The TAMR HOTBOX

January/February 1969 VOLUME V No. I DR-1

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THE WAYBILL

Doug Rhodes, Editor Randy McCoy, Publisher

TEEN ASSN. OF MODEL RAILROADING-Quarterly Fin. Statement-
November 1968 -- January 1969

Beginning Balance November 9, 1968			$70.67
Revenue	Membership Dues	$165.32	
	HOTBOX Advertising	6.00	
	Total	171.32	
Expenses	Secretarial	$ 34.90	
	HOTBOX	29.59	
	Miscellaneous	70.72	
	Total	135.21	
Ending Balance January 31, 1969			$106.78
Revenue collected over expenses			$36.11

---Allen Maty, Treasurer

A Word From the Hogger...

Hi; I'm the new editor of the HOTBOX. I'm taking over with this issue, and I hope to continue in this position for a while.

I'm sorry this issue is so late--we ran into difficulties in changing editors. I'm afraid the next few issues will also be late--there's no point in my giving you a rosy picture of the future when I know there is just no way that the next issue will be on time. You'll have to bear with Randy and me for the next couple of issues until we get the HOTBOX back on the rails. We'll try our best to serve you better than you were before, but these things take time. In the meantime you guys out there can help out a lot by being patient and keeping those great articles coming in.

If you wrote an article and you don't find it in this issue, don't worry. We couldn't publish all the articles I have in this issue, but we'll eventually get around to all of them. Every article and letter is read and greatly appreciated. Keep writing those articles, 'cos we sure need them! What's that you say? "I got thirty lousy plastic cars on the monstrosity downstairs, an' I got hardly any scenery. What do I know that everybody else don't? I ain't no Jack Work or Linn Westcott. I can't write no article." Well, maybe you're not a really advanced modeller, but I'll bet there are some interesting railroad facilities in your area. How about that dandy little bridge over a drainage ditch that you saw last summer? Or maybe you saw some interesting and unusual cars last week that the other members of the TAMR would like to hear about. Give it a try! I'll bet there's many a wonderful article out there just waiting for you to write it down and send it in!

All gripes, ads, and articles should be sent to me at this address:

Doug Rhodes
10 Robert Service Bay
Winnipeg 22, Manitoba
CANADA

Southern Pacific Railroad--HO
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****

FROM THE EDITOR'S MAIL...

I'd like to take a little time to interject a few comments on the contents of August's HOTBOX if I might.

On trains in Europe: I just returned from a two month's vacation in fourteen European countries including the Soviet Union. I found that the major factor in the success of the state owned railways is basically the lack of politics and private ownership and law suit squabbles that plague American railways. These respective governments have seen to it that an efficient and cheap method of transportation be furnished to the people because of the inability of other forms, particularly airlines, to compete on such a large inner country network. It is also true that the population does not own a large number of automobiles. The reasons stated by Mr. Snyder are evident throughout the continent and especially behind the Iron Curtain; yet, because of this lack of drivers, the highway system is also second class to the train. Therefore, to take the train is kind of an "only way out" for all.

Secondly, may I say that there is NOT a lack of diesels on Europe's rails. The Dutch State Railways, Finnish Railways (VR), Swedish Railways (SJ), and approximately a half-dozen other assorted lines use diesel power. It just depends on the availability of fuel oil. You may not be surprised to learn that Iron Curtain countries depend quite heavily on steam, and to add to that--they're mainly coal burners.

Thirdly, I could go on forever about foreign railroads, but let me add one final thought. I don't believe anyone can really make any assumptions that American railroads or the persons that run them could ever base any mode of operation on what they're doing "over there". We've gone too far with our Yankee ingenuity, and our railway lines run here and there in an undefinable maze across our country. On the other hand, the Europeans spent time, then money to determine the need versus the demand--of course, we did just the opposite.

Enough of that. If nostalgia touches anyone as it does me, take a vacation next summer to Southwestern Colorado and follow the Rio Grande Southern line from Durango to Ridgeway. There's a state highway that follows the roadbed most of the way, and the sights and scenery are plentiful. OR...go to Blanca, Colorado and follow the San Luis Valley Southern line south to the New Mexico border--plenty to see also, if you look hard enough.

Well, just two final comments--Thumbs down to that HOn3 diesel, and I hope to soon be writing a series on Branchlines and their operations.

ARTHUR B.(BUCK) DEAN
706 Alpha Drive
Tempe, Arizona 85281

Did you read the ad of
DIE HEIDELBERGBAHN?
Here's crushing news: Passes issued!
Write: Klaus G. Grunert, Graeffstr.6,
5 Koln-Ehrenfeld, West Germany

St. Louis-Santa Fe & Pacific R.R.
"The Sooner Line"
Jay Franklin, Pres.
2001 West Randolph
Enid, Oklahoma 73701

EUROPEAN RAILROADS Klaus G. Grunert

Cologne has got a subway!

Well, not a real subway. But the trolleys are running subterraneously in part--which is called "under-pavement-trolley"(official name!). And, after five years of construction, the first part--about one mile long--was opened October 11, 1968.

The idea of building a subway in Cologne appeared in 1911. But there were numerous problems, and there was a lack of money. There's still a lack of money, but the streets became more and more crowded, and a subway more and more inevitable. Finally in 1965, the first rammer drove the first girder into the ground.

The first part--from the famous cathedral of Cologne to "Friesenplatz"--was extremely difficult. The tunnel had to go under parts of the central railway station, the cathedral, and some other old buildings (Cologne is full of old buildings and Roman relics). Naturally, special care was taken while building under the cathedral. The whole ground had been supported by cement to prevent the church from sinking. After this operation, the contractors noticed with astonishment that the cathedral had risen two millimetres!

For five years the city of Cologne was but one building-site. At least in the centre of the city, this has stopped now. But building goes on. The K V B--"Kolner Verkehrsbetriebe"--has great plans. In 1971 many more subway routes will be in operation.

When you have a look at the plan, it seems as if the new route is longer than the old one. Yes, it is. But actually, the time for a trip has been shortened. Before, during rush hours, the trolley could only creep up the streets. Now, on the new route, the train runs undisturbed not only on the subway-route, but in the park too.

