

# the **TAMR HOTBOX**

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING


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## Special issue!

# CONVENTION '70



**CONVENTION-BOUND:** Many TAMR members are planning to attend the first TAMR convention this August in St. Louis. In this HOTBOX you will find more details on the TAMR convention. All roads lead to St. Louis! Mike Matejka caught this Louisville & Nashville F-9 as it stormed through Belleville, Illinois.



# From the Cab...

by Tom Papadeas, *Editor*

Welcome back to another captivating issue of the TAMR HOTBOX, which asks the question, "Can a half-crazed editor put a magazine out on time, keep his readers happy, and keep from leaping off a bridge at the same time?" Well, if we all play our cards right, you should be able to say that today was the day that the HOTBOX actually came out on time.

While you are reading I will be over in Greece for the duration of July and August. I am staying in Athens, and will not be back until September 1. This HOTBOX is being completed just hours before I step onto the (yes) p-l-a-n-e. In my absence, I have appointed Richard Jahn, HOTBOX Circulation manager, to handle all official HOTBOX business. Richard's address is on the back page of the HOTBOX. However, while I am away I will continue to handle any and all correspondence through my home address. The September HOTBOX will be handled mostly by acting editor Richard Jahn.

I'm sure that everyone realizes by now that the May issue made the editor look like a fool, since it advertised that it was mailed out by first class. Well, it didn't go out first class. The reason is that we experienced a temporary emergency in the TAMR treasury, so the extra expense was, at that time, impossible to cover.

This is the Convention '70 edition of the HOTBOX! Plans are rolling for the first national TAMR convention in St. Louis this August. This HOTBOX turned out a bit early so that members would have plenty of advance information for convention planning. If you have any questions or difficulties, contact the convention chairman, Mike Thomas. He'll be glad to help you with convention plans.

I don't feel very long-winded, so I'll cut it short this time. Let me just say that I hope members will keep up the good work in contributing to the HOTBOX. The entire staff thanks you for your loyal support of the TAMR HOTBOX. Do you really want to help? Send us a short ad for the HOTBOX, so we can pay our bills. Good reading, come to the convention, and have a happy summer!

# SHOP TALK

by Doug Rhodes

Recently the Cougar Creek Railroad faced the problem of providing crushed rock for ballast on the new lines being laid in the division. The road did hold title to a pit yielding exceptionally fine sand, but the management hoped to save this for the sandboxes of its diesels, for the Cougar Creek is no water level route. The engineering department insisted on crushed rock, not fine sand, for ballast.

In an inspired move, a squad from the engineering department was sent to a local sandbox, where it provided assistance in building the Sandbox Interstate System, using technology previously unknown in the sandbox. In return for foreign aid, CC obtained mineral rights to a gravel pit producing first class ballast.

The first bulk carrier of sand has arrived at the road's beneficiation plant and the engineers are gratified by the quality and coloring of the aggregate. "There is remarkably little waste," said one, pointing to a low pile of odd rocks and boulders. "We have agreed to return the material too large for our purposes to the Sandbox."

The sand which I use for my layout is well-colored but contains some material too coarse. The set-up I use removing waste (known as beneficiation to the mining industry) consists of a piece of old nylon stocking stretched over the mouth of a peanut butter jar (or any other wide-mouth container). The stocking material is held on by an elastic band, and I put a tablespoon of sand in the stocking. After working the grains through the holes by gently rubbing my fingers in a circular motion, the waste is dumped into another container. This is an easy way to produce fine sand with grains of uniform size.

Sometimes, if your ballast method is not too permanent, the magnets in locomotive motors attract grains of ballast, and with sand in the works of your motors, you are in BIG trouble. To be on the safe side, you can go through your ballast with a magnet before you use that trackage. Another good way is to pour the sand through a small funnel while the stream of sand washes over a magnet.

With all this done, fill a couple gon-dolas with your ballast and push them to the railroad. Let your maintenance-of-way crew shovel the ballast out of the cars for you!



# Narrow Gauge Department

## Narrow Gauge Prototypes

by Dan Finch

### THE CRIPPLE CREEK & VICTOR NARROW GAUGE RR

Narrow gauge has returned to the Cripple Creek District of Colorado. This fabulously rich mining district at one time fostered the need for three different railroads: two standard gauge line and one narrow gauge line. The first railroad to reach Cripple Creek and the first to leave the district was the narrow gauge Florence & Cripple Creek. The F&CC started at Florence, on the D&RGW's tracks from Pueblo to Canon City and had a curvacious and precarious route winding up Phantom Canyon and into Cripple Creek from the south. The second railroad to build into the district was the Midland Terminal, which had the best route of the three lines. It went south from its terminus on the Colorado Midland at Midland. After the demise of the CM, the MT operated the old CM tracks from Colorado Springs to Midland and then south to Cripple Creek. The last to go to Cripple Creek was the Colorado Springs & Cripple Creek District, which had a very curvacious route west from Colorado Springs, along the south flank of Pike's Peak.

Cripple Creek had been devoid of any railroads since 1949, when the Midland Terminal was dismantled, and had been without narrow gauge since 1915, when the F&CC was almost totally washed out by a flash flood in Phantom Canyon.

The CC&V is jointly owned by Dr. James Arniel, a Denver, Colorado, M.D., and Dr. John Birmingham, a Boulder, Colorado, chemist. These two are among the best known railfans in the state of Colorado. Dr. Arniel is in the process of moving a 4-8-8-4 "Big Boy" of the UP presently on display at Cheyenne, Wyoming, to Denver, UNDER ITS OWN POWER. He is also going to return steampower

to one of the last steam-powered, SG common carriers in the U.S., the Great Western in Colorado. He is going to refurbish ex-C&NW 444, a 4-6-0 now on display at Oblivion, S. Dakota, for use on the GW.

The motive power of the CC&V consists of #3, an O-4-OT from the Metalurgica Mexicana Penola in Mexico, built by Porter in 1927, and CC&V #1, an O-4-4-0 built by Koppel of Germany in 1902. No. 1 is named "Goldfield" and No. 3 is named "Vista Grande". No. 1 is the fourth narrow gaugeallet-type locomotive to operate in the U.S. The first was D&RG #101, later renumbered #1001, an O-4-4-OT Fairlie made by the Vulcan Locomotive Works of England. The second and third were Uintah Railway #50 and #51, which were 2-6-6-2T's built by Baldwin, specially designed for the 66° curves (they had originally been 80°) and 7½% grades on this colorful line that ran from Mack, Colorado to Watson, Utah. They went to the Sumpter Valley of Oregon, where they were redesigned to 2-6-6-2's.

The CC&V, at present, operates about 2½ miles of track, which goes from Cripple Creek to the ghost town of Anaconda, the halfway point to Victor. Work will continue until the track finally reaches Victor. The line starts at the old MT station, leaving about every half hour. The train goes past the old MT wye and "Crazy Cowboy Bob" Womack's old shack (he was the man who discovered gold in the Cripple Creek district) and across a short trestle, following the old MT roadbed. It continues on past several mines, through an aspen grove, over "Million Dollar Fill", and through a rock cut. The train does not go into Anaconda, but stops in sight of it.

The CC&V will eventually get to its ultimate goal: Victor. The work, which was started in June 1967, has gone slowly, as it is all volunteer. However, the line will probably still make it to Victor someday.

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# Narrow Gauge History

by Dan Finch

OTTO MEARS:      PATHFINDER OF THE  
                         SAN JUANS

Otto Mears was responsible for the building of three of the most colorful narrow gauge roads. He built the Silverton Railroad, which went north out of Silverton towards Ouray over a series of unbelievable loops and switchbacks, the Rio Grande Southern, which probably has the most colorful history of any railroad anywhere, and the Silverton Northern, which later owned the Silverton, Gladstone and Northerly.

Otto Mears was a Jewish immigrant from Russia. He came into this country when he was ten years old. He joined the First Regiment of California Volunteers in the bloodless campaigns of Texas and California during the Mexican War. Using the money he got from his discharge, he set himself up as a storekeeper in Western Colorado. He later owned several stores in several of the western Colorado mining towns.

