Some weathering is inevitable, but it will always be subtle. In some special cases, such as where a steam locomotive has been stored out of doors, heavy weathering is prototypical, but these cases are the exception rather than the rule.

All that remains to do is to apply the catwalk and pipes, and find a suitable place to put your new structure. The floor of the catwalk can be styrene or card two feet wide and eighteen feet long. The railings can be of wire, soldered together in a jig. They should be three feet high. The two endposts should be set one foot from the ends of the walk, with the three central posts four feet from each other. .020" is generally used for purposes like this, but you will obtain a wonderfully delicate appearance by using .010" wire. These dimensions are for H0; adjust upwards if you are in a larger scale. If you are in TT or N, I don't think you will find wire smaller than .010". You may wish to purchase the ladder, but if you would like to scratchbuild it, it is twenty inches wide and the rungs are eighteen inches apart. The sides can be .010" styrene or metal, and the rungs .010" or .020" wire. The pipe leading off the catwalk and bending at right angles should bend at a point past the extreme outside of the tank and pass into the ground in front of the first support. It and the pipe leading into the ground at the rear should be made of four inch diameter wire. Paint silver.

The ground underneath the tank should be hard-packed dirt, or cinder ballast. Several oil drums should be standing around the base of the ladder.

This facility should be located beside your other engine servicing structures, such as your sandhouse. The engines are fueled through a flexible hose and nozzle arrangement hung on a stand by the track. This is connected to the tank by underground piping. The tank need not be beside the track, but should be close enough to allow filling from a tank car (by flexible hose, much the way tank trucks fill home heating tanks from the street). Fill 'er up with diesel fuel, and you're ready to go!

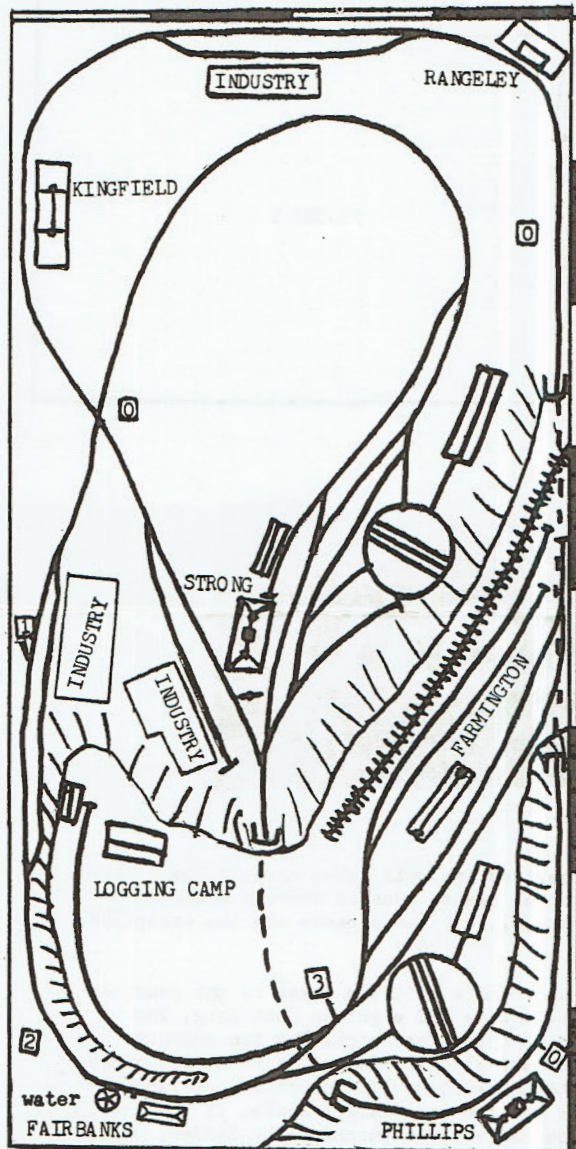


# THE MOST LAYOUT IN THE LEAST SPACE

Jay Franklin

With the advent of N scale, many people have decided they would rather have more operation than much detail. And certainly N scale does offer more operation in a given space than any other scale. But even the most dyed-in-the-wool N guager has to admit that he can't build a piece of rolling stock or a structure with as much detail as he could in HO. So now you say there must be a happy medium—well, you're right, but I'm not going to talk about TT scale in this article. I'm going to talk about HO<sub>N2½</sub>, using the Maine two-footers as a prototype.

