the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

JANUARY 1970 VOLUME 6 NO. 1 DR-5

ELECTION 1969: Official Results!

OFFICE	OLD OFFICER	NEW OFFICER
PRESIDENT	Gary Tempco	John Johnson
VICE PRESIDENT	(None)	Lloyd Neal
SECRETARY	Dick Wagie	Gary Tempco
TREASURER	Allen Maty	Jay Franklin

The New Officers, John, Lloyd, Gary and Jay, are already serving the TAMR in their new official capacities, having begun these duties when they were notified of their election to those offices early in November. It is hoped that each member will make every effort to co-operate with them to help make the TAMR even greater and of even more value to the P.O.M. (Plain Ordinary Member). And with this admonition to the membership in general also goes a warm gratitude to the outgoing officers (of which there are only two: Allen and Dick) for the fine jobs they did while they held office. May the new officers work as hard (and perhaps even more diligently!) than they did!!

A hearty vote of thanks is hereby expressed to all who took part in the 1969 election! A total of 50 ballots was cast, which means that approximately one fifth of our voting members took the time to cast their ballots and show that they care about how the TAMR is run.

The ballots were counted and tabulated by Dick Wagie, Nomination Committee Chairman for 1969, and were audited by Prof. Robert L. Busse of Concordia Teachers College. In addition, the counts made by both of the above were notarized by Everett W. Lohmann, Notary Public in Cook County, Illinois. These steps were taken to insure the fact that no member, upon dissatisfaction with the election results, would take any other action to satisfy himself.

The Crew

EDITOR . . . . . *Doug Rhodes*
PRODUCTION . . . . . *Dick Wagie*

A word from the Hogger...

As of January first I resigned my job as Hotbox editor due partly to rapidly decreasing free time and partly to the fact that I have failed to produce the Hotbox on a regular schedule. At that time I circulated my official resignation among your officers. However, as of January 6 I was notified I had been relieved out-

right by our president, John Johnson. F had not received my resignation when he mailed my notice. One way or another, you will have a new editor when you receive your next Hotbox. John would lik to have volunteers for a convention com mittee, preferably from the Philadelph

Continued

A Word from the Hogger, Continued

area. You can write John, or phone him at (215) MI 6-4593.

*** *** *** ***

Mike Thomas down in St. Louis writes that he found our candidates' summaries last time interesting merely because they brought those members a little closer to our hearts. Mike thinks that it would help make TAMR a much more fraternal organization to make such thumbnail sketches a regular feature. I firmly agree with him. Without TAMR conventions, we need some personal contact to make the TAMR more cohesive, to get to know each other better. So why not write something in the area of 150-200 words for the Hotbox? Include such details as scale modeled, favorite prototype road, size, name and concept of pike, your favorite area of the hobby, interests outside the hobby, where and at what level you go to school, and whether you want to write lots of letters and trade passes. Let's get a whole lot of guys writing in to make this plan a great success!!

Letter to the Editor

Dear Doug:

I have just received the latest issue of the "Hotbox" and must commend you for a fine paper. I don't believe you know me, but as I go on perhaps you'll learn a little.

The articles which caught my attention were the various officers running, especially Mark Tomlonson who proposed the N-gauge type of Transcontinental '66 and Dick Wagie's article. If possible I would like to be put in contact with Mark, as I was in the original '66' and could perhaps be of service.

Concerning Dick's article I would like to add a few corrections and comments which might be of interest - you can do with these whatever you see fit.

First of all, apparently from Dick's definition I was the first editor - although a type of paper was put out by David Burris. The organization was not formed by Steve Seidel as has been rumored several times (Steve and David Burris) but rather by David Burris and another fellow named Mike Denuty. I was then the next to join, and Steve very shortly afterwards.

Concerning maintenance of old HOTBOXES, I have Volume II No. 1 onward in my personal files in my home in Illinois. I also have one of the newsletters put out by David Burris - thus Volume I. These are available to the club if they want them - however, sending them would probably be difficult because I'm getting married in December and living in Arkansas. I will thus not be back to Illinois where my folks are. However, if an interest is shown I will attempt to get these copies to the proper authority. Whoever?

This is my Junior year in college - my first year as a TAMR associate member after quite a number as a regular member - didn't serve the club as I wanted to, however during the last election which I ran in it was rumored that I wouldn't have enough time while in college. At any rate, since this time I've become involved in school here because I had no duties, and have slipped from many of the members' minds - however I still believe that the TAMR is a pretty good club - else I wouldn't be an associate member.

I'm a business major and plan on teaching and/or going to the mission field. I also plan on getting married this December to a girl from Iowa.

Santa Feithfully
In Christ,

ROD OWENSBY
John Brown University
Siloam Springs, AR 73701

Have a

successful

modeling Year!

D&RGW Narrow-Gauge Cabooses

by David Johnston

These drawings depict two of the more popular designs of cabooses used on the narrow gauge railroads of Colorado. The D&RGW 30 foot caboose was the most widely used of all designs, and is the only kind that has been used for the past several years. These cars, numbered in the 0580 series, are basically all alike, but differ in various details. Some cars, for instance, had peaked roofs, instead of rounded, with larger end platforms. Also, some had a large single window on each side of the cupola instead of paired windows. The Rio Grande Southern owned a caboose very similar to these, but was slightly shorter, numbered 0404.

The 23 foot caboose was also extensively used over the D&RGW system. These cars were numbered in the 0501 series. They were gradually phased out of service, mainly owing to their size being impractical in comparison with the larger cabooses. The RGS owned four cars exactly like this, numbered 0400-0403. Examples of these cars can be seen today at Colorado Railroad Museum and Knott's Berry Farm. Both of these designs date to the turn of the century.

(Drawings and a construction article dealing with a caboose similar to the larger one here appeared in the January 1964 Model Railroader Magazine, if your library goes back that far. -Ed.)

See drawings on page 17 of this issue.

AD RATES:

members only

One column width--per line.....10¢
Two column width--per line.....15¢

Your name and address will be printed free of charge. These rates are for one issue (two months).

WHY NOT SUBMIT AN ARTICLE FOR THE HOTBOX TO THE EDITOR TODAY, FOR FUTURE PUBLICATION???

Support an ever-growing newspaper that's meant precisely for YOU! No one is looking for profound ideas (but if you have them, that's OK too!), just your thoughts!