At about this time, Mears saw the need for several good roads in the mountains and a teaming company to operate over them. His first toll road, which connected Saugauche (pronounced sa-watch') with Nathrop over Poncha Pass, was built in 1867. In 1871 he built a road over Cochetopa Pass between Saugauche and Lake City. He built the Blue Mesa Road between Lake Fork and Cimarron, the Animas River Road between Silverton and Lake City, and one between Mears Junction on his Nathrop-Saugauche Road and Gunnison, via Marshall Pass, which later became the D&RG's route to Salt Lake City, one between Dallas Divide and Telluride, and the Rainbow Highway, later known as the Million Dollar Highway, between Silverton and Ouray.

He also maintained wagon freight service over his toll roads. He was for several years the largest purchaser of hay, grain, and teaming animals in the territory of Colorado. He had hundreds of couriers, teamsters, drivers, and stable keepers on his payroll and thousands of mules, fast horses, burros, and oxen in his stables. He even had a contract to carry the government mails into Ouray from Lake City in the dead of winter. This was accomplished with St. Bernard dogs pulling toboggans and guided by couriers on skis, or "Norwegian shoes" as they were better known at that time.

In 1887 he became a railroad builder with the construction of his Silverton Railroad, which was laid on his Rainbow Highway, with Ouray as the eventual destination. It never made it; the area was much too rugged, and passengers had to ride a stage for the last 3½ miles.

Undaunted by this failure, he began the construction of the Rio Grande Southern at Durango and Ridgeway in 1890, both of which are on the D&RG. The two advancing railheads met at Muldoon in 1891. The line went west out of Durango, twisting through the hills and climbed around Muleshoe Curve (narrow gauge equivalent of Horseshoe Curve), and then dropped into Dolores. The line went north through Rico, topped Lizard Head Pass, descended into Ophir over a loop that included several high and spindly trestles, called the Ophir Loop, through Vance Junction, over Dallas Divide, and into Ridgeway. A branchline between Vance Junction and Pandora served Telluride, the arrival at which a conductor on a passenger train would say, "To hell you ride."

Mears built one more railroad in the San Juans. This was the Silverton Northern. This line has grades that almost approached 7% in some places. There were a few switchbacks on the line. It was built to serve mines farther up the Animas River, and possibly all the way to Lake City, which it never did reach. The road later had its own "Gallopig Goose", which was constructed before the RGS built their own version. The line, built in 1889, wasn't abandoned until 1942.

In October 1911, black storm clouds gathered over the San Juans, and one of the worst floods ever to hit Animas Canyon made pretzels of 22 miles of the D&RG's Silverton Branch. Winter was rapidly approaching, and Silverton would be left without supplies. In a last desperate attempt, the D&RG employed Mears to rebuild the flood damage below Silverton while track was repaired out from Durango. Locomotives of the Silverton, The Silverton, Gladstone and Northerly, and the Silverton Northern were used by Mears, as well as the few D&RG locos that were stranded by the flood. The supplies for the repairs used by Mears were shipped by rail to Ouray, went by wagon to Albany, and again by rail to where they were needed. It must have been quite a sight

Continued on page 8.



# A Visit to the Possum Trot Line

by David Johnston

In 1970 a live steam locomotive operating in common carrier railroad service is a very rare thing to witness. Throughout the early and middle 1960's numerous shortline railroads tried their best to keep using their trusty and faithful iron horses in their normal scope of operations. Nevertheless, towards the end of the decade, most of these little roads were finally forced to face up to the facts. The facts were: either dieselize, or go out of business. It was not hard to guess what the course of action was. It was not so much the economy of the diesel or the obsolescence of the steam loco which finally did steam in, but rather the high cost of maintaining a complex piece of machinery for which there were practically no spare parts made. Many of the steam diehards of the 60's were brought into national prominence by railfans simply because they still relied on steam. One of these shortlines, which has fortunately escaped dieselization, is the Reader Railroad. The Reader is an Arkansas shortline that bills itself as "the only remaining regularly-scheduled mixed train powered exclusively by steam locomotives." The Reader's headquarters are located at Reader, Ark., which is about 1½ hours by car from Little Rock, located three miles of highway 53 near Camden.

I have visited the Reader twice, and both times enjoyed it immensely. Whether you are a steam fan or not, you should make it a point to see the line if you are ever in the vicinity. Here is the chance to see firsthand shortline railroading at its best. Every aspect of the Reader's operation is easily observed by anyone caring to have a gander.

One endearing aspect of a ride on the Reader is the unique "down home" Southern hospitality of the train crew. They really try to show you a good time. In fact, most of the crewmembers are railfans themselves. Indeed, all the railroad's operations are geared to please the railroad enthusiast. One good example of this is the photo stop or "runby" which takes place on most trips.

The Reader had its beginnings as an unnamed lumber railroad owned by the Valley Lumber Company. Built in 1913, the line stretched from Reader, where it interchanged with the Missouri Pacific, into the woods for about 15 miles, its purpose being to haul logs

to the sawmill at Reader. Later, the Valley company was taken over by the Mansfield Hardwood Lumber Company.

In 1921, extremely rich oil deposits were discovered near Waterloo, Ark. Because of this, the lumber company decided to extend its trackage to Waterloo and diversify its operations, becoming a common carrier. In 1925 the line was officially chartered as the Reader Railroad, achieving its present status as a 23-mile shortline. Today the Berry Oil Refinery accounts for about 80% of the railroad's total revenue. Ordinarily this oil would be shipped out by pipeline, but it is so thick (almost 45% pure asphalt) that it will not flow through a pipeline unless it is heated. Since a multi-mile heated pipeline is impractical, the oil must be shipped out aboard tank cars, and this is what has kept the Reader running.



Reader No. 108 as she switches at the Berry Refinery. The author is standing in the center photographing the action. Photo: Larry Muzamel.

The modern Reader had its beginnings in 1956 when Mr. T.W.M. Long purchased the line. Mr. Long immediately began shopping around for a used locomotive of about 75 tons (less fuel and water) to supplement the road's only good engine, a 2-6-2 numbered 11. The Reader's other two engines, No. 12, a 4-6-0, and No. 401, a heavy 2-6-0, were in pretty bad shape and required extensive repairs. Mr. Long was looking for a steam loco, but he did seriously consider buying a diesel. After all, his main concern was to move the

Continued on next page.



A Visit to the Possum Trot Line,  
Continued.

Reader's trains as cheaply as possible. Upon visiting the line, a diesel salesman told Mr. Long that the Reader would need a diesel of at least 70 tons to perform its operations adequately. This was all fine and dandy, but the cheapest price Mr. Long could find on a used 70-tonner was still much too high for the Reader's pocketbook. So it would have to be steam or nothing at all. About this time, Mr. Long heard of a good deal on a used 62½ ton 2-6-2, very similar to the No. 11 already on the roster. An inspection determined that this engine was in good shape and was just what the railroad needed. The money was spent, and No. 108 joined the roster of the Reader Railroad. To help finance this purchase, Nos. 12 and 401 were sold for scrap, being cannibalized for as many spare parts as possible.

As the years went by, more and more people came to see the Reader's steamers perform. The line was becoming so popular that "Mr. Tom", as the Reader's employees called him, decided to cash in on it. In 1962 a 75-foot parlor-lounge car, built by Pullman in 1927, and a 60-foot combine, built by the Milwaukee Road in 1938, were purchased. The ex-KCS parlor car was named "Rambler" and numbered 500; the ex-MLW combine became No. 501. These cars were coupled to the rear of the Reader's freights, giving them a touch of elegance previously unheard of. Passenger loads eventually exceeded the capacities of these cars, and as a result, two ex-Rock Island suburban coaches were purchased in 1965, becoming Nos. 502 and 503.

In 1964 another big improvement came to the Reader's roster in the form of a 2-8-0, No. 1702. The 1702 was originally built in 1942 by Baldwin for the U.S. Army. It was one of several hundred incidental sisters shipped to Europe to help in the war effort. For some reason, the 1702 remained in the states and was last used on the Warren and Saline River Railroad, another Arkansas shortline, before coming to the Reader. In 1966, after her rebuilding, the 1702 was officially christened with a bottle of champagne across the pilot beam. Mr. David P. Morgan, editor of TRAINS magazine, came down to perform the ceremony, which placed the Baldwin in revenue service on the Reader. This completed the present steam roster of two look-alike 2-6-2 Prairies and the War Department 2-8-0.

