

the **TAMR HOTBOX**

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

VOL. 6 NO. 2

MAY 1970

TP-2



This panting 0-6-0 could be just about ready for a day's work on the Burlington, that is if it weren't a model. CB&Q loco #903 is actually a live-steamer on 7½" gauge tracks at a meet of the Mid South Live Steamers Club in Whitehall, Arkansas. Our photographer, David Johnston, was fortunate enough to attend this particular live steam meet, and he shares the experience with us in an article with more photographs of live steam in this issue of the TAMR HOTBOX.

From the Cab...

by Tom Papadeas, Editor

First of all, we of the HOTBOX staff thank the many members who took the time to send their compliments for the first new issue of the HB, and we especially thank those of you who supported us by sending in articles, photos and news for publication. After all, how could there be a HOTBOX without you? By now everyone should have their 1970 DIRECTORIES, which, once again are a fine product. However, there is one thing in the DIRECTORY which I wish to clarify. Although I hate to admit it, I do look slightly like that photo, but I think that the members are entitled to see what the editor really looks like. Printed here is the official TAMR portrait of the editor.



The May HB, as the March HB, will be mailed about two weeks late, but for a different reason. We soon found out that with third class mail many members were waiting six weeks after mailing to get their HB. Therefore, response to certain of the new member-pages was slow in coming, or had not come at all. Rather than submit to printing an issue full of "canned" articles, it was decided that the deadline would be extended so that members would be able to provide some fresh material for the HB. Sure enough, you came through. (For more on this situation, see the article, "Editor Asks for First Class".)

It can't be said enough that for smooth, continuous quality in publication, the HOTBOX depends on Y-O-U. Even if you don't write an article, we still want to hear from you in the news and photo pages, through advertising, and in other TAMR columns. Advertising especially is encouraged since that will help set off the high costs of printing and mailing the publication. If we all put in a nice, inexpensive railroad or interchange ad, the HB might even pay for itself. Why not? Just sit

down, write a four-liner, or something—and send it in—today!!

Many readers ask, "What do I have to do to put something in the HOTBOX?" To make your job (and mine) easier, here are some rules and/or suggestions:

- **First, take the time to WRITE something—articles, model, prototype, news, questions, comments,—anything! Check the regular HB features and columns to see if you might have something for them.**
- **Style? Your own writing style is fine by us, you're among friends. Grammar trouble? Let the poor editor worry about that! Content? Anything on models or prototype is welcomed, just be sure it is interesting to us all. If it isn't, at least some of us will like it.**
- **Typed articles, although not required, save the editor the cost of a seeing-eye dog. If you can't type, don't let that bother you.**
- **Photographs are well received. (By the way, we need more model shots.) If possible, please try to send the negative along with the prints. All photos, cover shots especially, should be sharp, clear and not too dark or light. All negatives, most prints will be returned.**
- **Drawings MUST be done in black ink on blank white paper. If you need help with artwork, we might possibly be able to help you.**
- **Make a point to get things in early. Remember that as you receive your HOTBOX, I am already on the way to preparing the next one.**
- **For help and ideas, please don't hesitate to contact the editor or publisher. After all, we work for you.**

It is important to me, as editor, that I hear often from as many members as possible in order to find out how you want the HOTBOX. Please drop a line and give your thoughts on the HB and pass along all your gripes or new ideas. Criticisms are certainly welcomed.

The TAMR and the HOTBOX are yours, so have a voice in how they are run. It is always a good idea to reach out to fellow members and COMMUNICATE—do it! Once again, good reading!

Uncoupling Horn-Hooks

by Hand

by Lloyd Neal

The horn-hook coupler, better known to some as the NMRA coupler, is the kind found on many HO cars such as Tyco, Athearn, MDC, and others. It has advantages and disadvantages. Most beginners use this type and so do many long-time modelers.

If you have this type you have probably already wondered, how do I uncouple the cars? One way is to twist and lift the cars apart. This is time consuming and a poor method to use. Uncoupling ramps are available. Atlas makes one in a section of track and Tyco makes a portable one you can use anywhere except on sharp curves or at turnouts. These ramps work well, but are not very realistic and are unsightly.

So what do you do without ramps? Simple. There are two methods you can use: The first one uses a small pointed object, a nail, toothpick, screwdriver or other thing. For lack of a better name, I will call it the pin method. All you do is insert the pin where the couplers meet and twist, giving one car a slight push. You have instant uncoupling anywhere, anytime. No longer are you tied down with uncoupling ramps, you can uncouple when and where you want to.

There is another method you can use to uncouple by hand. It is called the "Ravenscroft Treatment" named for its inventor, Edward Ravenscroft, a well known model rail

If you have ever looked closely at the coupler of a prototype car, you will notice that there is a rod extending from the coupler to the side of the car. This allows a brakeman to uncouple railroad cars without going between them. For the "Ravenscroft Method" this practice is modified. Attach a thin, but sturdy, wire (such as a 0.016" dia. brass wire) about 5/8" long to the coupler by wrapping it around the shank, or even by drilling. Run the wire outwards toward the side of the car, such as the coupler of a real car. Paint the wire so it is less visible, and you have yourself a handy hand-uncoupler. To uncouple two so-equipped cars, gently squeeze the wire of each uncoupler so that the couplers disengage. It takes some extra time to make these, but try it! It is well worth it, I think.

President Appoints Trio

President John Johnson, with the approval of fellow officers, has moved to appoint chairmen for three new TAMR committees, the Convention, Car Interchange, and Tape Library Committees. Although responsible to the officers, each chairman will have policy-making control for his own committee. Members to work on these committees are now being sought.

In April, member Mike Thomas of Saint Louis, Missouri was named chairman of the first TAMR convention, to be held in conjunction with the NMRA national convention in St. Louis this August. Mike has been hard on the trail arranging things for August, and some of the latest convention news is included in Mike's article this month, "Convention '70". The events of this convention will be presented in detail in the July HOTBOX, which has been designated as the "Special Convention '70 Edition". If you already expect to go, please let Mike know.

Phil Gieg, who presented the idea of a rolling stock interchange between members' railroads in the March HB, is now the chairman of the Interchange Committee. Since Phil will be working from the ground up to establish an organized interchange system, members are encouraged to write to him with their ideas.

Steve Harper has been designated the chairman of the brand new Tape Library Committee. The Tape Library Committee is the result of an idea of Steve's evolving from his study of the defunct Answering Service Committee and the new tape correspondence activity. It was his idea to have the TAMR maintain a collection of tapes which deal with certain rail or model rail-related topics. Any member would be able to borrow these tapes for his own reference. Steve goes into detail on this new project in a current article, "Starting a TAMR Tape Library".

All three of these new chairmen have been given the authority to start his committee from scratch, so to get in on the action, write to them directly. Their addresses can be found in the 1970 TAMR DIRECTORY.

Editor asks for FIRST CLASS

The following is a copy of a letter sent out to all TAMR officers by HOTBOX editor Tom Papadeas. The letter, dated April 27, 1970 was written as a request to the officers for a change in mail service for the TAMR HOTBOX. Although certain parts are deleted, it is felt that most of the material herein warrants presentation to the entire membership.

April 27, 1970

To all TAMR officers:

We probably all agree that the TAMR currently depends on the publication of the HOTBOX for existence because it is the only link—and a tenuous one—between members and the TAMR organization. The involvement of members can be sometimes accurately related to the performance of the HOTBOX. As editor, I now recognize an outside force that is hampering the smooth function of our young organization. That factor is the nation's mail service, something that has been deteriorating for some time, and that mail service is now a threat to our organization.

All membership-wide mailings (i.e., HOTBOX, DIRECTORY) are mailed via 'third-class' mail which means that it is bottom priority at all handling stations. Much of the mail must be sent to members all the way across from the point of origin. All this adds up to delay—mail either makes it there one month later or not at all. The result is a great lessening in the effectiveness of the HOTBOX not only by late deliveries, but in the lack of immediate response vital to an editor and publisher with deadlines.

I will elaborate on this, but first I will make my proposal. For increased efficiency in TAMR operations, I request that the officers grant the HOTBOX permission to make all future mailings via first class mail until things straighten out a bit. Realize that this will mean an exact doubling in the cost for mailing the HOTBOX. This may seem capricious, but look beyond the luxuries of fast mail and see how this will affect our operation of the HOTBOX publication. Please review my reasons for this on various levels:

1. From the membership angle: Late HOTBOXES have become a TAMR joke and a sore point for quite some time.

For my March edition I was already a bit late and the HB was finally mailed on April 13 from Pennsylvania. Add to the editorial tardiness another month for mail delivery and you begin to lose faith in the HOTBOX and the TAMR. For testimony on this point, I refer you to Secretary Gary Tempco, who can show you the relationship of membership renewals to HB deliveries. Third class means exactly what it says: your mail is allowed to sit around in the PO until they have time for it, it is sent by surface mail almost invariably, and quite often the stuff gets just plain lost which means that no HOTBOX ever arrives. The contributor to the HOTBOX and the members in general are left in the dark because the information in their latest HB is over two months old.

2. Consider the editor's side of it:

My policy since taking the job has been one of 'personalization', that is I want the magazine to come down to earth so that the members can feel that they are really a part of TAMR. To do this, you will note that in the March HB I have all kinds of New Feature pages scattered around which invite participation from everyone. In order to keep this alive, I must have contributions from readers after they have read their latest HOTBOX. This policy means that I must keep all material fresh and up-to-date. Canned articles are fine for certain subjects, such as mountain buildings, but the HOTBOX must be kept alive by all the little bits thrown in by members. News does get stale after two months.

Luckily I have been getting a steady flow of articles, but most of these are from people who knew about my appointment before. I have yet to receive any acknowledgement from my regular correspondents of receipt of the HOTBOX. As a matter of fact, many recent letters ask where the HB is.

It takes about a month to put together a new HOTBOX and the printer needs a bit of time also, as does the circulation manager. I am already at my own deadline for the May edition, but I lack so much material. Delayed mail means that any contributions for the next HB have to be sent off the day or so after the reader receives his current issue. This alone is reason enough to discourage a would-be author. As it stands, I lack the material to put a new HOTBOX out right away. If I were to publish right now I would have to eliminate sections such as: all photos,

member news, layout of the month, interchange, there are no ads right now, and the stuff that puts life into the HB is yet to come. I hope that I can have enough material in about two weeks from now so that I can complete final preparations then.

If the May HB goes out third class, from here on all HB material would be no less than two months old. A reaction from a March edition would not come out until July, etc.

3. Consider the Organization affairs:

Reporting of any TAMR official function under third class mail would pass from the editor then to the membership in no less than about a month and a half. Case in point: the convention in August. How can our convention manager reach all the members if things take that long? As it stands, he only has the May issue in which to report because the July HB would not reach people until convention time.