Interchange

For Sale: Two photos, (1) Toledo & Indiana R.R. electric special train, Wauseon, Ohio, 1939. 3 cabooses in foreground, locos behind. (2) Witchita Falls & Southern 2-8-0 #31, switching at Olney, Texas in 1946. 25¢ for both photos.

Wanted: RR photos, slides, negatives, railroadiana to buy or trade. Lloyd Neal, 982 Abingdon Court, Stone Mountain, Georgia 30083.

For Sale: 027 gauge. 20 feet of track having 17 plastic ties per 10" section, 2 cabooses, 2 boxcars, 2 dummy Alco FA-2 diesels, 1 powered Alco FA-2 diesel, 1 powered switcher, 2 flatcars, 1 radar car with rotating antenna, one missile transport with missile. $25 plus half shipping charges, or will trade for N scale set. Bruce Showalter, 857 Cedar, Abilene, Texas 79601

Bought and Sold: Lionel O and 027 steam and diesel locomotives, freight cars, passenger cars, transformers, track, and junk. Accessories too. Philip Jeffery, 75 Walnut St., North Quincy, Mass. 02171.

All Interchange business will now be handled by the editor at the following address: Doug Rhodes, Box 1080, Sidney, B.C. CANADA.

More on Passenger Service:

by Randall Ward

I was recently thumbing through some old TAMR HOTBOX papers and came across Doug Kocher's article The Truth about Passenger Trains in the January, February 1969 edition. I agree with him about the trains not being dead, but there is one train trying awfully hard. I am going to tell you some facts that lead me to believe this.

The C,B,&Q (The Burlington Route) runs through my town, Akron, Colorado. The trains come through in the morning and evening. The trains' appearance from the outside is fine, but when you get inside you begin to wonder if your going to make it or not. The interior is a sickening light brown and is full of dust. The heaters and air conditioners are never working properly, causing great discomfort. There are many people in this town who don't ride the trains because of the above reasons.

Time is another big factor around here. The arrivals and departures are always changing time. For some reason trains are almost always late. I was in Jasper, Alberta, Canada two years ago and noticed the Canadian National was practically always on time, and they always thanked their passengers for riding, via loudspeaker at every stop. I have yet to see that in the United States. Just lately the C,B,&Q sold 12 cars of the train because of insufficient patronage.

By the way, if anyone has ridden the Metroliner, write an article for the HOTBOX. Let's make 1970 a very good year.

An Interesting Switch Tower

by Mike Thomas

A rather unusual and extremely interesting switching tower can be found in the St. Louis yards of the St. Louis-San Francisco (Frisco) railroad. It stands beside a bridge which spans the yards and drainage canal that runs behind the tower and along side of the yards. The bridge is the Arsonal Street Bridge, and the canal is the River Des Peres. (Des Peres is pronounced de pare or despair; depending on your sense of humor.)

The River Des Peres is dry much of the time, but in Spring and early summer it has between a few inches and several feet of water in it. It never, or at least almost never, is in danger of overflowing its twenty foot, rock-tiled banks.

The tower itself is about fifty feet tall overall. The land the yards are built on was originally a hillside, but it was carved into terraces to hold the tracks, the tower, a dirt road, and other assorted things. See Fig 1. The canal is at the bottom. As I said, the tower is about four or five feet from a bridge, and a walkway connects the two. Above bridge level is the main part of the tower. It looks as though it has two floors, but I'm not sure. The upper level, assuming it has two levels, is glass encased, the lower completely windowless except for a small ventilator which would be near the ceiling. A walk with a pipe railing goes all the way around the building, and through this, from a point halfway between the bridge and the lower part of the structure to and through the road, passes a ladder.

Down at track level a shabby-looking shack-type structure is suspended, and between it and the actual tower is a metal staircase which runs alternately among the four sides. Also, a steam pipe leads up, and is occasionally braced to a cross beam. A somewhat worn and rickety footbridge covers the few feet between the shack and the solid ground next to the tracks.

On the roof of the tower is a spidery network of poles and cross braces which supports a set of powerful lights, one of many that light the yards at night.

I think the above description is accurate enough and complete enough for you to build a model of this installation. But, if you have any questions, just write to me. I'll hop on my bike, head for the yards, and try to answer them.

See drawings and picture, opposite.

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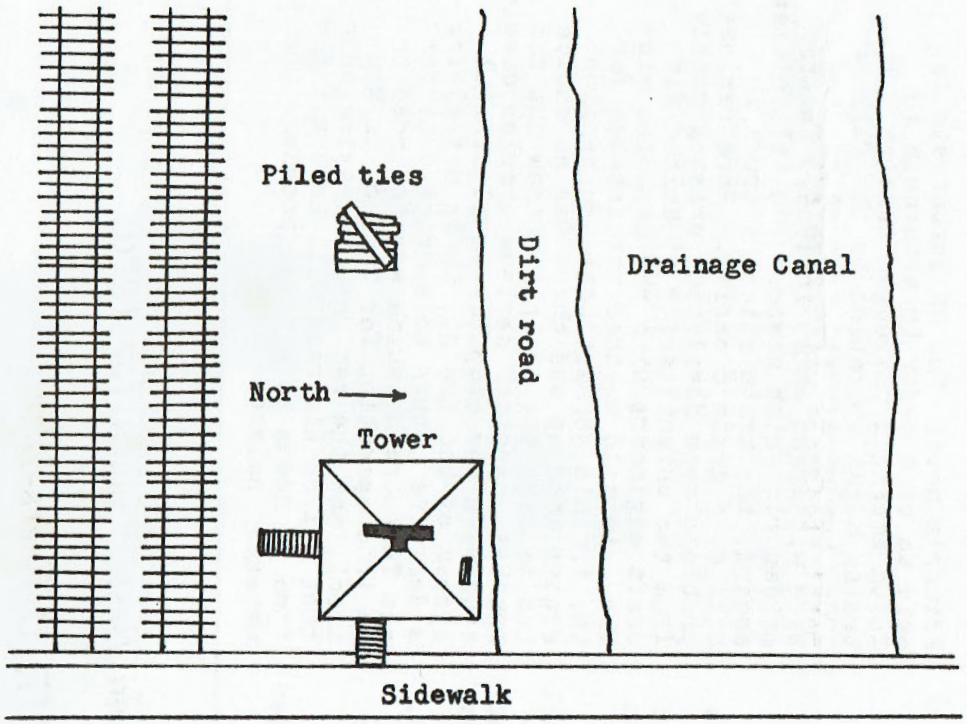