Three locomotives is a large number for a 23-mile railroad which has only one scheduled run per week, but that's the way things are on the Reader, much to the pleasure of the railfans. One engine is usually run for a few months at a time, then another one takes over. One engine is usually being overhauled while one is used for regular duty and another is kept as a spare. For the last year or so, however, the only engines used were 1702 and 108. No. 11, in need of heavy repairs, was simply parked outside the enginehouse and forgotten (or so it seems). There she remains, rusting away. Lloyd Neal, who has close contacts with the road, informs me that it is unlikely that No. 11 will ever run again. That's a shame, but not too surprising.

A ride on the Reader is a pleasant, leisurely day-long trip. The road schedules only one round-trip per week, but it is not uncommon for an extra run to be made sometime during the week, if sufficient freight business warrants it. Departure time on Saturdays at Reader is 10:30 A.M., but you'd be wise to get there a little early. This way, you can watch the switching being done, and maybe drop by for a look at the enginehouse. Here one can see the Reader's spare engines and "big hook" crane. When departure time rolls around, you should start looking for a seat. If you plan to sit, the best place is in the parlor car. If you would rather stand up and see the action, like me, your best bet is to head for the baggage section of the combine. Railings are fixed in both side doorways and are perfect for leaning on while watching the steamers work. In years past, the Reader once ran a caboose in addition to the passenger cars, but this was eliminated for reasons of safety. It seems that kids liked to climb onto the roof of the car. The conductor now makes his home in the combine.



Picking up a load of  
lumber at Dill's  
Mill. Photo: Larry  
Muzamel.



Upon leaving Reader, the line plunges into a thick swampy-looking forest. Tree limbs brush against the sides of the cars as the train follows its path through the woods. All along the route, the tracks cross and recross Caney Creek. This accounts for most of the more than 100 bridges on the Reader. The trees and underbrush are very thick and unbroken for almost the whole route. About ten miles out of Reader, the line comes upon a large open field on the left side of the track. This place is called Goose Ankle. Here, if there is a sufficient number of riders on board, the train will make a photo stop. Everyone who wants to gets off and crosses the fence on steps provided by the railroad. The train then backs down to the edge of the woods. After getting up lots of smoke, the throttle is opened wide and the consist comes past at full gallop, while the shutters click. After passing, the train stops and everyone gets back on.

A little while later we come to Dill's Mill, one of the Reader's three industries. Here is the site of the Acorn Lumber Company's sawmill, which occasionally dispatches a carload of lumber to the outside world via the rails of the Reader. Further on down the line, we come to Anthony Switch, site of the Long Timber and Pulpwood Company, a post and pole peeling plant. This place is a little busier than Dill's Mill and probably contributes a lot more carloads for Reader revenue.



Switching at the Berry Refinery. Note the auxiliary tender which is carried on all trips to save a stop for taking on water. Photo: David Johnston.

Towards the end of the morning we get to the Berry Refinery. The huge complex, with its many sidings and spurs, is on the left, and the air is heavy with a dirty, oily smell. If there are any cars that need to be switched at the south end of the plant, this will be done now. The majority of the switching is done on the return, after the engine has turned, when most of the spurs are trailing point. Leaving the refinery, the line plunges back into the woods for about half a mile and comes to the end of the line at Waterloo. The line originally ended at the refinery, but was extended upon the advent of passenger service. Here the engine uncouples, turns on a wye, and pushes the train onto the track beside the depot. Here we stay for about 1½ hours while everyone has lunch. The railroad has built a picnic grove near here, next to the depot. The small station here was originally the Missouri Pacific station at Gum Springs, Ark., and was trucked here to serve as a snack bar. The Reader's staff cooks up some mighty tasty hamburgers here. The stop at Waterloo is an excellent opportunity to inspect the locomotive in detail. The Reader invites anyone who is interested to climb into the cab and look things over and chat with the engineer. Here also is a fine opportunity to get some good photos.

There is no set departure time from Waterloo, although it is usually around 1:30. Everyone is allowed plenty of time to finish lunch. On the way back about twenty to thirty minutes is spent switching at the refinery. It is also on the return trip that loads from the other two industries (if any) are picked up. After negotiating the 23 winding, roller-coaster-like miles, we get back into Reader at about 4:30 P.M., penetrating the quietness of the small community. If you have the time, stick around and watch the shut-down activities. Also, now is a good time to visit the enginehouse, if you missed that in the morning.

So ends a trip on one of the most unusual railroads in the country. For how much longer it will be possible to make the trip, I do not know. As could be expected, the line is not a terrific money-maker. Last fall, its operating ratio stood at a whopping 149%. For those of you who are not so informed, this means that the road operated on 149% of its income, or spent \$149 for every \$100 it made. Like most short-lines, the Reader has suffered from truck competition. As recently as a

Continued on next page.



## A Visit to the Possum Trot Line, Continued.

couple of years ago the road ran three times a week: on Tuesday, Thursday, and Saturday. This was eventually cut back to Tuesday and Saturday only, and finally, last September, to Saturday alone. (As mentioned before, the road frequently runs an extra train sometime during the week, as business dictates, but this run is not scheduled. Prospective riders, if any show up, are welcomed, but it would be pure chance to pick the right day when the road would run their extra weekday train.) For those of you who are interested in riding on the line, I give you the prophetic gospel advice: "Go now while you can." Fortunately, businessman Mr. Long likes his railroad as much as the fans do, and hopefully will keep it in operation for many years to come.



Reader train sitting  
in Waterloo station.  
Photo: David Johnston.

One last final note about the Reader. The line has almost no restrictions on cab riders. It requires only that you sign a waiver releasing the railroad from any responsibility in case of an accident. On any given trip, there are likely to be several railroad fans up front at one time or another. Actually, a cab ride on the Reader is more of a "tender ride", since there is only enough room in the cab for the engineer and fireman. Unfortunately for us teenagers, there is an Arkansas state law forbidding anyone under age 21 to ride in a locomotive cab. Rats! Oh well, at least we've got something to look forward to, as long as the road is still running when we reach the voting age.

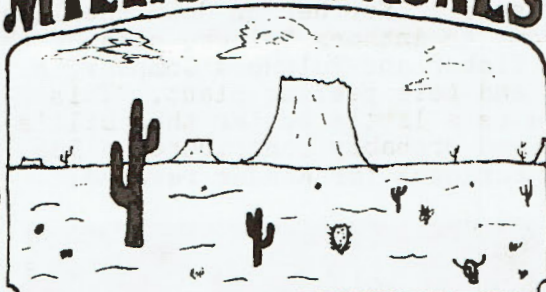
## NARROW GAUGE HISTORY, Continued.

to see Otto Mears, by then an old man, with silk-hatted head thrust out the window on the engineer's side of the loco cab, with long, white beard flying in the wind, as he drove the repair train, trying to get his men to work harder. The repair work was completed in two months and as the first relief train blasted through the Rockwood Cut, black clouds were gathering over the mountains. By nightfall, the highways were out until April, but there was coal in the bins, food on the shelves, and whisky in the saloons. Otto Mears' name was on every drink!

Times caught up with the Pathfinder at the age of 85, in the year 1926. Strangely, the Silverton Railroad, Mears' first line, was dismantled in the same year. They didn't bury Mears. Instead, his ashes were scattered over his beloved San Juans. He had started out in poverty, climbed to riches, and fell back to near poverty. However, he still left his name for all time.

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## ADVERTISEMENT



# "Meet Me in St. Louis"

by Mike Thomas, 1970 Convention Chairman

## Convention Section

I assume all of you know at least something about the convention coming up this summer, from mention of it in the last two HOTBOXES, and other sources.

To refresh your memory:

The convention will be in St. Louis, Missouri.

The convention will be held in conjunction with, and on the same days as, the NMRA national convention.

The exact dates of both conventions are August 20-23, 1970.