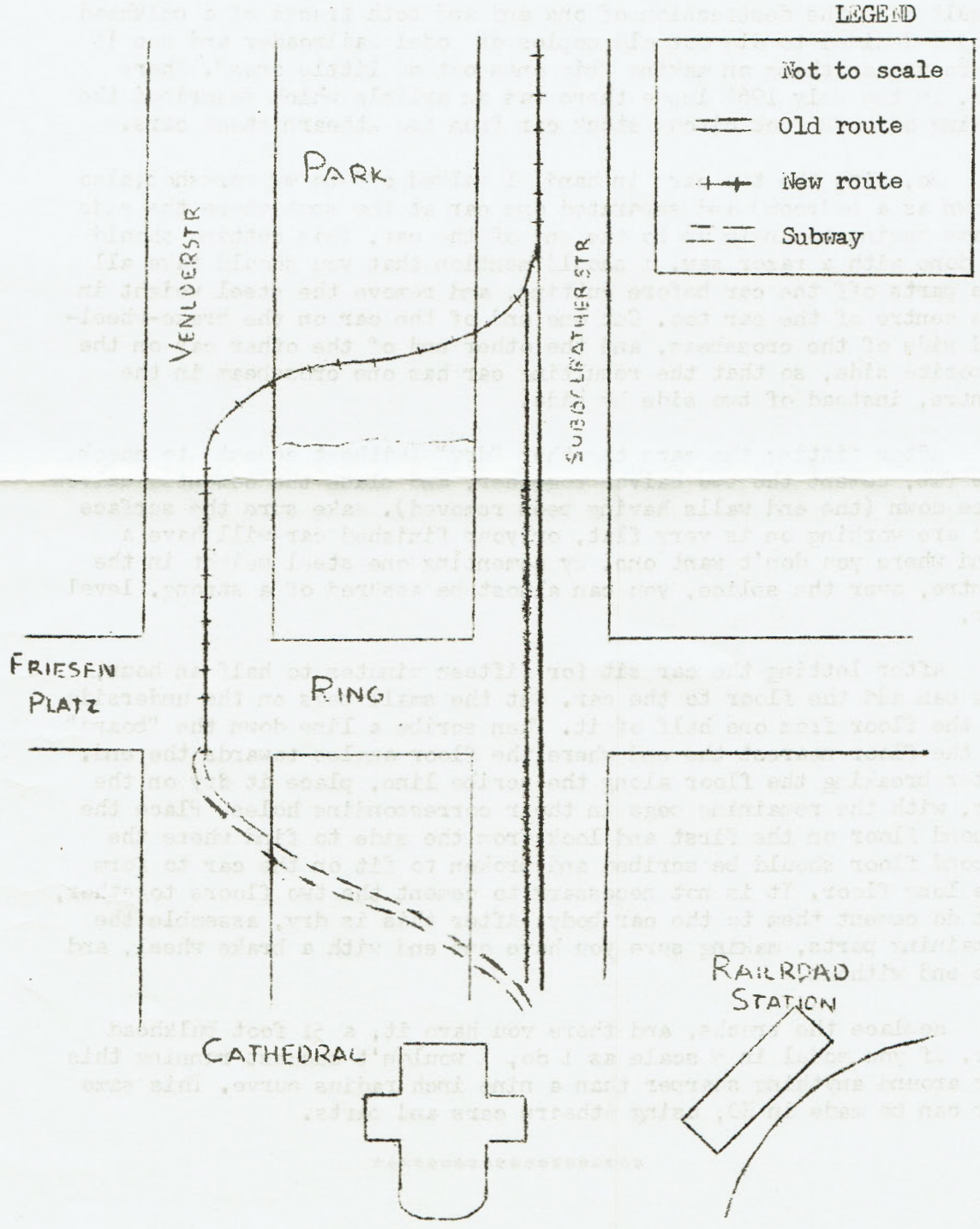
In the morning of October 11, busses took over the trolley operation, because the last piece of track, where the route enters the park, had to be relaid. A great number of M of W cars gathered at this point to make sure that operation on the new route could start punctually at 1:30 P.M. During this time, a great number of honored guests had gathered in the station at the cathedral. Some speeches were delivered, and then the traffic minister whistled with a golden whistle, and the first train entered the station at 12:00. The Cologners applauded when it appeared at Friesen platz.

When the stations were opened to the public at 1:30 P.M., a great crowd floated into the first trains. Everybody tried to take a trip on the "first subway".

The K V B is a most modern company. All trolleys are four truck, divided into three pliable sections, so that they take all curves with ease. All units are operated by one man. The tickets must be bought at local offices. The trains are equipped with "self-cancellers". You must push your ticket in there, and the machine stamps something on it to show that it has been"cancelled".

A big ceremony for a small event, you say? Maybe you are right. But Cologne is a village--a village with 800,000 inhabitants. And villagers like such events.

MAP OF COLOGNE SUBWAY



ONE AND ONE IS ONE

Brad H. Squires

The reason I entitled this article "One and One is One" is that it is true. At least when you take two short cars and do a little fitting and filing to make one long one. In my case, I had two Atlas N scale bulkhead cars, and one set of trucks. So, instead of mumbling under my breath at my little sister for her meddling (which resulted in the destruction of one end and both trucks of a bulkhead car) I decided to dig out old copies of Model Railroader and see if there was anything on making "big ones out of little ones". There was. In the July 1966 issue there was an article which described the making of a 72 foot circus stock car from two Athearn stock cars.

So, with the two cars in hand, I walked off to my workshop(also known as a bedroom) and separated one car at the spot where the side frame begins to angle up to the end of the car. This cutting should be done with a razor saw. I should mention that you should take all the parts off the car before cutting, and remove the steel weight in the centre of the car too. Cut one end of the car on the brake-wheel-end side of the crossbeam, and the other end of the other car on the opposite side, so that the resulting car has one crossbeam in the centre, instead of two side by side.

After fitting the cars together "dry" (without cement) to check the fit, cement the two halves together, and place the cemented halves face down (the end walls having been removed). Make sure the surface you are working on is very flat, or your finished car will have a bend where you don't want one. By cementing one steel weight in the centre, over the splice, you can almost be assured of a strong, level car.

After letting the car sit for fifteen minutes to half an hour, you can add the floor to the car. Cut the small pegs on the underside of the floor from one half of it. Then scribe a line down the "board" in the floor nearest the end where the floor angles towards the end. After breaking the floor along the scribe line, place it dry on the car, with the remaining pegs in their corresponding holes. Place the second floor on the first and look from the side to find where the second floor should be scribed and broken to fit on the car to form one long floor. It is not necessary to cement the two floors together, but do cement them to the car body. After this is dry, assemble the remaining parts, making sure you have one end with a brake wheel, and one end without.

Replace the trucks, and there you have it, a 51 foot bulkhead car. If you model in N scale as I do, I wouldn't suggest running this car around anything sharper than a nine inch radius curve. This same car can be made in HO, using Athearn cars and parts.

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Why not drop into your favorite hobby shop.....TODAY!

RAILROADING IN MY TOWN — Robert Ansell

In St. John, New Brunswick (for you people who are a little vague on its location, it is in eastern Canada, about 500 miles east of Montreal; north of the state of Maine). Saint John, with a population of 100,000, is a large winter port served by two railroads: Canadian National (which was the largest railroad in North America until the Pennsy-NYC merger), and Canadian Pacific. Even though the railroads still play a large part in the economy of the city, both railroads are slowly phasing out their operations. There is little passenger service. CP has but one passenger train a day, out of Union Station, which goes to Monteal each night at nine P.M. lead by two F9's, and the only reason that this train still runs is that it is forced to by the Canadian government. Canadian National has two Dayliners heading for Moncton 100 miles away each day, from where you can get passenger trains to Montreal or Halifax.

Freight plays a major role in the CN and CP operations in this city. In the way of diesels, new equipment is a rare sight. In the winter you may see GP-35's or Alco Century 424's rolling in from Moncton, which is the hub of railway operations of CN in the Maritimes. New Canadian Pacific equipment is never seen. The newest locos you will possibly see are Alcos built by Montreal Locomotive Works around 1961. In the local yards, CN and CP use RS-1;s and newer Alco products. For the freight runs to Montreal, RS-3's are common, and again it is not rare to see newer Alcos or even Fairbanks Morse Trainmasters pulling the freight. On the branchline by my house FA's are used, and other Alcos are not rare. Containerization is finally becoming common at this port, and at the same time the railroads are equipping themselves to meet this problem. Now, on passing freights, containerization cars are abundant on both roads. In winter, which is the busiest time for the railways here, leased diesels are quite common in outgoing freight and wheat trains. New freight equipment is seen every day, but Saint John railroad service is still shrinking.

The work shops at the CN yard in Saint John have been phased out, and all repairs are now made in Moncton. The roundhouse, a massive building which once housed the steam and later the diesel engines, is now used as a bus garage. Only one stall is still used for the railway. This usually houses an RS-1 for the night. The turntable, though still operatiomal, seems to be weakened and rusted by its long strenuous work over the years. The yard is now relatively quiet, and CN has only eight engines working in the city. On the other side of the city, the CP yard is also quiet. The CP roundhouse is due for demolition--five stalls are still used as repair shops. CP has ten engines in the area in the off-season. Canadian Pacific is building a new passenger station and yard on the outskirts of the city, as the old Union Station is being torn down to make way for a new highway. I hope this gives you an idea of railway operations in my town.

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MANUAL TURNOUT CONTROL Robert Streger

This method of turnout control is easy to build, inexpensive, and reliable. Although this article does not include directions for adding contacts for signals, these could easily be added. Since this system can be built from the drawings alone, I won't go into great detail on how to build it.

The materials needed for this system are: 3/32 inch O.D. brass tubing, 1/16 inch piano wire, 1/4 inch soft pine at least 4 5/8 inches wide by your required length (to figure this length, see below), 1 x 4 pine at least ten inches long, five pound test fishing line, and one spring per turnout (a good source of springs is old ballpoint pens).

