

the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

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THE CREW

DOUG RHODES	Editor
DICK WAGIE	Production
DAVID JOHNSTON	Circulation

A word from the Hogger...

Paging through this issue, you will find that much has happened since you last received your HOTBOX a long while ago, and you will no doubt be wondering--even demanding to know--why there has been no HOTBOX all summer. Some who have written me for one reason or another have had the current state of affairs explained to them, but for all you others, here is a sketch of my activities throughout the summer.

In June, the "Spring" HOTBOX issued forth, and we were all glad to see it and full of hope about what would be accomplished during the long, uncluttered days of summer. But, oddly enough, the HOTBOX was held back by the HOTBOX. Your editor was waiting

for his offset, two-column HOTBOX to arrive so that he could have local printers draw up estimates for having similar work done, for the editor was soon to be publisher as well. He waited and waited, but his HOTBOX did not arrive until more than a month after its date of mailing.

Then the real wrench in the works showed up--the editor's family was moving over 1500 miles! The moving date was still distant enough that the editor was confident he could crank out one more HOTBOX from his Winnipeg home when the move was advanced to one week away! Needless to say, the editorial offices were in great disarray, and as Labor Day now approaches, things are still not back to normal. But the HOTBOX must go on! And go on it will, despite setbacks, despite shortages,

despite other commitments...

But it could not go on without the help of our two new staff members. Dick Wagie officially becomes our Production man: he will take care of preparing reproducible artwork from which the printers will work, a large task the editor is glad to have help with. The other new man is new member David Johnston, who hopes he will be able to care for contracting out our printing and mailing our publications. May I publicly say a hearty "Welcome to the staff" and a heartfelt "Thanks for helping out!" to these two fellows who are willing to sacrifice their personal time to lend a helping hand.

Don't forget: the editorial offices are still with me, and I will still be handling all official HOTBOX correspondence. The address you should write to now is:

Box 1080
Sidney, B.C.
CANADA

* * * * *

I would like to personally thank all of you who were kind enough to nominate me for various TAMR offices this year. I'm really grateful for the confidence you have shown me, but I cannot accept any nomination at this time. I feel that I should remain editor of the HOTBOX, for I have been in that position only a few short months. Before I give up the job to new blood, I would like to become "old blood." That is, I'd like to do all I can to get the HOTBOX going as well as I can before I pass on the responsibilities to someone else. And of course, I could not be editor and take another office as well. That would be unethical, not to mention the fact that I could never find the time to do a good job of either office. So, thank you again, but...maybe next year.

* * * * *

One of our most dedicated members, one who has worked unceasingly for the betterment of the TAMR for years, and whose tireless energy has been an inspiration for us all, will soon be leaving the active ranks of our organization. I think we all agree that Doug Kocher deserves a rest from official duties, although we're all real sad to see a great guy step down from office. He tells all this issue. ...Good luck in college, Doug!

* * * * *

With that I suppose I should step down from my soapbox, and let you get into the meat of this HOTBOX. So, until next time...

Doug Rhodes

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1969 MEMBERSHIP CONTEST RESULTS

by Gary Tempco

The 1969 Membership contest was ended by TAMR President Doug Kocher under recommendation by TAMR Secretary Dick Wagie sometime in mid-August. The reason it ended all of a sudden was because of the magnificent participation by all members. I want to congratulate all participants that helped in this TAMR project. I think everyone could have tried a little more, but I'm not complaining, since there will now be more prizes to divide among us. Information regarding distribution of prizes is being sent out now to participants. Here are the results:

1st Place Grand Prize Winner:
Burt Harter - 2 new members

Tied for second place:

Rod Jensen - 1 new member
Doug Kocher - 1 new member
Doug Rhodes - 1 new member
Gary Tempco - 1 new member
Art Taylor - 1 new member

From your Pres.

Dear TAMR Members,

Effective June 9, 1969, I became TAMR's interim President upon my receipt of the official resignation of former TAMR President David Neumann. Immediately upon assuming the office of President, I issued 4 Presidential Orders to all officers and to other parties that would be affected by the Orders, or who would need to know about them.

These 4 Orders concerned the immediate appointment of Gary Tempco as the new interim TAMR Vice-President (he replaces me since I vacated to become President), the abolishment of the unconstitutional and member non-approved Board of Directors, the placing of Editor Doug Rhodes in charge of commercial advertising and rates, and the charge to Vice-President Tempco of an investigation of TAMR's Member Services Committee, which seems to have fallen off. It is a valuable TAMR service, and one that must be revitalized and expanded.

These are not the first Presidential Orders issued, since President Neumann issued one early this year to appoint Mr. Paul Shimada as TAMR Representative to the NMRA. I feel that the Presidential order is a quick and effective way of getting the job done, and shall employ it in the future whenever it is needed. It does not, of course, violate in any way the TAMR Constitution but simply is an exercise of Presidential authority to overcome needless and time-consuming red tape.

My time between now and the elections will largely be spent in getting the organization secured for another year. At the present time there are still many things that need to be taken care of, which President Neumann was unable (due to lack of time) to take care of, I cannot promise to get the organization completely in balance again by the time of the elections, but you have my word that I shall try my very best. I feel that the initial 4 Orders that I issued were a step in this direction. I am placing new duties upon the Vice-President, since his office is primarily an office in title only. Since the Vice-President is indeed the President's "right hand," there is no reason that he should not assume some administrative duties as delegated to him by the President. Already I have made him responsible for an investigation of the Member Services Committee--he has been asked to report his findings to me and others by August 1, 1969.

If there is anything which has not come to my attention which you feel needs to be done, PLEASE tell me right away--there are few months left now before the elections, so now is the perfect time to change things that need changing.

DOUG KOCHER
Interim President-TAMR

PRESIDENTIAL NOTES

by Gary Tempco,
TAMR President,
with the shortest term
in that office.

There have been several changes in the past few months in the TAMR officers. For those of you who don't know, Doug Kocher became President in June because of the resignation of David Neumann. I was appointed by Doug as Vice President then to fill his vacant position. Because of the fact he is going away to college, Doug felt he should resign as President. His resignation went into effect September 1st, so I am now President. I have not appointed a Vice-President as of yet, but I may. I will be president until the elections are done and a new election is held. I would just like to compliment Doug Kocher on the fine job he did as President (and Vice-President too) for those last three months. I'm sure Allen Maty, Dick Wagie and Doug Rhodes will agree that Doug really had us working. This is all until next issue, at which time this section should be written by our new President.

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INVESTIGATION OF TAMR MEMBER SERVICES COMMITTEE

by Gary Tempco
Vice-President-TAMR

The Member Services Committee, which is divided into 3 areas, was organized for the benefit of all TAMR members. The three areas are: Orientation Committee, Data Sheets, and Answering Services. The Orientation Committee helps new members get in touch with the older ones and also is to give the new members a feeling of belonging. The Data Sheets Committee is supposed to do just what the name implies: produce Data Sheets. The Answering Service was designed to help the membership with their problems by writing to more experienced members for help. I will attempt to go over each of the divisions listing problems and then solutions.

The Orientation Committee is run by Paul Poletti. This committee appears to me to be dead. It was listed in a Member Services Bulletin issued last November. It was also mentioned in the July 1968 HOTBOX. In both instances, it was just mentioned and that was the extent of it. In the April 1968 HOTBOX there was an insert which was to be filled out and sent to one of the co-chairmen. As to what members that joined since then were supposed to do, I haven't the slightest idea. It seems that no one (at least those that I've written to) knows much about it. One member wrote the chairman, but it has been unsuccessful in finding him anyone to write to. Another said he has not heard anything about it. Another said he remembers it, but didn't know what happened to it. He said the problem was because only a handful sent their forms in, which appears to be a lack of participation by the members. I don't know what is happening in this committee because the chairmen have not replied to my inquiries; apparently, they don't know what is happening in their committee.

In the July 1968 HOTBOX, the Data Sheets Chairman stated that these would soon be published and be available to all members. I have not heard from this committee chairman either and therefore do not know what it is doing. One member mentioned that it is foolish to rival the NMRA in this area. I guess that Data Sheets is also dead. If they have been printed, how to get them is unknown to many members.

In the Member Services Committee bulletin issued in November, the Answering Service had all its committeemen listed. That list has been the only source of information on AS since November. The AS seems to have two problems: the new members don't know anything about the committee and the members that do know don't want to write. Among those that have been listed on AS that I have written to, 75% have had only a couple if any people write to them through MS. A lot of members have never used MS. Some have the opinion that AS is just for new modelers that don't know much. One member said some don't answer your letter. Another member feels that by the time he has written halfway across the country and received an answer, he will have figured out the answer to the problem. Another is that some of the questions were ridiculous and impossible to answer; as if the AS man had written a book on the subject and had drawings and photos. I personally have used the MS several times and have found it very helpful in working out problems and finding members with similar interests to mine.

I will now go over some possible solutions.