## THE SANDY RIVER AND RANGELY LAKES RAILROAD

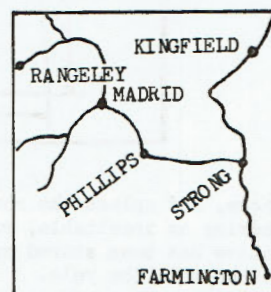


I'll have to admit that I'm no authority on two foot gauge, but those little railroads up there in the woods of Maine have always interested me. The junction at Strong, Maine, on the Sandy River & Rangely Lakes Railroad, looked to me to be a good project to start with.

The layout I have designed uses Strong as the junction point, with the other towns on the line strung out in pretty much the correct order. Going out of Strong towards Kingfield takes you around the oval, through Rangeley and Phillips, and back to the wye at Strong again. Going in the other direction takes you past the station at Strong, up the grade to Fairbanks, and finally to Farmington, where the SR & RL has an interchange with the Maine Central's standard gauge iron. In all, there are three industrial sidings, and a siding near Farmington for lumbering operations. I left plenty of open space on the layout so you can add what you like. Trees could be added to make wooded patches across the landscape.

## THE REAL SR & RL

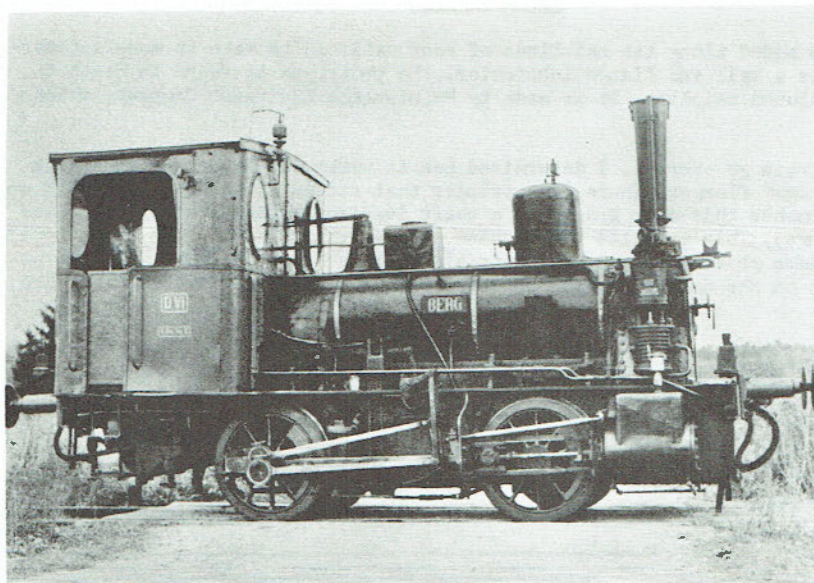
This layout was designed to use Peco's HO<sub>N2½</sub> flex track and switches. However, the plans call for a wye and a crossing, which are not available in this line of trackage. These could be regular N scale track, ballasted rather heavily to hide the ties; or maybe they could be reworked to make the tie spacing more realistic. Of course, if you're really a purist, you could hand lay all the track to exact two foot gauge. All curves were planned as twelve inch radius, which should be ample for smooth operation. Locomotives and rolling stock are available from AHM, and trucks and parts can be had from Miniature World.



The layout should look quite impressive on a 4 x 8 sheet of plywood. In fact, if I weren't already building an HO standard gauge layout on a 4 x 8, I'd seriously consider starting in HO<sub>N2½</sub>. I think this plan has possibilities for some one living where space is limited, but where the person still wants the detail and availability of HO.