It all boils down to this: TAMR relies mostly on communications via mail for its existence, and particularly it must rely upon its organ, the TAMR HOTBOX. Without rapid communication and constant contact, we lose the interest of members quite rapidly, and soon the quality of TAMR publications and other functions is shot. The US Mail is slowly destroying us and we must bail out for the sake of keeping things moving in TAMR. This is why I suggest surrendering and going to First Class Mail for HOTBOX mailings. It is necessary for all aspects of the TAMR organization—for publications, for member relations, for finance.

Sincerely yours,

Tom Papadeas, Editor

(Ed. note: The move to First Class was approved for at least this issue of the HB. It is a costly, but absolutely vital move for the time being. One solution is permitting commercial advertisers to reach the TAMR members through the HOTBOX. Otherwise, it would mean an almost inconceivable increase in dues or quite drastic cuts in the skimpy organization operating budget. All TAMR officials would like to hear from members on these matters. Also, please tell us if you think things are better with first class mail.)

CONVENTION '70

Yes, this year there will be an official TAMR national convention, to be held in conjunction with the NMRA convention in St. Louis, Mo., August 20-23. Mike Thomas has been appointed Convention Chairman for this affair, and the news gets better from him every week. It appears that there will be a great many members going to St. Louis, and there will be a good many TAMR events planned. Why don't you try to make the first TAMR convention and see just who those people are whom you've heard about for so long? Write to Mike for the latest details. The July issue of the HOTBOX, hopefully coming out in early July, has been designated as the Official TAMR convention Issue by the editor, and in it will be a large amount of information on the convention and related events, in addition to the regular features. But don't wait, start planning NOW! See you in Saint Louie! —Ed.

A ROUND Roundhouse

by Ronald St. John

There is a roundhouse in New Haven, Connecticut that can be accurately described by mentioning the title of this article, for it is one totally round building with a turntable in the center. As far as I know, this ex-New Haven RR (now PC) roundhouse is one of very few roundhouses which is totally round and encloses its turntable. The number of stalls in the building is unknown to me due to the fact that entry to it is usually restricted. The turntable is electrically-powered with the wires running to the center of the table to collector brushes above the rails. The turntable size is not known to me, but I believe it was large enough to handle the largest of the NYNH&H steamers. The entire roundhouse building covers a good two acres.

Although not in full use, she is still an example of the glorious days of steam. But now that Penn Central has acquired the New Haven, rumor has it that this once-crowded monster roundhouse will eventually be torn down.

Traveling through New Haven, you can see it from Highway I-91, or take the Blatchley Avenue exit for a better view of this and the still-standing sandtower.

"My Exploits on the SANDY CREEK & WESTERN"

by Ed Birch, Jr.

The day was July 3rd, 1969. It started out like any other day for me: getting up with my hay fever bothering me. But ah, this was the day. My day off and my father's day off. Our day to railroad. So we gathered up our engines and headed for the garage.

We had been living in Oklahoma City for about 3 years and the neighbors are used to seeing two figures heading for the garage every Thursday morning at 8 A.M.

Upon entering the garage, we found it was 90 degrees and the humidity was up 120% in the garage. We immediately sent to the house for some Cokes and the air cooler.

It was 12:00 noon when we finally got things started in the trainroom. Operations began with the morning mail run between Sandy Creek and Durango. It was at this time that our troubles began.

Trouble #1 was the trains which wouldn't run. We carefully thought of what could be wrong and finally narrowed it down to any of a hundred things. After wasting an hour going over those hundred things, we found that the power-pack wasn't plugged in—something we hadn't thought of.

So at one o'clock our operations resumed or began, whatever. We ran our 2000 series AT&SF 2-8-0. It was a usual run with about 20 derailments which kept the maintenance crews busy.

After the run I turned the cab over to my father and began to work. I removed some track (that's a fancy way of saying I ripped it up). Then I made room for the new mainline.

Time went on and it got hotter and hotter. It was at 3 o'clock when I noticed that it wasn't so cool in the garage. Matter o' fact it was downright hot. We decided to take a short break and get some refreshments. We didn't return till 6:00 P.M.

A fellow model railroader came over and we really began to work. Evening was coming on and it was cooling. Once again we began to operate. But it wasn't long for the battle of the Trainroom to begin.

It was 7:00 P.M. Just beginning to get dark, when the war began. The 101st Battalion, 46th detachment of Junebugs attacked. Before we had realized it, they had knocked out all communications and were attacking the trains. They began dropping something: it was pollen. That was dirty warfare, especially to those of us with hay fever. We had to call out the squatter swatter squadron. They began to counterattack while the Junebugs were attacking a crummy, which generally created havoc with the crew.

After a five minute battle, the Junebugs were driven off. It was now time to get back to "work".

By 9:00 P.M. we had laid some track, put in some scenery, and had a long bull session. And by 10:00 P.M. we had had our day of working on the "Creek".

We ran our last train. This train found all the bad spots we had found last week and failed to correct during the course of the day. But we say, "Ah, well, next week we'll fix this and do that and etc."

We are tired and exhausted as we head for the house and as we review the days' events we say, "Model Railroading is Fun."

Interchange

If you have something to sell, buy or trade, use the Interchange and get results. Your ad is seen by all the TAMR members. Rate: 10¢ per line, name and address free. Send all ads to Tom Papadeas, Editor, 111 Hedgerow Drive, Cherry Hill, NJ 08034.

SELLING all my modern HO rolling stock and locos. Write for large sale list. Jay Franklin, 2001 W. Randolph, Enid, Oklahoma 73701.

R.R. PHOTOS—\$1.00 for 7 B&W diesel photos of either NYC, PRR, PC, B&LE, or B&O. Lloyd Neal, 982 Abindgon Court, Stone Mountain, GA 30083.

TRADE timetables, B&W photos (PRR/PC, RDC, Rapid Transit, Metros, Streetcars, Horseshoe Curve, etc.), misc. R.R. items, for whatever you've got. Will also temporarily swap any 8mm/Super 8 movies. Wanted: Old toy trains. Tom Papadeas (Ed. note: very honest fellow), 111 Hedgerow Drive, Cherry Hill, NJ 08034.

CONVENTION '70

by Mike Thomas, 1970 Convention Chairman

From August 20 until August 23, The National Model Railroad Association will hold its annual convention here in St. Louis. Because many TAMR members will be coming, it has been decided to hold a convention of our own at the same time as the NMRA meet.

I have been appointed by President Johnson to organize this get-together, and to tell you about it. So, here are the details as things now stand:

Our convention will have to be centered around the NMRA meet, but there are many things we can and will do independently of their assembly.

One of the things we will do in connection with the NMRA convention is to stay together during fan trips, layout tours, and the like. We may have TAMR buttons to wear, although this is not certain. It would be nice to distinguish ourselves from the rest of the crowd.

A slide and movie session is one of the main things planned. Lloyd Neal proposed this, and well he should, for he has one of the finest collections of slides in the TAMR, or anywhere. Of course, everyone is welcome to bring slides and movies, either your own or those you bought somewhere. Even if you are unable to attend, you can mail some interesting slides to me, and I'll show them for you.

An attendance prize is a possibility. A book or something which could be used for any scale is the best bet.

for any scale is the best bet. Of course, this will mean we will have to levy a small due, maybe 50¢ or \$1.00.

A short excursion has been suggested. It would be to Belleville, Ill., on the L&N 4:30. It would be about an hour-long ride, and we would return by bus. (The train doesn't make the return run until the next morning.) I'm not sure of the total cost, but it should be under \$5.00.

Because all this will take some time, and the NMRA schedule is pretty tight, we will probably add an extra day all for ourselves. The 19th is the best day for this.

Hotel rooms at the Sheraton-Jefferson, where the NMRA convention is to be held, are \$12.00 for a single and \$16.00 for a double. If you double up with someone, and split the cost, it's \$8.00 a night. If you arrive on the morning of the 19th, and leave the night of the 23rd, you will stay at the hotel 4 days for a cost of \$32.00. You may have to stay longer to catch your train.

If you come by train, you have to add the cost of the ticket to the overall cost. Here is a list to give you an idea of what it may cost round trip:

From Houston:	about \$60.00
From Chicago:	24.10
From New York:	108.00
From Los Angeles:	127.00

I hope you can make it....the more, the merrier! You should at least try. I'll be looking for you!

GLR News

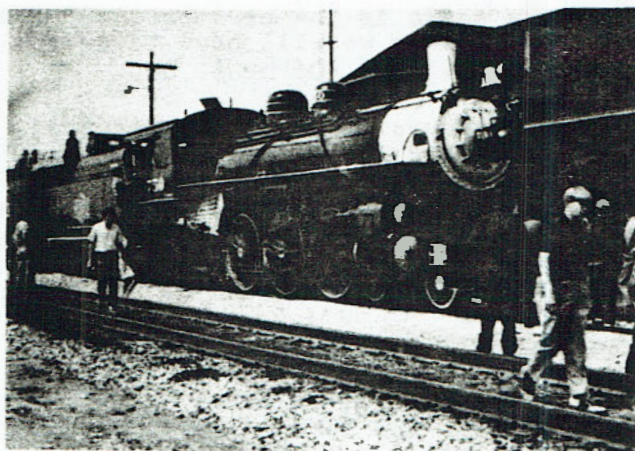
The GREAT Lakes Region has come back to life after a few months. The region's paper, THE GLR WAYFREIGHT has a new editor and publisher

The GREAT Lakes Region has come back to life after a few months. The region's paper, THE GLR WAYFREIGHT has a new editor and publisher: they are Doug Finney and Rich Fuehrmeyer, respectively. So far, we have received a good amount of interest. If our region and paper are to succeed, we will need the help of every GLR member. Any GLR member who has not received a copy is asked to send \$1.00 to Doug Finney so that he may start getting it. The paper will come out at regular intervals until we run

out of money, at which time dues will again be collected. Any GLR member who has not paid his dues will not receive the paper. All TAMR members are invited to subscribe to the WAYFREIGHT by sending \$1.00 to Doug Finney, 17638 William St., Lansing, IL 60438.

ARKANSAS VALLEY & OZARKS RY.
"Ride our 'Possum Trot Special"
Member: TCN
Lloyd Neal
982 Abingdon Ct.
Stone Mountain, Georgia 30083

From our members' cameras



ABOVE LEFT: No. 750, an S&A 4-6-2, now owned by the Atlanta NRHS Chapter, was snapped by Lloyd Neal in Gainesville, Georgia.