Orientation Committee: Of those who I did write to for opinions, this committee was mentioned the least. I suggest that it either be abolished or else get a new chairman that will keep the membership up on what's happening, since the present chairman doesn't seem to have much interest in the committee and has done a real poor job lately in keeping members informed.

Data Sheets: There are two alternative solutions for this committee also which are the same for the Orientation Committee: abolish it or else get a new chairman. If the latter is accepted, I would suggest putting the sheets in the HOTBOX in article form. The chairman would announce the subject, such as depots, and the members would send in photos, plans and other information on depots which they have. The chairman would go through this material and prepare an article. It could be run so that the articles would be in every other HOTBOX. Of course, this, if it is to be a success, would have to have the co-operation of all the members.

Answering Services: Again, either a new chairman or else abolish the committee are the two solutions. A suggestion if it is not abolished is to have a committee of five or six exper-

continued...

perienced members, and this could include associate members, which would take all questions and answer them with the answers being published in the HOTBOX. It would be similar to RMC's Troubleshooting or MR's Clinic. By having Data Sheets and Answering Services in the HOTBOX, members would be kept up on what each committee is doing instead of having some short article by the chairman every nine or twelve months.

No matter what is done, I feel that there should be an information sheet telling about all committees, telling their function, who runs them, etc., which would be sent to all new members in their new-member packet. This way all new members would know about all committees and wouldn't have any questions regarding these committees. I found this a problem when I joined the NMRA - I still don't know what all committees they have and what they all do. Another thing would be an annual or bi-annual report to the HOTBOX by every committee chairman telling what his committee is doing. It would also be up to the chairman to see that any forms to be filled out for information needed by his committee be sent to the secretary, who will send them to new members in their new-member packet. This way, all new members would be up to date on all TAMR activities and committees.

Due to the fact that he was on vacation and in the process of moving to Wisconsin, the reply from Dave Knauft was received after the investigation was finished. Due to the fact that he will be entering the University of Wisconsin this fall, Dave has resigned from his co-chairman position. According to the June Secretary report, Paul Poletti has not renewed his membership which leaves the orientation committee without any chairman.

In May I wrote David Neumann about the funds which were expended on the prizes for new members. I received a reply about a week later explaining that the prizes had been donated by manufacturers. Also, he stated that this was to provide a push necessary to get some members to work for the association.

This is directed to those who need a push. First of all the more members that are pulled in the better the association. As the TAMR is bettered it can provide more and better services to the member, YOU! So while the drive is in effect take advantage of it, but after it ends don't give up trying to better the TAMR!

TOM McHUGH

ATTENTION!

PRESIDENTIAL ORDER - July 15, 1969

It is ordered that the report on the investigation of the Member Services Committee conducted by Vice-President Gary Tempco be hereby adopted in full as the only complete and authoritative study on the situation presently available.

It is further ordered that the Orientation Committee, a part of the Member Services Committee, be immediately abolished, along with all offices held therein. All TAMR members who held offices with the Orientation Committee are hereby removed from such capacity.

It is further ordered that the Data Sheets program of the Member Services Committee be also immediately abolished, since it is an unnecessary part of overall TAMR goals as set forth in the TAMR Constitution and as expressed in the original purposes of the Member Services Committee. The undersigned feels that technical information of a truly high quality is best obtained from sources such as the NMRA, or through authoritative articles appearing in the TAMR HOTBOX. Printing and preparation of Data Sheets is deemed an unnecessary expense of organization time and funds.

It is further ordered that the Member Services Committee and the Answering Service portion of that committee shall be preserved and continued, since they are recognized as valuable aids to new members. However, it shall be up to the new President of the TAMR to decide in which manner the Member Services Committee shall be run, or if it shall be continued by him at all. This Order only provides for an extension of the Committee until such time as new action is taken on the matter by the incoming administration.

It is further ordered that this Presidential Order shall be printed at the earliest possible time in the TAMR HOTBOX.

And it is further ordered that Gary Tempco be credited with the preparation of a thorough and much-needed report, for which the organization is grateful.

(Signed,)
DOUG KOCHER, President

SECOND REPORT FROM THE PRESIDENT

To all members:

In addition to the initial series of 4 Presidential Orders sent out on June 9 and already explained elsewhere, I have issued 3 more orders dated July 2, 1969. These orders deal with the placing of the organization's mimeograph in the custody of Randy McCoy until further notice by the new President to be elected, the appointment of Doug Rhodes as Nominating Chairman to handle all elections this year*, and the appointment of Doug Rhodes and Gary Tempco as Chairman and Vice-Chairman, respectively, to handle the writing of a new constitution to replace our present sketchy and vague document which leaves out many important things. Doug and Gary will present their constitution to the membership for suggestions and ratification by the Regular members of the TAMR. I have set September 15, 1969 as the deadline for the presenting of the new Constitution to you, our Regular members. (Associate members may not, of course, vote on this matter.) You will have a chance to express your feelings about the new Constitution and make suggestions to Doug and Gary as to changes which you may think need to be made. After final consideration by the committee, the Constitution will be presented to the Regular members for voting upon, at which time you may either ratify or not ratify the new Constitution.

TAMR's present Constitution is badly outdated; there is no provision, for example, as to exactly when officers should assume and vacate their offices. In addition, changes need to be made in election and amendment procedures, and it would be a good thing if elections could be staggered so that not all officers would be elected at once. This will avoid the great confusion we had after the last elections. I hope that you will give Gary and Doug your comments and suggestions on the new Constitution both during its writing and before its ratification. This is an important matter which will ultimately affect all TAMR members, so you should make it a point to make yourself heard by writing to either Doug or Gary, or both.

Thanks for your time,
(Signed,)
DOUG KOCHER
President-TAMR

*This order was later repealed due to the previous nomination of Dick Wagie as Nominating Chairman.

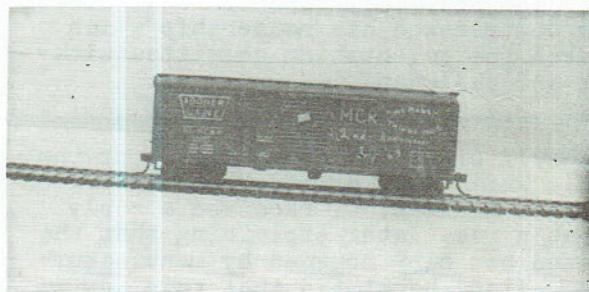
MCR!?

by Jay Franklin

The Midcon Region is the region on the move in the TAMR. The month of July 1969 marks our 2nd year as an organized region of the TAMR. To celebrate this occasion a special box car has been readied to advertise the event. The car is a decaled and hand-lettered Tyco box in HO scale. It bears the MCR motto: "We make things move" and is lettered for my model road the SL-SF & P or "Sooner Line." The car is to travel from me, the MCR Secretary-Treasurer, to several MCR members' layouts before it finally reaches its destination on the layout of our regional president, Robert Streger. In all it is hoped that the Anniversary car will travel many hundreds of miles (mostly by U.S. mail) and help spread friend-ship and goodwill throughout the MCR.

For those of you not familiar with the MCR we presently have 20 regional-dues-paying members. Our \$1.00 a year dues entitles MCR members to 6 issues of our regional paper, the Expediter, published bi-monthly by Robert Streger the Editor-Publisher. We have a few members who actually live in other regions, but still have joined our region and enjoy receiving the Expe-
diter, which averages about 10 pages an issue. Anyone interested in joining the Mid-Con. Region should write to me: Jay Franklin, MCR Sec-Treas., 2001 W. Randolph, Enid, OK 73701.

We are looking forward to another year



of serving and working with the other TAMR regions to help bring about a better and stronger TAMR for all. Until the next report then, may you all enjoy many happy hours of model railroading.

...The enclosed picture is a photo of the Tyco box car which I have painted and lettered for the occasion of the MCR 2nd Anniversary. The car is now being mailed around the MCR to members who requested it. Photo by the author.

The Nature of the TAMR

a bit of history and observation

by Dick Wagie

As the end of my term as secretary quickly approaches, I find myself with mixed emotions about departure from active service within the ranks of the organization. If you enjoy an article which is strictly organizational, and won't help you a bit as you make the templates for those 36" radius curves on your pike, read on.

The origin of the organization is somewhat hazy, mostly because it seemed futile at the time of inception to keep good records of organizational events. Indeed, perhaps the "founding fathers" possessed a bit of apprehension that the organization would ever catch on, or even succeed at all. Through all this, nonetheless, we close our eyes, say the magic word, and point to a time of four years ago as our starting date, and credit passing words of correspondence between David Burris and Steven Seidel as the nucleus of the idea. Originally, the organization was strictly fraternal: no dues, no constitution, no elections, no officials, and no publications except for an occasional newsletter from the "secretary" (organizer or recordkeeper would be a better term) in Oregon, Mr. Burris.