The control panel comes first. The panel is made of the 1/4 inch pine, and should measure 4 5/8 inches by your required width. To figure your width, do the following: for one slot you need a piece three inches wide; for each additional slot, add 3/4 inch.

Now cut a slot 1 3/4 inches from the left side, that is 1 1/4 inches from the top and one inch from the bottom. The slot should be 1/4 inch wide and 2 3/8 inches long. Widen it to 1/2 inch for 3/4 inch up from the bottom. Refer to Figure 1 to see what it should look like. The next slot should be cut 1/4 inch to the right of the completed slot, again seeing Figure 1 for positioning. After you have cut your slots, sand the panel to whatever smoothness you desire. Now procede to the next step.

The next thing you need to do is cut the end braces. This is easily done by following figure 2. Draw a line that divides the 1 x 4 lengthwise, and find the midpoint of this line. Now measure 1 7/8 inches from this line along the edge of the board and mark this line. Now draw a line from this point through the midpoint and across the board, and cut along this line. By following figure 2, your panel will have a 45 degree tilt to it. I have found that this is a good position, but if you want a different tilt, you will have to figure it differently. A 1/4 inch hole should be drilled in the indicated position.

Next operation is the making of the levers; these, like the panel, are made from the 1/4 inch pine. Each lever is to be six inches long and 3/4 inch wide. Sand the levers to the desired smoothness. Then see if they slide freely in their slots. See figure three for what the levers should look like. If you like, you could round off the top end of the lever.

Now to assemble the control unit. First push a small nail or brad into the edge of the control lever 1 1/2 inches above the hole; this is to tie the control line to. Next slide the levers onto the 1/4 inch dowel, with the brads on the same side. Then slide the two end braces on the ends, and slide the panel down onto the braces with the levers running through the slots. The widest part of the slot should be on the bottom. See figure 4 for finished view. The panel can be either nailed or glued to the braces. If you glue(and

FIGURE 1 FULL SIZE

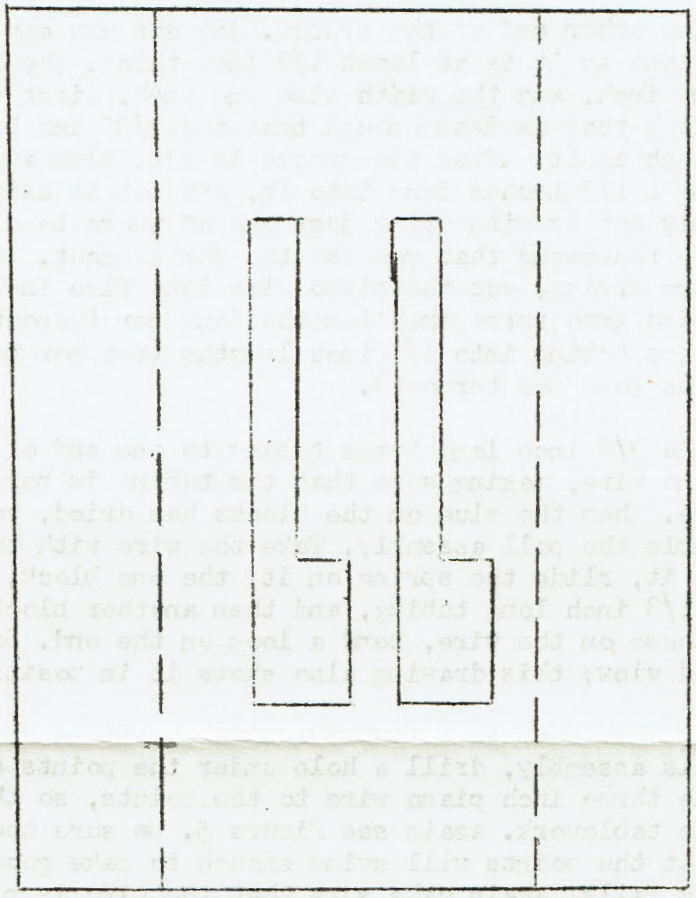


FIGURE 2 HALF SIZE

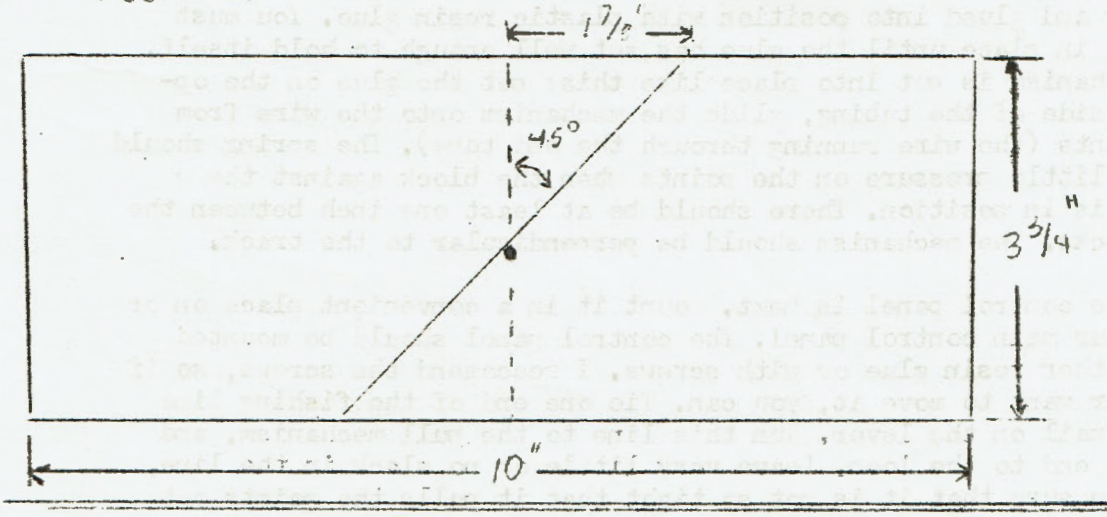
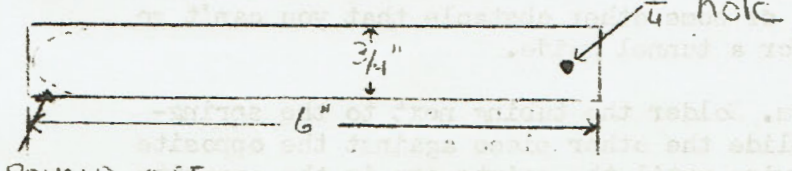


FIGURE 3 HALF SIZE



gluing is the best), use a plastic resin glue.

Now to make the other end of the system. You can use any kind of scrap wood, as long as it is at least 1/2 inch thick. The length should be about one inch, and the width also one inch. First you cut a groove in the block that is deep enough that the 3/32 inh brass tubing will fit flush in it. After the groove is cut, glue a piece of the brass tubing 1 1/2 inches long into it, and set it aside to dry. You'll probably get by with using just one of these to a turnout, but I strongly reccomend that you use two per turnout. Now, while the blocks are drying, cut the piano wire into five inch lengths (one per turnout) and into three inch lengths (one per turnout) and cut some of the brass tubing into 1/8 inch lengths (two per turnout) and 3/8 inch lengths (one per turnout).

Next solder the 3/8 inch long brass tubing to one end of the five inch long piano wire, making sure that the tubing is perpendicular to the wire. When the glue on the blocks has dried, you can begin to assemble the pull assembly. Take the wire with the tubing soldered to it, slide the spring on it, the one block, then the two pieces of 1/8 inch long tubing, and then another block. After you have all these on the wire, bend a loop on the end. See Figure 5 for assembled view; this drawing also shows it in position under the tablework.

To install this assembly, drill a hole under the points at the tie-bar. Solder the three inch piano wire to the points, so that it protrudes under the tablework. Again see Figure 5. Be sure the hole is large enough that the points will swing enough to make good contact with the stock rails. Again make sure that the wire is perpendicular to the piece it joins, namely the points. The next thing to do is to mount the pull mechanism. It is to be mounted under the tablework and glued into position with plastic resin glue. You must hold it in place until the glue has set well enough to hold itself. The mechanism is put into place like this: put the glue on the opposite side of the tubing, slide the mechanism onto the wire from the points (the wire running through the end tube). The spring should have a little pressure on the points when the block against the spring is in position. There should be at least one inch between the two blocks. The mechanism should be perpendicular to the track.