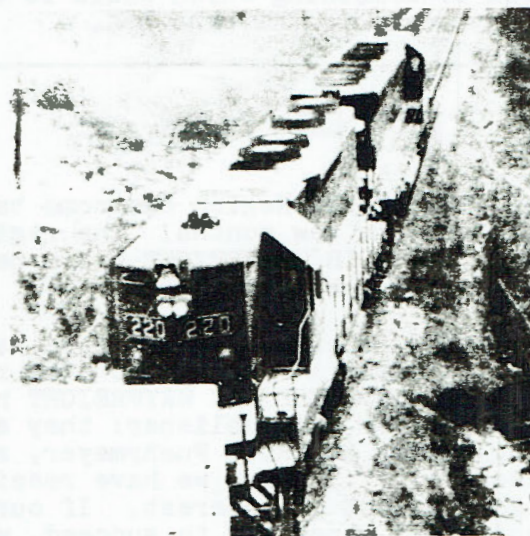
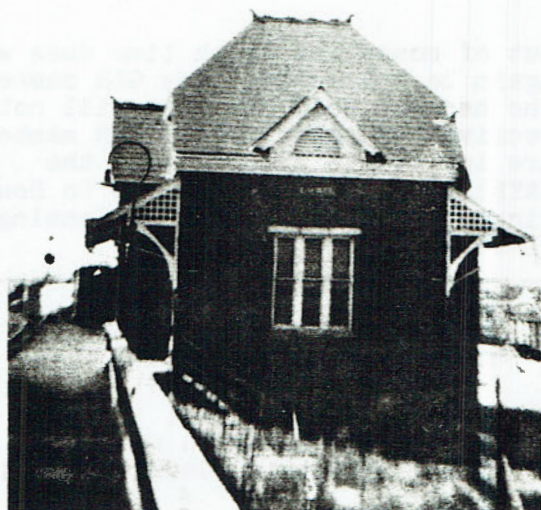


ABOVE RIGHT: That's the AT&SF "Texas Chief" leaving Ponca City, Oklahoma, last August. Photo: Jay Franklin.

RIGHT: Photographer Steve Harper will testify that jokesters went to some heights to convince you that this PC Bridge in Media, Pa., is really an overgrown model.



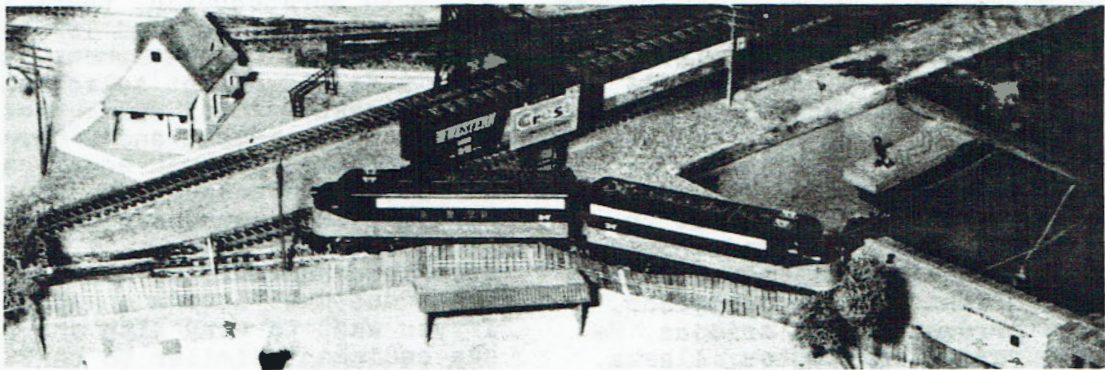
LOWER LEFT: This old station on the B&O in Laurel, Md. lays on the route of the telegraph wires which carried Samuel Morse's first message. Photo: Michael Bauer.



LOWER RIGHT: A Southern Railway SD-45 and SD-35, shot by Mike Matejka, thunder through Belleville, Illinois.



"MORE MODEL PHOTOS!" demanded Karl S. Michael, so the editor took him up on it when he went to New Berlin, Pa., to visit Karl and his Black Hawk Valley Railway. That's Karl, above, working on the railroad which he is currently rebuilding. At the right, Karl lunges at his homemade throttle and control panel. Karl is particularly adept at scratchbuilding structures, and one of his special interests is outhouses, like the one shown above. Below, a train passes through Karl's old Black Hawk Railroad. (Photos by Tom Papadeas.)



← JAY FRANKLIN, TAMR Treasurer, sent us this shot as one example of his scratchbuilt modelwork. The caboose is an "extended vision" cupola-type used on the CRI&P. Jay constructed his model with Northeastern wood, and cast cupola and platforms. Also, credit Jay for the photo.

Narrow Gauge Department

NEW HOTBOX FEATURE

The "Narrow Gauge Department" will be the first section of the HOTBOX ever to be assigned on a steady basis to one special interest group. Why should they have a few whole pages to themselves? Why not? The enthusiasm was there, and more significant, the authors have put their money where their mouth is by getting together a steady flow of material on narrow gauge.

David Johnston, known for his narrow gauge drawings in the past HOTBOXES, is working with Dan Finch on a fine effort to keep all members informed on the

narrow gauge roads. Dan and David have supplied such a wealth of information that it would be a shame to have to compress it all into one page. Instead, there will be departments within the Department on subjects such as narrow gauge modeling, drawings, prototypes, history, and miscellaneous. To help out or get more information, write to Dan and David directly.

Would you like to see a department on your special interest? That's easily arranged. Just put your money where your mouth is and start flooding me with material on your pet subject.

Narrow Gauge Modeling

by Dan Finch

GETTING STARTED IN NARROW GAUGE

In this column, I shall tell only how to go about building a narrow gauge pike, as this fall I will start attending Kansas State University at Manhattan, and I will not have the time nor the money to rebuild my Rio Grande Southern that was dismantled in my 570 mile move from Denver to Eureka, Kansas, last summer. I will begin building cars and locos for a future RGS, and I will highlight these in issues to come.

The first step in building a narrow gauge pike, as in building any model railroad pike, is to decide what to model. Narrow gauge appeared in the New England area in 2 ft. gauge, and 3 ft. gauge in Pennsylvania, Colorado, New Mexico, Oregon, Utah, Arizona, Nevada, California, Washington, Alaska, Hawaii, and probably in some other states that I have no idea. In order to decide which of the many prototypes to follow, do some research. One more thing: you can also have a narrow gauge traction layout and still be prototypical. Denver had an extensive 3'-6" trolley and interurban system along with many other places.

The most common things that narrow gauge lines moved were ore from mines and timber to the mills. Of course there are many variations on this, too, depending on local economy.

I also have a list of advantages for

narrow gauge. Narrow gauge on the prototype was used where there was little capital to be had for construction. Narrow gauge could use lighter rail, follow a more rugged profile, have sharper curves and steeper grades, and a narrower roadbed. In modeling, the advantages are that if a person wants to scratchbuild, there is a lot of area to work in, and if one prefers to buy all of his equipment, there is also a fairly decent selection. Narrow gauge takes up less space because most NG yards were small and a person can get more cars into an equal yard space of Std. Gauge because the NG cars are smaller. Clearance can also be less.

After one has decided what to model, then one must decide on what to use. If you want to stay with one prototype, use equipment similar to that particular prototype. If you use equipment from several prototypes, be sure to add detail to make the locomotives look similar. What I mean is this: a Congdon smokestack on one loco and a Ridgeway smokestack (better known as a "Bear Trap") on another loco on the same pike just don't look good because of the difference in era. In other words, standardize your equipment. Also be careful to keep inside your modeling era.

Now we come to locomotives. A common question would be: "What kind of locos should I use?" Well, it depends on what kind of pike you model. If you have

(NARROW GAUGE MODELING, Continued)

grades of over 4% on the mainline, you should use geared locos, such as Shays, Willamettes, Climaxes, and Heislrs. If you have a branchline with grades greater than 4%, you should have at least one geared loco. Otherwise, it's pretty much up to you. One word, however: I think that a great deal of people have the wrong idea that logging roads used only geared locos. I can give you many examples, but I'll only give two. D&RGW #346, now at the Colorado Railroad Museum at Golden, was operated on the Montezuma Lumber Company's track. No. 346 is a C-19 2-8-0, and is the oldest surviving loco in the state of Colorado. C&S #45, an ancient Cooke 2-8-0 that started its career as DSP&P #61, renumbered to 206, and then became DL&G #206, became Hallack & Howard #5, a company that logged in the northern New Mexico mountains. To give you an idea of what types of locos were most used, I did a little research on Colorado Narrow Gauge, and out of 532 locomotives, here are the numbers of locos of each wheel arrangement:

<u>WHEEL ARRANGEMENT</u>	<u>NO. OF LOCOS</u>
2-6-6-2T	2
0-4-4-OT	1
2-8-6	6
2-8-2	42
2-8-0	245
4-6-0	24
2-6-6	19
2-6-0	73
0-6-2T	2
0-6-0	20
0-6-OT	13
4-4-0	28
2-4-4T	1
2-4-0	4
0-4-0	4
0-4-OT	23
0-4-4-4-OTG	
(Climax 3-truck)	1
0-4-4-OTG (Climax)	1
0-4-4-OTG (Shay)	23
(There were no Heislrs or Willamettes used in Colorado.)	

What kind of rolling stock to use depends on what you plan to haul. Timber requires log cars (no kidding!), ore straight from the mine requires gondolas, high-graded ore (from a stamp mill) requires boxcars, grain or beans require boxcars, bullion whether gold, silver, copper, etc. requires boxcars, cattle and sheep require stock cars, meat and produce require reefers, coal requires drop-bottom gondolas (I have no knowledge of NG hopper cars), and the list goes on and on. Passenger operations should obviously have passenger cars.

Now, one has to decide on a track plan. The first thing one has to consider is space. The next is minimum radii for your equipment. Then comes what you want to model. I will be more than happy to assist you in forming a track plan. I should like to hear from other members who are narrow gaugers or who want to become narrow gaugers. This is all I have to say for now.