The TAMR grew. Steve Seidel, in his notes about the Central Valley and Illinois Railroad on his pass exchange forms, introduced the TAMR to this writer. Eventually, more than 20 members had joined, merely by saying "I want in," without paying a dime. It was decided to have a publication. It is uncertain who was the first editor, but Rodney Owensby is the first that this writer remembers. Although operating at a time when the TAMR had no budget, Rod deserves credit for issuing a modest but interesting newspaper to the membership, financing it entirely from his private budget. And the TAMR grew.

When Steve Seidel took over as publisher, he wisely decided to maintain a file of HOTBOXES, and indeed of all official publications. The earliest of these is the March 1967 issue, which was indicated to be Volume III No. 2. It included articles by Gale Hall, Danny Cupper, Tim Eller, John White, Doug Kocher, Jack Armstrong, and a cartoon by Randy Johnson and Joe Williamson. It was printed by the "spirit" duplicator method: the familiar purple printing of poor quality.

In the second issue on file, April 1967, the most revolutionary thing that appeared was a humor column (later dubbed "Auntie Karen's Corner") by our first and only teenage girl member, Karen Lewandowski. Although it was short-lived and generally appraised to be a genuine bomb, "Auntie Karen's Corner" provided a bit of the lighter side for John Q. Average-TAMR member. Among the "Ten ways to Get More Attention," are such repeatable pointers as playing Mozart's Fifth, drinking Mozart's Fifth, telling everyone you have leprosy, actually having leprosy, having your nose pierced, and popping a friend in the mouth every three hours. She tried. And the TAMR grew.

Pass exchange columns, question and answer columns, editorials by both the HOTBOX staff and POM's, and "Get Out There and Do Something!" articles have all come and gone, and some remain. They must have helped, for the TAMR is still growing.

With the April 1968 issue the organization made use of its newly-purchased mimeograph, operated by publisher Greg Thompson under the auspices of editor Bert Kamm. In his "Notes from the Secretary," Steve Seidel indicated that we had just reached a total membership of 100! He expressed a hope that, in a year's time, that figure would be doubled. Did it happen? Well, the TAMR grew, and it did!

The file disrupts its every-month-an-issue continuity after the September 1968 issue. The officer transition was very long and difficult, there were shifts in editor and publisher, and no one seemed to know what the other was doing. Finally in February 1969 Doug Rhodes, the new HOTBOX editor, and Randy McCoy, new publisher, with the help of the secretary, issued a January/February issue in mimeographed form, followed by our first offset-printed issue, the December 1968 issue. Of late, we are on a somewhat regular publication pattern, with a Spring issue and, presently, a July/August issue since then.

We've inaugurated expensive promotional campaigns. We've printed ads in Model Railroader. We've had offset publications. We've had and are experiencing right now the type of member participa-

Continued

tion which should abound. We've grown. We've made mistakes, we've learned by them, and yet we've grown. Right now the number of members stands at 229. We're proud....or are we?

The thought has been expressed that if fellows want to experience fraternal relationships, they should discontinue their TAMR memberships and "get it at school." Someone expressed an apposop rebuttal to that thought, and I stand to support the theory that the TAMR is essentially fraternal. We can't even try to equal the efforts of the NMRA in the areas of conformance standards, data sheets, and the like. We have no

business trying to outdo the professional hobby magazines when it comes to modeling articles and layout plans. But we have every right, and in fact, a duty to one another to share our reactions to the hobby, our experiences detailing that new GP-9 in brass, how we made that warp-free 40-foot L-girder, and how we constructed that new lumber mill for our pike. This is what the TAMR is for. This is the purpose for which the HOTBOX has been ordained. If you belong to such an organization, you must uphold its principles.

Help the TAMR to grow.

SHADES OF LILLIPUT!!!!!!

The Boston, Burlington, & Santa Fe has shrunk to $\frac{1}{2}$ its original size! It is now known as The Bullhead Central. Bullhead Central stock shares, 10¢ ea. Buy 1 stock share and get a pass. Buy 2 stock shares, get shipping crate plans for O, Q, S, maybe HO or OO. More to come!! Visitors still welcome by appointment.

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Kalamazoo, Mich. 49007
Mark Tomlonson, Pres.

REBUILDING PASSENGER CARS

by Gary Tempco

When a railroad has an out-dated passenger car, it often takes the car into the shops and rebuilds it. The Pennsylvania was one road that did a lot of this. A model is also possible and adds variety to your road's passenger cars. Changing a car's design is a very interesting thing to do and requires a little imagination, the possibilities are endless.

I had a ~~racer's~~ Piker that was just laying around. The roof and ends had had a little accident, but the sides were fine. I purchased a Northeastern streamlined roof and replaced the old monitor roof with it. Then I cut two new ends out of styrene and scribed the doors with a knife. By putting dia-phragms and added detail on, the car has a very original and distinct look. I'm not too sure of the possibilities with plastic cars but by using Walthers and other similar types, there is a large variety of possible changes.

The type of car, lounge, pullman, etc. can also be changed. The car I had before changing, was a two-section solarium/lounge. I now call it a two roomette/lounge/buffet even though it has no interior.

CABOOSE FREIGHT STATION

by Dan Voss

Are you having trouble running a certain caboose on your layout? Is it derailing all the time? Why not make a caboose freight station out of it? I was having all of these problems with an Athearn caboose. (Others can give trouble too, of course!) Deciding that it wasn't doing me any good the way it was, I proceeded to do something about it. Take off everything: trucks, couplers, weight, etc., leaving only the main body. Now find the right place on your layout to put it. Add some brown earth and stacked boxes around it the structure to make it appear as if it were set in the ground. An appropriate figure will help make it look alive. This is one of the easiest structures to make for a layout.

PASSES TRADED PROMPTLY
Little Hope Railroad
Dave Ruppell President
435 Prospect St.
Nutley, New Jersey 07110

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

Farewell ...sort of

Ye old war horse is stepping down from the TAMR executive staff after 3 long years, this time for good. I became a TAMR member 4 years ago (and it really seems like a long time, too) when the TAMR had only 35 members. I recall that I used to know almost every member's name and where he lived, so few of us there were at the time. Now the organization is many times the size it was when I first entered, and many, many times better. I confess that I had thought of running again, but after 2 years as treasurer, 3/4 year as Vice-President, and now 1/4 year as President I feel is enough. Besides, it's time somebody else took over. It is with real regret, then, that I bid farewell as a TAMR officer, since I can never return to any of the jobs I have held, or others.

Although I am the only officer left who has run continuously since the first slate of officers, I can hardly feel alone since Dick Wagie is still around, not to mention Allen Maty. Dick and Allen have been with the TAMR as long as, (of not longer than) I have, and have both served in abundance. Dick and Allen have been perfect officers this year. This organization will certainly feel their loss next year, as it will be hard indeed to replace two such hardworking and dependable officers. I know both Dick and Allen personally, so I am in a position to know of their loyalty to this organization. What can I say to you two, except that it was great serving in the same administration?

As I said, I am leaving the organization as an officer. In the meantime, college will occupy most of my time. Even so, I intend to continue my fight along with others to preserve and improve this nation's passenger train service. Having been a NARP member for two years, I am more devoted to this goal than ever before. Modeling-wise, I will continue to serve as Narrow Gauge Editor of the S GAUGIAN, one of the 2 offset printed, illustrated magazines put out for those who model in S scale.

Having been a TAMR member for 4 years now, it is unthinkable that I could leave this organization. Consequently, I hope to continue writing articles for the TAMR HOTBOX, and to promote the organization in general. The progress made since I first entered TAMR has been enormous. Older members will know what I am talking about. To the younger members, I earnestly ask that you have

patience with this organization and its officers-to-be. Never forget for a minute that the people who run TAMR are just like you: they go to school, work, and have fun model railroading. You cannot expect them to run this organization as if it was the only thing they had to do. TAMR officers have to look out for the practical side of their futures, too, and as such the organization must take second place to things like homework and personal responsibilities. I agree that it would be fine if we could find 4 officers who would have nothing to do all day but run TAMR. Unfortunately, such a teenage model railroader does not exist. And because of this, you must realize the shortcoming of any officer in a sympathetic light. Chances are very good that they are trying their very best. However, their day has only 24 hours, the same as yours. Please...cooperate to the fullest extent with your new officers next year, whoever they may be. Without your own personal understanding of what they are up against, they cannot possibly succeed in their jobs. Your help will make their loads lighter.

Can, then, this organization actually be run by teenagers? Is it possible to find teenagers who know financial affairs, printing, publishing, editing, administrative work, typing, and everything else that goes into making this organization work? Of course. The last 4 years have proved this beyond doubt. However, TAMR has only come as far as it has because of YOU, our members. Without your support and contributions, all is lost.

The above is something that I hope every member should remember now after I have left. With these thoughts in mind, TAMR can't go wrong.

Thanks to all of you for a great year.