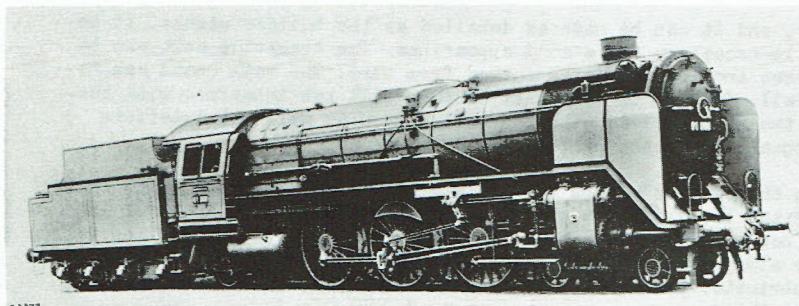
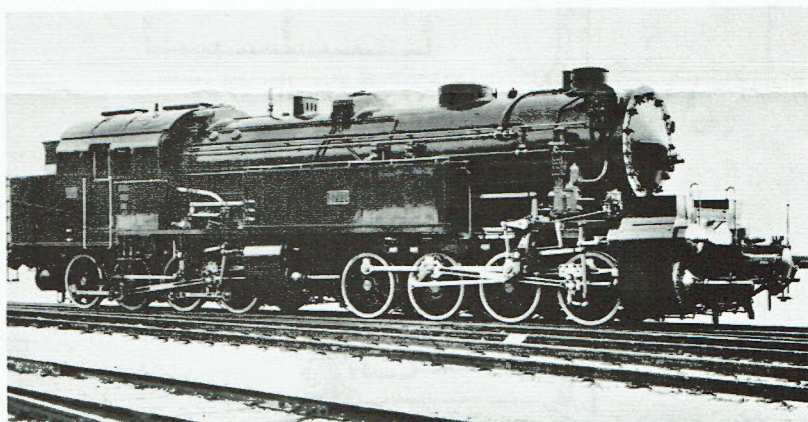
Now, let's talk about operating the layout. All passenger traffic coming into Strong will have to back up toward the station after clearing the wye; and that's just what the prototype did too! Of course, all traffic to Farmington will have to turn around before making the trip to Strong. I've put a water tank at Fairbanks because this seemed a logical place for the trains to take on water; they will have just climbed better than half of the grade. Also, on this layout Fairbanks is just a whistle stop, and trains probably would never stop there if it weren't for the water tank. Oh yes, don't forget that the old SR & RL controlled its trains with ball signals, so there should be one next to the station at Strong, where trains going in either direction can see it. This is the way it was on the real SR & RL.





Loco class "D VI" "Berg" of the Bavarian Railways. Built 1883.  
Photo by Horst J. Obermayer

Class "GT 2 x 4/4" of the Bavarian Railways. Built 1923  
Photo: Werkfoto Krauss-Maffei AG



Class "01" loco built by Borsig in 1926. Photo: Werkfoto (builder's photo) Borsig



