

the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 7 No. 1

January-February 1971

TP-6

1971

NEAL THOMAS

Officers:

TEMPCO

GIEG



JOHN MARTIN shot this Missouri Pacific SD-40 as the MoPac train threaded its way through the framework of the Baring Cross Bridge over the Arkansas River in Little Rock, Arkansas.

From the Cab...

by Tom Papadeas, *Editor*

Happy New Year, let's hope. The TAMR has already gotten off to a bad start in 1971. This is because, out of over two hundred members, only seventy-one of you bothered to vote in the TAMR elections for new officers, a dismal showing indeed. If the members don't exercise their most important right, then the future picture of the TAMR will probably be one of continued apathy. Come on out there. You can do better than that. This may prove to be one of the most progressive years in TAMR history, but only if the members participate and make it so.

Even if the election turnout was poor, the results are far from it. We gain this year a new administration of officers, all of whom have proven themselves dedicated, hardworking members in the TAMR. The HOTBOX congratulates each of them, and wishes them success in all their efforts. Our new president is Lloyd Neal, who comes up to fill the post from the 1970 vice-presidency. Vice President Mike Thomas is probably best remembered for his wildly successful 1970 convention plans. Gary Tempco, with a long record of service including a brief stint as president, retains his office as organization secretary. Phil Gieg, active behind the scenes in his region, becomes our new treasurer. With such an outstanding slate of officers, 1971 promises to be one of our best years yet, providing, of course, that the officers have the full support of the membership.

This HOTBOX comes to you a bit delayed, due to the tardiness of the election results, but we are proud to announce that it seems that the HOTBOX is generally on time, and is down to an almost regular schedule. From now on, there will be deadlines regularly set for each issue. The deadline for material to be included in the March-April issue will be March 1. Before I get on to other things, let me thank all the HOTBOX readers for their copious contributions of articles, news, photos, and ads for every issue. It is with their constant support that the HOTBOX can maintain on-time delivery.

You will find this issue of the HOTBOX jammed full of material on a wide variety of subjects, ranging from the new officers to the first entry in the fiction writer's contest. I'm happy to report that there seem to be more model railroad advertisers than ever, and, of course, this means more funds for the HOTBOX. Get in on all the cheap publicity by advertising your pike, or in the Interchange of the next HOTBOX, by just sending your ads and your money to the editor. I might point out that there seems to be a constant want for model railroad photos for the HOTBOX, and especially for the cover. If you have some model photos worth showing around, have them printed in the HOTBOX.

Also in this HOTBOX, you will find a section devoted to news from the regions, including a

convention report and a success story, all in an effort to get the regions going again. News of your region's activity will get a good sounding if you send it in to the HOTBOX.

Once again, I thank the HOTBOX readers warmly for their increasing support of the HOTBOX. Now, let's look forward to a progressive year for the TAMR. After all, it's up to you.

Special Offer!

The secretary's office has a number of old HOTBOXES lying around that are now being offered to members or to anyone interested. All of these issues have been offset printed, not rexographed or mimeographed. They are available to anyone for the price of a 6¢ stamp for each issue requested. (And if you want to send the stamps themselves, that's great!) Address your request to:

Gary Tempco, TAMR Secretary
18401 Wildwood Avenue
Lansing, IL 60438

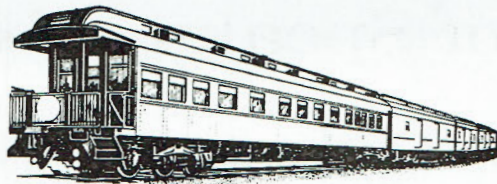
The issues still available are:

- July-August 1969* - features caboose freight station; timetables; military trains; Bison grain elevator.
- January 1970* - features D&RGW narrow gauge cabooses; switch tower; CN Turbotrain; European Railroads; New England electric railway museums.
- March 1970* - features shortline fueling dock; Metroliners; water tank; railroad yard office.
- May 1970* - features Sandy Creek & Western; narrow gauge (C&S RGS 30' stock car, D&RGW 30' reefer, D&RGW 40' reefer); European Railroads; Interlocking tower; live steam; slow train jokes.
- July 1970* - features Cripple Creek & Victor narrow gauge; Reader Railroad; Cougar Creek Railroad; small freight station.
- September 1970* - features narrow gauge; RGS Galloping Geese plans, article, and photos; New York, New Haven & Buffalo Railroad; dining cars in Europe.

THE OLDER ISSUES ARE IN SHORT SUPPLY! ORDER NOW!

OFFICIAL RESULTS OF 1971 TAMR ELECTION

Gary Tempco, 1971 Election Chairman, reports these results of the 1971 race: Lloyd Neal is President; Mike Thomas is Vice-President; Gary Tempco is Secretary; and Phil Gieg is Treasurer. Turnout for the 1971 election was especially poor with only a fraction of the membership ...71 people...even bothering to vote. The results are final, and the officers began their terms in January.



Office Car

by Lloyd Neal, TAMR President

With the elections over, work has begun on several new improvements and services. Quite a few changes for the better are coming so stick around: good times are here.

First, Tom Papadeas, our hard-working editor, is also now the chairman of the Constitution Revision committee. Members with ideas or opinions on constitutional changes are urged to write to Tom. This is a very serious undertaking which is vital to the continued growth of the TAMR.

Our present constitution is a good document as far as it goes but it has many flaws which experience has found. These involve several areas which need to be made clear.

We are now having a Membership Drive contest to see who can get the most new members. All members bringing in one or more members will receive a prize. Grand prizes for those that bring in the top numbers will be announced in the next issue. Contest started January 1 and will run to April 1, 1971. All you have to do is persuade a non-member to join and have him write a note saying it was you who got him in. Send the note and his application to Gary Tempco, our secretary. Here's your chance to get a prize and help the TAMR at the same time. Plenty of recruitment posters are on hand for your use. Just write to Gary and ask for them.

Mike Matejka has volunteered to reorganize the Member Services committee. Since there was

much interest in this I am having it started again. The new committee will be set up differently than the old one. The old MSC failed but the new one will work if you use it. Members interested in working on the new committee or members in need of modeling advice (obtainable from the committee members) are asked to write to Mike.

Plans for our 1971 convention are already being made. Currently the location is not decided. More details will be made available in the next issue. Make plans early to attend and save.

Work on the 1971 TAMR Directory is underway with faithful Dick Wagie taking charge again as in the past. Dick reports that this Directory will probably come quickly on the heels of the January-February HOTBOX.

Any members planning to attend the 1971 NMRA London convention are asked to contact me, as several TAMR members from both the U.S. and Europe will be attending.

Because of the short time this is all the news on projects underway. More information will appear in the next issue as other projects get rolling. Your officers are here to serve you, so please permit us to do so...send in any ideas or comments you might have. If you would like to work on a committee, write to me, as several are currently being formed. With a little work 1971 will be the best year yet in TAMR history. See you aboard next issue.

1970 TREASURER'S REPORT

by Jay Franklin

We Took In:

	1970	1969
Membership dues	\$403.65	\$573.47
Ad revenue	35.47	8.00
TOTAL	\$439.12	\$581.47

We Spent:

	1970	1969
Secretary expenses	\$ 63.53	\$137.17
HOTBOX expenses	373.93	143.95
Misc. expenses	92.35	194.87
Bank service charge	3.30	none
TOTAL	\$533.11	\$475.99

It seems from the figures that we have spent beyond our means this year, but this is not the case. First, we must consider that we paid for one year's worth of photo work for the HOTBOX on March 16, 1970, which cost \$96.50 alone. This helps account for the large increase in HOTBOX expenses along with the many improvements which have been made in the HOTBOX this year. The

second thing to consider is that there was \$176.15 left from the 1969 treasury, which made up for the apparent over-spending. The new 1971 treasury will begin with \$82.16 left over from the 1970 treasury.

The one point I would like to bring out, however, is the difference in the amount of membership dues taken in. Two years ago, in 1969, we took in \$573.47, while this year we took in only \$403.65. That represents a decrease of \$169.82. I certainly hope that this trend will not continue.