D&RGW Narrow-Gauge Drawings

by David Johnston

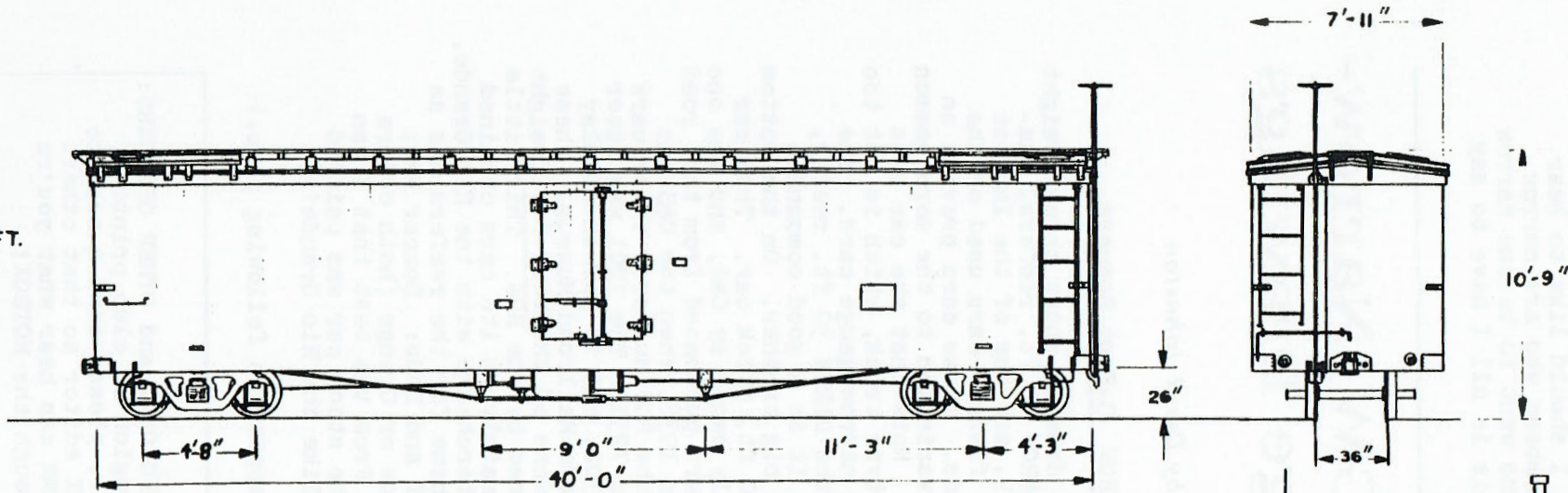
D & RGW 3-Foot Boxcars

This month's drawing shows three freight cars. The D&RGW 40 ft. reefers, numbered 150-169, are one of the largest narrow gauge freight cars used on the Colorado roads. These cars provide an interesting variation to the more common 30 ft. cars. Note that the car uses the Andrews type truck, which is not too common among narrow gauge cars. The next car is the D&RGW 30 ft. reefer, nos. 32-78. It is a good companion piece to its big brother. On the bottom is the RGS 30 ft. stock car. This car was originally owned by C&S, and was one of several cars purchased from that road by the RGS in 1938, when the C&S was abandoned. The RGS numbered these cars 7201-7205 and 7251. The 7201 was later renumbered 7302, and is now on display at the Colorado Railroad Museum. These cars were some of the very few freight cars ever owned by the RGS. This little line relied mainly on its cars obtained by way of interchange with the Rio Grande. The color scheme for the reefers was as follows: Roof and Ends: Boxcar Red; Sides: Yellow or Orange (both colors were used). From the best that I can determine, the stock car was painted black, just like the Rio Grande's.

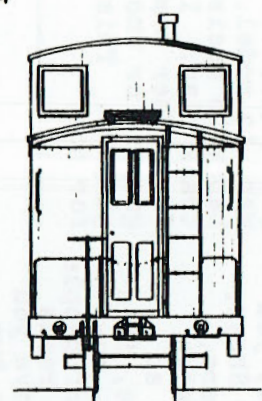
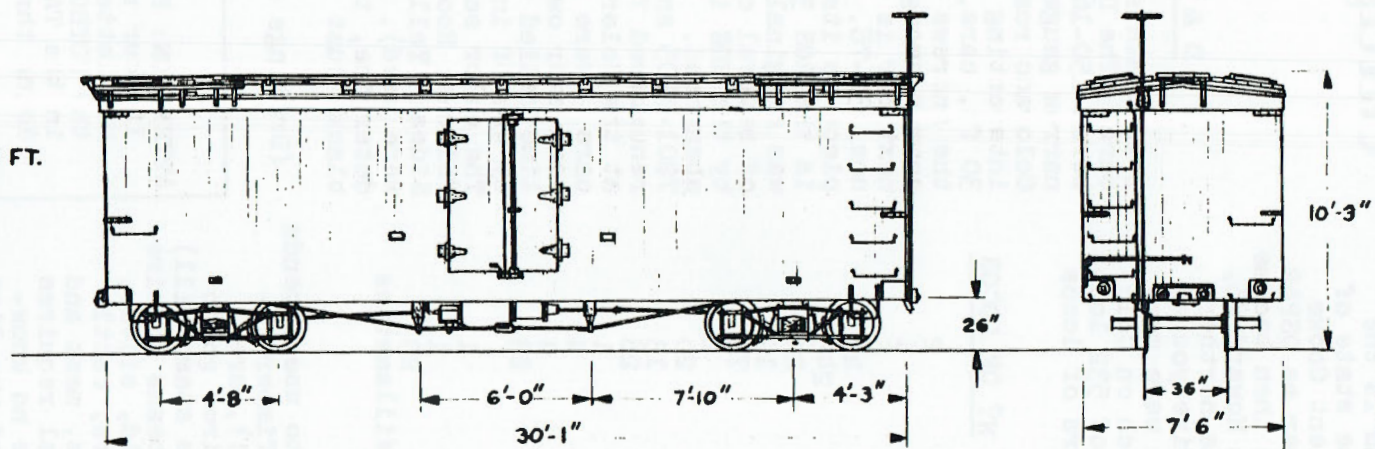
(Drawings appear on following page.)

ATTENTION: REGIONAL and OTHER OFFICERS:
If your region or club prints a newsletter, please send a copy to the HOTBOX editor so that others in the TAMR can hear what you're doing through the HOTBOX!

&RGW 40 FT.
REEFER

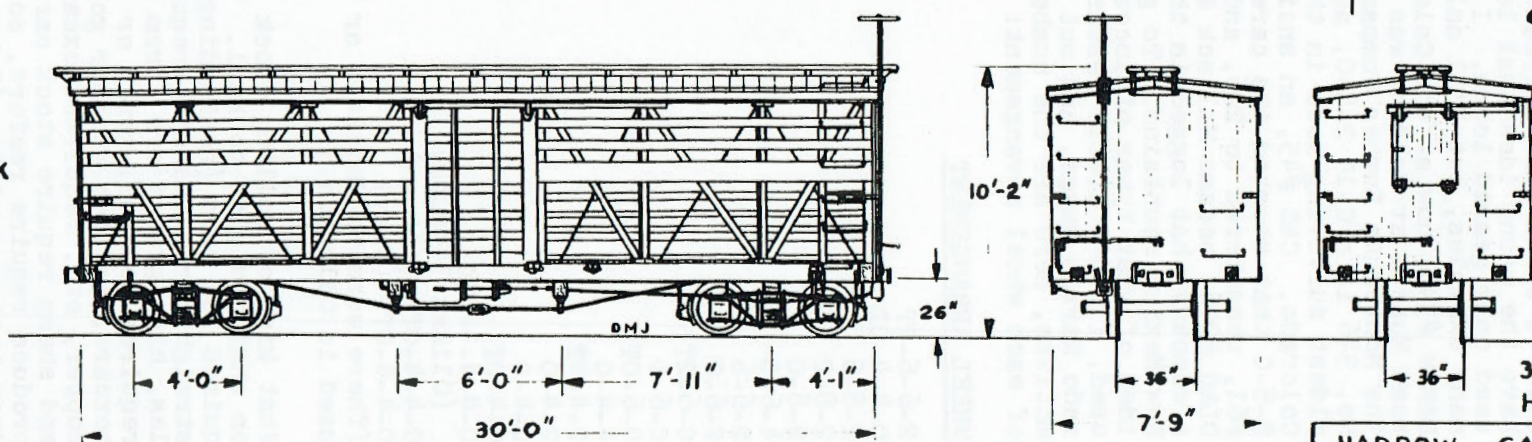


D&RGW 30 FT.
REEFER



CORRECTED
END VIEW
OF CABOOSE

C&S - RGS
30 FT. STOCK
CAR



3.5 MM = 1 FT.
HO SCALE

NARROW GAUGE FREIGHT
CARS - DRAWN BY
DAVID JOHNSTON 3-70

Narrow Gauge History *by Dan Finch*

THE ROYAL GORGE WAR

The year 1871 witnessed the construction of the first narrow-gauged common carrier railroad on the United States. It was being built by General William Jackson Palmer, the man who had built the Kansas Pacific Railroad into Denver. Palmer had a plan to build a narrow gauge railroad from Denver to Mexico City, via Colorado Springs, Pueblo, Trinidad, Raton Pass, Santa Fe, and El Paso.

The construction was progressing well. By the end of the year 1871, the Denver and Rio Grande Railway, as the line was then called, owned 76 miles of 3-foot gauge track between Denver and Colorado Springs, and seven tiny locomotives. By the end of 1872, the line had reached Pueblo and Canon City, and owned eleven locos. By the end of 1873 the line had thirteen locos, but construction was hindered by a financial panic. By 1876, construction had begun on Veta Pass and a total of nineteen locos were owned and operated. The year 1877 found the D&RG in the San Luis Valley and owning 24 engines, including the line's first two Consolidations. The year 1878 found the D&RG serving the city of Alamosa, owning and operating 303 miles of track and 29 locos, and a deadlock struggle with the AT&SF.

It seems that the D&RG and the AT&SF had similar plans. They both wanted to serve the Colorado mountains and they both wanted Santa Fe. The AT&SF first entered D&RG territory in 1876, when it had rolled into Pueblo. At that time, Palmer started to feel a little nervous, and he investigated the possibilities of building up the Arkansas River line to Leadville. He decided that he would, but he wanted to reach Raton Pass first and he didn't have quite enough money to do both, so the Arkansas River line would have to wait. It was imminent that the D&RG and the AT&SF would soon come into conflict with each other.

Two people are responsible for the results of the conflict. The first one was 'Uncle Dick' Wotten, who owned a toll road over Raton Pass. Wotten had once been one of the more famous mountain men, fur trappers, and Indian traders. He was now an old man. Ray Morley, advance man for the AT&SF and onetime location engineer for the D&RG, got in good with Wotten and his crowd. It looked as if the D&RG was going to beat the AT&SF to Raton Pass. By the end of the next day, the D&RG would have its location stakes placed and would be working on the grade. That night, a dark and gusty night at that,

Morley came to Uncle Dick's door. Wotten had been having a fandango, and most of the people present were "as drunk as a skunk." Morley said that there was a silver dollar for every man that would come and throw a few shovels full of dirt for a railroad bed. Immediately, there was an army wielding shovels and picks in the dark night. The next morning, when the location engineers of the D&RG arrived to claim Raton Pass, they found the AT&SF already in possession of it. Though the location stakes had been placed drunkenly and the grade followed an impossible path, it was enough. The AT&SF had legal possession of Raton Pass.

Palmer, defeated on this front, turned his attention towards Leadville, which the AT&SF was also eyeing greedily. When the D&RG's location engineers advanced on the Royal Gorge, the only possible right-of-way following the Arkansas River, they found that the AT&SF was not only in possession of the gorge, but had laid a 3-foot gauge track through it. The D&RG engineers immediately built Fort De Remer, named for the Rio Grande's chief engineer, at the mouth of the gorge and threatened to blast the first train that entered. When the news reached Palmer, he saw that the only gentlemanly way out was to lease the D&RG to the AT&SF. Palmer was always a gentleman. The employees of the Rio Grande, however, remained true to Palmer's cause and came close to declaring open war on the AT&SF.