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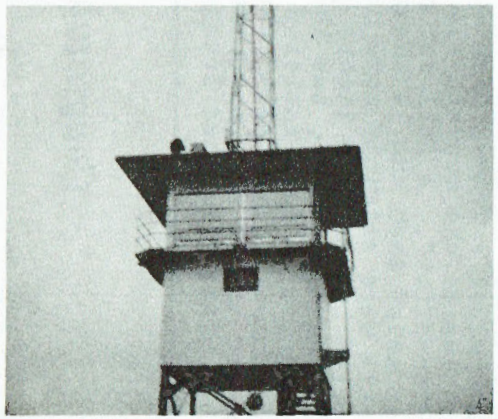

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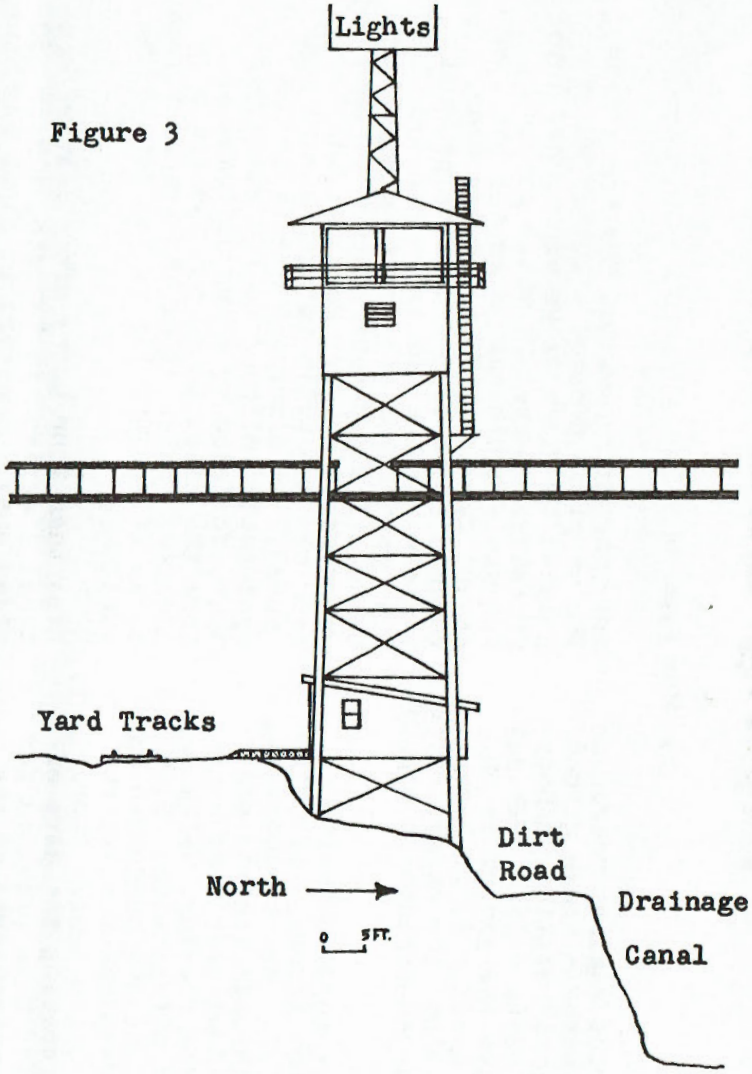
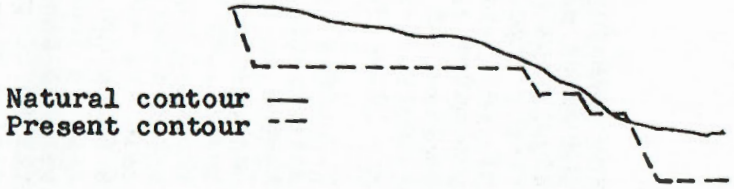


Figure 1



Flying Low

by Ron Chesick

The powerful turbine engines roared as the sleek silver turbo - train glided slowly out of Central Station in Montreal. The long snake - like fuselage of the train hugged the ground as it gradually gained speed. As if Dorval station did not exist, the shiny, white aluminum train darted through at eighty-six miles per hour.

I decided to leave my deep reclining seat to explore the interior of this "jet - on - wheels". The interior was dressed in wall to wall carpets and above each individual seat were convenience lights for reading, which one could flick on or off anytime. Each seat had soft, cushioned headrests and a table dropped from the back of the seat in front of one's seat. There were no doors separating the cars of the turbo-train and this provided for easier access to other parts of the train and for a quiet friendly atmosphere. Naturally the whole train was temperature controlled. Charming hostesses served full course meals for club - car passengers, and coach passengers obtained their food at the snack bar.

Before I entered the engine compartment, I climbed a few carpeted stairs and walked into the bar in the front dome of the train. At the sides of the dome were windows which were raised above the rest of the train. The world seemed to whiz by all around one. Then I came to the brain of the train. The control section was partitioned off from the rest of the car by a glass wall with a metal - framed door in the center. Inside the cockpit sat the "pilot" and "co-pilot". A full set of controls accompanied each man, although the pilot's were slightly more complicated. Coloured buttons and lights glittered on the control panel, but the engineer was engaged in less activity than one might expect. Basically, the only function he had was to control the speed with a black - knobbed lever and both men constantly watched the track ahead. The co-pilot pressed a button which sounded the horn as we approached level crossings at over 95 miles per hour. The whole train banked as the jet sped around curves at 90 miles per hour. The maximum speed of the turbine powered train was about 130 miles per hour but C.N. restricted the train to a maximum of 96 miles per hour since the track and roadbed between Montreal and Toronto was not built to handle such high speeds. At times the needle on the speedometer slipped to 100 miles per hour, followed by a sudden reaction from the pilot as he put the train in neutral. Poles along the tracks flinged by as if we were flying low across the landscape

Less than four hours after leaving Montreal I arrived in Toronto, almost 350 miles away. However, in about one hour, the bullet-like turbo - train would make its return trip.

Editor's note: The CN Turbotrain is said to be a major breakthrough in North American passenger service. The trains began operation in the fall of 1968, but were beset by problems and were withdrawn early in 1969. On the maiden run, with newsmen and celebrities aboard, the train sliced a truck in half at a grade crossing. More serious problems soon developed, arising mostly from the unfamiliarity of United Aircraft engineers with the Canadian winter. In cold weather the intakes for the train's sophisticated suspension system iced up and there was no choice but to stop the train and thaw out the intakes. Another serious problem developed with the complicated electrical system of the train. CN is not giving a definite return to service date for the Turbotrain, which was intended to go into operation for Expo 67 in Montreal, and the railroad is saying only that United Aircraft will have all the time it needs to get the problems permanently solved.