The control panel is next. Mount it in a convenient place on or near your main control panel. The control panel should be mounted with either resin glue or with screws. I reccomend the screws, so if you ever want to move it, you can. Tie one end of the fishing line to the nail on the lever. Run this line to the pull mechanism, and tie the end to the loop. Leave very little or no slack in the line, but make sure that it is not so tight that it pulls the points out of position. For running the line around corners or other obstacles, use screw eyes. See Figure 6 for what one looks like. If you have to run through a solid board, or some other obstacle that you can't go around, use brass tubing for a tunnel guide.

Back to pull mechanism. Solder the tubing next to the spring-block to the piano wire. Slide the other piece against the opposite block. Now pull the piano wire until the points are in the opposite

position and are held firmly against the stock rail. While holding it in this position, solder the loose piece of tubing to the piano wire. Let go of the wire, and the points should snap back to their original position. Pull, and they should be pulled firmly against the other rail. If this doesn't happen, you'll have to solder these two pieces over again, using the same procedure. After this is working alright, try it with the lever.

The levers should have enough pull for the average HO turnout. For other guages, the nail in the lever may have to be raised or lowered to adjust the throw; lower for less, higher for more.

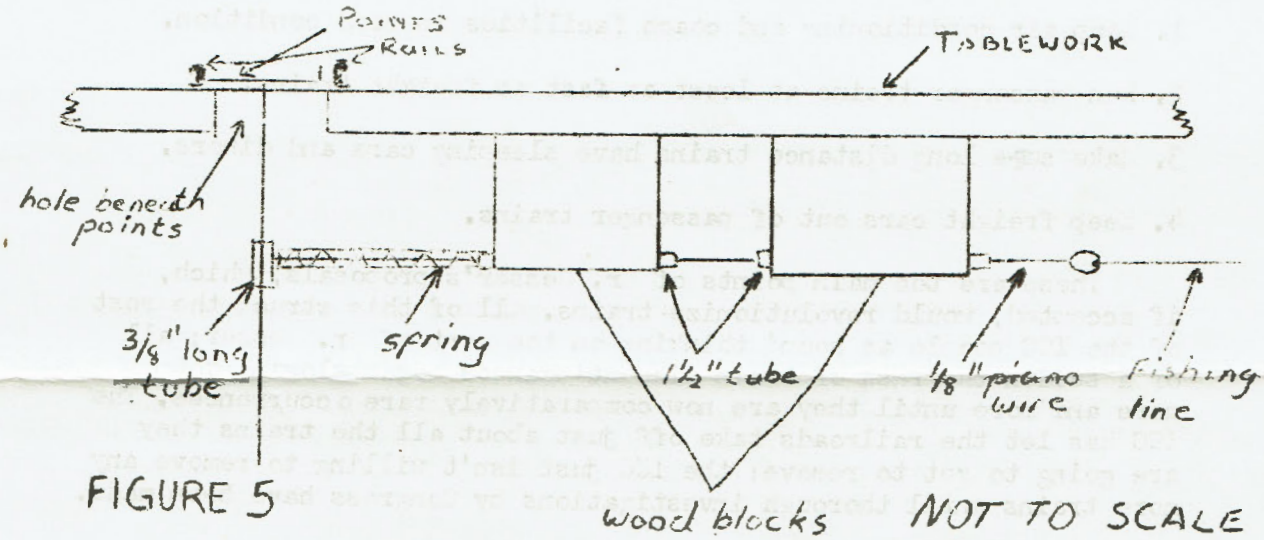


FIGURE 5

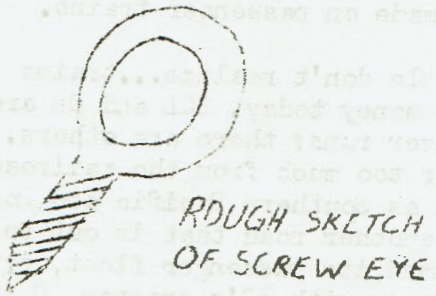
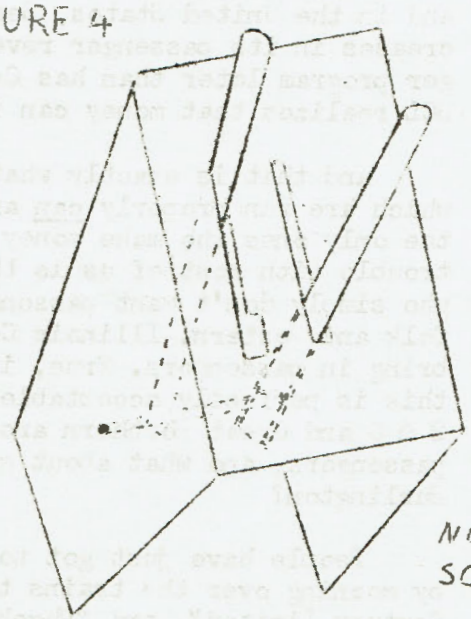


FIGURE 6

FIGURE 4



THE TRUTH ABOUT PASSENGER TRAINS Doug Kocher

Those of you who still think that the American passenger train is either dead or dying are in for a big shock. This is simply not true...for the benefit of those of you who haven't been following the scene very carefully, here is what has happened:

You'll recall that up to 1968 the Interstate Commerce Commission had been allowing the discontinuance of trains left and right--hardly a week passed without the demise of some train. Anyway, in the early part of 1968 an ICC examiner named John S. Messer proposed the following with reference to the passenger train:

1. Keep air conditioning and coach facilities in good condition.

2. Run passenger trains at least as fast as freight trains.

3. Make sure long distance trains have sleeping cars and diners.

4. Keep freight cars out of passenger trains.

These are the main points of Mr. Messer's proposals, which, if accepted, would revolutionize trains. All of this struck the rest of the ICC people as sound thinking on the part of Mr. Messer; all of a sudden the rash of train discontinuances began slowing down more and more until they are now comparatively rare occurrences. The ICC has let the railroads take off just about all the trains they are going to get to remove; the ICC just isn't willing to remove any more trains until thorough investigations by Congress have been made.

Elsewhere, Canadian National reports enormous increases in its passenger revenues, thanks to new thinking. As one person said to me recently, "CN is running its trains like airlines run their planes." And in the United States, Seaboard Coast Line reports gratifying increases in its passenger revenues. SCL is starting their new passenger program later than has CN, but it is certainly good to know that SCL realizes that money can indeed be made on passenger trains.

And that is exactly what most people don't realize...trains which are run properly <u>can</u> and do make money today. SCL and CN aren't the only ones who make money on passenger runs; there are others. The trouble with most of us is that we hear too much from the railroads who simply don't want passengers, such as Southern Pacific and Norfolk and Western. Illinois Central is another road that is out to bring in passengers. True, it has trimmed its passenger fleet, but this is perfectly acceptable in accordance with IC's program. C & O/B & O and Great Northern are another pair of roads working to get passengers, and what about good old Santa Fe, Union Pacific, and Burlington?

People have just got to stop judging passenger train problems by moaning over the trains that are gone such as the "Chief", "20th Century Limited", and "Phoebe Snow". If you take the time to look around, ride the trains, and read, you'll find that the American passenger train is just about as far from being dead as it can get. Our congested highways and airways spell out a bright future for rail

transportation, and the scenic advantages offered only by trains assure them of a lasting place in America.

Get out of your rut! Find out what's happening! Don't just talk about trains, but RIDE them. If you want to make sure that you are kept up on current developments with the passenger train, I'd suggest obtaining either a Regular ($5.00) or general (only $1.00) membership in the National Association of Railroad Passengers. This large organization has been working through Congress for the passenger train and has been instrumental in influencing ICC decisions. Your help by joining NARP could go a long way. If you're interested in finding out what's <u>really</u> going on with the passenger train, and if you don't want to get things second hand from trade magazines or from uninformed and uninterested friends, send your dues to:

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
333 North Michigan Avenue
Chicago, Illinois 60601

No, the purpose of this article hasn't been to plug NARP, but just to get rid of some of this outdated, stagnant thinking that so many have about the passenger train.