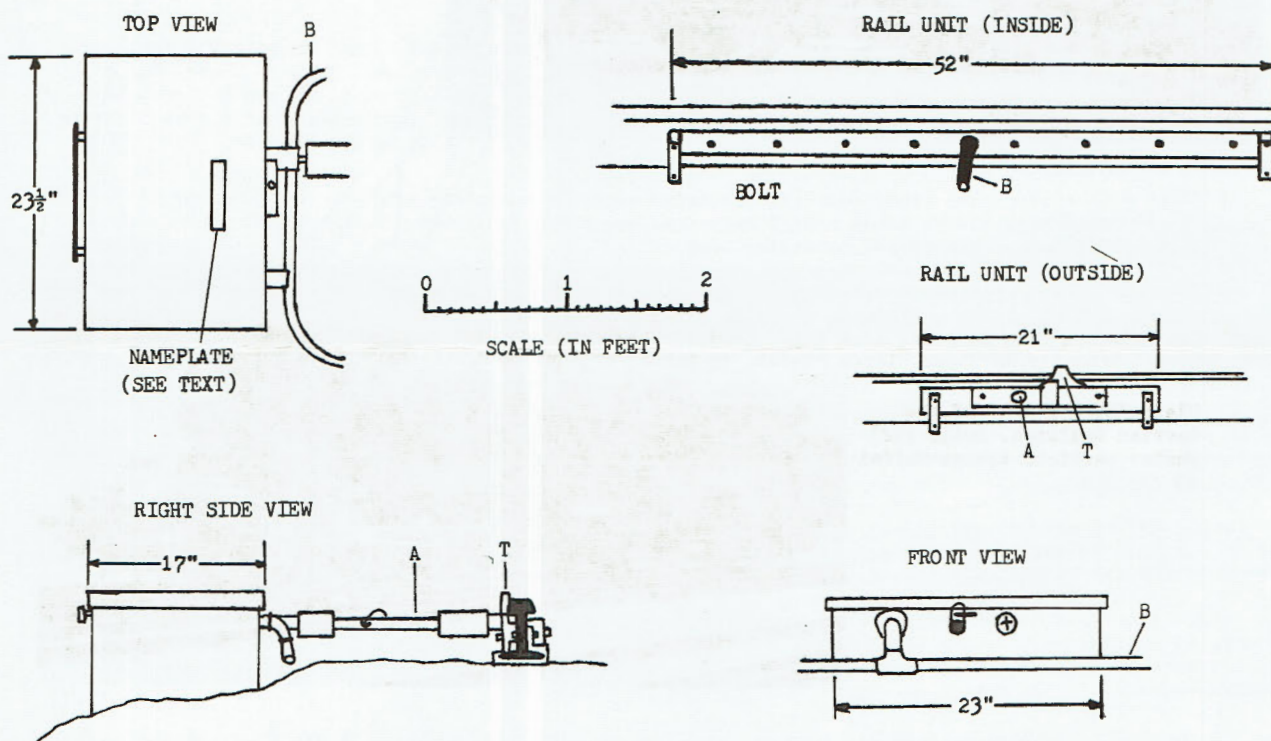
# RAIL AND FLANGE LUBRICATOR FOR YOUR MAINLINE

Bob Neff

There are many details that can be added along the mainlines of your railroad to make it more interesting and better detailed. Among these is a rail and flange lubricator. The prototype is found in South St. Louis, along the Missouri Pacific southbound mainline. It is made by Maintenance Equipment Company, which is a division of Poor & Company.

After watching a MoPac passenger train go over it, I determined how it works. It only puts grease on the right side of the rail and on the right flanges. There is a tripper that sticks up above the rail (T on the drawings). When a train comes, it pushes this down and turns a shaft leading to the machine in a counterclockwise direction (A on the drawings). This actuates the machine inside, which then forces grease out through two hoses to the rail units, where grease comes up and gets all over the rail, flanges, and the surrounding area. The hose is indicated on the drawing by the letter B. By studying the drawings, I'm sure you can see how it works.

## MAINTENANCE EQUIPMENT COMPANY RAIL AND FLANGE LUBRICATOR



Construction of the lubricator is easy, and it can be made as detailed as the builder wishes. It is rather small in HO and not too much detail is necessary for a good appearance. The trackside unit can be made from a small block of wood, and the hoses and shafts can be formed from wire. The rail units can be made out of wood, or wire soldered to the rail. Be sure to make them so they will not interfere with the flanges or wheels of passing trains. I put the tripper even with the rail top so it will not interfere with the wheels, yet will still have the appearance of the prototype.

The trackside box and shaft leading to the rail should be painted a grimy gray-black color with spots of rust. There is a nameplate on the top of the trackside box which tells the builder, patents, etc. I think it was at one time silver, but it is now a dirty black, being covered with dirt and grease. The rail units should be painted black, and they are always covered with grease. To add realism, paint the ties, ballast, and rails black both around the lubricator and for a distance down the track in both directions, for the lubricator gets grease all over everything.

If set in a conspicuous place, this unit could be a welcome addition to your mainline detail.



# UNDER THE BED LAYOUTS

Rob Bernstein

The vital factor in model railroading is space. This governs the size of the pike, the type of terrain, the motive power, and the rolling stock of a given pike. When I first started my layout, space was a big problem. As it turned out, the only space available was underneath my bed, a space exactly six feet by 3'8". This may not seem like very much room; it isn't. But, with a lot of work, I fitted as much on my pike as is on any other layout. This story tells how I did it.