You may register for the NMRA convention at the Sheraton-Jefferson Hotel, where the NMRA meet will be held, but I would prefer that you register early with me, so I will have a good idea of who and how many people are coming. Better yet, if you think you will come, send me a card RIGHT NOW. If you have time to

read this, you have time to fill out a postcard and drop it in the mailbox. If you wish, you can send me the \$26 (check, please) and I will register all of us at the same time for the NMRA convention. If you register after you arrive at the hotel, there is a \$2 surcharge. Make checks payable to the National Model Railroad Assn., Incorporated (NMRA).

We will hold a luncheon, inviting such people as Linn H. Westcott, editor of MODEL RAILROADER magazine; Harold Carstens, editor/publisher of RAILROAD MODEL CRAFTSMAN magazine; Ken Mortimer, President of the NMRA, and others. (An exact list has not yet been made.)

Here is a tentative schedule of events. The list is subject to change by the time the convention rolls around, tho, so don't hold me to it!

## EVENTS

Wednesday, August 19 NMRA: Registration.

TAMR: Possible short tour of yards, Union Station, etc., all fairly close to the hotel for those who arrive early.

Thursday, August 20 NMRA: Clinics from 9:00 to 11:00 A.M.

TAMR: Luncheon beginning at 11:30 A.M.

NMRA: Clinics, contests, manufacturers' show, etc. from 1:00 to 5:00 P.M. Layout tours in evening.

Friday, August 21 NMRA: Fan trip and National Museum of Transport tour all day. Layout tours in evening.

Saturday, August 22 NMRA: Clinics from 9:00 to 11:00 A.M. Clinics, contests, manufacturers' show, etc. from 1:00 to 5:00 P.M. Banquet in evening.

Sunday, August 23 NMRA: Business meeting in morning.

TAMR: Slide show, bull session, attendance prizes, etc. in morning and maybe later.



## Convention Section

"MEET ME IN ST. LOUIS," Continued.

If you would like, you can come the 19th and we can go over to Union Station, only a few blocks from the hotel, and then to the conglomeration of yards, mainlines, and other paraphernalia found in a railroader's paradise. (Some people may HAVE to come the 19th, i.e., if your train gets in at 2 P.M., you would miss a great deal if you made it 2 P.M. on the 20th. Since this applies to NMRA members as well, I'm sure the hotel will guarantee the same "convention price" for the night of the 19th that they do for the other nights.) If you come the 19th, we may take a short trip over to Belleville, Illinois, on the L&N "Georgian", and return by bus. The whole trip would cost only a dollar or two.

The slide and movie show Sunday will consist of (tentatively) a 45-minute movie compiled by Willard Thomas (no relation to me), a friend of Mike Matejka. Mike says the movie has been done with professional skill. The slides will be yours, and anyone else's, whoever wishes to lend us some slides. Lloyd Neal is lending some of his very fine slides, and you should feel free to lend yours. Even if you can't come, if you have some slides (or movies) you think are of interest, mail them to me. Either way, make sure they're identified by your name. Of course, even the best slides and movies in the world get boring if there are too many, so I may have to do some editing to keep the time of the show within reasonable limits. Also, to break up the monotony, we may have a short discussion after the movie, and again after about half the slides. After the last of the slides we may have a general bull session. Remember: if you have any slides, whether you will bring them with you or mail them, WRITE ME, and tell me how many there are.

The attendance prize will probably be a book of some sort, although it has not been decided yet.

The Sheraton-Jefferson Hotel has guaranteed a price of \$10 a night for a single room, and \$16 a night for a double room. If you double up with somebody and split the cost of a room, it will cost you \$8 a night, for at least four nights. Add the cost of meals and the \$26 NMRA registration

fee, and it may cost you \$75 or so. Then there will be about an \$8 registration fee of our own, to cover the cost of an attendance prize and the luncheon. Transportation costs may vary, depending on how you travel. You had better be prepared to spend \$100 or so, but it will be well worth it.

If you do not intend to attend the NMRA meet, just our own convention, there are many things you can do while most of us are at the convention. As I have already mentioned, Union Station and all other points of interest are within easy walking distance of the hotel. Non-railroad activities could include a trip up the Arch, or a ride on the excursion steamer "Admiral" or the stern-wheeler "Huck Finn". You could also see the old courthouse, site of the famous Dred Scott trial in 1857, or the Old Cathedral. (The Cardinals will be out of town at the time of the convention, but I believe there will be guided tours of the stadium.) A short busride away (fare is 40¢ each way) is Forest Park, with the St. Louis zoo, the Art Museum, the Planetarium, Municipal Opera (8 PM every night; I think MAN OF LA MANCHA will be playing that week), and the Jewel Box, a greenhouse containing some of the most beautiful flowers in the world, is open, too.

If you would like to go to the Museum of Transport other than with the NMRA convention, you will have to go by car. Public service buses don't run by it.

If you have any questions, just write:

Mike Thomas  
1970 Convention Chairman  
1732 Del Norte  
St. Louis, MO 63117

REMEMBER: I must know SOON if you are coming. Reservations for the luncheon and other activities must be made soon. TELL ME IF YOU ARE COMING....TODAY!!

### "WHAT CAN I DO?"

If you're a loyal TAMR member and find yourself asking that question, you might be worth your weight in printing ink to the TAMR HOTBOX. We need your help to get out this publication. If you can lend a hand in HOTBOX production, write the editor.



# The National Museum of Transport

Convention  
Section

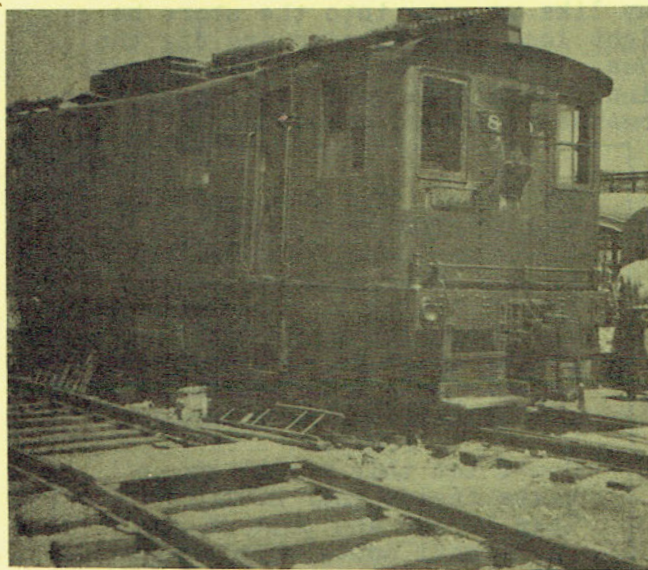
by Mike Matejka

A trip to the National Museum of Transport in St. Louis will be one of the highlights of this year's National Model Railroad Association convention from August 20-23.

Everything from a part of a Roman aqueduct to a section from an "Echo" satellite can be found in the collection. But the drawing card is the railroad collection.

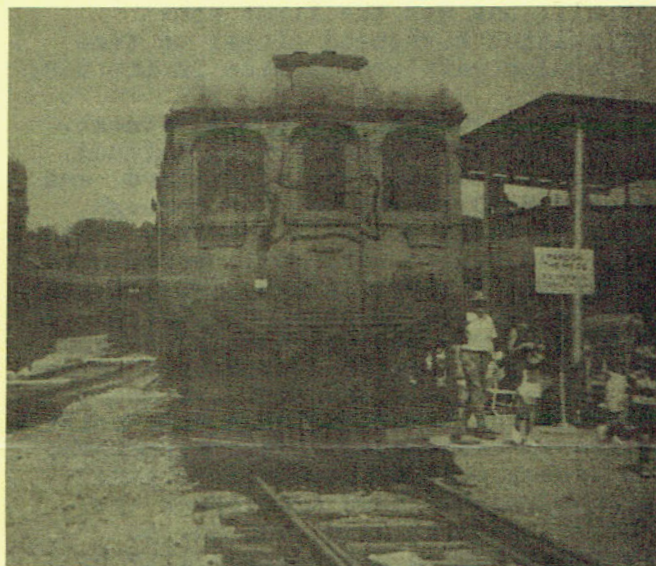
For the steam fan there is a wide range of engines: from an 1839 4-4-0 to such modern giants as a Norfolk & Western Y-6, a Southern Pacific GS-4, and a Union Pacific "Big Boy". There are about 30 different types of steam locomotives in the museum.