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ROCKY MOUNTAIN RAILWAY
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Stock certificates 1 (ours for yours)
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ARE <u>YOU</u>.....GUILTY? Do you run a two-sided snowplow on double track and pretend you're clearing snow? Real railroads have special plows which push the snow to one side only for operation on double track, since a two-sided plow would only load snow onto the other track. An interesting conversion job would be to change a commercial wing snowplow to single-direction plowing.

REVENUE STEAM, 1968 James A. Smith, Jr.

Less than a year ago, three saddletank steam locomotives were working daily in the hills west of Wilkes-Barre. Numbers 4, 8, and 9, 0-4-0T types, were the only steam left in the anthracite region of Pennsylvania. They hauled their loads of black diamonds from Wanamie No. 19 mine, one of the Glen-Alden coal company, along 18,000 feet of 36 inch gauge track to Wanamie No. 18 mine for loading into standard guage hoppers of the Jersey Central.

The three steamers are the only ones left of an original seven built by the Vulcan Locomotive Works in Wilkes-Barre. One of the seven, No. 28, was sold to Jay Wolfson of the Vermont Railway and is on display at the Pine Creek steam railroad in Allare, N.J.

The steamers were rebuilt and fitted with new boilers before the Vulcan plant closed down. Although No. 4's boiler is dated May, 1948, nobody seems to know when the saddletanks were built. The very small drivered locos have no fuel bunker. Before leaving for the run, the engineer would simply throw in a few chunks of hard coal. Water would be taken at the other end of the run.

Wanamie No. 19 had two slopes, and cars were lowered down these by means of winches. When they reached the bottom, the cable was attached to the first of four loaded cars and hauled to the top. Here the cars rolled over a hump, and would then coast to a stop behind a string of other loads.

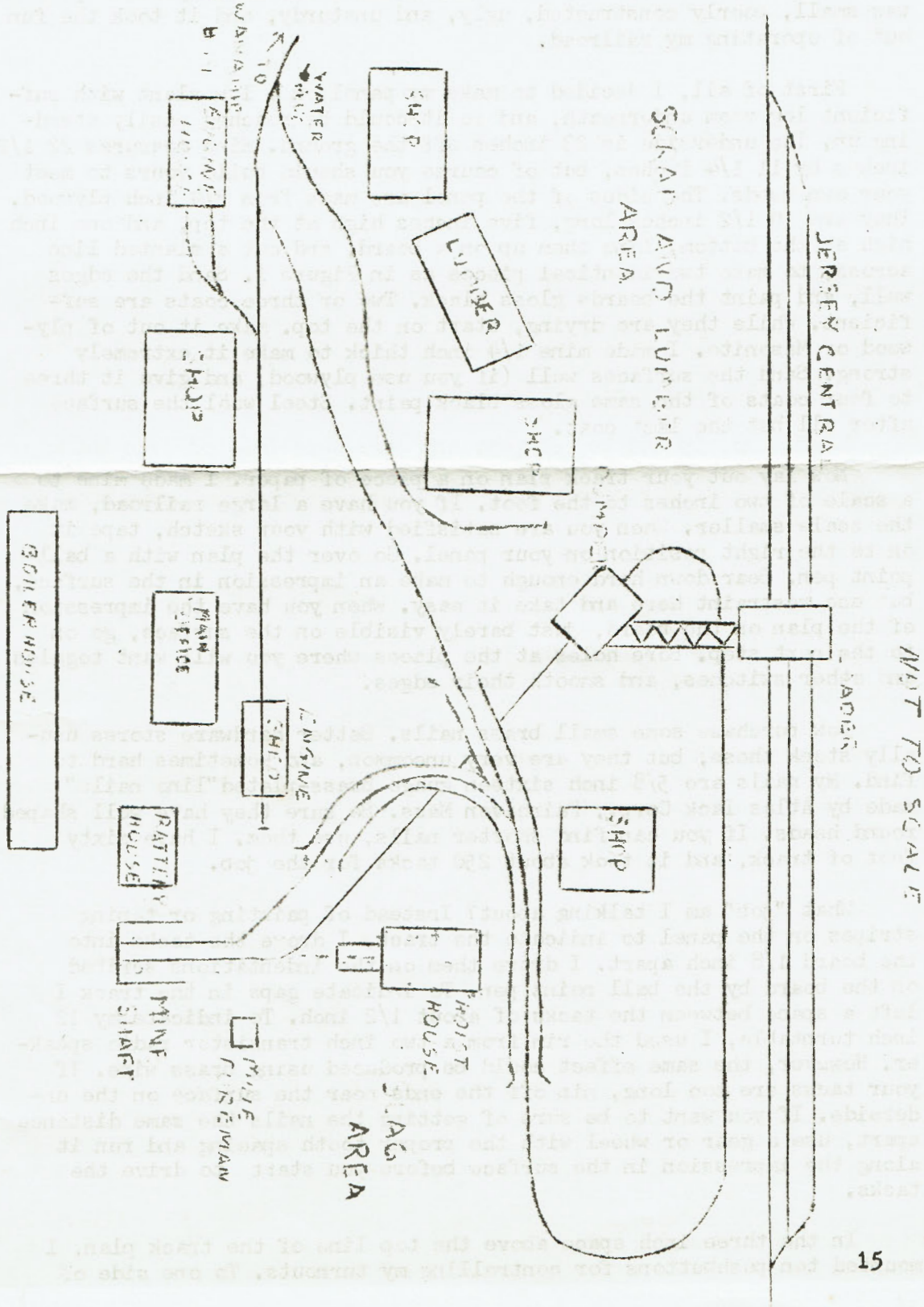
The loco on a drag would usually take 36 cars on a trip back to Wanamie. The train would chuff down toward Wanamie, cross Main Street, and head into the colliery. The engine would highball in at speed, cut off from the cars on the fly, and scoot into the engine track. The loaded cars would roll by and descend a curve to the dumper.

At the dumper the cars rolled to a stop, were hoisted from the rear, and their loads poured out the front, much like a dump truck in reverse. The cars then rolled by gravity to a chain belt where they were lifted by cog to the empty track. Coal from Wanamie No. 18 was hauled out from the mine in similar fashion and rolled to the dumper. The coal that was dumped was hauled by conveyer belt and dumped into standard guage hoppers. The loads were then hauled to the Huber Colliery in Ashley for cleaning and processing.

At one time a tipple stood at Wanamie and produced 3500 tons of of cleaned and graded coal a day. But it has since been razed.

Today, things have changed at Wanamie. The little coal cars still haul coal from Wanamie No. 18 for transportation to Ashley. But in the summer of 1967, the trackage between Wanamie No. 18 and Wanamie No. 19 was torn up. The coal mined at Wanamie No. 19 is now hauled out by truck only. The track at Wanamie remains intact, but only one steamer, No. 8, remains fired. She stands on the engine track, quietly steaming, and sees occasional use hauling scrap and lumber around the colliery. As of February 22, 1968, No. 4 and No. 9 were up for sale, while No. 8 would probably remain in operation at least until the summer, when

The modeling potential of the Wanamie mines is almost unlimited. Past or present, the operation of Wanamie makes an interesting combination of standard and narrow guage modeling. If you are ever in the area, stop by and see one of the last slope mines in operation, and, if you hurry, Vulcan steam.



A NEW WAY TO BUILD A CONTROL PANEL Marion Mills

Everybody knows how to build a conventional control panel, but I tried a new way. My first control panel left much to be desired, so one day I removed it on impulse and started a new one. My first panel was small, poorly constructed, ugly, and unsturdy, and it took the fun out of operating my railroad.