The battles that ensued must have been spectacular. Trackage was buried by gunpowder blasts and grading equipment and tools were destroyed. The battle became almost symbolic. All of the state of Kansas was behind the AT&SF and all the state of Colorado was behind the D&RG. Bat Masterson recruited an army of ruffians to route the RG's engineers out of Fort De Remer. His "Army of Kansas" detrained at Kansas City and was immediately drawn up into that town's casinos. The Rio Grande promised the owners of the gaming houses protection from the law as long as they kept Masterson and his army busy. When they were finally finished and when they attempted to carry out their dirty work, the enraged citizens of Canon City forced them back on their train and sent them back to Kansas. Masterson also sold out to the Rio Grande and promised not to return.

The real battles, however, were waged in the courts. The battles in the

(Continued)

European Railroads

by Klaus Grunert

RAILROAD HOLIDAYS IN AUSTRIA - Conclusion -

The stamp which the Wiener Neustadt Youth Hostel warden stamped into my Youth Hostel card was almost 2 inches in diameter and certainly the biggest one I had in my card. To express my gratitude I glued a pass for my model railroad into the visitor's book.

Early in the morning I caught the fast train for Loeben. This famous route, which crosses the Semmering, was the first mountain railroad ever built. The construction of this route had been combined with a loco-builders contest for the locomotive best suitable for this difficult route (compare: "Steam in Germany", European Railroads, October/November 1968 HOTBOX). Nowadays, the modern electric locos have no difficulties at all passing the steep grades and narrow curves, so the traveler can concentrate on the wonderful landscape.

While I could have continued to ride this train farther to West Austria, I stopped at Loeben, because this is a junction between the mainline and the shortline, which departs from Loeben, leads high into the mountains, and meets the mainline once again at Hief-lau. This line is one of the very few standard gauge rack railways still left in Europe. It had been built in 1871-91 for transporting iron ore, which was—and still is—worked at the Erzberg, a big mining area up in the mountains.

In Loeben I had to wait two hours for the train, because only three trains per day carry passengers on this line. There is not much passenger revenue, since the ore trains still are the main traffic. My train consisted of a number of four-wheelers, which are still used extensively in Austria. (Only 5 of these cars are left in Germany by now.) Electric locos serve the line till Vordernberg, where the electrification ends. On the right you see the huge iron works, where the ore is worked up. On a siding a class 97 loco waits. These 0-6-2 locos were the first to be put in service on this line, in 1900, and they are still the busiest locos on the line. They are suitable for both rack and adhesion service. This is necessary, because the track is only partly equipped with racks. The loco was coupled BEHIND and not BEFORE the train — this is usual on rack railways to prevent the train from rolling away



CLASS 97 RACK LOCO in front of inspection pit at Eizen-
erz.

(Continued)

(NARROW GAUGE HISTORY, Continued)

courts took almost two years. Decisions were reversed and reversed again. No real decision could be reached in the courts. It took Jay Gould, the second man who determined the history of both the D&RG and the AT&SF, to bring a lasting peace.

Unnoticed because of the fighting, Gould had bought control of the D&RG. Gould could, and did, raise several assorted hells with the AT&SF's eastern backers as well as cut rates on the Kansas Pacific, which he also owned. The AT&SF was quickly brought to its corporate knees.

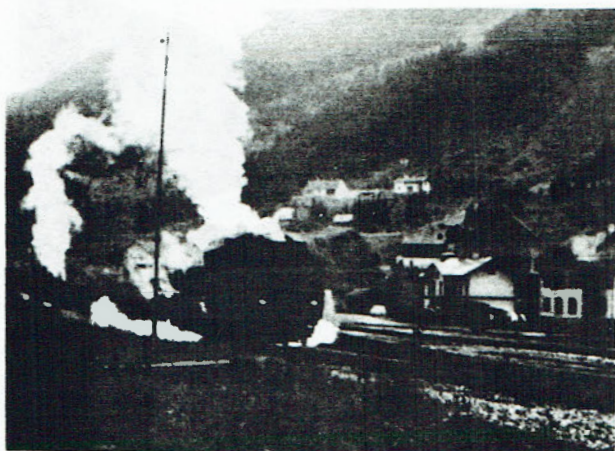
In the final agreement, the D&RG promised not to build into Santa Fe and the AT&SF promised not to build into Denver. Both railroads broke that Agreement. The Rio Grande got the right-of-way to the Royal Gorge and the Santa Fe got the right-of-way to Raton Pass.

It would be interesting to find out what would have happened if the D&RG reached Mexico City like it intended. Would the standard gauge have been changed to 3-foot like Palmer wanted or would it be as it is today?

(EUROPEAN RAILROADS, Continued)

if a coupler breaks. With lots of smoke and little speed the train enters the rack. The landscape is beautiful, and the route is full of curves, tunnels, and bridges. The steepest grade is 7.1% with racks, 2.7% without. After about an hour the train reaches a summit at Prächichl. Now the loco is coupled before the train, and down we rode. For the first time, the gigantic red Erzberg (ore-mountain) is seen. Later we pass it in the so-called Plattentunnel, a tunnel which is almost a mile long. Shortly before the station at Erzberg the rack ends. The class 97 loco is no longer needed, and another loco (class 84 or 92) takes over.

I left the train at Eisenerz and headed for the Youth Hostel. Afterwards I inspected the station thoroughly. The station is necessarily small, because the mountains rise on both sides of it. A big ore-loading structure is located there. Till Eisenerz, empty ore trains are often drawn by two class 52 locos (2 x 2-10-0 !). But usually, the ore trains are loaded at the Erzberg station. When an empty ore train from Vordernberg has arrived, it is loaded and divided into two parts. Two class 97 locos (one in front and one rear) push the first part of the train to the Prächichl summit, return, fetch the second part of the train, and at Prächichl the train is united again and is pushed down to Vordernberg as a whole.



IRON ORE TRAIN with two class 97 locos, one at front, one at rear, descending from summit at Prächichl.

In the Youth Hostel I met another railfan, and together we watched the landing of Apollo 11 on television. It was the 20th of July, 1969. Besides, there were a lot of railfans in Eisenerz, among them some NMRA members from Switzerland.

Of course, the 97 is not the only class of locos on the Erzberg. In 1912 three class 197 locos were purchased, which are the 0-12-OT's ! These are still in service, and I discovered one of them in the Eisenerz station, where it works as a switcher. There is a reason for this: directly after the last turnout of the station there is a steep grade, so a strong loco is needed. These locos are the most powerful rack railway locos of the world still in service. This was not always the case: in 1941, two 2-12-2T locos were purchased, which turned out to be far too heavy for the track and far too strong for the couplers. One was scrapped, the other one will be placed in the Austrian Railway Museum at Vienna. There is only one diesel on the line, which is constantly in the repair shop.

Departing from Eisenerz I had to take a bus. The reason for this is that the line from Eisenerz to Hieflau is being electrified and was therefore blocked to passenger service. When electrification is finished the rack line from Eisenerz to Vordernberg will probably be closed. Railfans: HURRY!

In Hieflau I caught an express train headed by a strange mixture: a class 78 steam loco and a class 2045 diesel! Really a funny sight. I rode this train till Bischofshofen, where I had to change trains to reach Jenbach. Now I was in a very different district of Austria.

Jenbach is sometimes called a "turntable of traffic". This is rather true. From east to west the mainline from Germany to Italy passes Jenbach, so that a TEE is to be seen (Mediolanum, Munich-Milan), although this train only whistles when it dashes through the Jenbach station. To the south there is the famous Zillertalbahn narrow gauge line, and to the north there is the rack railway to the Achensee.



TRAIN OF THE ACHENSEEBAHN leaving Jenbach.

(Continued)

The gauge of the latter line, as well as of the other narrow-gauge rack railways in Austria, is one meter. Contrary to the other lines, not all track of the Achensee line is equipped with racks. The whole equipment roster of the line consists of 3 locos (built 1889) and 6 cars. The station in Jenbach is situated directly beside the mainline station. When the train has left the station, the grade commences at once. After about three miles we reach the highest point of the 4-mile-long line. Here the rack ends, and the loco draws the car for the rest of the line till the Achensee.

The Achensee is a mountain-lake with a fairy-like green color. The weather was beautiful, so I made the holiday from railroads for the rest of the day last.

Maybe you have heard about the Zillertalbahn. If railfans speak about European narrow gauge lines, they usually talk about the Zillertalbahn first (this year, Linn Westcott and his group of travellers visited the Zillertalbahn). Gauge is 76 cm., which might seem strange, but is rather common on Austrian narrow gauge lines. Various appeals of railfans all over the world succeeded when the company intended to dieselize about a year ago. The company could be convinced that steam had to be preserved on the line, so the small locos continue to chug through the beautiful Zillertal Valley. Steam-operated trains are specially marked in the timetable: another service for the railfan. Many big tourist companies have contracts with the ZB (as it is abbreviated), because Mayrhofen, the end of the line, is a very well-known health resort. When I entered the train, consisting of a colorful assembly of little four-wheelers, such a tourist group had just arrived with the express train to continue the journey with the ZB. Therefore, two additional eight-wheelers were coupled to the train—funny cars—which turned out to be converted freight cars. I had a slight hope for an additional locomotive due to the extra train load, but this seemed unnecessary. The train left Jenbach 10 minutes late and arrived at its destination punctually in spite of it. Congratulations to the ZB! This is really unusual in Austria.

The ZB track is very curved and often crosses the road, which runs parallel. Each crossing is accompanied by a number of steam-whistles and bell-rings of the loco, so that such a trip is a rather noisy experience. Even so-called

"fast trains" run on this line. They consist of a small diesel-railcar and a trailer. They are only faster than the steam train because they don't stop at every station. There are many stations, and most of them are served by a local farmer who comes to the station to sell the tickets only when a train is due to arrive.

From the end of the line you can take a bus which takes you via a beautiful mountain-road in two hours to Krimml, which is the terminal station of another narrow-gauge line, the Pinzgaubahn, running from Krimml to Zell am See. This line is fully dieselized, though I could discover a worn-out steamer on a dead siding. The equipment looks like a standard-gauge train which has been reduced in a 1:2 scale. This route, too, is full of curves. The reason for this is not the terrain, which is quite flat, but the line has to reach all the small villages spattered over the valley. This type of route is one of the main reasons for the unprofitableness of many narrow-gauge lines. Many of these lines are still operated only because of the social aspect of railroad traffic.

In the terminal at Zell am See, the Pinzgaubahn runs on a dual-gauge track, i.e., on the same track as the standard gauge mainline.



SCHAFBERGBAHN TRAIN of usual consist, just before the summit. The Wolfgangsee can be seen in the distance.