Congratulations and Best Wishes for 1970

to the TAMR Officers-Elect!

The Disappearing Passenger Train

by Edward W. O'Brien

Chief, Globe-Democrat's
Washington Bureau

—WASHINGTON—

Like most members of Congress, Republican Senator Gordon Allott of Colorado, is on a constant trot keeping up with his hour-by-hour official duties.

But he also takes time to look ahead, and when he ponders the future state of transportation in this country, he is horrified.

"We'll be reaching saturation on our highways and in the air in 10 years," he says. "We just won't be able to transport all the people who want to move.

"This leaves only the railroads, which have trackage into the heart of the cities. They are ideal. Maybe I'm a far-out dreamer, but I think not."

For more than two years, Senator Allott has been hammering at Congress to act to save the country's rapidly disappearing passenger train service. He warned in 1967 that "what was once referred to as "creeping abandonment" has begun to gallop."

He was right. In 30 recent months more than 200 long-distance trains have been discontinued. By his count, only some 500 were left in operation.

AS HE TOLD THE SENATE the other day, "we are faced with a crisis. Either we will be content to allow all but a handful of the remaining 500 trains to be discontinued, so that by 1972 or 1973, there will be virtually no rail passenger service at all in the United States, or we will take some constructive action to indicate to the Department of Transportation, the Interstate Commerce Commission, the railroads, and the public that the Congress is concerned about this problem and wishes to seek a solution," he declares.

He suggested first a step towards a solution: A congressional resolution calling on the Secretary of Transportation to make a six-month study of the feasibility of developing, promoting and operating long-distance passenger train service through regional or interstate commissions, through a government-industry public corporation, or possibly even through direct assistance to railroad companies.

Allott notes the immense imitial success of the new government-aided high-speed Metroliners between here and New York City. He would have the transportation department study how to apply the same philosophy and technology to other high-density traffic corridors around the country.

ALLOTT CONCEDES THAT the ills of the railroad industry have already been probed more often than anyone can remember. That is why his proposed study could not take more than six months.

"The time for action is at hand," he says.

It is implicit in his resolution and public statements that the government in various forms must intervene with financial and other assistance for passenger service.

He does not believe that a railroad company should be forced to pay indefinitely for passenger trains that are clearly losing money. Nor does he think that the federal government can be counted on to completely absorb passenger deficits.

ST. LOUIS Globe DEMOCRAT **PERSPECTIVE**

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But states and regional bodies "will have to be involved," he says, "and I can forsee a time in the very near future when the federal government or regional transit authorities might help the railroads run such trains."

The federal government also might be willing to furnish a pool of rail passenger equipment, he says — an idea that has appealed especially to the N ational Association of Railroad Passengers.

APART FROM DIRECT FINANCIAL support from federal and state governments, Allott stresses the crucial importance of a firm statement of congressional policy in favor of maintaining long-distance passenger service.

In 1958, Congress in effect issued a mandate in the opposite direction through a law giving ultimate jurisdiction to the Interstate Commerce Commission (ICC) in applications for dropping interstate passenger trains.

"I want Congress to go on record that the policies of the 1950s are no longer applicable," Allott says.

In fact, his resolution states that in view of the "urgency" of the passenger train problem, "it is the sense of Congress" that the ICC should impose a freeze on further train abandonments during the six-month study.

(Continued)

The freeze, Allott hopes, would be a start on another basic change which he regards as absolutely essential. He wants to preserve the trackage and other physical access which railroads generally still have in downtown urban centers.

THESE RIGHTS OF WAY, he is convinced, will be the key to downtown transportation in the next 10 to 30 years. Now, railroads often sell the rights-of-way as soon as they are allowed to end passenger service.

"In a few years the land is filled with homes, apartments, schools, public buildings, and the like. Then you have no access to the heart of the city," he says.

"My concept is to prevent the sale of the land even if the government has to go in and buy it, so that in a few years we don't have to spend billions to tear down the new buildings and recreate the rights-of-way we now have," he explains.

Another source of government help, Allott says, could be in putting mail back on passenger trains. He accuses the Post Office Department in the Johnson Administration of "ruthlessly" dismantling the reliable railway postal system, which for years "served the nation so well."

Perhaps the Post Office could now turn to containerized shipments of mail and coordinate them with passenger train schedules, he says. As mail volume grows, he contends, the long-distance airlines will not be able to cope with it. Taxi service in short hauls, he says, is too expensive.

ALLOTT WANTS TO SEE more experiments in passenger fare structures, changes in the rail labor unions' work rules to encourage passenger operations, and a warm spirit of cooperation among all those who have a finger in passenger service.

It takes time — often a great deal of time — for Congress to accept innovative thinking. Allott's resolution has already attracted significant support. Without any solicitation, 31 other senators listed themselves as co-sponsors of the resolution.

"I just told them what I was going to do," he says. "Most of them are like me. We really don't know where we're going on transportation, and we want to determine the feasibility of helping the railroads."

Because the Senate has given so much time this year to defense issues, it will be able to break little new ground on other issues. Allott sees no chance of action this year on his resolution, but he believes prospects next year will be at least fair.

AS THE MONTHS AND YEARS drag on, Allott believes, the need for a solution will become more obvious. Already, he points out, public opposition to highway construction in the cities is growing. Yet without new construction, he says, "you can't put any more vehicles on the highways."

As recent airline congestion in the Northeast has demonstrated, the air is no more unlimited than the highways. Further proof, he says, can be seen in any map of the airlanes converging on any large city and showing that they are, in fact, narrowly constricted tunnels with limits on capacity.

But, with expansion of population and the economy, there will be possibly 15 or 20 corridors "within 10 years at the most," Allott says. The only possible answer then, he insists, is to preserve downtown rights-of-way, keep passenger trains running, search for new technology, and new operating methods, and have a forthright pro-passenger service government policy.

ALLOTT IS NOT A MEMBER of the Senate Commerce Committee, which processes railroad legislation, but he is on the subcommittee handling transportation appropriations and has become a respected authority.

During a visit to France last year he rode in the front-end cab of a fast passenger train for 85 miles.