First of all, I decided to make my panel on a low slant with sufficient leg room underneath, and so it could be reached easily standing up. The underside is 23 inches off the ground. Mine measures 22 1/2 inches by 11 1/4 inches, but of course you should build yours to meet your own needs. The sides of the panel are made from 3/4 inch plywood. They are 10 1/2 inches long, five inches high at the top, and one inch high at the bittom. Line them up on a board, and cut a slanted line across, to make two identical pieces as in Figure 1. Sand the edges well, and paint the boards gloss black. Two or three coats are sufficient. While they are drying, start on the top. Make it out of plywood or Masonite. I made mine 1/4 inch thick to make it extremely strong. Sand the surfaces well (if you use plywood) and give it three to four coats of the same gloss black paint. Steel wool the surface after all but the last coat.

Now lay out your track plan on a piece of paper. I made mine to a scale of two inches to the foot. If you have a large railroad, make the scale smaller. When you are satisfied with your sketch, tape it on to the right position on your panel. Go over the plan with a ballpoint pen. Bear down hard enough to make an impression in the surface, but use restraint here and take it easy. When you have the impression of the plan on the board, just barely visible on the surface, go on to the next step. Bore holes at the places where you will want toggles and other switches, and smooth their edges.

Now purchase some small brass nails. Better hardware stores usually stock these, but they are very uncommon, and sometimes hard to find. My nails are 5/8 inch sixteen guage brass-plated"lino nails" made by Atlas Tack Corp., Fairhaven Mass. Be sure they have well shaped round heads. If you can find shorter nails, use them. I have sixty feet of track, and it took about 250 tacks for the job.

What "job" am I talking about? Instead of painting or taping stripes on the panel to indicate the track, I drove the tacks into the board 1/8 inch apart. I drove them on the indentations scribed on the board by the ball point pen. To indicate gaps in the track I left a space between the tacks of about 1/2 inch. To indicate my 12 inch turntable, I used the rim from a two inch transistor radio speaker. However, the same effect could be produced using brass wire. If your tacks are too long, nip off the ends near the surface on the underside. If you want to be sure of getting the nails the same distance apart, use a gear or wheel with the proper tooth spacing and run it along the impression in the surface before you start to drive the tacks.

In the three inch space above the top line of the track plan, I mounted ten pushbuttons for controlling my turnouts. To one side of

the plan, in a five inch by eleven inch space, I mounted rotaries, pushbuttons, and toggles for control of my engine termenal.

Next, install the sides of the panel at the desired location on your railroad, using glue, nails, and angle brackets. Put several supports between them to strengthen the structure. Then put the surface board on. Glue and nail it to the edges of the sides, and on the front, nail a piece of 1/8 inch plywood one inch wide and the length of the panel to the sides, on the front edge. See figure 2. If necessary, touch up the paint job. Install the toggles and other switches.

Now, clean your track, and put your brass locomotive on the rails. Don your engineer's cap, and take a run around to see if you enjoy operating your new panel as much as I do mine.

FIGURE 1

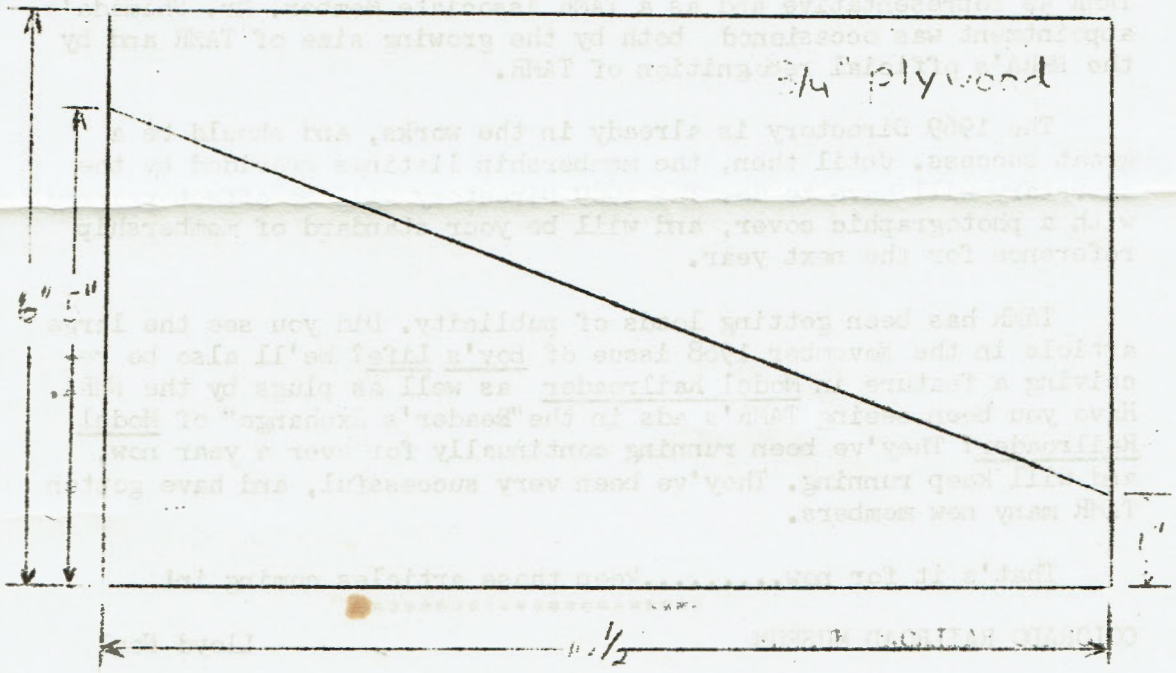
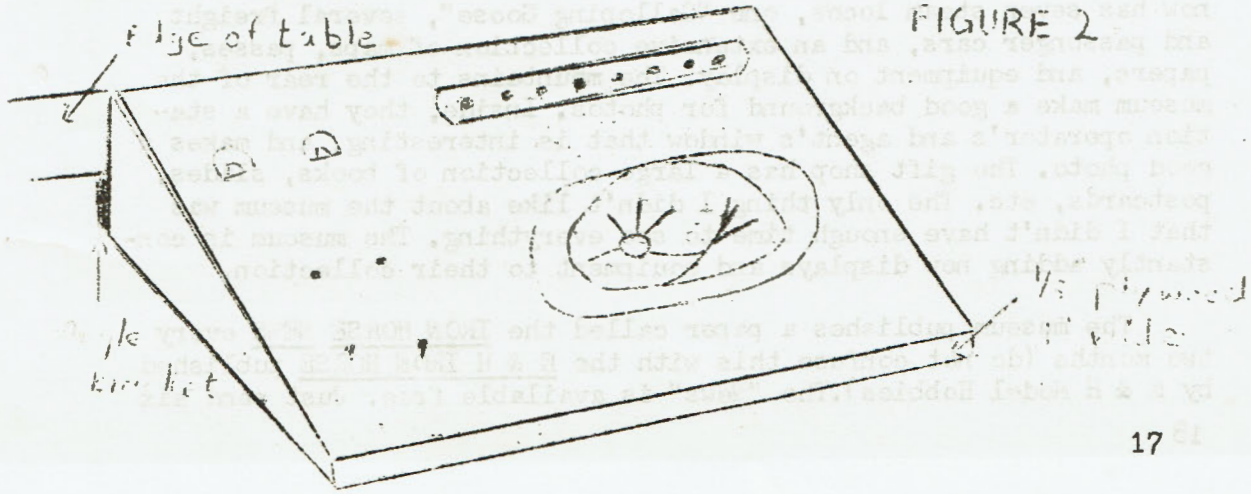


FIGURE 2



REPORT FROM THE VICE-PRESIDENT Doug Kocher

First of all, on behalf of the executive staff of the TAMR, let me earnestly apologize for the delayed issues of the TAMR HOT-BOX since the 1968 elections held in September. Between then and now, the HOTBOX has been going through difficult transition stages whereby the TAMR seeks to improve the quality of the publication, as befits this organization. Other changes will be made in the HOT-BOX as time progresses, but we do intend to provide you, the member, with the fullest advantages of TAMR membership through the HOTBOX. We strongly encourage you to write articles for the HOTBOX; it is not hard to do and can be a lot of fun, especially when your article is printed and others receive the benefit of your knowledge. PLEASE write articles for the HOTBOX and help your organization grow.