In the diesel field the choice is almost as varied. A 1924 Alco-General Electric-Ingersoll Rand 600-HP boxcab with her 1935 EMD counterpart No. 50 represents the Baltimore & Ohio. From the Burlington there is 9908, a 1937 Zephyr. For the more modern diesel fan there is the first EMD FT demonstrator from the Southern and the ill-fated "Aerotrain", bought by the Rock Island.



B&O No. 8000 60-ton Alco-GE-Ingersoll-Rand boxcab diesel. Photographed at the St. Louis National Museum of Transport by Mike Matejka.

For the street railway fan there are cars from the St. Louis Public Service Company (now Bi-State Transit) that range the gamut from a horsecar to a P.C.C. The heavy traction field is well-represented by cars from the Illinois Terminal System. Heavy "juice jacks" from the ITS, Pennsylvania, and Milwaukee Road cover the breadth of electric railroading.



St. Louis Car Co. electric switcher (former Ill. Terminal type B) on display at the St. Louis National Museum of transport. Photo: Mike Matejka.

Private cars, passenger cars, and freight cars round out the collection. The museum is the site of a tunnel built in the 1840's. It also includes a collection of rubber-tired vehicles.

To return you to reality, alongside the museum is the mainline of the Missouri Pacific with modern diesels serenading their older brethren with the chant of air horns, turbochargers, and the never-changing clickety-clack of flanged wheels on steel rails.

SUPPORT THE HOTBOX!

Send in your ad today!!



## The B&O 50

by Mike Thomas

The B&O No. 50 was born in August, 1935, one of the first of EMD's multitude of diesels. She and her sisters followed in the wake of the Zephyrs, then making railroad history. The No. 50 made quite a bit of history herself: she was the first non-articulated highspeed diesel to take on regular mainline service in the U.S.

No. 50 was somewhat of an experiment, but the faith of such men as Colonel George H. Emerson, Daniel Willard, and Richard M. Dilworth saw her through. Their faith is shown in the fact that while the "bugs" were still being worked out of her sister engines, EMD 511 and 512, No. 50 was assigned the noted Royal Blue run between Washington and Jersey City. One "bug" did crop up on her maiden voyage, however: it seems that her fuel tank had been only half-filled in Washington. Near Elizabeth, New Jersey, the two twelve-cylinder engines and the 1800 horsepower they produced stopped dead, and No. 50 had to be hauled into Jersey City by a steam locomotive.

She stayed with the Royal Blue for nearly two years, 'til her front end was changed to a shovel nose with a piece of sheet iron, and she was sent to Alton to head the Abraham Lincoln between Chicago and St. Louis, which had previously (up to April 1937) been an all-steam train.

In late May, 1945, Alton was bought by the GM&O, who kept her on the Abraham Lincoln until November, 1945, when she had her face lifted to become a B unit. In this condition she went into freight service until late 1959, when she again became an A unit.

From then until mid-1956 she worked suburban trains between Chicago and Joliet for the GM&O. In June of 1956 No. 50 was sold to the junk man. Never one to sit by when something of this sort happened, the National Museum of Transport, located in St. Louis, solicited the people to ransom her. With the help of the Electro-Motive

Division of General Motors Corp., the General Electric Company and the Hyman-Michaels Company, the museum rescued the relic, by then much worse for wear. Fixed, cleaned, repaired and glorified, she now is a beautiful sight to see. And she can be seen, by you, at the National Museum of Transport, in St. Louis, Missouri.

## GO with Recruitment!

by Ronald St. John

It all started a little more than a year ago....I was reading a train magazine and BOOM, I saw it. "Join the TAMR today." Of course, I did. But I would like to know how many guys our age read this section of this magazine. I never noticed this ad before, I guess this time I just got lucky and noticed it.

I think this idea is good and should not be discontinued. My own idea is to have a sign printed in a manner so that it is advertising our club. This I believe could help to greatly increase our membership. But you may be saying, "What do we do with the printed signs?" The answer is to distribute them to all the members, so that they can put them in a local HOBBY SHOP. You figure if a guy like us goes into the store he might look at that sign and dig the idea. I think that would be MY reaction. This idea would be a good step towards increased membership.

Ed. Note: The above article was originally a letter to TAMR President John Johnson. He and other members quickly took a liking to the idea, so he instructed me to run the poster opposite as a regular HOTBOX page, enabling us to get a poster to each member.

PLEASE!!

Don't let this poster go to waste inside your HOTBOX! Take it out and post it in your local hobby shop's window (with owner's permission) and help the TAMR and yourself by bringing in more members. Use it today!

More posters are available from Lloyd Neal.



# COUGAR CREEK:

## The Railroaded Railroad

by Doug Rhodes

My Cougar Creek is supposedly a part of the Canadian Pacific mainline running through the Selkirk Mountains of British Columbia. The period is the present, for I am a fan of diesels and those big new cars. The pike represents my own ideas on what the mountain area looks like. I have given real names to the places on my pike to lend the flavor of the area to the layout, but I am not attempting to reproduce any particular scene.

Fig. 1 shows an overall plan of the pike. Perhaps the most striking thing about it is the large amount of track out of sight from the walk-in aisle and the spread-out nature of the pike.

This is my second scale pike and its design reflects many of the lessons I learned from the first. One of these is that if you can't get close enough to a track to see it properly, it might as well be invisible. Another is more personal: I prefer a realistic scene setting to one that is obviously "model railroad" even if this means I must sacrifice "operation" as people such as Whit Towers practice it.

I have designed this pike with broad curves, paying attention to keeping each part of the pike as plausible a scene as possible. This meant a sacrifice in mileage, but this is less painful to me than looking at four tracks stacked nearly on top of one another. This is a personal decision, of course. I operate alone, so there is ample trackage for my wants here. A backdrop along the left side hides the tracks at the back and allows the front to be scenicked as a track skirting a high cliff. Perhaps I will extend the scenery nearly to the floor here to heighten the effect. Behind the backdrop is a passing siding and return cutoff with an access hole. There had to be access along this wall anyway, because of a large window and a circuitbreaker panel. This arrangement provides the best compromise between good access and good operational possibilities...scenery didn't enter into the matter because the area couldn't be scenicked: I couldn't plaster up the window and the electrical panel!

Happily, I was able to have a walk-in aisle. On my old layout the duck-under to the control panel was a continual bother, and sometimes a painful one! I still need an access hatch behind the yard and Wapta Lake that will be removable. I'll build that lake last, so for a long while I'll have only a gaping hole.

Glacier represents a down-at-the-heels little town in the mountains that is presently making a comeback (my Glacier has no relation to the real CP station and helper stop). There is supposedly an arable valley nearby which, because of the suburban sprawl over southern B.C. farmland, is growing truck crops for sale in the cities. There will be a truck freight terminal and a piggy-back ramp (this last on the end of the short track in the yards) to handle truck traffic. Passenger service through here is limited to an aging RDC-3 "Dayliner" that CP is trying to discontinue. Since Greyhound put one of its new supercruisers on the trans-Canada highway through town, the railcar has been virtually empty. The old station in town will be a modified Atlas one, while other structures will include a fuel oil tank (Dec. '68 HOTBOX) and a Jack Work-type sandhouse. Perhaps I'll include a weary-looking water tower (one of those enclosed jobs CP used to build to keep the water from freezing) whose indicator is always at "empty" since I have no steamers.

Just outside the Glacier yard limits will be a masonry arch bridge over Cougar Creek, the pike's namesake watercourse. The bridge will supposedly have been built by the Italian stone-masons CP imported in the 1880's for its Rogers Pass line. The creek will flow down a little gorge with perhaps a waterfall.

The steepest grade on the line is from this bridge to Illecillewaet (Ill uh sill' uh wet, an Indian name given to a river which parallels the real CP). This four-percent hill will hold train lengths down and justify my using my big SD40 to pull only ten cars or so. Illecillewaet is a lonely place with

Continued on next page.