RECAPITULATION OF THE 1970 TREASURY

Receipts:

Closing balance '69 term	\$176.15
Income during '70 term	439.12
TOTAL	\$615.27

Disbursements:

During '70 term	-\$533.11
1970 closing balance	+\$ 82.16

Our Vice President Speaks

by Mike Thomas

As vice president, my primary job is to lead the recruitment of new members, and answer the letters and questions of prospective new members, and I will do this to the best of my ability.

A second job which I am placing upon myself, is the re-institution of Member Services. There was a Member Services committee at one other time in the history of the TAMR, but it folded just before I joined, and I don't imagine many of today's members recall anything about it. As I plan to run the new Member Services, we will have a library of plans, drawings, and articles on various buildings, engines, rolling stock, and anything else connected with prototype or model railroading.

The way this library will work would be that members send to me any plans, etc. that they think would be of use. I could have copies Xeroxed or otherwise reprinted. Then, if another member needed plans for, as an example, a small passenger station, I would send him a copy of anything I had on hand which might be of use to him. He would be allowed to keep this copy for a certain period, for instance, two months, and then return it. I would keep track of the plans on loan, and when they are due back in. After a while,

someone else could take over the job if they wanted to, or it may go to the next VP, or I may even keep it myself after my term of VP is up.

But to have this plan realized, I need your help. You have to send me the plans, drawings, and information that will make up this library. Send anything you can, whether it has been printed in the HOTBOX or some region paper or not. After all, new members don't have back issues of the HOTBOX, and some old members may not save them, or may have misplaced them. Since (usually) only members of your region get a look at what's printed in your region paper, consider sharing it with others. Any of these topics would be suitable: plans for an enginehouse; the paint scheme of a line near you; a rough drawing of that steamer in the railroad museum; a piece on how you modeled that ice house; information on how to weather rolling stock. Absolutely anything will be appreciated....so please send them to me as early as possible.

(Ed. note: Since Vice president Thomas wrote this, Mike Matejka has been officially designated to form the new Member Services committee, but members are still urged to write to Mike Thomas about his library idea, and to help out.)

COMMITTEE LOOKS AT CONSTITUTION

President Lloyd Neal has appointed editor Tom Papadeas to establish and head a new committee which will make recommendations for changes in the ailing TAMR Constitution. This new Constitution committee will consist of three or four other members, yet to be named at this writing, who will work together to propose various changes and to accept suggestions from the membership on constitutional reform.

The TAMR Constitution has become a very forgotten document which never adequately resolved all questions of organization administration. Consequently, there was often a tendency toward loose interpretation or complete ignorance of the TAMR Constitution which has weakened proper administration. Although it had been customary for every newly-joined member to receive a constitution, it was decided when the supply ran out that no additional copies would be produced until a newly-revised constitution was approved. As a result, many of our more recent members have been without a copy of the TAMR Constitution.

The new committee is already at work considering what must be done to revive the constitution. Any member who has a proposal for constitutional reform is invited to mail it to the committee, care of Tom Papadeas, for its consideration. Of course, anyone with some general ideas, and not necessarily a formal proposal, is quite welcome to have his say in constitutional

matters.

The constitution committee will work for the next two months preparing their final recommendations for presentation to the officers and then to the membership for their approval. When the final OK is given, the new edition of the Constitution will be printed and distributed. Chairman Tom Papadeas is quick to point out that this will not be a rush job just for the sake of putting out a new constitution. Rather, he foresees that there will be an extensive overhauling taking place which will affect all areas covered by the current constitution. There will be, in addition, several projected sections that will definitely affect top administration, as well as the regional set-up, as both now stand. The distinct possibility exists that the committee may propose that an entirely new constitution be adopted.

Once again, it is stressed that any member wishing to participate in the constitutional revision program contact the committee through Tom Papadeas. Any new member who would like to examine the current constitution may borrow a copy of it from the committee if he writes for it. This is everybody's big chance to see some of his ideas incorporated into TAMR policies, so interested members should start contacting the committee immediately.

LATEST NEWS: The Constitution committee will consist of Tom Papadeas, David Johnston, and Doug Rhodes. Other members may be announced.

HOTBOX Readers React!

In the last issue of the TAMR HOTBOX, there appeared an editorial by editor Tom Papadeas. Its subject, as its title, was organization in the organization. The editorial lashed out at the lack of cooperation among officers, the general lack of initiative in the TAMR, and the woeful state of the Constitution and various committees. The editor was delighted to receive heavy response to his editorial from the HOTBOX readers, many of whom volunteered their help in an attempt to get certain programs rolling again. Printed below are excerpts from some letters received in response to the editorial. We regret that lack of space this month prevents the publication of some letters received, and necessitates that those included be shortened.

"Well, I'm glad to see that someone else was not a bit happy with the way TAMR was run this past year. I believe your opinion as to just what went wrong is the closest thing to the truth: no communication or initiative."
- David Johnston

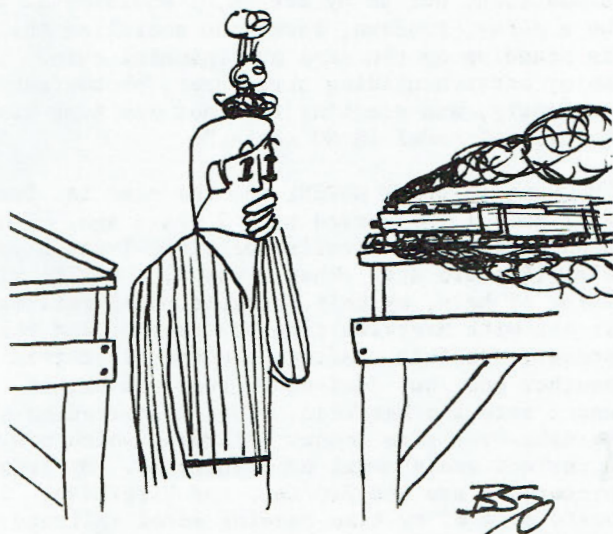
"The heart of the matter is that President John Johnson seldom, if ever, answered his mail. This, of course, lead to the situation in which the TAMR had a body, but not a head. I would like to make it clear that communication was kept open between Gary Tempco, Lloyd Neal, and myself...This whole mess resulted from the election of officers, and before that, the nominations. None of the candidates (for President) had any previous TAMR office...I believe that a president of this organization should have at least a very good idea of what is going on, if not having served as a previous TAMR officer."
- Jay Franklin, 1970 Treasurer

"Your editorial was in extremely bad taste, especially before an election...I do believe you owe (the officers) an explanation and an

apology to these people in the next issue of the HOTBOX. I would like to see you continue to put out the publication in the same good content as you have this year, but I would like to see you abstain from such articles as your editorial. I don't believe it helped the existing problems a bit." - Rick Perry

"I am a new member, I joined only as of November 26, 1970...You mentioned in your editorial that there was a member service committee that died out. This could also mean the death, in a sense, of TAMR itself. TAMR has to depend on new members every year. It is a shame that a fine organization has only 250 or so members. Therefore, I think a new committee (or whatever) be started to help new members get settled in the TAMR, also it should begin a membership drive. I am willing to organize such a service, even if I am necessarily the only member, so please get me in touch with the proper members."
- Terrence Burke

"I think it is important that you members know just how incompetent President John Johnson has been. In an organization held together by only mail, he committed the gravest sin of all: he refused to answer his mail. I have been against organized regions since I joined TAMR, and now that they have collapsed, let's abolish them for good. That money and those talented people are desperately needed by the HOTBOX and the TAMR. And I cannot accept that regions promote friendship among those who live close to each other and this makes them necessary. Like Tom, I wish to see a top-to-bottom housecleaning for TAMR and I am willing to help. But experience tells me that this year, like others, nobody will show up to save the TAMR and we will limp along with the same problems we had five years ago. It's up to you to prove me wrong!" - Doug Rhodes, former HOTBOX editor



THE PROBLEM WITH FLYWHEEL DRIVE . . .

MODELING TIP No. 4 by Stephen Shaffer

To cut stripwood in shapes (I, H, C, L), place a single-edged razor blade on the wood and strike the top of the blade with a hammer. The wood should be cut neatly in half, or else you can strike me with the hammer.

Ed. note: From now on, all Model Tips will be printed in conjunction with the "Shoptalk" column. Send your short model tip to Doug Rhodes.