"I saw what the engineer was doing every inch of the way," the Senator recalls. "We never went less than 125 miles per hour.

"It was an old right-of-way that had been straightened a bit and modernized. We don't have a line like it in the United States.

"I saw what can be done, and I was greatly encouraged."

IN ACKNOWLEDGEMENT

The two articles appearing in this issue under the masthead of the St. Louis GLOBE Democrat originally appeared in the Sunday, August 31, 1969 edition of that newspaper, and are being reprinted here through their courtesy and through TAMR member Mike Thomas. Sincere thanks!

Amesville Yard

Ed. Note: This plan by Duane Danielsen is a sketch, and an interesting one. But be sure you do not try to build directly from it. Two points: the tail of the double-ended yard (upper left) should be made long enough to accomodate an engine and several cars; the curved leads produce terrible S-curves where they branch out into the yards that will throw your trains on the ties every time. These ladders should be redesigned for smooth-flowing trackwork with no reverse curves (where the track curves one way and then the other).

European Railroads

by Klaus Grunert

RAILROAD HOLIDAYS IN AUSTRIA

Part I

This summer I was able to take "railroading-holidays" in Austria for three weeks. I saw many interesting railroads, and I thought you might be interested in some sort of report. Maybe I can include some hints on travelling in Europe in general.

My train to Munich had to leave Cologne at 7.55 a.m. It was a D-Zug, which is a "fast-train". This means that you have to pay a special fare. The train was named "Glückauf", an untranslatable miner's greeting meaning something like "good luck". The reason for this strange name is that the train came from Dortmund, which is Germany's mining-centre.

I had decided to have my breakfast in the dining car, even though I knew that this would be hard on my limited budget. But I do enjoy having a good meal and seeing the landscape fly away behind the window at the same time. Besides, not all fast trains here have a name. However, this one had a special feature: no stop between Koblenz and Ulm, a distance of about 250 miles. This is probably not very much by American standards, but quite a distance for a German train.

I had to plan my journey to fit my summer holidays, during the main travelling season. The DB put many additional trains into schedule to fulfill the increasing needs. This enlarged traffic volume caused numerous problems, and this was probably the reason for my train arriving at Munich about 30 minutes late. This is not usual in Germany!

It rained cats and dogs in Munich. I intended to have a look at the Munich loco yard, where many electric old-timer locos can be seen, but I cancelled this trip due to the bad weather.

The next day, I entered the local train which would take me to Prien, a small town situated at Bavaria's largest lake, the Chiemsee. The train was headed by a class 116 electric loco, a 2-8-2 old-timer built in 1926. These locos were originally built for heavy passenger service, but have been degraded to local services now. They still reach a top speed of 75 m.p.h. It took the train more than two hours to cover the 55 mile distance, because of numerous stations with scheduled stops up to 25 minutes. Typical Bavarian "Gemütlichkeit".

The main reason for my trip to Prien was a small narrow-gauge line leading from Prien station to Prien harbour, the Chiemseebahn. This unique line was built in 1887 when the need for a convenient means of transportation between these two localities arose. The cars and the one loco have not been replaced since, though nowadays most people don't use this railroad because it is a "convenient means of transportation", but because it is a unique sensation. The loco reaches a "top-speed" of 10 m.p.h., and a ride along the 1.1 mile line takes you 8 minutes. The train composition even includes a first-class compartment, (of course I had to take a ride in this compartment for 27 instead of 17 cents), the red shag and gold-framed mirrors of which call to mind the luxury of a bygone century.

After having thoroughly examined this line and not being very impressed by the beauties of a rainy Chiemsee, the next day found me sitting in a train again, which was heading for Yugoslavia and therefore had a quite colorful consist of wagons: German cars in their green or blue livery, the red German dining-car, Austrian cars featuring a dark green livery, and Yugoslavian cars, not very often seen in Germany, in a light green livery. In spite of all this, I left the train, after a ride of only about 20 minutes, at Salzburg, the first city on Austrian territory. Salzburg is one of Austria's oldest towns, having a millenium-long history. Mozart was born there, and the town has a wealth of historical buildings worth seeing for the tourist, especially the "Hohensalzburg" castle. Each year the Salzburg festival, including musical and opera performances, attracts numerous visitors from all over the world. For the railfan, a point of interest is the funicular-railway which carries tourists from the Salzburg city to the Hohensalzburg castle, which is built on a hill overlooking the town.

(Continued)

Funicular railway
at Salzburg.

Chiemseebahn loco,
being heated up in
front of loco shed
on rainy morning.

Electric railcar
"Rosencavalier".

The Denver & Western Rockies Railroad wishes to announce its incorporation with the Chicago, Burlington, and Quincy Railroad. The management would like to thank Doug Kocher and all the out going officers for a job well done.

Donald W. Roe, President
4 Mechanic Street (P.O. Box 101)
Holliston, MA 01746

EUROPEAN RAILROADS, CONTINUED

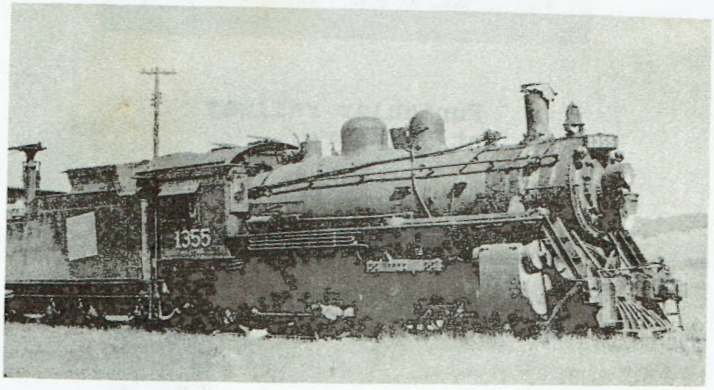
Though my railroad vacation in Austria was devoted primarily to lines of historical interest, the next day I was able to use one of the most modern trains of the ÖBB (Österreichische Bundesbahnen - Austrian Federal Railroads). It was the "Rosenkavalier", a train named after the famous opera of the Austrian composer Johann Strauss. It runs from Munich to Vienna and returns. The purpose is to allow businessmen to travel from Munich to Vienna and back in one day and still have more than six hours of time in Vienna. The route is served by a six-unit electric railcar. These trains differ from the TEE's in that they carry not only first, but also second class compartments. A dining room is also included. Though the top speed of 75 m.p.h. is not very high by European standards, (German trains reach top speeds of 125 m.p.h.), it must be remembered that Austria is a country consisting mainly of very mountainous territory. This obviously limits the top speed. However, the average speed including all stops is more than 60 m.p.h., which is quite acceptable.