I have to roll my layout under my bed. This necessitates some type of rolling device. The smallest things I could find were  $1\frac{1}{2}$ " casters. I put one on each corner of my board, and one in the centre to prevent sagging.

Having done this, I was left with six inches vertically in which to work. This presented many problems. First of all, bodies of water below board level were impossible. The bottoms of the frameworks for these would drag on the floor, and with a hole cut in it, the whole board would be weakened. Since I wanted a river, I had to adjust to the situation. My solution was to raise the track instead of lowering the river. I nailed 1" x 1" along the route that the track was to follow, covered this with fine-mesh screen, and laid the track. Even with this, the water looks a little too close to the bridges that cross it. To remedy this, I modeled the river banks in such a way that it looks as if the river is at flood stage. This can be done by having the tops of bushes jutting out of the water in places, and an occasional tree with its trunk half submerged in water.

Another problem I had was with the hill I wanted. With the track raised, I had only five inches in which this hill and its tunnel had to fit. After the forms for the hill were set, I found that I had  $\frac{1}{2}$ " clearance between the bottom of the bed and the top of the hill. Now the tops of hills are not just bare, but what can you put in  $\frac{1}{2}$ " of space? Finally, I had an idea. I could model the remnants of a forest fire—and that is what I did. Not only does it look good, but being unusual, it is an eye-catcher.

As I was also having live trees, the low clearance caused yet another problem. All the trees had to be of a small or medium height. The trees that I have that are over six inches in height have to be removed or partly disassembled before the layout is rolled away.

In addition to the aforementioned problems stemming from the low clearance, the narrowness of the pike gave me trouble. There was no way around this, so I had to use small radius curves (18" and 15" radii). Although many modelers balk at using such tight curves, with a little work they will allow smooth operation. One drawback: virtually no steam, large diesel, or passenger equipment will take these curves.

OK you guys without basements or playrooms, with some work you can have a layout that is as interesting as any that takes up a whole room, but you can put yours under your bed when you are not using it.

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## President's Message

DAVE NEUMANN

Well, as you can see, we finally have an offset issue of the HOTBOX. You have probably guessed that the HOTBOX will be coming out every other month instead of monthly. This is so that the HOTBOX will have more articles and better printing. I am sure that you will agree that this is the best for us.

Since I have become President, I have appointed several committees to further member services. Paul Poletti is working on the TAMR achievement program, Lloyd Neal is working on a TAMR mail library, and the old member services committee is continuing. You should take advantage of your TAMR membership and indulge yourself in the member services. They are for your benefit.

As you know, the more members the TAMR has, the better our organization will be. Well, to get more members, I have started a membership drive. It works like this: write to Dick Wagle, our Secretary, and ask for some membership forms. Then write, type, or stamp your name and address on them and send them to friends, enemies, pass exchangers, or anyone whom you think might be interested in joining TAMR. If they become a member using your blank, then the Secretary will record this, and you will receive one dollar credit for each member you get to join (you get 50¢ for an associate member). This can go towards prizes. There are more coming every day. I'd appreciate it if you would hurry up and earn these prizes because I am running out of space in my room.

These are the prizes so far (the amount listed is the amount of credit needed for that prize):

1	Suydam Purina Chows Feed Mill	\$4.00
1	Lambert Associates Centre Off Throttle	\$6.50
1	Lambert Associates Boom Car—all brass import	\$13.50
1	Suncoast Models Santa Fe Panel Box Car—modernized	\$6.50
1	Suncoast Models Santa Fe Panel Box Car—original version	\$6.50
1	Vollmer Shanty Kit	\$1.00
1	Vollmer Old-fashioned Workshop Kit	\$1.00
8	Sets Preiser Figures	\$1.00 each
1	Bachmann N scale Train Set—complete with track, power pack, cars, and loco	\$20.00

There will also be a grand prize for the person who hauls in the most members. There are lots more prizes coming in, so watch your HOTBOX for them.



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