The Northern Arizona Railroad

by Bryce Sanders

THE NORTHERN ARIZONA RAILROAD is a line serving Arizona north of the Grand Canyon. It is not patterned after any particular prototype, but is centered around the 1935-1950 period of the War years. It is composed of imaginary towns fitting the period and is loosely tied in with the real terrain in Northern Arizona. It works on the naming of names system where a town is named after a friend. I've given up naming businesses after people after some sad experiences regarding the competitive spirit (not the alcoholic kind!).

So much for the capsuled history. Now let's get down to solid fact. The Northern Arizona Railroad started in November 1968 on a 4x8' plywood panel. (That is how most of us start, it seems.) Then I added much tablework, trackage, and even in its 4x8' state, it was rumored to run. There are two principal towns in it: Harrowsbury, the business center, and McColoughsville, a small industrial community. Then along came January 1970 and the great expansion program. A second 4x8' panel was added, this containing two towns. There was Landchester, sprawling residential metropolis, and Margolas Corners, a nearby hamlet. Landchester developed

a trolley system which was a subsidiary of the Northern Arizona. Later in the year, the NARR occupied most of the basement via shelves, bridges, and platforms. Currently, an HO $\frac{1}{2}$ line is being planned, and scenery will be created.

There is a complex electrical system being built into the railroad, and a complex master plan is being developed. This is half-finished. There is a master control panel to control everything on the 16x34' railroad. Two smaller panels accommodate extra operators. Two rolling panels will follow the train closely.

The NARR has a large amount of rolling stock, including 60 freight and passenger cars, about 28 odd engines, including dummies and a lot that don't work. This situation can be remedied, however. Soon, I intend to finish the railroad because I have a lot of free time after school. Now I claim to have the largest model railroad in the TAMR. Many others are under construction, and so is mine. I am planning a 4-track mainline in a stretch, and maybe a 6-track passenger terminal. I welcome any correspondence, and I also exchange passes.

Getting to Know You!

Hi! My name is RALPH DE BLASI. I am 17 years old and I am a senior in high school in Cherry Hill, New Jersey. I am presently building a pike dubbed the Lehigh Valley RR. It is a 10x12' "L" shaped pike. At the present stage of construction, all trackage is down except for 5 or 6 spurs. It contains over 1½ miles of mainline track and a 6-track single-ended yard. A small engine terminal is also included. I'm interested in all facets of model railroading, but my favorites include building scenery and wiring. I am presently wiring my railroad, and installing TAT IV's in two of my three cabs. A complete signal system is in the planning stages. I love planning. I enjoy meeting other members. I've been a model railroader for the past 3 years in HO, and in Lionel O before that. I am a member of my school track team, and I also run cross-country in the fall.

BOB SPRAGUE: "I was born on February 3, 1957 in Washington, D.C. I received my first train set when I was only 5 days old from my grandfather. I have been a train nut ever since. My first venture into scale modeling came in 1965 when my father and I began a rather extensive line in the basement. This never got very far because my father did all the work. My present railroad is the result of five layouts' worth of experience, and I believe maybe this is it. Although still under construction, the Endotha

Line has over 120 feet of track and is coming along quite nicely. Aside from my railroad interests, I am quite interested in music, playing the trombone and composing music, and I also enjoy film-making."

"My name is RICK ST. CLAIR, and I think I am the only model railroader in the great state of Idaho. I am 18 years old and I officially became a model railroader 3 years ago when I bought my brother a train set for Christmas. My Denver and Northern Railroad is currently dismantled, but in my dreams, I envision it to be a dirty, rundown, backwoods shortline that is standing on the edge of financial ruin. I enjoy scratchbuilding structures, photography, carpentry, and drafting (but not the Army kind). Oh, yes, I model in HO scale."

"My name is BENGT MUTEN, and the name is Swedish, as I am. I only moved here 2 years ago. I have been interested in railroads since I was 2 years old, 14 years ago. When I was 9, I built, with a lot of help, my only passable model railroad. It was with Maerklin tinplate trains, and the scenery was fair. After we moved, I started another one, but decided N gauge was better, and I sold the Maerklin. Then I started on the Strawberry Fields County Railroad, which now is a perfect scale model of a junkpile. My favorite prototypes are the B&O/C&O, and Virginian. I spend most of my time reading model railroad books and magazines. I also enjoy trading passes and corresponding with other model railroaders."

Dr. Shamus' Incredible Shrinking Ray

by Bryce Sanders

FICTION WRITER'S CONTEST: The HOTBOX fiction contest has its first winner, one who was daring enough to write us a piece of model railroad fiction. Our junior novelist this month is Bryce Sanders, who brings us the terrifying story of model railroad intrigue in Dr. Shamus' Incredible Shrinking Ray. As winner of the January contest, Bryce receives a handshake from the TAMR President or the HOTBOX Editor, whoever sees him first, and his story is published in this issue. The contest is still open, so if there is railroad fiction in your blood, start writing today and send your entry to the editor.

It was a quiet night in the well-to-do home of Donald W. Doe, expert model railroader and proud owner of the Denver and Western Deserts model railroad. He had just finished a mountain of homework and was all set to work on building HO scale mountains on his pike, patterning them after the Rocky Mountain ranges. He had just crawled under his railroad to get his trustworthy bucket of plaster when suddenly the doorbell rang. Now, when you are lying flat on your back as many of us are because we don't have 6-foot high pikes, and are engrossed in a thick jungle of wire, you don't exactly spring up to answer a mere doorbell. As most of us would, he uttered a line famous to all model railroaders, "Mom, will you get it?" Mothers sometimes offer caustic replies to such a question, but the door was eventually answered.

A tall, thin man of about 15 years of age, with dirty, blonde hair and who almost looked exactly like Bryce Sanders was standing on the front porch. When the doorbell was answered, he promptly said that he was a model railroader and would like to see Don Doe's layout. The caller was promptly escorted down the basement steps and into the railroad room (model railroaders know that any room into which the railroad is built ceases to be called the basement or some such, and immediately is known as the "railroad room"). The caller saw a pair of writhing feet sticking out from underneath the railroad and concluded that they must have belonged to the railroad's owner.

"Don Doe, that you under there?" he asked.

"Of course. Who did you expect? Dr. Shamus?"

"It can't be him because that's me," the caller replied.

Don shimmied out from under the railroad and ripped loose most of his wiring in the action.

"Aha, Doctor, so now we meet at last! Tell me, why did you come all the way here from New York?"

"Well, you can stop calling me "Doctor" and call me Jack. I'm interested in having a regional convention and figured you would be the one to talk to. Besides, I was just passing through. Can I see your railroad run?" asked the good doctor.

"Well, it was running up until the time you showed up. Then, something must have happened," answered Don. "Let's go upstairs and talk," he hinted, just as if the railroad were not running, or something.

Don led the way, but before Jack Shamus left, he dropped a tiny human figure, the size of an HO scale man, onto the railroad. The man stood up and with exact scale strokes, used an exact scale bowie knife to cut through the bridge support timbers. Smiling, Jack Shamus left the room.

After talking about a convention, Jack Shamus was getting his coat when Don Doe said, "Well, since you came so far, I might as well let you see the railroad run."

They both proceeded downstairs and Don put a handsome Consolidation on the track and ran it on the outside loop, which was working. The train rode over the trestle and the trestle crumbled like toothpicks. Don saw a little figure running from the lichen and grabbed him.

"AHA! Gotcha! What am I going to do with him?" he asked.

"He's mine, or I shrank him, anyway, so I think you should give him to me."

After frustrating Don, Dr. Shamus promptly left and roared off in his car.

Now Dr. Shamus is looking for experienced labor to shrink and put to work on his model railroad. It is rumored that he will attend some model railroad conventions. Perhaps he'll stop in your region next. You never know.

The unbelievable PENN-C RAILWAY announces that construction will begin on the mainline immediately. This comes after a decade on the drawing board. Wish us luck!

Tom Papadeas, Chairman of the Board

The Lincoln Train Museum

by Michael Bauer

The Lincoln Train Museum is located in Gettysburg, Pennsylvania, the location of a 3-day battle between North and South, which was the turning point in the Civil War. The museum is based mainly on the period of the war when President Abraham Lincoln came to Gettysburg to give his famous address dedicating Gettysburg National Cemetery.