The express arrived in Vienna ten minutes late, which caused a New York girl riding in my compartment to remark "I thought European trains are always on time". Well, in Austria they ARE "on time" - always ten minutes behind schedule.

NEXT TIME Klaus describes his stay in Vienna and his ride on a rack railway with grades of nearly 20%...watch for his story!

Photo Shots

This is the first in what we hope will be a regular series. Lloyd Neal, of Stone Mountain, Georgia, has graciously made available his large collection of of railroad negatives for this column. Lloyd also sells photos. I have several of these, and I can assure you they are of the highest quality. This time we present CN 4-6-0 #1355 at Mimico Yard, Ontario on July 24, 1957. If any TAMR member has further information on this loco, would he please send this in for publication? - Doug Rhodes, Editor.



New England Electric Railway Museums

by Ronald Hicks

For the delight of you traction fans, this article will talk about three trolley and electric railway museums: the Branford Electric Railway Museum, the Warehouse Point Electric Railway Museum and the Seashore Trolley Museum. This article will primarily describe the Branford Museum, because I am a member of this museum.

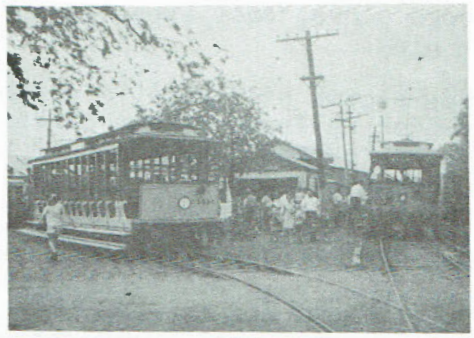
Branford was founded by a group of men in 1945 who decided that some day, somewhere a person would want to ride a trolley car. So, in 1945 those men secured rights to the old right of way of the Branford Electric Railway Company, then operated by the Connecticut Company. For historical purposes, the name remained unchanged.

The museum is located at 17 River Street, East Haven, Connecticut, about a half mile from the Green. As you approach, the first thing you notice is the Sprague Building, a combination ticket office and waiting room where models and pictures are on display for visitors. At the left end of the building is the Sprague Room, where pictures stand as a memorial to Frank Julian Sprague, "The Father of Electric Traction".

In a few minutes the trolley approaches. It will be either 1414 and 1425, open cars from the Connecticut Company; or, if it is raining 2001, a lightweight closed car from Montreal, and 4239, a

Open Car 1425 at the Sprague Building - Branford.

closed car of the Third Avenue Railway, then shipped to Vienna, Austria and finally returned to the United States to be acquired by the museum. The cars are run in pairs if there is a heavy volume of visitors. If patronage is light, 1425 will run alone (1414 is being repainted) or if raining, 2001 alone (4239 is in the shop for a brake-shoe, but still is able to be run).



1425 on the main and 1414 on the barn lead at the car barn area - Branford. Both photos: Ronald Hicks.

As you start up, you cross a trestle over the East Haven River. It was rebuilt at a cost of twenty thousand dollars. The line goes around a curve and past the car barn and souvenir stand area. After passing over some turnouts, the line goes past the picnic grove and around a wide right hand curve. A long straight portion of about 800-1000 feet appears, which gives the motorman a chance to "open 'er up". If you stay after hours you might get a ride on a high speed interurban which might be cranked up to 50 to 70 miles per hour on this part. Around a left curve and over an old narrow gauge quarry railroad brings you to the second trestle over some marshland. Rounding a right hand curve and a straight part of 600 feet brings you to the present end of the line. As funds are available, we will continue over a culvert and extend another 1000 feet up to Short Beach, Connecticut. A reverse loop will be built here to enable us to run our single ended cars like our PCC. After changing poles and handles you traverse the line back to the car barn area and souvenir stand. You are allowed to get off here and look around at the collection of 77 trolleys, interurbans and elevated cars. At the present, only two barns are open because of restoration work now under way. In barn one is our prize car, the parlor car of the Connecticut Company. This car is having

(Continued)

its sides repainted but is open to visitors. Also on display is a PCC car number 1001, the first car built of this type. Other cars on display are heavy and lightweight interurbans, convertible and semi-convertibles, opens, Birneys, center entrance, Peter Witts, electric locomotives, a Sperry Gas car, elevateds from New York, cable cars, horse cars, and various work cars: cranes, mail, flat, box, cabooses, line cars, shear and wedge plows, snow sweepers and a rotary plow.

As funds become available, a siding will be extended in front of the carbarn area and a reverse loop built in the back of barn five.

A rectifier power plant has just been completed at Branford after two years of work. This device is similar to the power packs that run our own models except work on a much larger scale. We used to have a motor generator setup behind Sprague, but sold it. The overhead wire has been replaced along with half of the supporting poles. The track has been relaid with new rails and ties. Car restoration and barn construction continues, along with extension of the mainline. Our goal is Short Beach in 1970, our 25th anniversary.

The Warehouse Point Electric Railway Museum is located at Warehouse Point, Connecticut, about 10 miles north of Hartford. The museum operates only on weekends and holidays. Their right of way consists of straight track, with a passing siding in the middle so they can operate two cars. The barn construction is keeping up with car acquisition; this is not so with Branford. They have a fine signaling system also, using railroad style semaphores. The line moves out of the barn and around a right curve. You then proceed past another barn, through a wooded area and over a highway protected by railroad style flashers. Through some more woods brings you to the passing siding and another cross road, this time protected by the familiar crossbuck. Passing through some more wooded area brings you to the end of the line. After talking with a member, I found out the line will curve a few times, cross over a river, and end in some brush. They have track laid down 1¼ miles, but have land for a three mile right of way. Equipment includes a couple of steamers, a PCC car, some open and closed cars, elevateds (trailers), Birneys, a snow sweeper, a crane, an electric locomotive, some box cars and a Delaware and Hudson hopper. A fine museum with fine ideas.

The Seashore Trolley Museum is located in Kennebunkport, Maine about six miles south of Portland. This is the largest museum in New England, with a roster of about 80 trolleys. I heard that their right of way is six miles long and that they operate for profit, but this is not true. It is a non-profit organization like the other two museums and its right of way is about a mile. Their equipment includes a parlor car, some double deckers from London, some open and closed cars. I don't know all the cars they have because I haven't been there. This is a highly recommended museum for those in the area.