COUGAR CREEK: The Railroaded Railroad,  
Continued.

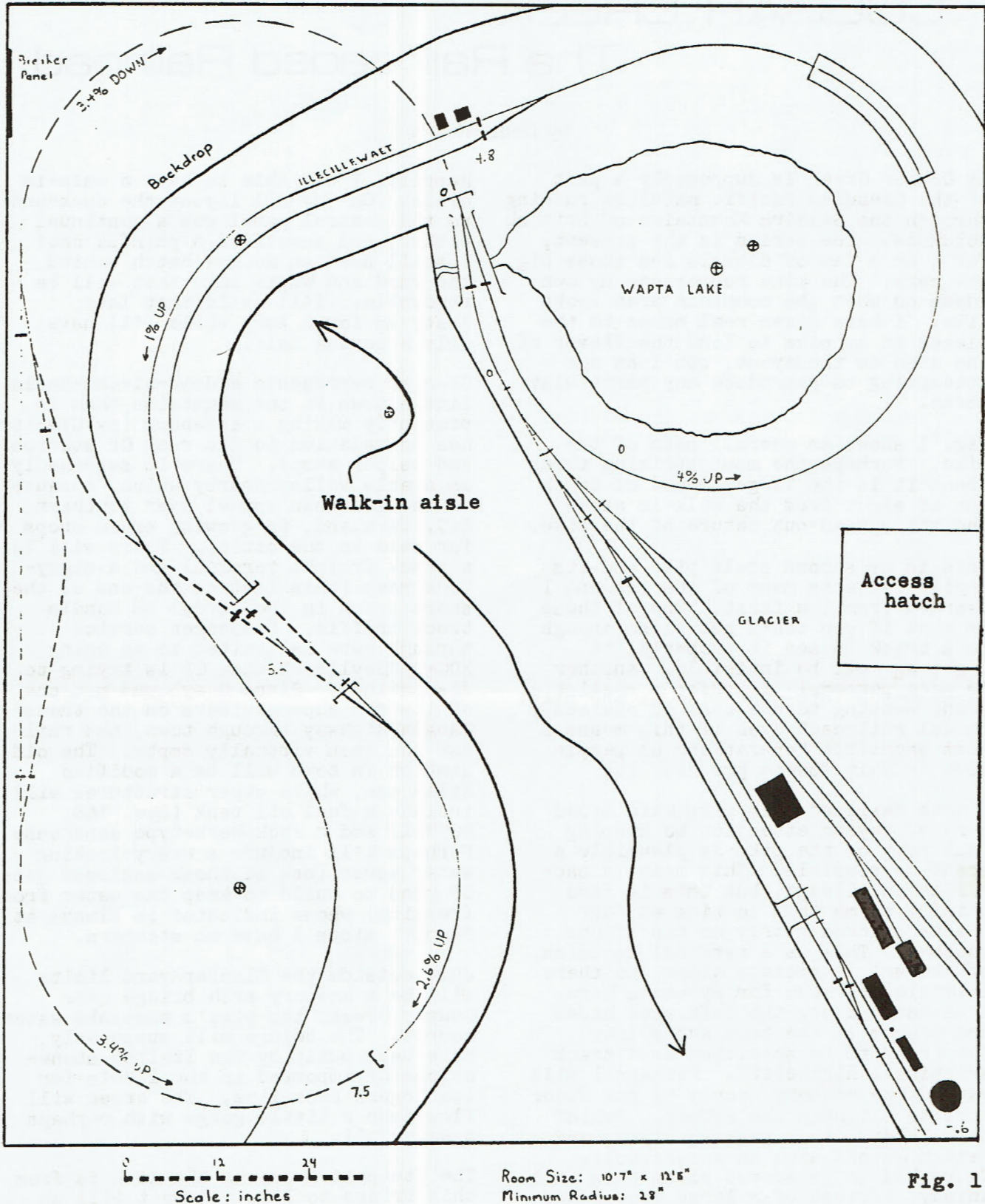


Fig. 1

only a section car house, a track walker's hut, (CP employs track walkers to check for fallen rock on cliffs and in snowsheds; my man will check my snowshed on the steep grade, and the passing siding too) and CTC equipment. At the upper end of the siding is a

short tunnel supposedly left to cut down on falling rock (by helping brace up the rock face, you know). The real purpose of that tunnel is to hide my return cutoff. There is only one place from which one can see the switch inside the tunnel. From anywhere else



the tunnel will seem to swallow up trains by magic.

The summit of the line is just inside the top of the tunnel portal, 7.5 inches above the top of the arch bridge. I might add that the yard will be built on a downgrade of one half percent to aid in switching. The passing siding in the back of the layout will be lengthened when my engineering department faces up to the task of building a curved turnout.

I have a lot of Code 100 Peco track left over from my previous layout, and for financial reasons I will be using this. Even so, I am eyeing the possibility of handlaying Code 70 where it can be seen and I have collected the tools for this. After my supply of Code 100 runs out, it will be Code 70 all the way.

Fig. 2 shows the L-girder arrangement I am using; that this support method is adaptable to such an odd-shaped pike is a testimonial to its flexibility. So far I have the support for the yards and for the four percent grade (that's four L-girders). This is all I will do until at least the yards are finished and scenicked. Later I will build the mountainous left-hand side of the pike.

Fig. 3 shows the wall bracket I designed to support the odd-angled L-girders under the yard. Since this is connected to the studs in the wall, it transmits noise all through the house. To try to cut down on this I have mounted the L-girders on carpet underpad. This absorbs high-frequency noise, but the low frequencies still get through. I found that half-inch plywood is needed for the upper gusset on the bracket to minimize lateral wobble. Three-eighths is okay for the rest.

Scenery will be hard-shell with a liberal sprinkling of rock castings from rubber molds and with lots of those Jack Work evergreens. The scenery will get a lot of attention since this is my favorite part of modeling.

I also like wiring and hope to have a first-class panel. The road will be cab-controlled with two cabs, and perhaps an auxiliary for the yard if I can find someone to operate with. I'll need a signalling system for my hidden track to keep down damage claims and I have electric switch machines for all turnouts, so the panel will be fairly complex. Later I hope to introduce a momentum throttle using an SCR, but for a while I'll be using a plain old rheostat.