The museum's exterior looks like that of a little, old-time station. On one side of it is an old Maryland and Pennsylvania railroad caboose, No. 2005. On the other side is a mock-up of an old railroad observation car with Lincoln and two other gentlemen unknown to me standing on the platform.

The museum offers three main attractions. The first one is a series of seven dioramas illustrating the role that trains played during the Civil War. It shows stories of the underground railroad, the Civil War trains, Lincoln's beard, the Golden Spike ceremony, Lincoln's funeral train, and others. After you have finished viewing the dioramas you enter into what I call "the train room". This room contains one of the world's largest collections of model trains. Many of these were collected by Edwin P. Alexander. The collection consists of some very old, rare, and beautiful pieces. Some examples are: a Maerklin 1900 live steam model. It is 1-3/4 gauge and uses alcohol for fuel. Another example is a Stevens 1890 model dockyard switcher using live steam. Stevens is the oldest firm in England making locomotives of a semi-scale type. Another live-steam model is an American-named model (a Howard) made in the U.S.A. in 1876. It is the only known model of its type in exis-

tence. They also have many fine electric types such as the first Lionel electrics of 1905, Lionel's State Train, the Blue Comet, and you will also see an operating tinplate standard gauge layout. Now we come to the final attraction, and believe me, it is very enjoyable. It is a mock-up of an 1863 coach, one of the cars in the Lincoln train to Gettysburg. When you board the coach you would not really think it's a coach because of the curtain in front of you. After a while when you've sat down, the lights dim, the curtain parts, and Lincoln appears on the screen. He is waving to a crowd and shortly "boards" the train. After a brief narration you are surprised by a sudden lurch. Then all of a sudden you are "moving", because you can see it and feel it. This train gives an excellent effect of curves, braking, etc. with motion and sound. You travel through the beautiful Pennsylvania countryside viewing it as if you were sitting on the locomotive's pilot. While on the journey, you hear a couple of imaginary passengers talking over the main events of the time, which were the predicted outcome of the Civil War, the president's scheduled address, etc. After a little while the "people" stop talking and you "arrive" in Gettysburg. Here you are told about Lincoln's arrival at Gettysburg and his immortal address. After a little of this history the film ends, and so does the little excursion. After this you are free to look at the model trains again if you wish and for as long as you like.

For me it was a very enjoyable visit and I feel it will also be for you if you ever visit the Lincoln Train Museum.

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INTERCHANGE

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IF ANYONE wants to have some Santa Fe information, I can get it for you. For more details, write me: Michael Beene, P.O. Box 638, Mesilla Park, NM 88047.

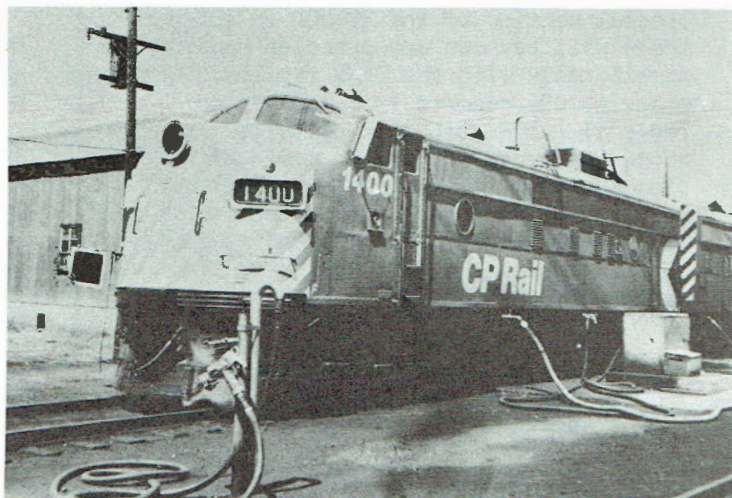
CENTRAL OF VERMONT: Seven different steam photos for \$1. Lloyd Neal, 982 Abingdon Ct., Stone Mountain, GA 30083.

D&RGW NARROW GAUGE steam photos. Seven for \$1. Other photos available. Lloyd Neal, 982 Abingdon Ct., Stone Mountain, GA 30083.

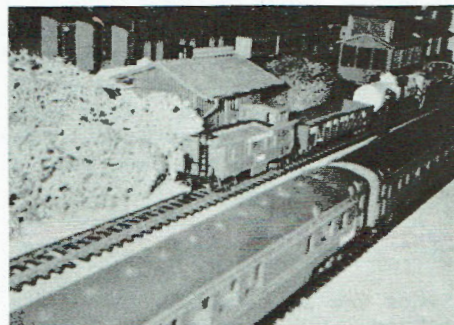
HAVE: 50-100 HO vehicles. Period of 1960 to present. WANT: HO vehicles, period 1935-1950. Contact: Bryce Sanders, 2118 Albemarle Terrace, Brooklyn, NY 11226.

From Our Members' Cameras

David Else photographed CP Rail (Canadian Pacific) FP-7A #1400 heading the "Canadian" westbound at Fort William Station, Canada.



The photos on the left & right were both taken by Ronald Hicks. At left, Ronald St. John looks out over his tinplate S gauge railroad. The photographer's own pike is seen at the right as his Pennsylvania Ltd. pulls into New York.



The photo at the left originally appeared as a Christmas card from the Rio Grande Southern Railroad Co., but it seems worthy of republication. The caption on the card reads: "Our president, Dan Finch, pauses here at Dolores, Colorado, with Galloping Goose No. 5 on the run to Durango."

Regional Write-up

REGIONAL WRITE-UP will, through the cooperation of the various TAMR regions, be a special section of the HOTBOX in which there will be news and articles dealing specifically with the TAMR regions. These will include reports from the pages of regional publications, reports from regional officers, and other regional news from members. This can be continued only with the help of each region that is willing to send in news of themselves for publication, and it will be up to the members of the regions to see that the HOTBOX receives region news.

ALLEGHENY REGION

Although members are still puzzling over why the region representative hasn't been heard from for a while, there is still activity. Members of the region around Washington have been talking up the idea of a regional convention, and Philadelphia area members have also taken up the idea. Member Bengt Muten, near Washington, recently wrote to the HOTBOX editor reporting on some steps he has taken to see if the AR can have a simultaneous convention with the NMRA Mid-Eastern Region, in the style of the famous 1970 TAMR convention. Word from local MER officials is being awaited. Otherwise, the Allegheny Region has been absolutely dead for a year and a half.

GREAT LAKES REGION

Since the last article about the GLR in the HOTBOX, there has been marked growth in the region, and there are now 24 paying members. Tim Vermande, publisher of the GLR WAYFREIGHT, is now the editor as well. Elections for GLR officers have been held, but there has been no announcement of the results to the HOTBOX. The WAYFREIGHT editor is trying to put the publication back on its monthly schedule again, and the help of all members is needed. If you are in the GLR and do not receive the paper, or even if you are not in the region, you may subscribe by sending \$1.00 to Tim Vermande, 51528 Pond St., South Bend, IN 46637.

CENTRAL EUROPEAN REGION: First Convention by Klaus G. Grunert, CER President

Since it is rather impossible for us European members to attend any national TAMR convention, we decided to have our own regional convention. It took place October 30 and ran until November 2. The convention site was Oberursel, a small town near Frankfurt (West Germany), home of TAMR member Achim J. Pfaff, who organized the convention and whose parents generously donated free food and lodging to all conventioners.

The convention started for me when I reached

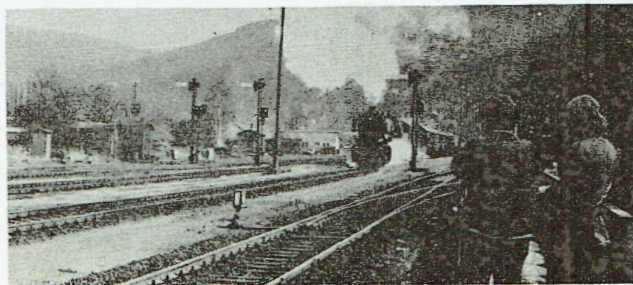
Frankfurt, which is only a 3-hour train ride away from Cologne, so that I spent the whole journey in the dining car. Achim and TAMR member Mario F. Bernkopf from Munich awaited me at the station, and together we took the short ride to Oberursel, which can be reached by train as well as by trolley.