For those of you who want further information on any of these museums, I welcome any letter. I know the most about Branford, because as I said before, I am a member of this museum. If you are interested in Seashore, I have a friend who is a member of that museum. As for Warehouse Point, I can tell you where to write to them.

One final note: if you become a member of any of these museums, don't try to sponsor a GG-1; they won't get around the curves and would demolish the rail. (I already asked.)

FINANCIAL STATEMENT

November 1, 1968 - October 31, 1969

Balance, November 1, 1968.....$ 70.68

RECEIPTS:

Membership Dues	$ 573.47	
Advertising Revenue	8.00	+581.47

DISBURSEMENTS:

Secretarial	$ 137.17	
Hotbox	143.95	
Misc.		
Postage	51.98	
Model RR Ads	23.20	
Stationery	48.46	
Directory	16.24	
Misc. Printing	44.39	
President's Exp.	10.60	-475.99

Balance October 31, 1969.....$ 176.15

Allen Maty
Treasurer
November 2, 1969

St. Louis' Great White Elephant

August 31, 1969

by James Floyd

75 Years Old This Weekend, St. Louis' Once-Booming Union Station Has Become The Most Lonesome Place in Town

If you let your imagination wander far enough and you listen hard enough, you can almost start to believe that you hear the 75-year history of Union Station echoing through its now empty corridors.

-the sound of an elegant waltz at the gala ball celebrating the opening of Union Station Sept. 1, 1894.

-the roar of the steam engines and the 200 passenger trains a day they brought to the station in the peak years of the 1920s.

-the click of thousands of booted heels on marble floors during the World War II years.

-the beginnings of silence in the 1950s when the automobile and the airline began to replace the passenger train.

-and the almost total silence of today when Union Station is an institution with a wonderful, gaudy past, an uncertain future and no present.

WHEN UNION STATION opened 75 years ago, the railroads were the only game in town.

Wilbur and Orville Wright were unknown bicycle mechanics in Dayton, Ohio. They were six years away from their first experiments with gliders and nine years away from that historic flight at Kitty Hawk, N.C.

Henry Ford was an obscure engineer with Edison Illuminating Co., Dearborn, Mich., who spent his nights designing horseless carriages. It would be two years before he made his first automotive test run and 12 years before the Model T began to put the nation on wheels.

ST. LOUIS Globe DEMOCRAT FEATURES

Reprinted by special Permission

While the automobile was still scaring horses and the airplane only an interesting toy, the railroads were expanding, and Union Station expanded with them.

AT THE TIME OF the 1904 St. Louis World's Fair the station's capacity had to be doubled.

In the 1920s, 200 passenger trains a day poured into the station and celebrities such as Lillian Russell, Sara Bernhardt, Enrico Caruso, Will Rogers and Jack Dempsey walked its crowded halls.

In 1946, Union Station served more railroads (19) than any other rail terminal in the world and the equivalent of one-sixth of the nation's population went through it each year.

Even as late as 1959, it was possible to get pictures of Union Station jammed by holiday travelers. But that was a jam produced by snow and ice storms across the country which grounded airliners and blocked highways.

TODAY AT UNION STATION it seems that every passenger train which leaves is making its final run.

Only 14 passenger trains now leave Union Station daily and several of those may be dropped if the Interstate Commerce Commission approves railroad requests.

The terminal is almost obscenely bare with maybe 20 or 30 diehards scattered through its vast interior waiting for trains.

No one mans the information counter. There is just a list of arrivals and departures and a sign advising you to go to Ticket Window 7 for information.

The bar is almost always empty and the restaurant three-fourths empty.

THE RAILROADS WILL NEVER come back to the great passenger carrying days of the 1920s or even the still good days of the 1940s and 50s, but many people are convinced Union Station is a building too great to lose.

Proposals to revitalize Union Station began as early as 1945 when Alderman Jake Sellers proposed that two elevated airplane runways be built adjacent to Union Station to turn the area into a complete transportation center.

In those pre-jet days it was thought the reversible pitch propeller would make airline traffic to downtown round trip just like trains and buses.

A JET AGE VERSION of that plan came up this year in a proposal by Sverdrup & Parcel And Associates, Inc., that a short-take-off-and-landing (STOL) airport be built at Union Station.

McDonnell Douglas Co., which had suggested a STOL airport just south of Union Station in 1968, carried out simulated STOL landing near Union Station in April to test the feasibility of the proposal.

The plan didn't get too far at that time because St. Louis Mayor Alfonso J. Cervantes was committed to the idea of a convention center, amusement park, hotel and shop complex for the Union Station area.

(Continued)

The Horseshoe Curve

by Kevin Pearce

The Horseshoe Curve is located near Altoona, Pennsylvania, on the Pennsylvania (now Penn Central) Railroad's mainline. Completed February 15, 1854, it is the most picturesque step in a series of steps designed to get the Penn Central up, over, and across this section of the Appalachian Mountains. This section of the mainline received its name from the giant horseshoe-shaped curve the trackage makes. It was built around the mountain because at the time it would have been impossible to do otherwise. There were three reasons; first, there are a number of small lakes at the base of the horseshoe, cutting out the possibility of a trestle; second, there is too much distance from the base of the curve to the top to use piers; third, the distance is too long, removing the possibility of a suspension bridge at that time. Therefore the construction engineers decided that overall the cheapest, levelest, and safest route would be along the mountain wall. This would mean a giant curve, semicircular in shape. This curve is 2,975 feet in length, with an overall curvature degree of 9°15'. The center of the curve has an angle of 220°, one of the sharpest in Pennsylvania. At the highest end, the east end, the elevation is 1594 feet above sealevel. 91' per mile or 1.6% is the average change from mile to mile.

If you live somewhere close to Altoona this would make an excellent place to go for a Sunday-afternoon excursion. At the bottom of the curve are a gift shop and an old wood sheathed Pennsylvania caboose, which can be gone through at your liesure. At the top, near the tracks, is an old 4-6-2 (K4 Pacific type) steam locomotive, the most frequently used type on the 'curve' before the advent of the diesel.

WHITE ELEPHANT, CONTINUED

The recent decision of Six Flags, Inc., to build an amusement park in St. Louis County has temporarily killed that Cervantes plan and the STOL airport idea could be revived in the future.