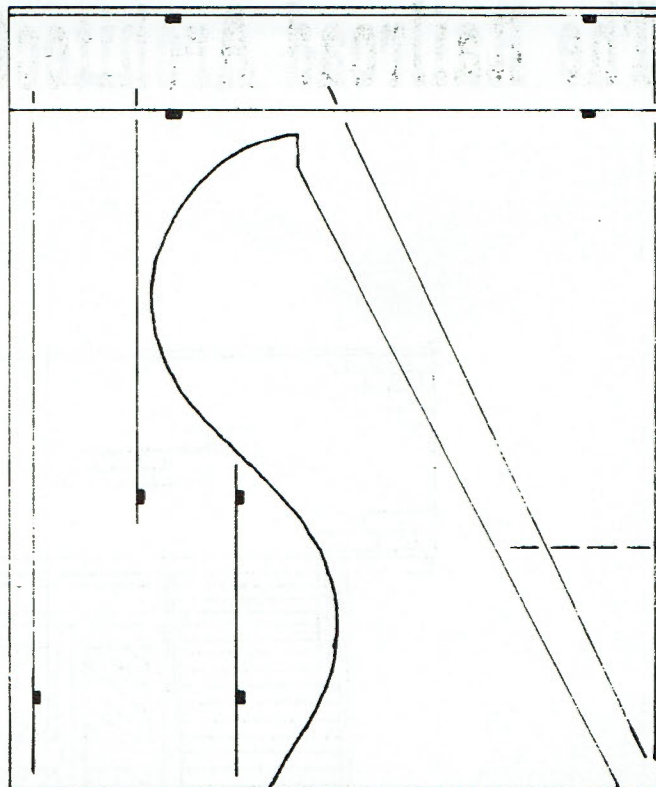


Fig. 2

—— L-Girder with leg  
- - - Wall bracket

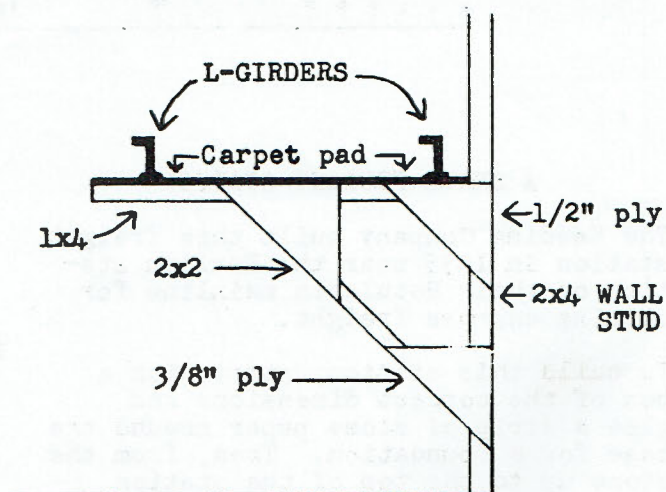


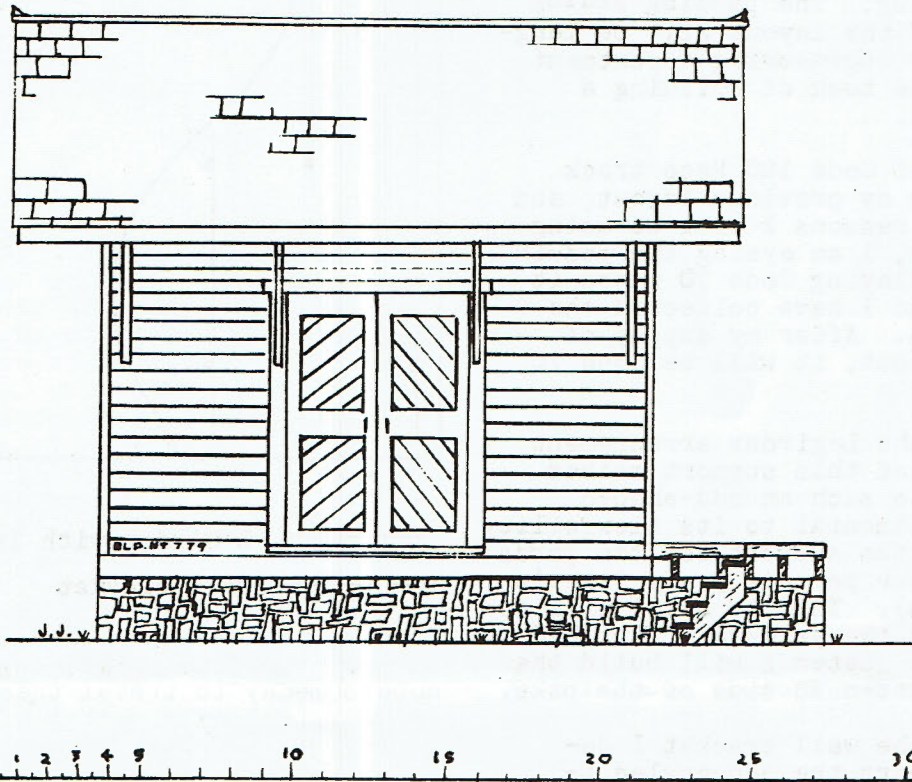
Fig. 3

There is lots of room for a separate logging or mining line if I find I am getting bored. But that's not too likely....I've lots to do. The problem is finding the time!



# The Railroad Architect

DRAWINGS BY: John Johnson

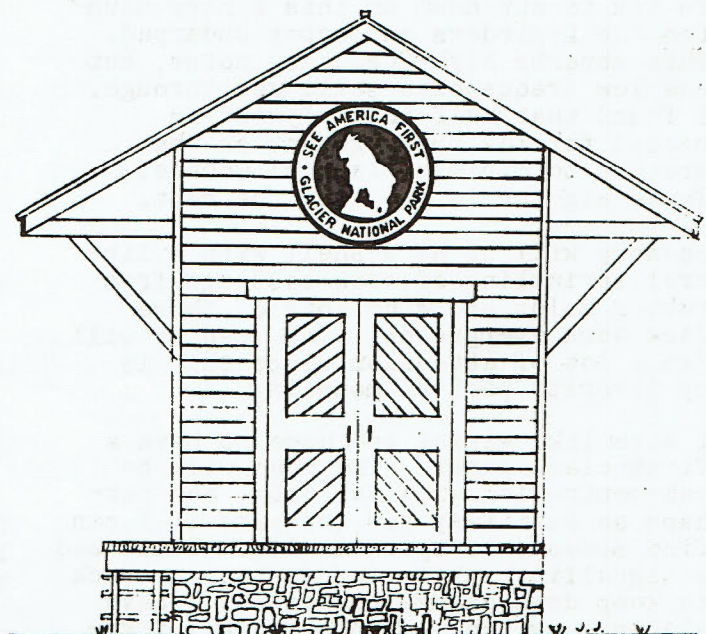


## A SMALL FREIGHT STATION

The Reading Company built this freight station in 1935 near the Penlllyn station on their Bethlehem mainline for sorting express freight.

To build this station, start with a box of the correct dimensions and glue a strip of stone paper around the base for a foundation. Then, from the stone up to the top of the station building, glue strips of wood, adding doors along the way. The roof is made up of two pieces of cardboard covered with shingles. Don't forget to include the braces that hold the eaves up!

To put the finishing touches on your model, try putting a railroad herald on the ends, and put some advertising on the walls.



DRAWN BY  
JOHN JOHNSON



# Getting to Know You!

DAN FINCH says, "As far back as I can remember, I have been interested in trains. My first set was an American Flyer that I got for my 6th birthday. I got my first HO set for Christmas in 1963. In July of 1964 I bought my first issue of MODEL RAILROADER and immediately became a model rail. Presently I model, when I get around to it, HO<sub>N3</sub>. I am planning to start building for a future layout after I'm out of college, modeling the Rio Grande Southern. My favorite prototypes are all narrow gauge: D&RGW, C&S, and Colorado Midland. I have been a member for almost 3 years, joining the TAMR in late 1967. I am a graduate of Eureka High School, after having been a student at South High School in Denver for two years. We moved from Denver to Eureka last summer. I play both the cello and the harmonica and have been in the orchestra in Denver (they don't have an orchestra here in Eureka). This fall I will be entering Kansas State University at Manhattan, Kansas, as a forestry major. Seeing that K-state has only pre-forestry, in two years I will transfer to Colorado State University at Fort Collins, Colorado. After that I'll go to work for the Forest Service, if they don't drag me off to Southeast Asia first. My other interests include mountaineering, hunting, fishing, jeeping, and the opposite sex."

DOUG RHODES, 16, joined the TAMR in the summer of 1968 through MR ads and the personal efforts of Doug Kocher. He was HOTBOX editor (Ed. note: Big deal!) preceding the current editor, and remains a HB contributor. Now Doug has gone into hiding to build himself a pike.... he has been an armchair railroader for nearly two years. Doug likes to hear from other modelers, but gives ample warning of his heretical views on everything from model scenery to prototype passenger service. Feeling secure from discovery in his rural Canadian home, Doug has started a new Cougar Creek railroad, which he claims is a division of the Canadian Pacific in the Telkirk Mountains of British Columbia. Reflecting those unconventional ideas of his, this pike will have (gasp!) acres of scenery with only a small ration of track. Trees are given all the importance of boxcars. Doug's favorite part of modeling is hard-shell scenery. He also enjoys scratchbuilding and wiring. With L-girders up, construction proceeds with mumblings from Doug about building scenery before track. When not working on his models, Doug likes to learn

about all railroads, but Canadian Pacific especially. He also likes photographing trains and collecting maps of railways, especially abandoned roads. Another favorite activity is listening to music and dreaming about a huge electrical panel for his 10x12 HO pike. Other interests include mathematics, maps, and economic geography. Now in high school, Doug says he thinks he will take business in a university, maybe even in transportation. Meanwhile, Doug only worries about that weird pike of his.