For the evening, a layout tour was on the program. After seeing Achim's layout, which is going to be a huge one though still in the first stages of construction, we saw the beautiful American-style layout of NMRA member Wolfgang Weber, and the European-style layout of his son. We then saw the beautiful O gauge tinplate collection of G. Guttman, who also has a traction layout in S scale (very rare in Europe). Last layout to be visited was Joachim Schwarzenberg's Nassauisch-Hessische Eisenbahn, which is under construction with handlaid code 70 rail, transistor throttle, and other extraordinary features. The evening ended with a gigantic slide show of about 500 slides which the various conventioners had brought along and included many beautiful steam locomotives.



CONVENTIONEERS admiring the layout of Joachim Schwarzenberg.

A fan trip (by car) was scheduled for the next day. We were able to photograph the class 064 (2-6-2T) and 052 (2-10-0) steam locos en route as well as in the station of Miltenberg, a small terminal. We also saw some diesels and railbuses. From Miltenberg we drove to Mudau, the terminal of a narrow gauge line. We had some bad luck here, because the train had arrived just a few minutes before we came, so the loco (a tiny diesel) was already in the shed, inaccessible to photographing railfans.



ACHIM PFAFF AND GÜNTER GÖRKE photographing class 052 steam loco in Miltenberg station.

On the way back to Frankfurt we passed beautiful Heidelberg, which also has a trolley system in its narrow city. Besides, there is also the meter-gauged OEG, a sort of traction line. We had another stop at the OEG depot and photographed some old equipment, then we returned to Oberursel.

After having profited from the wonderful cooking of Mrs. Pfaff, we drove to Frankfurt where we strolled through the old city until we settled in a small pub for an informal get-together of railfans.

The next day was a Sunday and saw us having a morning pint on top of the Feldberg, which is the highest mountain of the region (2400 ft.). Before, we had made a small tour through the Taunus, as this "mountainous" landscape is called. On the way back, we visited the private Frankfurt-Königstein railroad.

The rest of the day was spent discussing model railroad problems, criticizing layouts, and operating various equipment on the layout of Joachim Schwarzenberg. Finally, in the evening, we had lunch with the Frankfurt railfan Günter Görke, whose collection of railroadiana was very much appreciated by the conventioners.

The convention ended for me in the evening, when I entered the first-class compartment of the train "Hans Sachs" back to Cologne. Unofficially the convention lasted a day longer for those who had more time.

In closing, I feel obliged to say a big "Thank You" to convention manager Achim J. Pfaff who organized this enjoyable event for us. We hope that this will become a regular feature and I already look forward to the next CER convention.



CER PRESIDENT KLAUS GRUNERT thanks convention manager Achim J. Pfaff for organizing the convention. In the rear is O-4-0 tank loco on display in Königstein station.

YANKEE REGION: One Region that is Making It
by Don Roe, Regional Representative

Editor's Note: During my last few months as HOTBOX editor, it has come to my attention that the several TAMR regions are in sad shape. Many have collapsed altogether, some hanging on half-heartedly, while still others are struggling on despite apathetic members. However, there seems to be one region which has proven itself far and away the most active region, and cer-

tainly the most successful region in the TAMR at the present. This can be attributed to the untiring efforts of its representative, Don Roe, and to the genuine enthusiasm and interest on the part of its members. I badgered Don into writing this article partly so that the achievements of the YR do not go unnoticed, and also to show an example set by YR to the other very dormant regions of TAMR in this country, that is an example of a region which is truly active and meaningful.

* * * * *
Yes, this is one region that is making it. We're not a once-great region in a state of decline, but a young region, on the ball, and better yet, still growing. The Yankee Region is not a large region, as you might expect. At present, we have only 19 members in this region. But I'll dispense with the buildup and get down to telling you what's being done in the Yankee Region, and can be done in your region.

One important ingredient in starting up a region is time. You have to wake up the dead wood. I started writing to members and started them writing last March when a poll of members was taken. Response to our poll was good, but few wanted to really move. A couple of members did start their subscriptions to the YR, and there were a few ideas trickling in, such as one to name our paper the YANKEE FLYER (which we did), and we adopted a terrific motto, "Keep in Touch!" (Ed. note: Here, here!). By the next May, a FLYER was mailed. One page was sent to each member at the expense of the few subscribing members. This was a shot of adrenalin to get the heart of the region going, as were other mass letters to members.

For their dollar (or anyone's...even yours!), one is entitled to a subscription to our growing paper. Four editions have already been printed, and a 5th will be out when you read this. The current issue is a 14-page monster, featuring a reprinted HB article on the history of the TAMR, a full-page pike ad, a pike plan, and a Xeroxed page of pictures. Two special supplements to the YANKEE FLYER dealt with regional government matters. In a future issue will be a complete YR constitution.

Elections had been delayed a bit until the effort to gain support and motivation were more successful, which is evidenced in the strong rate of returns for nominations. There are 5 candidates up for the two available offices, and two of these 5 are brand new members. Speaking of new members, it seems that they are the most interested in the regional set-up. Of every YR member that has joined TAMR last May, every one has shown fantastic response and 100% cooperation. It appears that only a short letter is necessary to get these members moving. To get your region cooking, start with the ingredient of time and a lot of effort on the part of yourself and the other members. Meanwhile, if you do care to get a few more ideas from us, we invite you to subscribe to the YR YANKEE FLYER. We would also like to hear your comments and suggestions for the Yankee Region. Write to me for any YR business. I'm in the Directory.

SHOPTALK

by Doug Rhodes

This time I want to talk about *wiring*. I have been doing some on my own railway and I have a few ideas to present. Also, our very first contribution for the column arrived in August and it is about wiring.

If you bought that wiring book I recommended to you a couple of issues ago, you should have little difficulty wiring your pike, or understanding further wiring articles in the model magazines. There are some time and/or money-saving shortcuts in that book and more are printed all the time in the magazines. One such shortcut comes from Gordon Midgley, who writes:

"While I was building my layout, I used many block signals and lights, and the more I had, the more the bottom of my table looked like the Bell Telephone network. I then was shown how to use one rail as a common wire. It is quite simple and eliminates much of the wire otherwise unnecessary. First, take one of the wires which leads from your powerpack to your lights and take it to one rail. Then the one wire from the light which normally goes to the powerpack should get attached to the rail. Be sure that it goes to the same rail. If your pike is separated into blocks, you would have to repeat the procedure for each block. The fancier the trackwork is, the more difficult it becomes, i.e., with return loops, blocks, etc. Make certain that only one rail is used on all sections...otherwise you will ruin your locos."

Note that he is not speaking of the common rail system used for block feeders, but a method of powering block signals and lights from the track. Of course, when you cut the power to the tracks, all the lights will go out.

The control panel is the nerve center of any pike, and I think it is worth it to make the panel the showpiece of any pike. This is the philosophy behind my own control cabinet, which is made of half-inch fir ply sanded and stained acorn, a lovely golden-brown color. The panel itself is masonite sprayed Floquil tuscan with yellow track lines. The lower shelf carries 16 Atlas switch controllers while the upper is for drinks (with coasters!), or an ashtray for any visitors who (ugh) smoke. The powerpacks and

electronic circuit boards sit on the tray in the bottom, which slides out to be worked on. The panel is hinged and swings down in the usual fashion. Inside, mounted on the back, are the terminal strips. The whole thing is bolted to a plate screwed to two joists.

I needed at least 80 terminals for connecting the controls to the pike. Thinking in terms of this number, most of the terminal strip deals I saw looked like a terminal disease for my wallet. So I designed and built my own terminal strips with half-inch ply and 18-gauge wire. They were very easy and quick to build and cost me nothing.

Terminal strips make life much easier. I didn't bother with them on my first pike, but merely wired the panel directly to the pike. With terminal strips you can wire the whole panel at once to the terminal strips. This means a much neater panel which will be more fun to troubleshoot and modify later. If you have wild spaghetti behind the panel, adding new components or finding troubles in the old ones is a nightmare. Besides, it's much more fun to show off a well-organized wiring system.