The last line I was going to visit was the Schafbergbahn, another rack railway. The lower station is located at the Wolfgangsee, a beautiful mountain lake which is full of tourists all over the year. This line, too, is meter-gauge, but contrary to the Schneebergbahn has no deficit, but earns a considerable

(EUROPEAN RAILROADS, Continued)

profit. On top of the Schafberg you not only have a magnificent view of four lakes and innumerable mountains, but you also have the comfortable Schafberg Hotel. Once you are on the summit you have to reserve your ticket for the trip back soon, otherwise you could have to wait several hours for the next train with a free seat.



LOCO OF SCHAFBERGBAHN in station at summit. Schafberg Hotel can be seen in background.

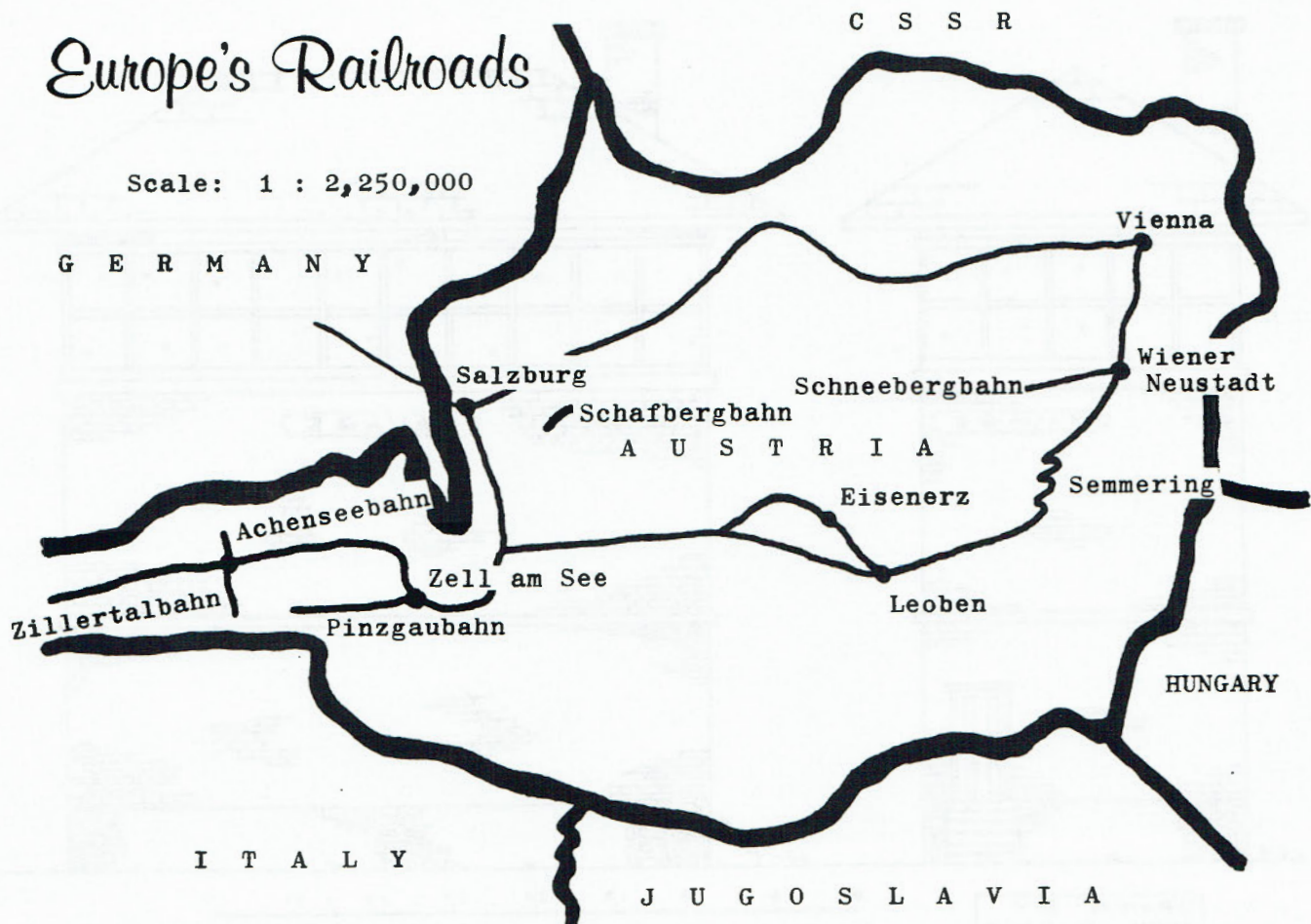
The steam locos are of the same type as those of the Schneebergbahn. These locos always push just one car. Six cars exist on the line, and they are mainly of truck-design. However, in summer 1964 two modern diesel-railcars were purchased and helped to increase profit on the line. Though these cars are not so much liked by railfans, they are cheaper to maintain than the steam locos, they are quicker, and they have helped to create a safe future for the line, including the steam locos. The Wolfgangsee cannot be reached by train, so you must take a bus from Salzburg. There had been a narrow-gauge line from Salzburg to the Wolfgangsee until but a few years ago, but closure of this line has been forced by the Austrian government. Two cars and one loco of this line are now in service on the Zillertalbahnhof.

Well, friends, this was the end of my journey. The next day I entered the express at Salzburg which took me directly back to Cologne, my home city. I thank all those who have endured to read this article till now. If you have any questions, please feel free to write me.

So long!

Europe's Railroads

Scale: 1 : 2,250,000



The Railroad Architect

DRAWINGS BY: John Johnson

INTERLOCKING TOWER

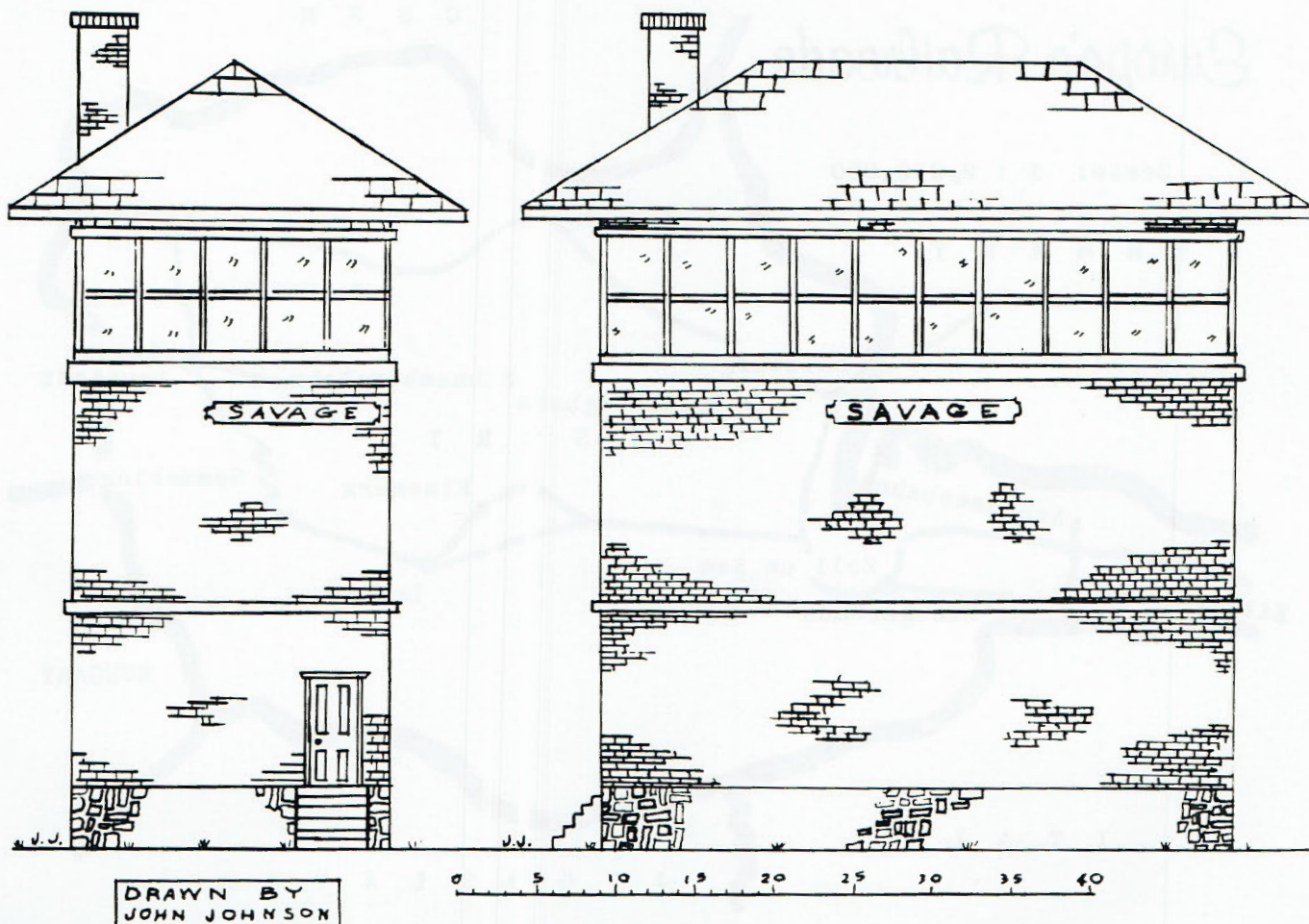
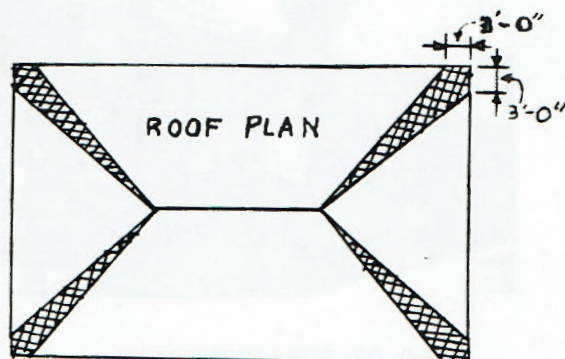
In 1932, the Reading Company built a tower like the one drawn in Jenkintown, Pennsylvania, a major junction. It measures 20' x 40' and is about 50' high. At Jenkintown, two well-traveled branches of the Reading come together to complete the run into Philadelphia. Naturally the tower was built to control the train operations through here.

To build the model, find a suitable location for it on your layout. Some places to put it include a yard throat, or at a junction of main or branch tracks. If you wish to reduce the size of your model, make the tower 20' x 20' by using only the left drawing.

Make a box 30 scale feet high and select your side dimensions. Cover the four sides with brick paper, and glue a piece of stone paper around the base for the foundation. For windows, cut

clear plastic, glue window frames on it and cut a place for them in the walls. Cut a piece of cardboard for your roof, according to your selected dimensions, then glue on shingle paper.

When you've completed the main building, add small things to it like a chimney, doors, signs, steps, lights, gutters, and utility wires for the finishing touches.