TAMR has a representative to the National Model Railroad association for the first time in its history. Our representative is Mr. Paul Shimada, a well-known NMRA official who has served that organization well. We are looking forward to the help he will be giving TAMR as representative and as a TAMR Associate Member. Mr. Shimada's appointment was occasioned both by the growing size of TAMR and by the NMRA's official recognition of TAMR.

The 1969 Directory is already in the works, and should be a great success. Until then, the membership listings provided by the secretary will have to do. The 1969 Directory will be offset printed with a photographic cover, and will be your standard of membership reference for the next year.

TAMR has been getting loads of publicity. Did you see the large article in the November 1968 issue of Boy's Life? We'll also be receiving a feature in Model Railroader as well as plugs by the NMRA. Have you been seeing TAMR's ads in the "Reader's Exchange" of Model Railroader? They've been running continually for over a year now, and will keep running. They've been very successful, and have gotten TAMR many new members.

That's it for now.....keep those articles coming in!

****

COLORADO RAILROAD MUSEUM Lloyd Neal

The Colorado Railroad Museum at Golden is a place you should definitely visit if you are in Colorado for a vacation. The museum now has seven steam locos, one "Galloping Goose", several freight and passenger cars, and an extensive collection of maps, passes, papers, and equipment on display. The mountains to the rear of the museum make a good background for photos. Inside, they have a station operator's and agent's window that is interesting, and makes a good photo. The gift shop has a large collection of books, slides, postcards, etc. The only thing I didn't like about the museum was that I didn't have enough time to see everything. The museum is constantly adding new displays and equipment to their collection.

The museum publishes a paper called the IRON HORSE NEWS every two months (do not confuse this with the E & H IRON HORSE published by E & H Model Hobbies).The "News" is available free. Just send six

self-addressed stamped envelopes (4½" x 9") to:

Iron Horse News
Box 641
Golden, Colorado 80401

Any rumors you may have heard about the museum moving are completely false. The museum is staying where it is and it will not divide its collection with a new "Colorado Railroad Museum".

The museum is being changed from private ownership to ownership by a non-profit organization to insure its continuation.

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THE BUILDER'S COMPENDIUM: A REVIEW — Paul Poletti
Published by: Harold T. Smith, Cossayuna, New York 12823

There is really no better way to describe this book than by using the phrase the publisher himself uses: "The great where-to-find-it book for HO modelers". Really this is not a book at all, but a giant catalogue listing the products of over sixty well-known manufacturers in the HO field.

The compendium consists of a 10" x 12" binder, heavy card indexed dividers, and the pages. The Compendium comes unassembled, and you have to put it together the way you want, as far as indexing goes. The pages are made so that they are only 5½" x 8½"--about one third the usual page size. They're made this way for easy indexing. The way that this works is that the pages have slots punched in the sides, and each page has enough holes to fit ten of the nineteen rings in the binder. When you put these in the binder, you make sure that each page is one ring below the preceding one. By doing it this way, the bottom half inch of the page is exposed. The product and manufacturer are listed along the bottom of the page. Thus, all you have to do to find the product you want is turn to the right section, look down along the page bottoms until you find what you want, and turn to that page.

On each page, there are usually two products, one on each side. The information given includes such things as minimum radius (for cars and locos), couplers, trucks, finish, materials, dimensions (for structures), and much more of the info you need to see if a product will fit your layout.

Besides the Compendium itself, you also get suppliments for one year after you subscribe. These suppliments come out when a new product is to be listed, or when a change in the old listing must be made. One advantage is that manufacturers often issue discount certificates for their products.

All in all, this as a real good catalogue, and every serious modeler in HO should have one. And for you traction fans, juice IS included. Prices are: Brass Hat(plastic Binder)-$6.50; Tycoon (hard cover)-$7.50. Price for suppliments after the first year is $3.50 per year.

BENCHWORK BUILT FOR THUMPING JOHN BECK

In the course of building our empire, we found that some types of benchwork will stand thumping (the Keeling method to those of you on the west coast) and some will not take it over a long period of time. After experimenting, we found that a variation of the new L girder framing and the time-honored grid construction would form very strong tablework. This type of construction takes the best features from both methods, and has some unique advantages of its own. I'll point these out as we go along.

After building a small test section, and thumping and bashing it up for a while, we found that the weakest points were the joists. These have great strength vertically, but not nearly so much horizontally. The grid method, with its strong side and facing boards, did not have this problem, but it also lacked strength unless very heavy framing was used. By now it should be clear how we combined the two for optimum strength; simply put a solid board behind the Masonite facing. Now you have an old-fashioned grid sitting on top of a strong L girder frame. You don't have that problem of legs at the edge of the table, but you have a very strong frame resting on the L girders. This benchwork will last forever, if constructed with screws. That board cannot be placed behind the Masonite where you have a curve in the edge of the benchwork, but great strength is rarely needed at these points. As for the Masonite facing, it will be much stronger than usual, because it now has a 1 x 4 backing. If you put this at the lower edge of the Masonite, the Masonite will not get pushed in or crushed. If you like to run your wires along the front of the tables where they are more easily maintained, then this gives you something concrete to work with. (The author is merely saying that this method of building benchwork is the strongest he has found; he does not contend that it would be the easiest to build, nor the best for access. If great strength is important to you, you may find his method suitable, but if ease of construction and access is your aim, more than sheer strength, standard L girder construction is reccomended—ED.)

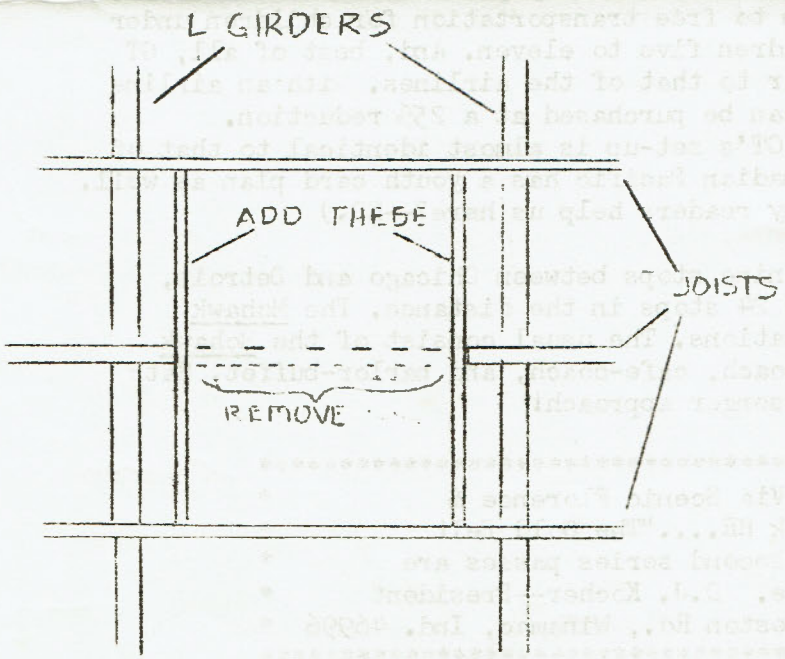
On the inside of operating openings, I omit the Masonite and use just the 1 x 4. This brings the scenery down to an unrealistically straight edge, but it also keeps the scenery from being smashed by careless operators leaning on the wrong places.

If you have ever operated a railroad requiring that you duck to enter, you know what a bother this is. If the duck-under is unavoidable, you can make it more tolerable by the addition of handholds. These could be mere blocks of wood, but would it not be more railroadlike to use real railway grabirons? These would be really tough to get, but if you can locate a supply, all you would have to do is bolt them up with some good heavy carriage bolts. Try to find a well-braced area so that you will avoid cracked scenery. It would be wise to brace the area well, since some people will pull their whole weight up with them.