DOUG KOCHER
President-TAMR

FROM THE SECRETARY

All future correspondence to the TAMR secretary should be sent to the following address:

Dick Wagie
Concordia Teachers College
Box 218
7400 Augusta Street
River Forest, IL 60305

TIMETABLES by Doug Kocher

It's not surprising that many, if not most, passenger train fans are also timetable collectors. For the serious passenger train fan, favorite trains are something like pets---they have to be constantly watched. Consequently, when the times change in October and April you can find hundreds of passenger train fans (and just plain train fans, for that matter) rushing to their nearest station or writing directly to the railroads for the latest timetables.

As a very general rule, new timetables are issued basically at the end of October and April. However, many roads also issue interim timetables to take care of changes they might choose to make in scheduling and/or equipment. Usually, railroads which run few passenger trains (such as Erie-Lackawanna) often do not bother to issue a timetable for many months, since they have made no changes. Union Pacific, on the other hand, (as well as other roads) seems to be always issuing new timetables so you have to keep on your toes if you want to maintain an accurate collection.

Timetables themselves have changed. The old pre- and early-1960 timetables were wonderful little volumes, filled with all kinds of helpful and interesting information. Today, however, only a few roads such as SCL, GN, and UP issue timetables in the grand old tradition. Roads like Missouri Pacific and Southern Pacific offer only sickening little sheets of cheap paper, which only underline the inability and unwillingness of these roads to cope with the passenger train "problem," a problem which roads like SCL and GN have brought more or less under control. I have always felt more than a little anger at SP in particular; this road still has a number of good trains left, yet it sees fit only to offer a disgustingly depressing tissue-like newsprint timetable that is completely devoid of any frills. SCL, on the other hand, offers a fairly large timetable with all kinds of interesting information, not to mention clever ad-photos for their trains. Needless to say, the difference in the passenger attitudes of these two roads is considerable.

Now that I've given you a small picture of the art of timetable collecting, I have one warning: timetable collecting rapidly becomes addictive, so if you're not prepared for a little effort, don't even look at one. Once you get the hang of it, though, timetable collecting can become a fun and useful part of the total railfan picture.

MILITARY TRAINS

by Phillip Gieg

Military trains add both color and excitement to a model pike. These trains were first used extensively during the Civil War. They were also used in World Wars I and II.

The Civil War military train is my favorite and I plan to have one running on my pike. The consist of a civil war military train is simple. All you need are some 1860 passenger cars. Any road name will do because the army took anything on rails. Several flat cars with cannon on them will make an eye catcher. We also need some boxcars and stock cars for supplies and cavalry. Sometimes flatcars with stakes and rope formed open horse cars. Miniature figures can be used to add interest. Now we come to the important part, the locomotive. An 1860 vintage 4-4-0 will do the trick. Some trains going through enemy territory had old flatcars in front of them to trigger booby traps, protecting the engine. Others had armored cars, with one or two cannon mounted on them in front of the engine.

Little can be said for WW I military trains. They consisted mostly of passenger cars, boxcars, and flats with ordnance and miscellaneous items needed by the military. There would also be stock cars since horses were still in use at that time. By then the military had acquired some cars. These were painted olive drab with U.S. MILITARY RAILROAD lettered on them.

World War II military trains reflected the changes of warfare. There were flatcars with tanks, jeeps, and aircraft on them. The ever-popular boxcar was still very much in evidence, carrying much needed military supplies. By this date, however, passenger and freight movements were separated. I would choose to model the freight aspect of this military era. An articulated 2-8-8-2 or a Big Boy chugging up a grade with one of these trains behind it would make a very impressive scene.

Since we are not in a state of war today's military goods travel with regular freight and passenger trains.

If any of you want to ask me any questions about this subject, please write to me. I'm in the Directory.

European (model) Railroads

by Klaus G. Grunert

Resurrection of the broad gauges - Late news from the Nürnberg toy fair

Although held some months ago, not all of you will yet be informed about the Nürnberg toy fair. I don't know if you can imagine the importance of this event for the European model railroader - it is the only time in the year when the manufacturers announce their new products, contrary to the States, where new products are announced throughout the year.

The big European model railroad companies have to build models from the viewpoint of a toy company, not a model company. This explains such features as the deep "European" flanges, and the mess with European couplers. Europe did not have the luck (?) to experience a big slot-racing boom, thus forcing the model railroad firms to build more models for the model railroader instead of the child.

For the HO-er, there was no big news at the Nürnberg fair. The N gaugers are a bit happier; there is quite a range of new rolling stock, especially the two most beautiful steam locos ever built in N gauge - the German class "50" steam loco made by Fleischmann and the American Berkshire produced by Röwa (manufactured in the USA by MRC).

The big surprise at the Nürnberg fair was the resurrection of the broad gauges (larger than HO). You probably know the big - still biggest - models of the LEHMANN BAHN. This line, which was introduced at Nürnberg a year ago, was very successful, so LEHMANN could greatly expand its line this year, and - extremely unusual - was able to lower its prices! Though this line is intended primarily as a toy, the models are exact reproductions in a scale of 1:22.5 of narrow-gauge equipment which ran - or still runs - in Germany, Austria, and Switzerland. A full range of rolling stock, track and accessories is now available, and more types of cars can be built by simple conversion jobs. Thanks to the entire superstructure being made of plastic and the gear being fully hidden, the locos operate reliably in the garden too. During the fair, a train operated well over some track which had been laid in the snow in front of one of the fair-halls, and was able to run through small heaps of snow which had been put on the track. Some weeks in advance of the fair, Märklin had announced that they would produce a line

in the 1:32 scale - primarily as a garden railroad, obviously influenced by the success of the Lehmann-Bahn. The first models presented at Nürnberg - a small diesel switcher, a little steam-loco, and two simple open wagons - showed clearly that this line is also intended to be a toy. In spite of this the models are very well detailed, though the visible gear mounted not very high above the rails still leaves something to be desired, and cause (possibly) real problems while operating the loco in the garden. According to the Märklin tradition, the locos are powered by AC, but - what a miracle! - an ordinary two-rail track is used.

Besides the small companies offering hand-crafted models of excellent quality and at high prices, two companies offered mass-produced O-scale equipment at Nürnberg. The first one is Rivarossi - you've probably read the report about Rivarossi's "Casey Jones" in MR Trade Topics. Besides this, a German diesel, an Italian electric loco, a passenger car in various liveries, and two freight cars, all of European prototype, are offered. The models seem to be of good quality and are offered at a surprisingly low price: in Germany the German diesel loco will cost DM 59 -- about \$15!

The second company is POLA - a German company which produced only N scale equipment until now. Now they offer a complete line of O scale equipment, all of German prototype. Two locos are produced so far: a small O-6-O switcher with working Stephenson valve gear, and a O-4-0 electric loco (price DM 40 - about \$10!). Moreover, a complete range of wagons - freight and passenger - was presented.

POLA offers the same track as Rivarossi, but unfortunately not the same coupler - while Rivarossi uses a coupler which seems to be an enlarged version of the X2f type, POLA equips its cars and locos with a Fleischmann-type coupler.

A lot of companies offered accessories. Sommerfeldt showed a complete O gauge overhead catenary system. Bridges and smoke generators are offered. The American Lindberg company presented a line of buildings in 1:22.5 or 1:32 scale.

However, it is doubtful if this effort is justified. I don't think that many HO gaugers will switch to O now, and I don't think that many new O gaugers will be promoted. Of course, the present O gaugers all over the world will be happy about these inexpensive and excellent models, but the number of these is not

great enough to justify a whole new line of products for a company like, say, Rivarossi. The HO gaugers are quite unhappy about the resurrection of the broad gauges, because after this scattering into so many different gauges, the wishes of the HO gaugers - still by far the biggest group among model railroaders - will be even less respected. Well, let's see what will happen to these new lines next year.

If anybody is interested, I will be happy to send him a comprehensive, fully-illustrated report of the Nürnberg toy fair (in German language), for six international reply coupons. Please state the gauges you are interested in. My address is:

Klaus G. Grunert
Graeffstrasse 6
5 Köln 30
West Germany

IMPORTANT NOTICE: If you are somewhat bewildered as you read through this issue with regard to exactly who is TAMR president, the explanation is simple. Most of these articles by Doug Kocher were written in early summer, when he was president; thus, his name as "TAMR President" appears below most of his articles. As of September 1, 1969, Doug Kocher vacated his office, and as of the present moment Gary Tempco is TAMR President, with no Vice-President yet. Dick Wagie and Allen Maty are still secretary and treasurer, respectively.

DIESEL SPOTTER'S GUIDE Kalmbach Publishing Co.

reviewed by Gary Tempco

If you are like myself, you can't tell the difference between a GP-7, GP-9, or a high nosed GP-18. With so many closely related locomotives today, it is very hard to figure out what's what. If you share this problem with me, you'd be wise to pick up a copy of the Diesel Spotter's Guide. It tells almost every diesel made, what distinguishes it from its close relatives, and has many helpful pictures. There are also some rosters given as to what road has that type of engine and what series it was. It lists engines that were built before mid-1966 and has a supplement with pictures of the newest engines. There is also a complete section of re-engined locos and pictures of some that are real "odd-balls." The book is well worth the \$3.50 price.