Are you a new model railroader? Do you stand unable to do much because of lack of knowledge about your hobby? Don't worry! This happens to everyone. It goes without saying that you should subscribe to one of our hobby magazines—these are usually on sale where model goods are sold.

Usually you need a lot of information right away. No magazine can give you this. There are inexpensive, soft-cover books that can shortcut much experience and make you a mighty knowledgeable modeler right away. At the risk of playing favorites, we suggest that the

NEW HOTBOX FEATURE

This is the first in what is hoped will be a series of such articles. Hopefully, it will provide a place where you can write if you have trouble with some aspect of your modeling—or if you have a little tidbit of information you feel other modelers might find interesting. There will also be some notes to help a beginner over what might be a rough spot. Doug Rhodes will edit this feature and receive the correspondence for it. You can write to him at:

9168 W. Saanich Rd.
R.R. 2, Sidney, B.C.
CANADA

Anything he and his books cannot solve will be put in the HOTBOX in hopes some TAMR member can help.

SHOP TALK

by Doug Rhodes

following books are "musts":

How to Wire Your Model Railroad by Linn Westcott

Track Planning for Realistic Operation by John Armstrong

Scenery for Model Railroads by Bill McClanahan

If you go on to scratchbuilding, you'll find Bridges and Buildings for Model Railroads most helpful as well.

This is not to say that the other books that are available are not also good, but we have been particularly pleased with these. We think no modeler should be without them.

Please, please don't wait until your pike is half built before you buy the wiring or the scenery book. This is the natural method, but you will find more happiness with your layout if you are able to consider all things in detail while you are doing your basic planning. We made the mistake of leaving scenery until all else was finished, and found we had painted ourselves into a corner, so to speak. We found that our not thinking of scenery while planning the track had resulted in an unsatisfactory layout.

Next time we'll talk about assembling plastic kits.

Starting a TAMR Tape Library

by Steve Harper

One of the major faults of the TAMR is that it really is just a fraternal organization and serves very little informative purpose. Many members feel that they should get more for their money than their name in the DIRECTORY and an occasional HOTBOX. I was pondering this the other day when I hit upon the idea that taped seminars or clinics could be recorded on railroad and model railroad subjects, and then be put into a TAMR tape library, which would in turn make that tape available to any member.

Just as in the old answering service days, various "experts" on certain subjects could store their knowledge on a tape which would be available on a loan basis to any TAMR member. For example, there can be tapes made on scenery, track laying, Alco diesels, or Penn Central.

The cost to the TAMR treasury could be avoided if the record makers made the small investment for their own tape. Members would pay no more than the cost of roundtrip postage.

I am anxious to hear your thoughts on this idea. If anyone would like to start making tapes on a favorite subject, why don't you start right away?

(Ed. note: Since writing this article, Steve Harper has been appointed by the TAMR President to head the Tape Library Committee and work out plans for this Tape Library plan. If you are interested, write to Steve TODAY or, better yet, follow his suggestion and compose a tape on some subject and send it to Steve. There will be more details in a later HB on the Tape Library.)

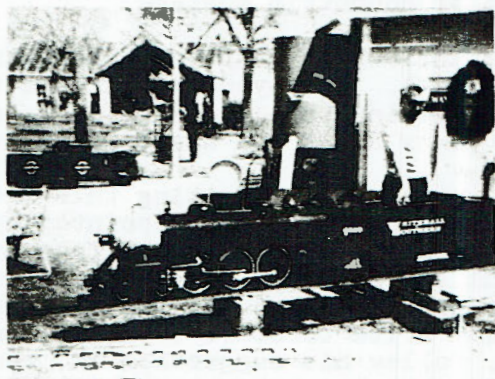
Live Steam in the Mid-South

by David Johnston

During the last few years live steam has become an increasingly popular branch of the hobby of model railroad-ing. More and more, modelers are letting their layouts set and gather dust while they are working on or running their live steamer.

What is the reason for the rising popularity of live steam? There are many answers to this question, but it boils down basically to the same factors that produce prototype steam fans. The thrill of seeing a machine that seems to be alive, the smells, the sounds; all this plus the excitement of actually running the locomotive yourself. For these reasons and others, model railroaders usually turn out in large numbers when there is a live steam meet held nearby. Frequently, when a small scale modeler returns home after one of these meets, he is busily thinking over how it might be possible for him to enter the ranks of the active live steamers.

I recently had the pleasure of attending my first live steam meet. I had read about live steam for years in the magazines, but there is nothing like seeing it for the first time "in the flesh." Every April the Mid South Live Steamers club holds its annual spring meet at the farm of member Austin F. Barr in Whitehall, Arkansas. Mr. Barr has built quite an elaborate system of $1\frac{1}{2}$ inch scale, $7\frac{1}{2}$ inch gauge track on his farm. The line features a large figure eight with an optional much longer run winding through a small wooded area and crossing over a couple of good-sized bridges. The line also features a fairly elaborate engine service area with a hydraulic lift turntable and radiating elevated storage tracks.

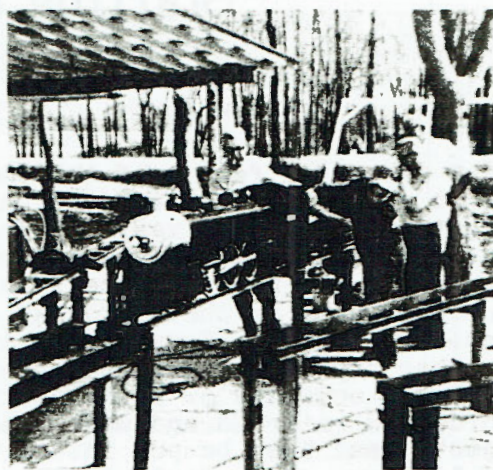


MR. AUSTIN F. BARR'S 4-6-2 in the service area, ready to go to work.

The first day of this year's meet, April 10, saw about six or seven locos running around the large track system. Live steamers think nothing of driving hundreds of miles to attend one of these meets. This was no exception, witnessing some who came from as far away as Nashville, Tennessee and St. Louis, Missouri. Also present were numerous model railroaders from this general area, several of whom are now building their own live steamers and hope to have them ready for next year's meet.



A GENERAL VIEW of the service area. Track curving to right is part of the smaller figure-8 mainline.



MR. BARR PUSHES HIS LARGE Pacific off the elevated service track onto the hydraulic lift turntable. (Mr. Barr is sporting the dark shirt, on the left of the engine.)

NEW HOTBOX FEATURE

The tapes column was mentioned in the last issue of the HB in an article by President John Johnson. There has been enough response so that we can now begin a column of those members who would like to correspond with others by using electronic recording tape. If you would like to correspond with tapes, send your name to the editor and mention what type of tapes you use: Cassettes? Reels? What size? What speed?

Live steamers not only build locomotives, but also cars for their locomotives to pull, and for interested observers, like me, to ride on. Just like a kid at an amusement park, I couldn't wait for my chance to get to ride behind one of the smoky little monsters. Straddling oneself on a 7½ inch gauge flatcar briskly through curving track may sound difficult at first, but it really isn't, as long as you keep a reasonable sense of balance. After several trips around the system, I discovered the hard way that live steamers have one problem in common with smaller scale modelers: derailments. It happened while our train was crossing the biggest bridge, which is about thirty feet long and eight feet high in places. I was the only one riding on my car and was sitting towards one end, over the truck. About halfway across the ravine the light end of the car suddenly jumped the track and bounced along the top of the bridge. I hung on for dear life, expecting at any moment to be projected over into the precipice. Luckily, the guard rail did what it was supposed to and the car didn't stray until it got onto solid ground. Yours truly made it a point to ride in the middle of the cars from then on!



A LIVE STEAM TRIPLE-HEADER rolls along on the long mainline. Riding fast behind a live steamer can be real fun. Credit George Karcher for the ear in the upper left corner.

All in all, I had a grand time, and I would heartily recommend all modelers to attend a live steam meet if and when they get the chance. If the bug really bites, you may even decide to start building yourself a live steamer. I happened to take my Instamatic with me, and printed here are some of the better shots I came up with.

(Ed. note: David supplied us with this month's fine cover photo.)

Michael Hrabowski
1155 Bordentown Rd.
Burlington, NJ 08016
(Cassettes)

John Johnson
456 Tennis Ave.
Ambler, PA 19002
(Cassettes, 3 in. reels)

Tom Papadeas
111 Hedgerow Dr.
Cherry Hill, NJ 08034
(Reels)

Charles Tapper
217 Sunset Dr.
Monroeville, PA 15146
(Cassettes, 3 in. reels)

Gary Tempco
18401 Wildwood Ave.
Lansing, IL 60438
(Cassettes)



KIAMICHI & NORTHEASTERN RR.
1900 - 1920 era

Cars Exchanged If You Model Same Era

Jay Franklin, President

Getting to Know You!

MIKE MATEJKA, 17, of Cahokia, Illinois, has been with the TAMR since June of 1969. He has been model railroading for as long as he can remember because before he was born his father already had a large Lionel layout. His favorite roads are the Pennsylvania and also the Illinois Terminal. He has a long time interest in electric railroading because his father was a motorman for the St. Louis Public Service Co. for a number of years. His layout consists of 5' x 10' and 4' x 8' boards joined together in an L-shape. Prototypes represented include steam and diesel from the Pennsylvania, Santa Fe, and Union Pacific with plenty of passenger service. Also there is a small interurban line, the Illinois Valley Electric, which draws its cars from all over the nation. He just started on permanent scenery and has done a little scratchbuilding, including a General Maintenance-Flow-Line Car for the interurban. He is interested in all other phases of the hobby and belongs to the NMRA and NARP. He is currently working on buttons for the TAMR. In September he will be a senior at St. Henry's Prep in Belleville, Ill. He is interested in speech, dramatics, student government, and band. His favorite sport is handball and he likes to listen to music (from Mozart to Simon and Garfunkel) plus reading plenty of books. His favorite subject is history, and he likes to receive plenty of letters plus write them.

RICK PERRY, 18, lives in Hurtsboro, Alabama, and has belonged to TAMR since December 1968. He models pre-1880 railroads, and favors the Virginia and Truckee with Southern scenery. He has started to build a layout 8' x 14' with a scale mile of mainline and another mile of logging branch lines. He trades passes and enjoys taking slides of railroad subjects, especially steam. Rick is a member of the SER of the NMRA and the Atlantic chapter of NRHS. When he attends the University of Alabama next year, Rick will study civil engineering and then he hopes to work for the railroads. His interests include sports, track, and hunting. He notes, "I collect old objects such as guns, RR lanterns, and I've even gotten an old Seaboard switchstand lately. (Anyone know what to do with such a monstrosity?) I collect anything to do with railroads, if I can get it legally."