A really handy gadget to have is the Campbell track test light. You put it on any two rails, and if there is a potential difference of two or three volts, it lights. It's a great help in getting continuity in the wiring; you can fiddle with the panel while testing track many feet away. Put it on the track when a loco is running and it will flash when the engine crosses a dirty stretch of track. It also makes a handy end-of-table bumper in night operation...you can always see where the edge of the table is.

Three-conductor telephone wire is great for wiring switch motors. I got mine from the guy who put in our telephone, but it's also available commercially. It's neat, and saves time.

I want to hear from more people about the things they're building and how they're doing it. This column should be like MR's CLINIC with more questions and answers to balance out what I write. Surely every TAMR member is not an expert who never has to ask a question! If you don't know how to solve your problem, chances are that one of our members can help. I'd also like to hear about any scratchbuilt projects underway, or research or kitbashing too. We're all interested in what YOU are doing, so let us hear from you!

Fig. 1: Control Panel

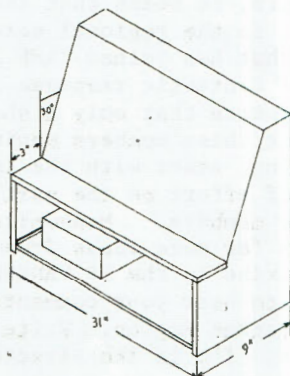
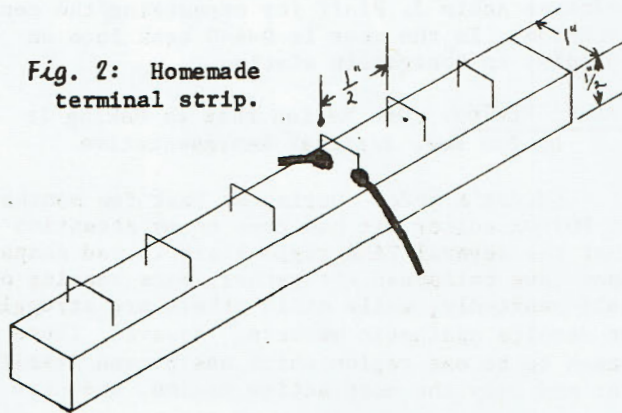


Fig. 2: Homemade terminal strip.



No Experience Necessary: Scratchbuilding

by Tom Papadeas

During my stay as editor of the TAMR HOTBOX, I have been made aware of a vast amount of members like myself who are really interested in model railroading, but don't really have the talent called for in designing and construction. So, in order to fairly service the needs of a minority in which I include myself, I wrote this article in the fond hope that it will prove that Model Railroading is fun, even if you are not the most exacting and true-to-scale modeler. If you agree, then let me know, for then I shall consider the article a success.

In this article, I will explain to you how you can build a locomotive in a free-lance manner. My own model is an example of an engine that sometimes operates on my Penn-C Railway. Although this particular locomotive is free-lance, you have to remember that since I am not a very good scratchbuilder, my construction methods are likewise. Some locos are not lettered, the lettering being left to the individual builder, but on my model, the Penn Central herald adorns the tender (known to some of you as the "coal car").

Let's face it. You're not really that good at scratchbuilding, are you? Of course not. We can't all be David Johnstons, can we? Oh, sure, you've tried to fit together all those squiggly brass wires, and you've dropped solder on a very sensitive spot of your trousers, but that's no reason to give the whole hobby up. Your problem is that, like the Penn Central, you go beyond your means, so try it from a new and easier angle.

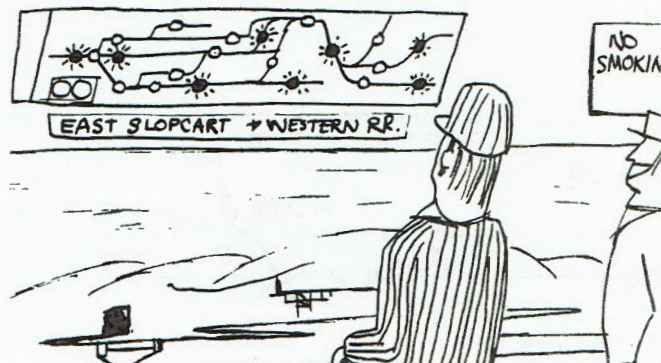
This safety valve for half-crazed scratchbuilders is kit-bashing: that is, in this case, the creation of your steam loco by combining the ready-made parts of two or more other engines. This is a compromise in which you are using ready-made parts, but have used your creative genius by producing a whole new loco: something you can be proud of, and show your friends when they

visit.

To make a model similar to my Penn-C steamer, we use the parts of two Tyco products...the Tyco HO Mikado and HO Pacific. Disassemble your two original locos first (I've tried squeezing two ready-to-run engines together in a vise, but 60% of the time, the results are not that good), then, according to your design, take parts from each to produce the new loco. I found that the Mikado boiler is a good choice for the new engine since it is the longer of the two. For all those pipes you find sticking all over a steam engine, glue some bits of wire on in interesting places. Dried shaving cream painted black makes an interesting smoke effect for your stack, and if you repaint the engine, be careful not to smear paint over the headlight. For weathering, I found that the fingerprints that I had already left while painting does the trick. When mounting the couplers you may have possible trouble with draft gear, but sometimes I nail the coupler right onto the rolling stock frame. When you mount the pilot and tender trucks, make sure all wheels are pointing in the same direction.

Follow these basic instructions, consult your plan, apply your own creative touches, and soon you will have a beautiful 2-7-0 steam engine that will take some sharper curves very easily when traveling in certain directions. Not only that, but you will have a very distinctive steam engine on your railroad that will make you the talk of all your modeling friends. I know how mine talk about me.

Of course, this type of work need not be confined only to HO models, it can be done in a variety of other scales. For instance, an American Flyer 4-6-2 combined with a Lionel 4-6-2 will produce a unique and interesting model. Try your own ideas out and tell us how they worked.



"THIS IS ALL VERY PRETTY,
BUT WHERE THE HECK IS MY TRAIN?"

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THE BANSHEE AND WESTERN RAILROAD