HOW ABOUT A CZECHOSLOVAKIAN PEN FRIEND?

by Klaus G. Grunert

--Yes, that's right! Recently I got a letter from the Czechoslovakian Model Railroad Association, stating that they would like to cooperate with the TAMR. To make a beginning, I naturally suggested contacts by mail. So, would you like to correspond with a young model railroader in Czechoslovakia? I'm sure this would be a lot of fun, and would greatly increase your knowledge, not only in the model railroad field. So, if you are interested, just send me a note (to Klaus G. Grunert, 5 Köln 30, Graeffstr. 6, West Germany) and I'll see that you get in contact with a guy there. I don't think anyone of you speaks Czech, but if you speak a bit of German let me know, for it could be useful. All right? I'm waiting for your postcards!

Interchange

For Sale or Trade: HO Snap Track, cars and turnouts. Would like to trade for N gauge, if not will sell. SAE for list and details. Mark Hedge, 508 East Maple Street, Jeffersonville, Indiana 47130.

For Sale: One (1) MRC Model 202 Twin-power, two speed controls, good shape, asking \$10. Two AHM FM C-liners, one New Haven, other New York Central \$.50@ or both for \$12. One Revell SW-7 runs well, shell in fair shape painted black and yellow, asking \$9. Three Athearn streamlined coaches, various colors \$.50@. I will trade for Athearn GP-35's or SD-45's in undecorated or original colors. Write first. Tom McHugh, 18 Oakwood Place, Delmar, New York 12054.

The Editor of the Interchange Column wishes to apologize for the long delay in the publishing of ads. If you have sent an ad and it has not appeared, please resubmit it. As always, send all ads to Bob Neff, 3950 Dallas Ct., St. Louis, Missouri 63125.

For Sale: 7 modern passenger cars: One Tyco baggage combine, 2 Tyco chair cars, 4 assorted types by OK (questionable). Write for further details. Walter P. Harris, 10670 Mayfield Rd., Houston, Texas 77043.

Era Units

by Lloyd Neal

I saw this idea in Louis Hertz's Roads to Adventure in Model Railroading. It is an idea that has not been used to my knowledge. It consists of having two or more units on a layout with partitions limiting one's vision to one unit at a time. All the units are connected by track and each unit represents a different period of time.

For example, imagine you have a pike as in Figure 1. When you want to operate in the 1880's you seat yourself in front of this unit and operate your 1880 trains. Your trains can go into the other sections which are not visible to you to lengthen your run. If you get the urge to operate a modern freight, you run your 1880 trains into their area and seat yourself in front of the unit representing the present.

These units allow you to model several different periods at the same time and on the same layout without anything looking out of place. This idea could be used for different railroads in the same or different periods. This idea has many possibilities for those who would like to model different eras at the same time.

One idea would be to model the same place in all units, but making changes in the track, structures, and figures. Narrow gauge fans could build one unit narrow gauge, one dual gauge, and one standard gauge. In this case the trains could not go over the whole system, of course, but it would be interesting. The drawings are to give you some ideas.

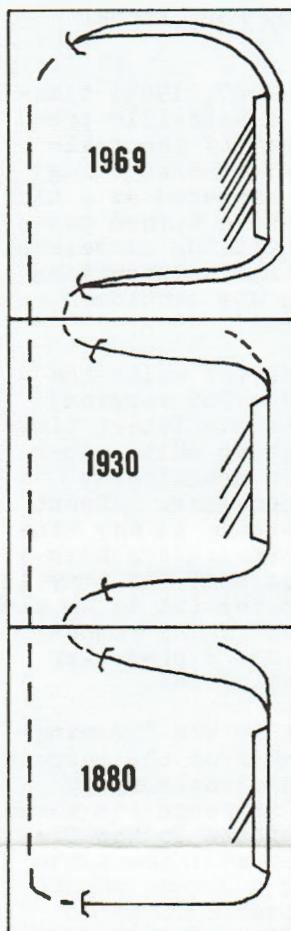


Fig. 1

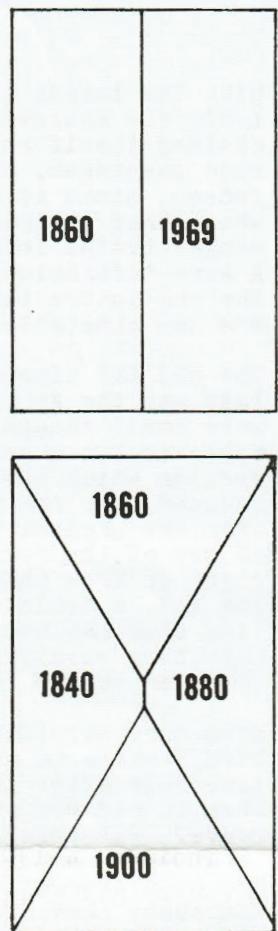


Fig. 2

NARROW GAUGE 2-6-0 IN HO SCALE

by David Johnston

This is a drawing of a 3-foot gauge 2-6-0 which is typical of Moguls operated by several slim-gauge pikes. The prototype for this drawing was built by Baldwin in 1880 for the Utah Northern Railroad. During its lifetime it was resold 3 times (the last time for \$500!), ending up as number 4 of the Ilwaco Railway and Navigation Co., a 3-foot gauge shortline in southern Washington. The IR&N was one of several lines in the Northwest which were taken over by the Union Pacific. The UP renumbered the locomotive to no. 2 in 1915. This drawing depicts no. 2 as it looked after being shopped in 1929. The IR&N was abandoned in 1930, and it

is probably safe to say that the engine was scrapped along with the railroad.

This locomotive is very similar to the 2-6-0's of D&RGW class 40, and also to locomotives owned by the Nevada County Narrow Gauge. Since they were all built at about the same time, this may have been a stock Baldwin design.

I hope to do more narrow gauge drawings for the HOTBOX in the future. Watch for them.

See page 15 for IR&N (UP) No. 2.

L&N BECOMES LATEST ENEMY OF RAILROAD

PASSENGER

by Doug Kocher

With its latest (April 27, 1969) timetable the Louisville & Nashville proclaimed itself an enemy of the railroad passenger, an unfortunate thing indeed, since it has happened at a time when other railroads have turned passenger trains into startling successes. A sure indication of L&N's intentions for the future is, as was mentioned, the new timetable itself.

The old L&N timetables (of which the last was the April 28, 1968 version) were small enough, but the latest timetable is but a very cheap white paper version which has been drastically reduced over its predecessor. Absent from the present timetable is any kind of map of the system (travelers have a right to know the area they are traveling in), a table of rates (it is appalling that L&N has seen fit to remove this bare essential) and 5 passenger representatives in key cities.

Even more significant is the "Hummingbird," which is absent from the current timetable after L&N discontinued it when it had not even finished its through route. Passengers enroute to New Orleans were curtly told that the train had been discontinued and were unceremoniously shoved into uncomfortable busses for the remainder of their journey---this action was so blatantly anti-passenger in nature that few will argue on a pro-L&N side. In fact, the discontinuance of the "Hummingbird" while it was enroute is easily one of the best examples of rock-bottom public relations yet demonstrated anywhere.

Although I cannot personally confirm it as of this writing, I have heard from fairly reliable sources that the L&N wishes to discontinue its portion of the SCL-L&N "Gulf Wind" from New Orleans to Chattahoochee. SCL, on the other hand, has not wanted to discontinue the train (SCL, for those who are not up on current passenger train trends, is quite pro-passenger) but is extremely doubtful that it could run profitably such a thing as a Jacksonville-Chattahoochee train. I am infuriated that a railroad so base and nefarious in its intentions as L&N would even try to take advantage of a railroad that is trying so hard in the passenger field, namely SCL. There is good reason to believe that NARF will step in to try and prevent the L&N from discontinuing the "Gulf Wind." In the meantime, I would strong-

ly suggest that any TAMR members who are living on or near L&N's "Gulf Wind" line protest the proposed discontinuance by writing to: Interstate Commerce Commission, Washington, D.C. 20423.

We live at a time when it has been proven that the long-distance passenger train, when run in a proper and reasonable fashion, can make money. Railroads like SCL and GN are living proof of this statement, not to mention the super pro-passenger Canadian National which has succeeded in severely damaging the airlines on certain portions of its route by drawing so many passengers to its trains.

L&N, however, remains a passenger railroad living in the 1940's. At a time when TV, bingo games, and style shows exist on SCL trains, L&N trains have nothing original about them, and are generally completely devoid of any modern appeal.

In fact, as I think about L&N I recall something someone told me. It wasn't meant for a railroad, but it applies in L&N's case very well: "With some people, it takes a long time for light to reach." Now, would the real L&N please move out of the shadows? We'd like to see you.