"I thought you might be interested in who I am. My name is DAVID CLINTON, and I have been with the TAMR for a year and a half. I first became interested in railways 11 years ago when I traveled from Seattle to Chicago aboard the "Olympian Hiawatha". It was not until some years later, though, that I was really inflicted with railway fever. Since then I have traveled about 20,000 miles over 11 different railway lines. My favorite railways include the Canadian National and Union Pacific for running the best passenger trains, and the Seattle, Spokane & Portland for the smoothest track. I am very interested in railways in Europe, the Orient, and Australia. I hope someday to travel these foreign railways. I am a member of NARP and I would like to see high-speed trains on the west coast. I am attending Seattle Community College and I plan to major in Transportation when I transfer to a four-year school. Along with high-speed passenger trains I am very much interested in containerized freight and "unit trains". Because of school and lack of skill, the Northwestern & International, my railway, looks better on paper than on the table. My other interests include architecture, ships, and transportation in general. I live in Seattle and would enjoy receiving letters from any TAMR members.

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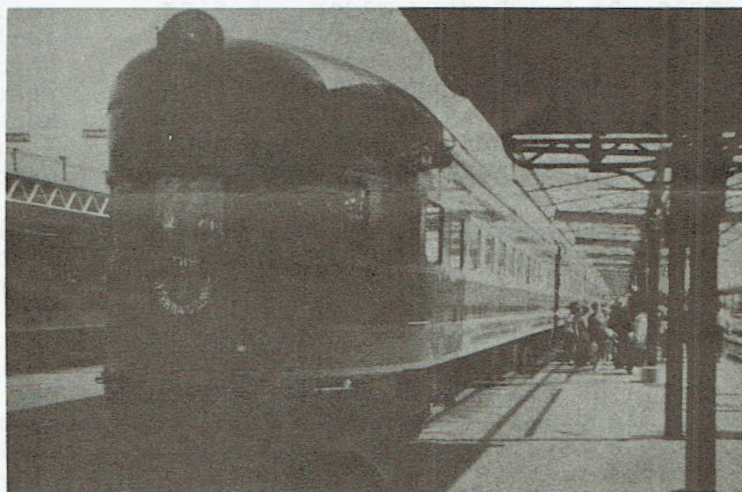


# FROM OUR MEMBERS' CAMERAS

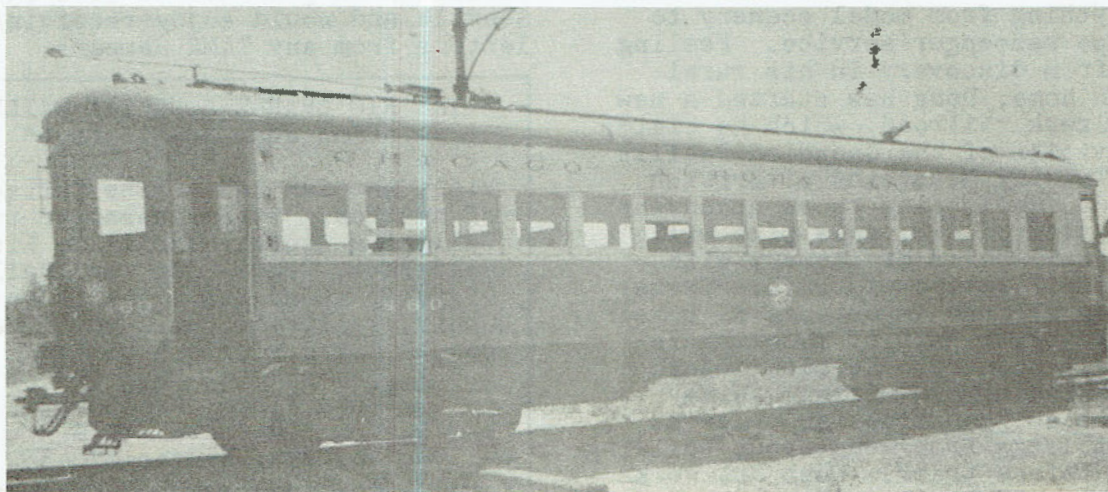


LEFT: Black River & Western 2-8-0 approaching Ringoes, N.J.  
Photo: Richard Jahn.

RIGHT: The GN North Coast Limited as it heads across Montana.  
Photo: David Clinton.



BELOW: That trolley isn't in Seattle. The ex-Chicago, Aurora & Elgin interurban is now operating at a trolley museum in Cleveland, Ohio.  
Photo: David Clinton.





# The MEMBERS' Page

**GLOBETROTTERS:** Two TAMR members will be doing some world traveling this summer. HOTBOX editor, Tom Papadeas, will be visiting Greece in July and August, and Doug Kocher will head for the other side of the world: Japan. Doug will be in Japan in August. Both members should have a good long look at some foreign railroading.

**ACCOMPLISHMENTS:** David Johnston wrote in to say, "I am sending this in not so much for my own benefit, but for what it shows that TAMR members are capable of. This past May 15 and 16 I attended the SER/NMRA regional convention in Nashville, Tennessee. Here I entered my first NMRA model contest and won first place. The model was entered in the category of "Diesel Locomotives", but it was actually a scratchbuilt HO-n3 Rio Grande Southern "Galloping Goose" railcar. In addition to the blue ribbon, I found out later at the banquet that the model won a special trophy for narrow gauge models. These results inspired me so much that I am going to try my luck at the St. Louis NMRA convention. Sorry, I am not applying for membership in your ANSTM?TAMR."

**THE GREAT DEBATE:** After reporting that Doug Rhodes was vehemently opposed to non-profitable passenger service in the last member page, reports of a battle began filtering in. Here is more of what Doug Rhodes has to say about goings on between him and passenger-advocate Doug Kocher: "Now we are locked in a long discussion on passenger trains..... arch enemies (over this issue alone of course) on the fate of the things. From the lengths of the letters flying back and forth, the vehemence of the opinions, and the stubbornness in both of us, it looks like a long battle that will find its way into the HOTBOX. Doug (Kocher) and I are diametrically opposed on the matter, and there is no sign of either of us backing down. It's a lot of fun to discuss things like this, but we don't take our disagreement personally. I like Doug (Kocher) as much as ever, and it certainly doesn't affect me to have him firing broadsides at my opinions."

**ALLEGHENY REGION:** Representative Karl S. Michael complains that he can't get the DISPATCHER out due to a lack of articles. Allegheny region members are urged to write to Karl.

## Interchange

### NEW MEMBERS

**MARK ANSEL**  
5418 W. G Ave.  
Kalamazoo, MI 49001  
Momentum Valley Railway Company  
HO-b-sfp-w-ONE-W

**MICHAEL A. BEENE**  
P.O. Box 638  
Mesilla Park, NM 88047  
Penn Central & Santa Fe Railway  
HO-p-a-b-dfp-a-0

**GLENN BUTCHER**  
3006 Moss St.  
Lafayette, LA 70501  
Southern Pacific Model Railroad  
HO-a-a-b-dfp-a-0

**ERIC GUNN**  
P.O. Box 22  
Lincoln University, PA 19352  
HO-p-d-b-sf-a-0

**THOMAS SCHULTZ**  
3367 Ann St.  
Lansing, IL 60438  
HO-b-ba-b-s-w-a

**JOHN M. MARTIN, JR.**  
1732 Fair Park Blvd.  
Little Rock, AR 72204  
Martin, Rock Island Pacific RR.  
HO-n3-p-a-b-sdfp-a-ac

### ADDRESS CHANGES

**DAN FINCH**  
309 N. Maple  
Eureka, KS 67045

**ALAN GIBSON**  
Box 5481, Station A  
Toronto 116, Ontario CANADA

**DOUG RHODES**  
9168 W. Saanich Rd.  
Rural Route 2  
Sidney, B.C., CANADA

**CHARLES TAPPER**  
217 Sunset Dr.  
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# The Waybill

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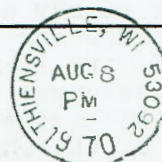
## The Crew

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 DICK WAGIE.....Publisher  
 RICHARD JAHN.....Circulation

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