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Narrow Gauge Department

Latest Developments on the D&RGW Narrow Gauge

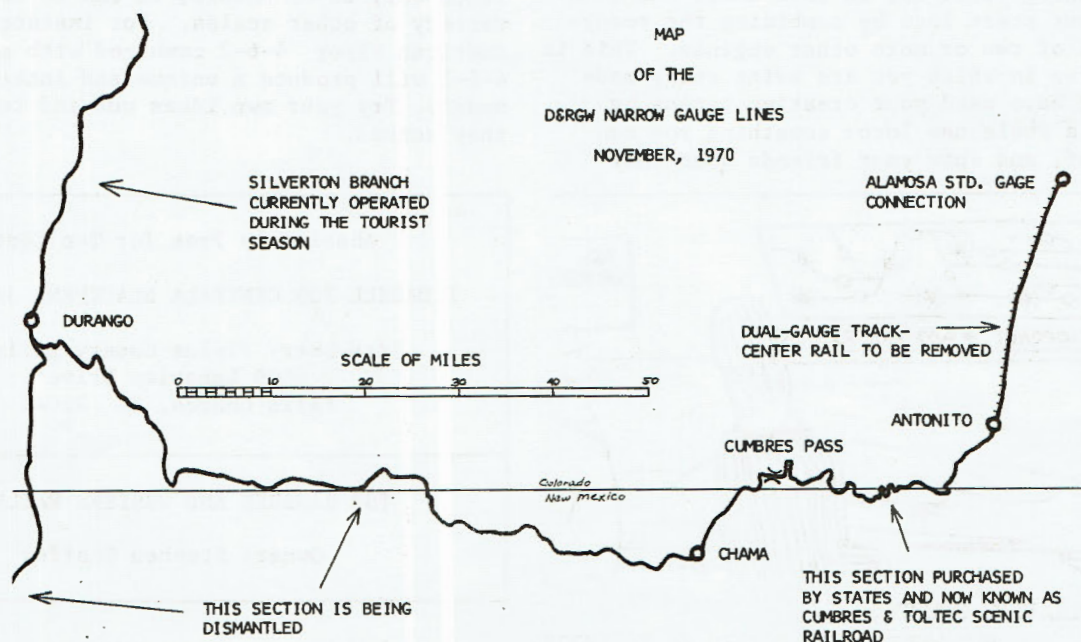
by David Johnston

As Dan Finch reported in the September issue of the HOTBOX, a part of the condemned D&RGW narrow gauge line has been saved and will eventually see operation as a tourist line. After much negotiation and red tape, the Antonito to Chama section (65 miles) is now in the hands of its new owners and has already seen some operation and much rebuilding and rehabilitation. During the first week of September the D&RGW moved all of the purchased narrow gauge rolling stock (some nine 2-8-2's of the K-36 and K-37 classes, about 100 freight cars, and some M of W equipment) to the end of the narrow gauge track at Antonito, Colorado. The new owners, known as the Cumbres and Toltec Scenic railroad, then used one of the locos in operating condition to move all the equipment to the other end of the line at Chama, New Mexico. There are numerous facilities at Chama, including a coaling tower, engine house, water tank, etc., and this is obviously going to be the headquarters for the new railroad. The C&TS is hoping to have the line ready for operation by next summer, but this will be determined by how much work there is to be done between now and then.

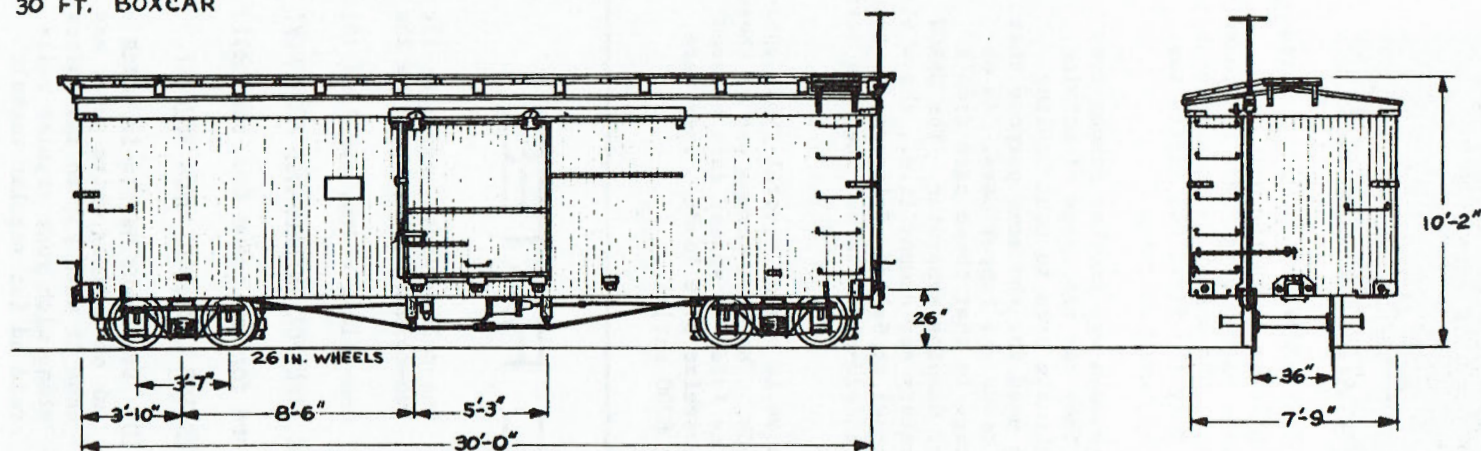
As for the rest of the condemned narrow gauge, I don't think anyone ever seriously considered the possibility of saving it, at least in later months. There was simply too much of it. As a result, efforts centered on preserving the most scenic portion: the area over Cumbres Pass. But what of the rest? It is, unfortunately, finally

meeting death. In late September the dismantlers began removing rail west of Chama. Eventually, all track between Chama, Durango, and Farmington will be removed. Over at the other end of the line, the D&RGW is removing the inside rail of the dual-gauged track between Alamosa and Antonito, and is scrapping all narrow gauge facilities at Alamosa. This includes most of the remaining roster of freight cars. Strangely, the D&RGW is keeping five cabooses at Alamosa for some unknown reason. So is ending the last chapter of common carrier narrow gauge service in Colorado (and the whole continental U.S., for that matter), where it all began exactly 100 years ago.

The remaining section, and probably the most important, is the narrow gauge line between Durango and Silverton, Colorado. For the last several years this 45-mile segment has been nothing more than a tourist attraction, but a popular and profitable one at that. As some of you may have noticed, in TRAINS magazine it was mentioned that this line was hit by severe flooding in mid-September. No more trains were run after that. Much of the damage has already been repaired, but this event nevertheless prompted the D&RGW to publicly state something it has been privately considering for some time: the sale of the Silverton line. The Silverton line was not in any way connected with the abandonment of the rest of the narrow gauge, and doesn't appear to be in danger of that calamity. Any sale of this line would be to another operating group.

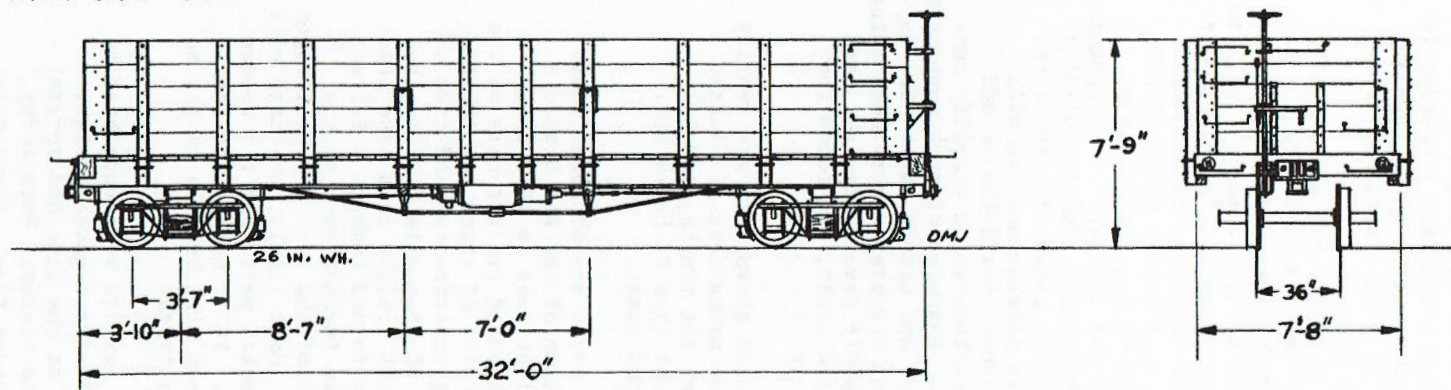


D&RGW 30 FT. BOXCAR

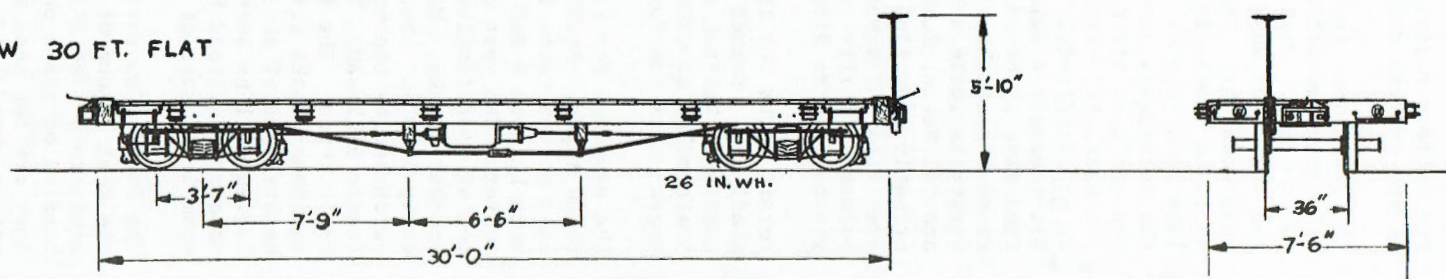


3.5 MM = 1 FOOT HO SCALE

D&RGW HIGH SIDE GONDOLA



D&RGW 30 FT. FLAT



D&RGW NARROW GAUGE
FREIGHT CARS
DRAWN : DAVID JOHNSTON
11-70

D&RGW Narrow Gauge Freight Cars

by David Johnston

(SEE DRAWINGS ON PRECEDING PAGE)