A MINING OPERATION

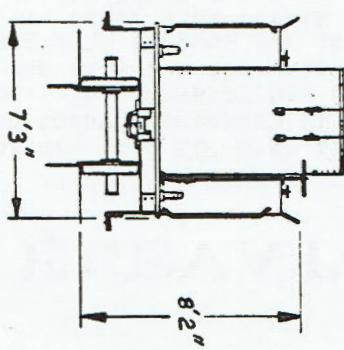
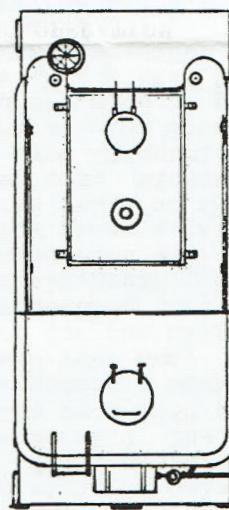
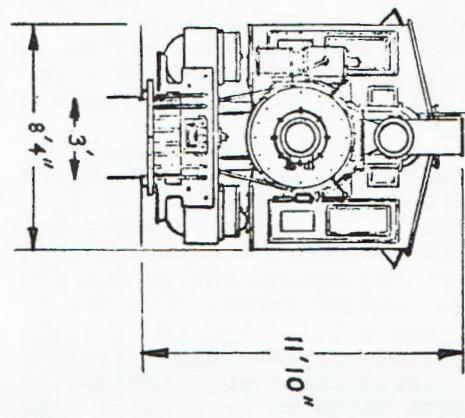
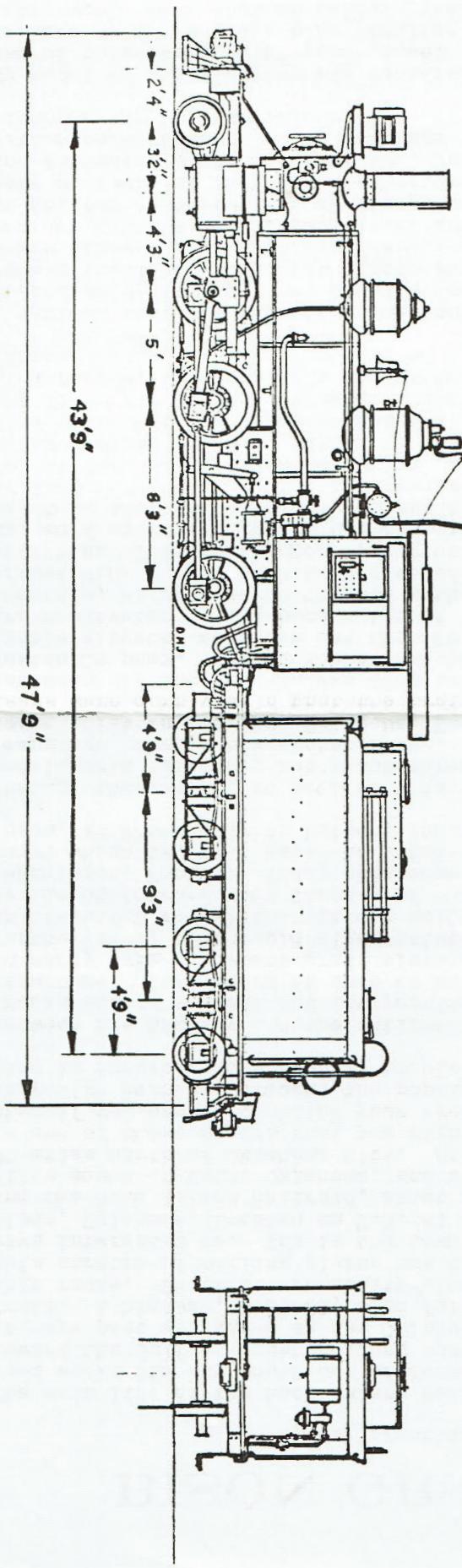
by Mike Thomas

Not all rail lines run between two cities, towns, suburbs, or the like. There are some lines that were created for one purpose, and one purpose only — mining. These aren't the large lines, such as Missouri Pacific, Penn Central, B&O, or Canadian Pacific. The tracks simply run by the mine (as in the case of strip mining) or mine entrance (as in the case of shaft mining), where the coal or ore is loaded onto gondolas or hoppers. Then the tracks go on to whatever happens to be the next stop in the processing of the mined substance.

If it is metal that you're mining, smelters, blast furnaces, sheet metal mills, wire dies, and innumerable other buildings would be on the list. And then, of course, there are always warehouses. If you intend to distribute the products you'll need a line to the town, with spurs off to the hardware store, fencing distributor, and so on.

Then again, if you mine coal, a cleaning and sizing building is a must. Storage facilities for uncleared coal, and coal of different sizes* would make your pike

Continued on Page 18



IR & N (UP) NARROW GAUGE 2-6-0
DRAWN BY DAVID JOHNSTON

BISON GRAIN ELEVATOR

by Jay Franklin

The main line of the Rock Island Railroad works its way south out of Kansas toward the Gulf at Houston along what in days past was known as the Chisholm Trail. A highway, U.S. 81, also follows this route. One small community along this stretch of rolling plains has always interested me. This is the town of Bison, Oklahoma, located on U.S. 81 and the Rock Island Railroad, about 13 miles south of Enid, Oklahoma, and about 70 miles north of Oklahoma City. Bison is one of those places that you might miss if you happen to blink your eyes as you're passing through; the population is probably less than 25 people.

Between the highway and the railroad tracks stands a small but interesting structure. It appears at once to be an early type of cement grain elevator. Further study of the old signs painted on its sides reveal that it was built by the Chalmers-Borton Company of Hutchinson, Kansas. Today this company, which is still based in Hutchinson, is known only as Borton, Inc.

Through the years I've noticed this small grain elevator, but about three years ago, when a new elevator was being built in Carrier, Oklahoma, I had a chance to talk with the superintendent of the job who was from the Borton Company. He had heard that the little elevator at Bison was the first grain elevator in Oklahoma built of concrete, as opposed to the old method of building a wood structure covered with tin. This really got my curiosity up, so I wrote the Borton Company and was told that the elevator was built in 1935 for the Star Mill & Elevator Co. of Hennessey, Oklahoma, which is about 6 miles south of Bison. I was also told that the elevator was not the first elevator in Oklahoma built of concrete, but certainly one of the first.

I decided that the elevator would make a good model for my pike, considering it was small and could fit almost anywhere (this was a prime consideration, because I had a 3x6' layout in HO scale). So one day I stopped off at Bison, took some pictures of the little elevator, and estimated some measurements. These estimates were used in the drawings accompanying this article.

My model of the elevator was constructed of balsa wood, with paper towel rollers as the storage bins (mailing tubes would work just as well). The

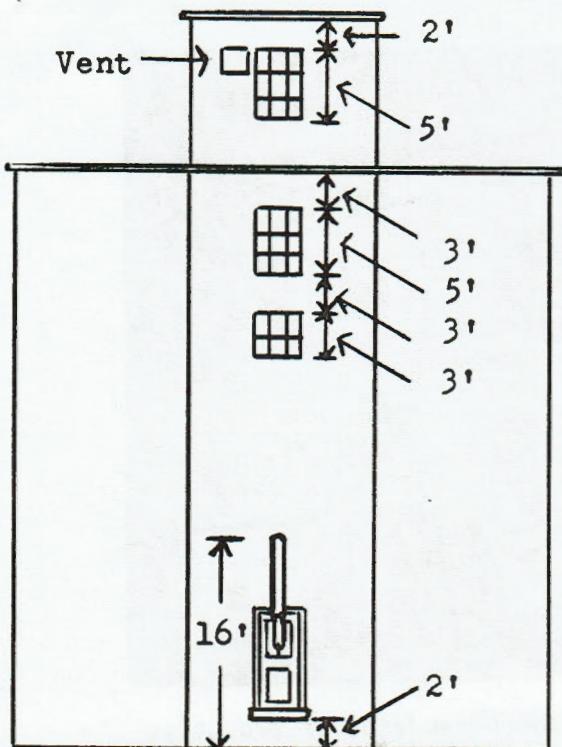
bins are only 40' high as compared with today's practice of 80' to 100' high. The elevator has a small shed on one side for the unloading of trucks along with a spout for loading trucks. On the other side (track side) is a spout for loading boxcars. The cupola on top is the scale house where wheat is weighed before it is run into a bin or out for loading.

The construction is more or less self-explanatory, but I should mention a few points. The truck spout was made from a square strip of balsa wood about 1/8" square. (These measurements are for my HO scale model.) The spout on the track side is a 1/8" dowel. The door on track side is a casting, but you could make your own. Castings were also used for the hinges on the doors of the unloading shed and for the vent on the scale house. Refrigerator car door hinges work well for the first, and Selleys makes a passenger car vent that works well for the small vent; or make your own. Windows are the sheet plastic type industrial windows made by Walthers. The doors on the unloading shed are made of paper painted silver with a little Floquil rust paint brushed on to weather them. The truck loading spout was painted silver with rust like the doors. All other parts were made of balsa wood, using 1/16" sheets to construct the sides and 1/8" sheet for the roofs. The entire model was then painted with Floquil concrete paint, and the two signs on the side were painted on in white with black lettering. The signs read: "ENJOY LIBERTY FLOUR" and "CHALMERS-BORTON, CONTRACTORS, HUTCHINSON KANS." There is one discrepancy between my model and the actual structure, that being that the window on the truck side of the elevator should be offset to the left corner as shown in the plans of the prototype, not in the center as it is on my model.