RONALD ST. JOHN tells us, "I am a junior in high school and my favorite road is the New Haven which is the prototype of

my pike. I model in "S" gauge using steam as the major portion of my motive power. There are 15 engines, 75 cars and a monster layout which are my accomplishments in the hobby. Besides much railroading, I enjoy any girl that is pretty and likes me. But my heart is also with my future street rod: the only 1948 Ford woodie in Connecticut built up as a surf woodie, powered by the original V-8, fed by three two-barrel carbs, topped off by the meanest ram air system ever to hit the road. I hope soon to have her rolling on top of 15 in. slicks to really leave smoke! My future is in how far I can get with the development of my songs. They are based on hard-rock and bubble gum. But right now I am fairly young to go real big into the music world. Peace and Love!"

MIKE THOMAS is fourteen and has been in the TAMR and in model railroading for about a year. He is a freshman at St. Louis University High School, a local boys' school. Mike models in N scale, with which he is building a mining operation in western Kentucky. Almost no track has been laid at this writing, but there will eventually be a loop-to-loop with a short mainline, and plenty of switching. There will be diesels, freight, and passenger cars. Several of Mike's articles have appeared in the HB and he is now chairman of the TAMR 1970 Convention Committee. His other interests include books, science fiction, and rifles.

Let us know who you are...write a brief autobiography today and send it in to the HOTBOX. This is a perfect opportunity to introduce yourself to the TAMR membership.

YOU MAY NOT REALIZE IT, BUT.....
it just could be that you might have something for publication in the HOTBOX. Even if you don't have an article, you certainly must have a railroad ad for us, or maybe you have something for one of these HB features:

- COVER PHOTO
- MEMBER NEWS PAGE
- LAYOUT OF THE MONTH
- TRACKPLAN OF THE MONTH
- PHOTO PAGES
- BIOGRAPHY PAGE
- INTERCHANGE
- TAPE TRADER COLUMN

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It's up to all of us to keep the TAMR and the HOTBOX going strong. To do this we need your support through ads in the HOTBOX (very reasonable rates), and recruiting more members for the TAMR. Every little bit helps!

MikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomas
MikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomasMikeThomas
(I'm very egotistical)

Kentucky Coal and Coke Co. 1732 Del Norte St. Louis, Mo. 63117

Slow Train Jokes

by Lloyd Neal

The slow train has long been the object of many jokes. Here are a few I found in SLOW TRAIN TO YESTERDAY. These jokes may not have much meaning unless you have ridden a slow train.

Young Lady (to Conductor): "Can't you make this train go faster?"
Conductor: "If you don't like it, get off and walk!"
Young Lady: "That's all right; my folks don't expect me until the train comes in."

Passenger: "Why is this train stopped?"
Conductor: "There are some cows on the track."
(A short time later:)
Passenger: "Why has this train stopped again?"
Conductor: "We caught up with the same cows again."

Lady (to Conductor): "Conductor, do something! I'm going to have a baby!"
Conductor: "You shouldn't have gotten on in that condition."
Lady: "I wasn't when I got on!"

Passenger (to Conductor): "I'll give you \$5.00 if this train arrives on time."
(Later, when the train arrived at the station:)
Passenger: "Here is your \$5.00 for arriving on time."
Conductor: "Thank you, but I really can't accept the money. This is yesterday's train."

Conductor (to Passengers on a train stalled on a steep grade:)
"First class passengers stay in their seats, second class passengers get off and walk, third class passengers get off and PUSH!"

(Ed. note: Have you heard of the new "Seven-forty-seven"? That's what commuters on the Long Island Railroad call the old "Five-seventeen".)

The MEMBERS' Page

REGIONAL NEWS

TO ERR IS HUMAN: In response to an item in the Member Page of the March HB, Doug Rhodes said this: "Good grief, Charlie Brown! Slander in print, no less! The editor has ME championing a passenger train, of all things. Think I'll get some of those railway gun plans being advertised, build a working model, and mail it to the editor! There's a great mistake somewhere. I'm all for discontinuing unprofitable long-distance passenger trains. I certainly can't remember making any statements defending those CB&Q trains." The man is right. The name "Doug Rhodes" was inadvertently substituted for that of Doug Kocher.

TWO ERRS IS HUMAN, TOO! It was not mentioned that the John Johnson drawings in Rick Perry's watertank article last month were not of the original form of the tanks. Rick points out to us that there was also a plank wall which ran in front and in back of the two tanks.

UP, UP, AND AWAY: Recently, after a brief stay in Washington, D.C., Doug Kocher grabbed the Metroliner to Philadelphia for a visit with the editor, Tom Papadeas. Doug claimed that the Metro lurched excessively and it was a bit noisy. Doug, who recently became membership chairman for a NARP region, stayed overnight before returning to Chicago the next morning. How did he go to Chicago? Wrong, fans. Doug Kocher FLEW back to Chicago via a TWA 727 jet. It was his first airline trip. Afterwards, he described it as "boring", but he added that the food was good. Up, up, and away, junior birdmen!

SLOOOOOOW: Gene Curran (see March HB Member Page) still claims that if you want a fine engine, his DD-40 is really the one.

MEETINGS: Members Doug Finney, Rick Fuehr, Tom Schultz, and Gary Tempco have a meeting every day at school. They all sit down to lunch at the TF South High School cafeteria where they discuss model and prototype topics. All four also attended a Calumet division NMRA/MWR meet in Midlothian, Illinois at which Gary and Tom won door prizes. They are planning a slide show where Tom Schiltgen will also be present.

DON'T FORGET to start making plans from now to attend the first TAMR convention in Saint Louis in August. Write to Mike Thomas for the latest details.

ALLEGHENY REGION: Plans are underway for the formation of the first official TAMR division in Philadelphia. More on that later. Representative Karl S. Michael says that the ALLEGHENY DISPATCHER won't come out for a while due to a lack of articles and support.

GREAT LAKES: See their article elsewhere.

MIDCONTINENT: Mike Thomas has become editor of the MCR publication, EXPEDITOR.

SOUTHEAST: The Southeast region has started to put out a newsletter under the direction of Rick Perry, while Lloyd Neal assists with printing and mailing.

YANKEE: Donald W. Roe is hard at work on the region's publication YANKEE FLYER, named after a famous New England streamliner. A good motto in the first edition says, "KEEP IN TOUCH!!!"

ALL YOU OTHER REGIONS: Where are you? Follow the example of the other regions and start getting busy! Remember to support your local region!

1970 TAMR DIRECTORY

Much credit goes to Dick Wagie for putting out this year's handsome TAMR DIRECTORY. The Directories were mailed last April, and if you didn't receive one, please inform Gary Tempco.

One error was pointed out to us by the Yankee Region: please note that Baron M. Bush and David Beaudin are in the proud Yankee Region, not in the Allegheny as stated.

NEW MEMBERS

Please welcome these new members to membership in TAMR, and make a note of it in your Directory:

GLENN BUTCHER	THOMAS SCHULTZ
3006 Moss St.	3367 Ann St.
Lafayette, LA 70501	Lansing, IL 60438
HO-a-a-b-dfp-a-0	HO-c-ba-b-s-w-0

Thomas and Glenn: Welcome to the club!

STOP THE PRESSES!!

TAMR HOTBOX Editor Tom Papadeas recently learned that he will be spending most of the summer overseas, in Greece. This of course will have immediate effect on

(Continued)

two HOTBOX issues. Tom and President Johnson have selected Richard Jahn, 404 Walnut Ave., Horsham, PA 19044, to be co-editor for the July and September issues. Tom will continue to handle as much work as possible, but after June 24, send all official HB mail to Richard and all other business to Tom's address. Because of the "Convention '70" issue, it is expected that the July HB will come out in early July with all convention details to allow members to plan for the August convention. During the summer, remember to channel any strictly official business through Richard Jahn.

WANTED: More Response from Readers!

We have to know what you think of the HB. What criticisms do you have? What would you like to see added? What would you like to see dropped? What else is there the HOTBOX can do for you? Since this is YOUR publication, it can't be run without you. Please let us know how we can serve you better.

AD RATES

NOTICE! New advertising rates in effect!

RAILROAD ADS:

One-column width. Per line.....15¢

Two-column width. Per line.....25¢

INTERCHANGE ADS:

Per line.....10¢

Name and address free for Interchange ads only!

These rates are for two months (one issue).
Special rates for large ads upon request.

NEW SERVICE! Have your herald printed, too. Only 25¢ extra!

Advertising helps pay for HOTBOX extras.
Why not send in your ad today?

NOTICE!

Very early deadline for the July HOTBOX!
If you have articles, ads, photos, or anything else to send in, please do it as soon as possible.

Plan to come to the first national TAMR convention,

CONVENTION 70!

For more information, read this HOTBOX and the July HOTBOX, and contact convention chairman Mike Thomas.

THIS HOTBOX IS COMING VIA FIRST CLASS!

To help us judge how effectively this practice is benefitting us, please drop a card to anyone on the HB staff and tell him exactly which day the HOTBOX came to your address. Help us help you!

The Waybill

<u>PAGE</u>	<u>FEATURE</u>	<u>AUTHOR</u>
2	From The Cab	Tom Papadeas, Editor
3	Uncoupling Horn-Hooks by Hand	Lloyd Neal
3	President Appoints Trio	Tom Papadeas
4	Editor Asks for FIRST CLASS	Tom Papadeas
5	A <u>ROUND</u> Roundhouse	Ronald St. John
6	Layout of the Month: "My Exploits on the SANDY CREEK & WESTERN	Ed Birch, Jr.
6	Interchange	Readers
7	Convention '70	Mike Thomas, 1970 Convention Chairman
7	GLR News	Great Lakes Region Members
8, 9	From Our Members' Cameras	Readers
10-14	*NARROW GAUGE DEPARTMENT	
10, 11	Narrow Gauge Modeling	Dan Finch
11, 12	Narrow Gauge Drawings	David Johnston
13, 14	Narrow Gauge History	Dan Finch
14	European Railroads—Conclusion	Klaus Grunert
18	The Railroad Architect	John Johnson
19	*SHOP TALK	Doug Rhodes
19	Starting a TAMR Tape Library	Steve Harper
20	Live Steam in the Mid-South	David Johnston
21	*TAPE CORRESPONDENTS	Readers
22	Getting to Know You!	Readers
23	Slow Train Jokes	Lloyd Neal
24	The MEMBERS' Page	Readers
25	Ad Rates	The Management

*An asterisk (above) given with a title in capital letters indicates a NEW HOTBOX FEATURE which debuts in this issue. With each article, look for the box marked NEW HOTBOX FEATURE for a complete description of the new regular feature.

The Crew

TOM PAPADEAS.....Editor
DICK WAGIE.....Publisher
RICHARD JAHN.....Circulation

All HOTBOX business handled by
Tom Papadeas
111 Hedgerow Drive
Cherry Hill, New Jersey 08034

TEEN ASSOCIATION OF MODEL RAILROADING
Richard Jahn, Circulation Manager
"TAMR HOTBOX"
404 Walnut Ave.
Horsham, PA 19044

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