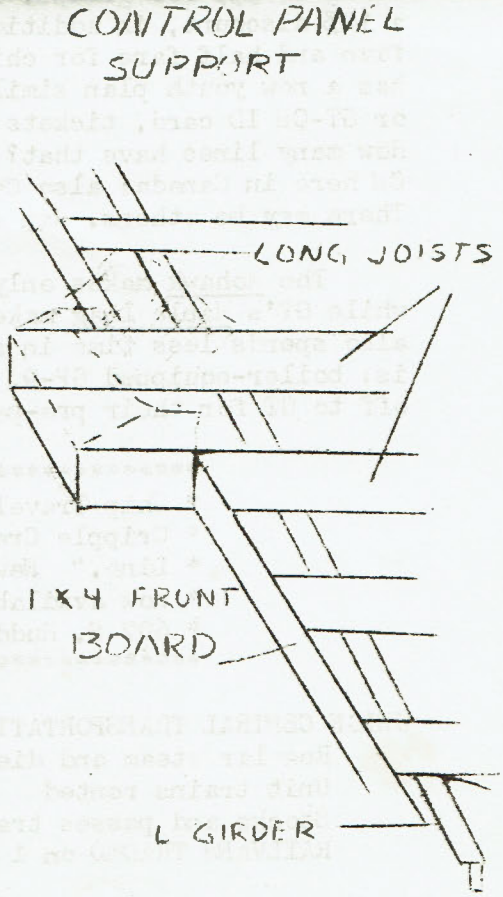
With this benchwork, you are flexible in your choice of open areas. You can cut a joist in two and remove the centre section for

a wider opening. Then brace the end dangling in space with a board running at right angles to the nearest two joists. This makes a strong assembly, even if it is not braced anywhere else.

Control panels always present special problems, since they must be well braced if they are to support the weight of one or several heavy power packs and transformers. One solution is to build a walk-around supply or a panel set-up on casters. Thesework fine for simpler arrangements, but the more complex they get, the harder it is to get this to work out well. For large panels (and some small ones), I think the following method is way ahead of the others. The only requirements are that you know the size and final location of your panel. By the time you have laid out the tables and are ready to locate the joists, this should not be too difficult. When you locate the joists, set two at the outer edges of each panel, one at each end. If there are one or more joists between the outer ones, then cut them off flush with the edge of the table. If the panel is a very large one, I would leave a centre joist for strength. The end joists should extend as far out from the table as the panel is wide. Now you may screw a plywood bottom to these joists. If the panel is to be high or sloping, then plywood sides should,be added. Your panel face is then applied to these sides. The plywood bottom has the advantagesof providing a place for power packs, relay banks, and special circuitry to rest upon.



ACCESS OPENING - TOP VIEW



PASSENGER SERVICE—CHALK ONE UP FOR THE U.S. Gary Tempco

We all know passenger trains are supposed to be well-run everywhere except in the United States. The Canadian National is luring passengers back to the rails in the Montreal-Toronto and Toronto-Windsor areas. There is one good sign in the U.S. however, but even that has a Canadian influence.

The train I am refering to is the Grand Trunk Western's Chicago-Detroit Mohawk. The Grand Trunk is CN controlled, and GT's trains run into Cnada via CN.

The GT is also pro-passenger in that since at least 1948, they have been running three trains from Chicago to Port Huron to Detroit and three trains back to Chicago each day. This may not sound so great, but GT has not discontinued any trains, and none are up for discontinuance. The only trains that have bee discontinued are connections to various towns on Michigan.

One way GT tries to lure passengers is their fare plan. On weekdays, the one way fare from Chicago to Detroit is $9.70, on weekends $11.00, and on holidays $12.25. Compare that to Penn Central's $13.49 on any day. Also, the PC's distance is 293.5 miles while GT's is 320.5 miles. The Grand Trunk also serves complimentary meals to club car and sleeping car passengers. GT offers discounts of up to 35% for groups. They have a family plan in which there is a 10% discount, in addition to free transportation for children under five and half fare for children five to eleven. And, best of all, GT has a new youth plan similar to that of the airlines. With an airline or GT-CN ID card, tickets can be purchased at a 25% reduction. How many lines have that? (GT's set-up is almost identical to that of CN here in Canada; also Canadian Pacific has a youth card plan as well. There may be others. Can any readers help us here?—ED.)

The Mohawk makes only nine stops between Chicago and Detroit, while GT's Maple Leag makes 24 stops in the distance. The Mohawk also spends less time in stations. The usual consist of the Mohawk is: boiler-equipped GP-9, coach, cafe-coach, and parlor-buffet. Hats off to GT for their pro-passenger approach!

AROUND AND ABOUT by D. ZELL

This new column will be written and edited solely by Mr. Zell. The editor of the HOTBOX refuses to take any responsibility for what is said in this space. We presume Mr. Zell intends to use this column for airing his personal opinions and to give to you any gossip he might think he hears around the editorial offices. The editor hereby divorces himself from the whole matter, and closes by saying that any comments should be forwarded directly to Mr. Zell, care of the editorial offices of the HOTBOX—DR

.....With this issue, the HOTBOX has adopted Webster's Seventh New Collegiate Dictionary as its grammatical authority

.....Rumor has it that the December 1968 issue of the HOTBOX should be out before next December's issue—but don't count on it!

.....Seems to me that the HB will now be coming out every second month—it's sure gonna hafta speed up a lot to meet that!

.....Just between you and me.....any spelling mistakes in this issue are 100% the fault of the editor

.....have discovered a foolproof derailment preventer...I ripped up all my track months ago, and in all those months I have not had a single derailment!

.....Seems everybody so excited about N scale that they're forgetting about good old HO. Allus thought HO couldn't be beat anyhow...(See what I mean about this guy?—DR)

Be seein' ya

****

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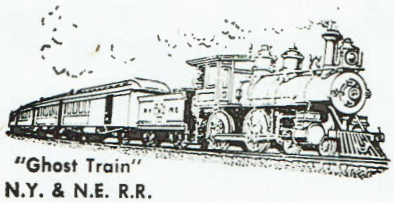

"Ghost Train"
N.Y. & N.E. R.R.

Add model road name here, if you wish
(See above)

(SAMPLE)

MODEL RAILROAD NAME
Your Street
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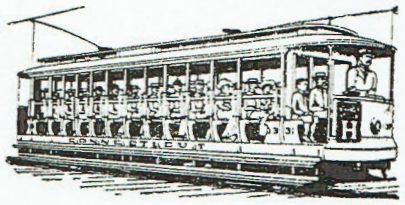

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"Ghost Train"
N.Y. & N.E. R.R.

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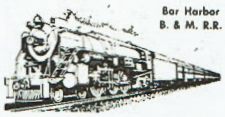

Bar Harbor
B. & M. R.R.

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Broadway Limited, P.R.R.

4

Powhatan Arrow
N. & W. Rwy.

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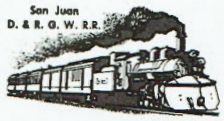

San Juan
D. & R. G. W. R.R.

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The Famous 999
N.Y.C. & H.R. R.R.

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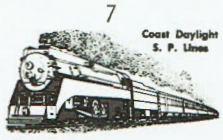

Coast Daylight
S. P. Lines

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The Chief
A. T. & S. F. Ry.

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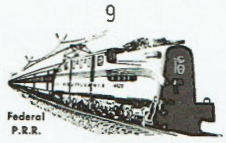

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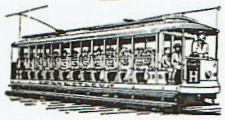

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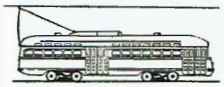

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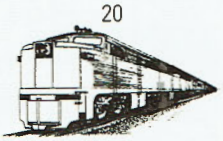

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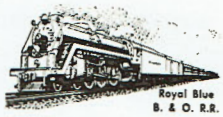

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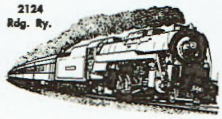

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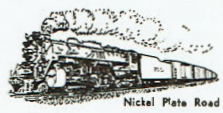

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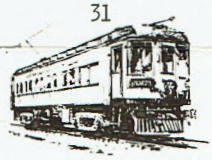

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