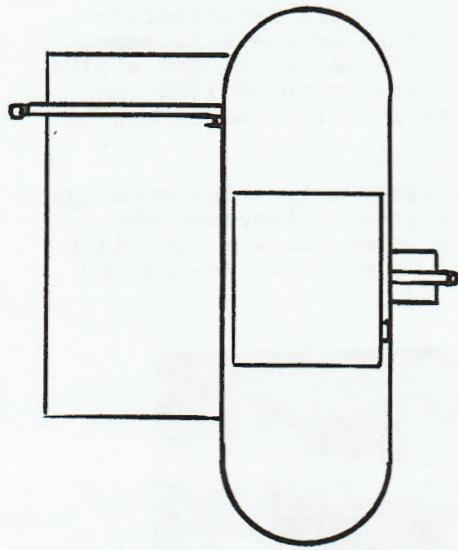
I hope that you will be able to find a place for this little gem on your pike, no matter what your scale is. The classic design of the elevator would make it look just as much at home in a New England village, or on the plains of Saskatchewan, as it is right where it's at along the old Chisholm Trail in Oklahoma. You could add some storage sheds along the side and an office

Continued on Page 18

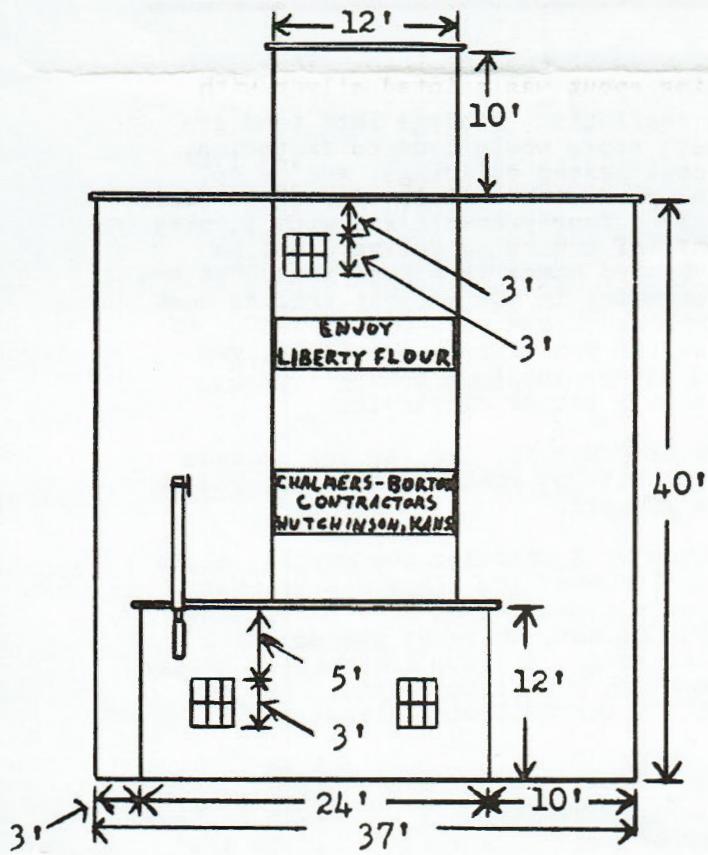
BISON GRAIN ELEVATOR
 Located: Bison, Oklahoma
 Scale of Drawing - 1:160 N Scale
 Drawn by: Jay Franklin



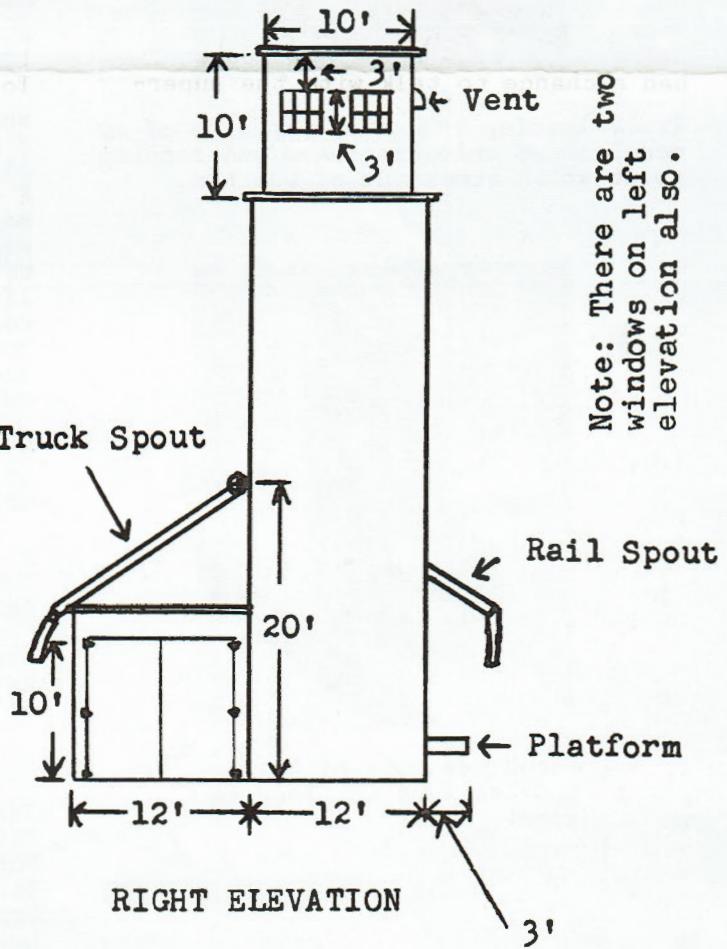
REAR ELEVATION
 (Rail Side)



TOP ELEVATION



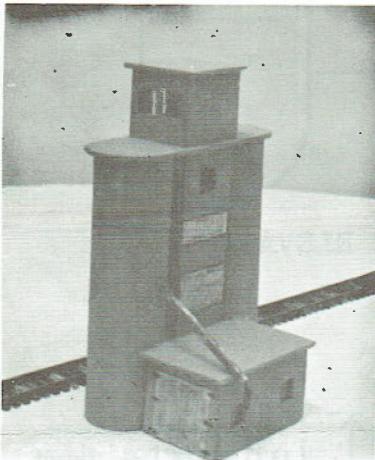
FRONT ELEVATION
 (Truck Side)



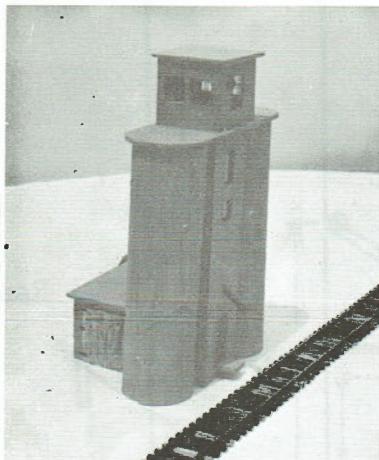
Note: There are two windows on left elevation also.

in front to make a fertilizer plant. The elevator at Bison is no longer in use today; in fact the company it was built for vanished several years ago. Today the tall modern elevators of the Bison Co-op Association stand across the tracks from the little elevator. However, since in model railroading we can use a little modelers license, the elevator could be built for a pike of any period between about 1920 and the present and certainly would not be out of place.

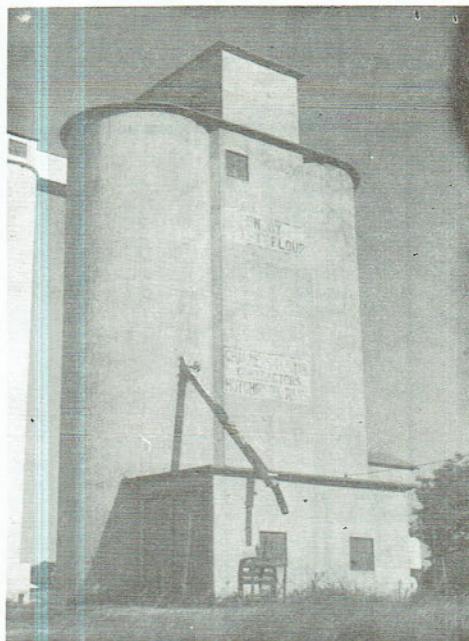
The structure takes only a few evenings' work and would greatly increase the revenue on your pike, so why not add a grain elevator to your ever-expanding system?



Truck loading and unloading side of my model shows unloading shed and loading spout which comes out of the bin.



Trackside view of my model showing vent and loading spout.



Southeast side of prototype shows shed and detail on signs. Note how loading spout comes out of bin.