PLANS, SKETCHES, DRAWINGS and proposals for a new use for Union Station have been common in recent years.

Mayor Raymond R. Tucker set a commission to work in 1958 to study redevelopment of Union Station as a transport center with buses, trains and a helicopter shuttle service to Lambert-St. Louis Municipal Airport.

The commission came through with a proposal in 1959 but Greyhound Bus Lines had no real interest in moving into Union Station and the proposal was forgotten.

IN 1965, THE St. Louis League of Women Voters met in Union Station and had a brainstorming session about what could be done with the station.

Their proposals included it be used for a branch of the City Art Museum, a concert hall, a natural history museum, a commuter station for public transport, and a shopping center.

In 1966, the station was studied as a possible site for the National Museum of Transport.

It was becoming more and more evident that everyone talked about Union Station but that no one really knew what to do with it.

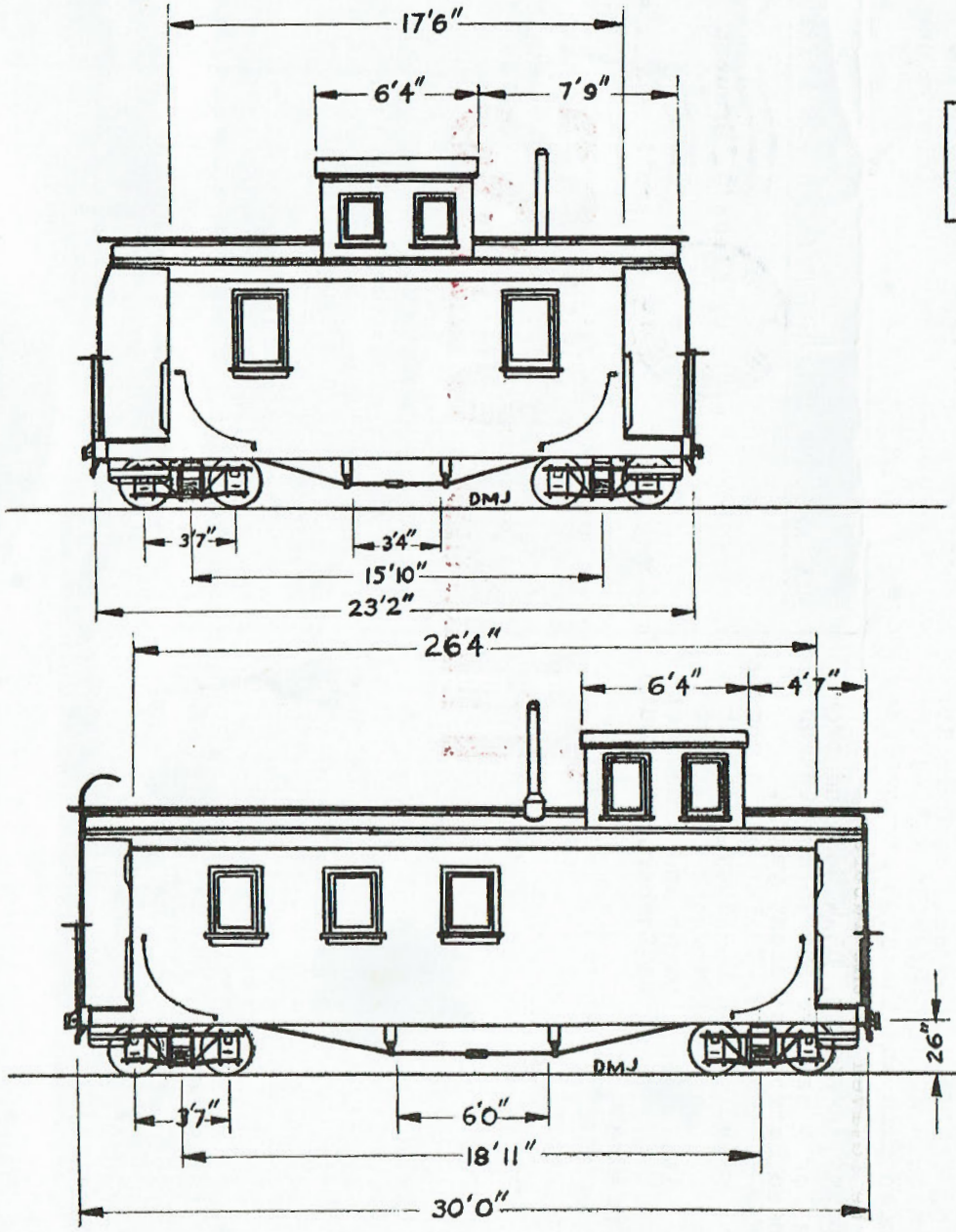
That is where Union Station sits today.

It's a 75-year-old landmark (it was officially declared a St. Louis landmark in October, 1967) that has outlived its original use and hasn't yet found a new one.

HOW ABOUT A CZECHOSLOVAKIAN PEN FRIEND?

by Klaus G. Grunert

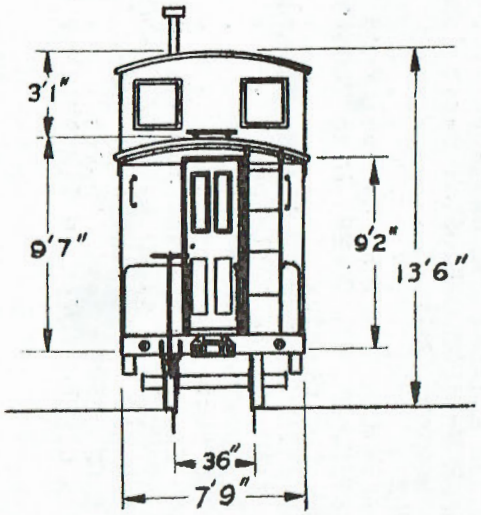
--Yes, that's right! Recently I got a letter from the Czechoslovakian Model Railroad Association, stating that they would like to cooperate with the TAMR. To make a beginning, I naturally suggested contacts by mail. So, would you like to correspond with a young model railroader in Czechoslovakia? I'm 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!



D & RGW NARROW GAUGE CABOOSES
DRAWN BY DAVID JOHNSTON 10-69

3.5 MM = 1 FOOT
HO SCALE

END VIEW SAME FOR BOTH CARS



THE WAYBILL

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THIRD CLASS