A Mining Operation, Cont'd.

most realistic. Sidings into town are a must; spurs would lead to factories, old coal-heated buildings, and so on. A coal yard with a fleet (flotilla? small patrol? a four-year-old kid with a rusty wagon?) of trucks to deliver coal to coal-heated homes is a good idea, but not if you model in the present era, as most coal-heated homes were out by 1950. Of course, if you want to get fancy, you could always put in a coking furnace, but that's rather difficult.

Whatever you mine, however you process it, do what you want. After all, you're the engineer!

* If you're a stickler for detail, above the coal chutes you might letter what coal size comes out of that particular chute. Do not, whatever you do, mark them as large, medium, and small. Better no markings at all than that. Use any or all of the following sizes:

NAME	SIZE
Carbon or pulverized	1/4" or less
Stoker or pea	1" to 1/4"
Nut	1" to 2"
Stove	2" to 3"
Egg	3" to 5"
Lump	5" and up

CLOTH RAILROAD EMBLEM PATCHES

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These Cloth Emblem Patches are accurate reproductions of the official Railroad Heralds, many taken from the same Loom Runs as those made for the Railroads. They are embroidered with mercerized Egyptian cottons to withstand hard usage and many launderings. They are color fast to sun and laundry.

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Please order by Number and Railroad Name



GR-7



MP-4



BM-7



UP-1



AT-4



NH-4



IC-9



BO-2



NP-2



AC-2



JC-2

AC-2	Atlantic Coast Line	LN-1	Louisville and Nashville
AT-4	Santa Fe (Circle)	MC-2	Maine Central
AT-5	Santa Fe (Circle Wing)	M-7	Missouri Kansas Texas Lines
BA-4	Bangor and Aroostock (Rectangle)	CM-2	Milwaukee Road
BA-5	Boston & Albany (Oval)	MP-4	Missouri Pacific Lines
BA-6	Bangor & Aroostock (Shield/Bar)	M-3	Monon (Rectangle)
BM-6	Boston & Maine (Oval)	NH-4	NYNH&H RR (NH)
BM-7	Boston & Maine (BM Square)	NH-5	NYNH&H RR (Script)
BO-1	Baltimore & Ohio (Capitol Dome)	NP-1	Nickle Plate Road
BO-2	Baltimore & Ohio (Linking 13 States)	NP-2	Northern Pacific
BR-7	Burlington Route	NY-3	New York Central Lines (Oval)
C-2	Canadian Pacific	NY-4	New York Central System (Oval/Bar)
C-3	Canadian National (Maple Leaf)	NY-5	New York Central System (Oval)
CN-9	Canadian National (Toothpaste design)	NW-1	Norfolk and Western (N&W)
CX-3	Canadian Pacific Express	PR-1	Pennsylvania Railroad (Keystone)
CR-2	Central Railroad Co. of New Jersey	PC-4	Penn Central (PC Rectangle)
CO-3	Chesapeake & Ohio (CO)	PM-4	Pere Marquette
CO-4	Chesapeake & Ohio (for progress)	RR-3	Reader Railroad
CG-12	Chicago Great Western	R-1	Reading Lines (Diamond)
NL-4	Chicago and Northwestern Rwy.	RI-1	Rock Island Lines (White on Red)
NS-4	North Shore Line	RI-2	Rock Island Lines (Gold on Black)
DH-3	Delaware and Hudson	RU-2	Rutland Railroad
DRG-1	D&RG (Main Line through Rockies)	RGS-2	Rio Grande Southern (Rectangle)
DRG-2	D&RG (Royal Gorge Route)	RGS-3	Rio Grande Southern (Galloping Goose)
DRG-3	D&RG (Moffat Tunnel)	S-1	Soo Line
DRG-4	D&RG (Rio Grande Rectangle)	S-2	Seaboard Railroad
DRG-5	D&RG (Scenic Line of the World)	SCL-2	Seaboard Coastline Railroad
DRG-6	D&RGW (Narrow Gauge)	SI-8	Silverton Railroad (Rainbow Route)
E-1	Erie (Square)	SS-4	South Shore Line
EL-2	Lackawanna RR (Rectancle)	S-6	Southern Rwy (Serves the South)
EL-3	Erie - Lackawanna	SP-1	Southern Pacific
FR-1	Frisco (White on Red)	SP-4	Southern Pacific (New Design)
GT-1	Grand Trunk Western	S-10	Strasburg Railroad
GT-2	Grand Trunk Railway System	T-2	Texas and Pacific Railway
GT-3	Grand Trunk (Toothpaste Design)	TE-1	Texas Electric Railway
GR-7	Great Northern Railway (Blue Circle)	UP-1	Union Pacific (Shield)
GR-8	Great Northern Railway (Black Circle)	V-1	Virginian Railway
GR-10	Great Northern (Big Sky Blue Rect.)	VT-2	Virginia and Truckee
GM-3	Gulf Mobile and Ohio (Wing)	VT-6	Vermont Railway
IC-9	Illinois Central (Diamond)	W-1	Wabash Railroad
IC-10	Illinois Central (Split Rail)	W-2	Wheeling and Lake Erie
JC-2	Jersey Central Lines	WP-4	Western Pacific
K-1	The Katy Railroad	WM-1	Western Maryland
KEY	Key System		
LV-1	Lehigh Valley Railroad		
PR-4	Long Island Railroad (Keystone)		

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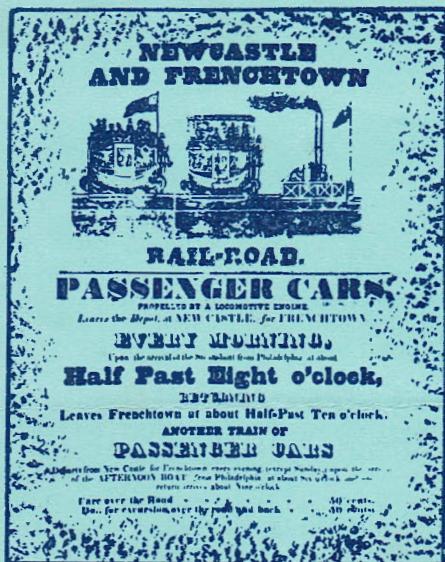
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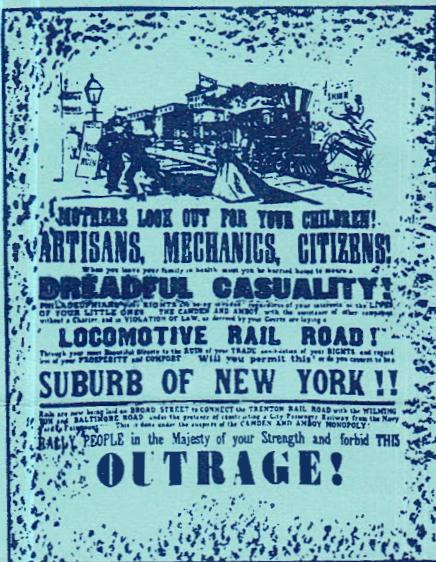
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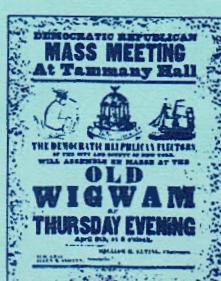
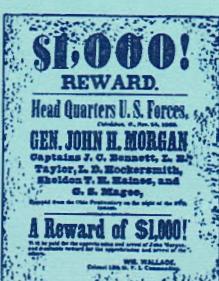
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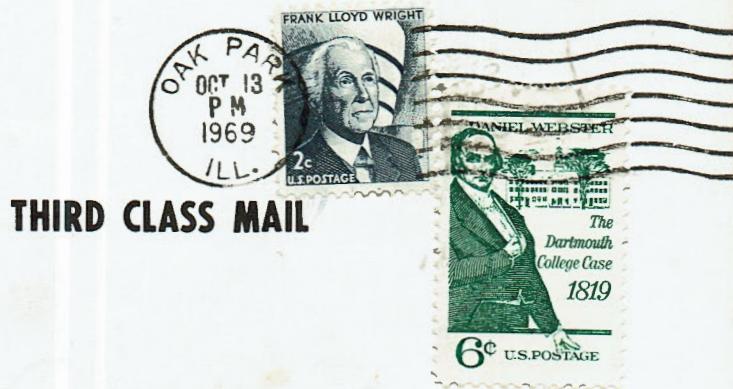
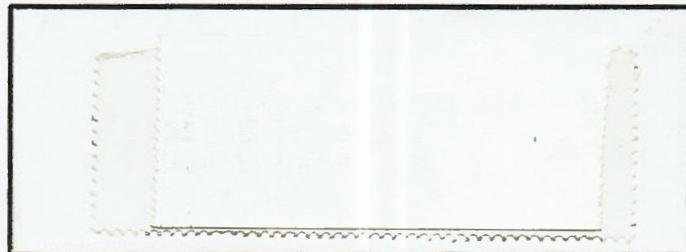
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