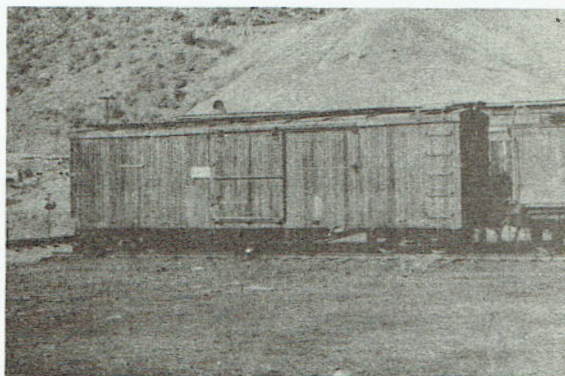
For some time now I have been supplying drawings of narrow gauge railroad equipment for the HOTBOX. I have tried to achieve a fair amount of variety, and avoid playing favorites. Some of the equipment I have shown would provide a fair amount of difficulty for the modelbuilder, and are a little beyond the capability of a beginning scratch-builder. This situation could lead a modeler to the false conclusion that narrow gauge modeling is for experts only. This is simply not true.

In my opinion, the best way to get started in slim gauge modeling is to build some freight cars for a start. Most narrow gauge freight equipment was built of wood, and therefore lends itself to easy modeling. The beginning modeler might want to try a commercial kit as his first project. This is a good way to familiarize yourself with the techniques involved in car construction. If you can't locate a kit for the type of equipment you want, try scratchbuilding. Scratchbuilding is not difficult. It just takes some practice. Get yourself a Walthers catalog and you will find many types of hardware available to add to your scratchbuilt carbody which simplify construction quite a bit. Examples of such suppliers are Cal Scale, Kemtron, and Grandt Line. You may probably soon find that you prefer scratchbuilding over kits. I scratchbuilt several freight cars before I finally tackled a kit, and found the kit to be more difficult.

Detail parts for the cars shown here are readily available. Grandt Line makes sets of plastic castings, Kemtron makes the trucks, and Cal Scale makes an excellent type KC brake set. These parts are for HOn3 scale.

The drawings for this issue are of some famous D&RGW types. At the time of the Rio Grande's last narrow gauge freight runs in 1968 there were between 6 and 7 hundred freight cars on the roster. The vast majority of these are fabricated of wood (including underframes) and ride on archbar trucks. Many of them date back to the early 1900's. About 100 freight cars have been purchased by the newly-formed Cumbres & Toltec Scenic Railroad. These include most of the basic types. The fate of the rest of the freight equipment looks grim. Most likely, the cars will be stripped of their metal parts and the wooden bodies will be burned. It is hoped that the Colorado Railroad Museum will be able to get an example of most of the types.

The D&RGW 3000 series boxcars were undoubtedly the most famous of all narrow gauge freight equipment. The D&RGW at one time had several hundred of these on the roster. Even today, they are the most numerous type. These cars were numbered 3000 to 3749. They were built in 1904 and rebuilt in 1926 with new roofs.



D&RGW 3000 SERIES BOXCAR at Durango, Colorado, July, 1970. In later years the paint and lettering on many narrow gauge cars has faded completely away. The number is indecipherable on this car. Only the first two digits are visible. Photo: David Johnston.

The high side gondola was another famous type on the D&RGW. They saw all types of service, from hauling valuable ores to coal hauling. These cars were used for the same purpose that standard gauge roads use hopper cars. An obvious disadvantage is that these cars didn't have any sort of dumping apparatus. The D&RGW used to use a rotary car dumper (i.e., the whole car was overturned) at Salida, Colorado, to transfer loads to standard-gauge cars. They are series 1000.

The flat car shown is one of several types operated by the D&RGW. The most common use of these wood flats was as idler or spacer cars between gondolas with oversize pipe loads. They were numbered in the 6000 series.

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Dieselization of the New Haven Railroad

by Jim Tilley

On August 3, 1931, the New Haven Railroad became one of the first carriers to implement diesel locomotives into its operations. On that date, Alco demonstrator No. 600 began work in Belle Dock yard, New Haven, Connecticut. It quickly showed the efficiency of diesel-electric power, and subsequently lasted for over 20 years in round-the-clock 24-hour-a-day service. But because of financial conditions, it remained as the only diesel on the roster until 1936.

In that year 10 switchers were purchased from General Electric. These locomotives numbered 0901-0910 were designed so that the Cooper-Bessemer engine used in numbers 0901-0905 could be interchanged with the Ingersoll-Rand engine used in numbers 0906-0910.

During the first part of 1941, the New Haven was hard-pressed for motive power, due to the oncoming war. Different possibilities included extending the present electrification system between New York and New Haven, purchasing additional steam power, or purchasing diesel-electric power. The management finally decided on the latter because delivery would be faster and because the previous diesels had been such a success.

The first pair of these road engines began work December 15, 1941, three days after Pearl Harbor. The locomotives were numbered in the 0700 series. Each unit consisted of two 2000 HP "A" units coupled back to back to form one 4000 HP powerhouse. After a roundtrip and a half, the first pair of engines finished their first day of work powering freight HB-2 back to Boston.

These road units were delivered all throughout the war until 1945 when a total of 60 had been purchased.

In 1943, a pair of 0700's were tested on the very heavy Maybrook freight route. They proved to be very successful; however, most of the freight on this route was powered by steam until 1947 when the 0400 freight units arrived.

For dieselization of the Maybrook route, the New Haven ordered from Alco 30 FA-1 units and 15 FB-1 and FB-2 units. The first units were received May 24, 1947, and from then on, steam became an increasingly rare sight around Maybrook until the end of 1947, when the complete Maybrook freight route was dieselized. The FA-1's displaced even the pushers used previously to help trains climb Hopewell Hill, thus avoiding two stops.

In 1948-1949 the New Haven received from Alco 27 PA-1 road locomotives to supplement the previous 60 received during the war. These were numbered 0760-0786. These units were most probably purchased to relieve part of the burden on the war-weary DL-109's and to provide streamlined looking power for the new stainless steel passenger coaches and parlor cars then being deliv-

ered.

The next step in the diesel programs was the adoption of road switchers. The first units were purchased in 1947. These were Alco RS-1's. They were basically the same as the FA-1's except that they were equipped with steam generators for passenger service and were also capable of yard duties.

The RS-1's were numbered 0660-0671. The RS-2's were numbered 0500-0516. The RS-3's were numbered 517-536 and were slightly different from the other units. Whereas the RS-1's were rated at 1000 HP and the RS-2's at 1500 HP, the RS-3's had a rating of 1600 HP. Higher motor ratings permitted handling the same tonnages as the previous series, while the gearing was changed to 80 mph, the same as the DL-109's and PA-1's. This allowed them to be used in any kind of service on the system.

In 1950, 10 road switchers were ordered from Fairbanks-Morse. Designated as H-16-44's, they were numbered 560-569. Ten switch engines were also received from Lima. These units, numbered 630-639, were put into service at Maybrook. The model number of these units was S-1200.

In 1951, the New Haven purchased 10 Fairbanks-Morse C-Liners, designated CPA-24-5. These were numbers 790-799. Nos. 790 and 791 were originally the F-M demonstrators.

By 1952, when all the C-Liners had been delivered, the New Haven was completely dieselized. After this, no more locomotives were purchased until 1956. In that year 3 different series of road switchers were purchased by the management. From EMD, 30 GP-9's were delivered. Numbered 1200-1229, they became very versatile because they were equipped with steam generators for passenger service. From Alco, fifteen RS-11's were delivered. They were numbered 1400-1414. These shared the same work as the GP-9's. From F-M, 15 additional H-16-44's were delivered. These units had the same HP as the previous units but their tractive effort was greater.

Also in 1956, the last of the switch engines was purchased. From EMD, 20 SW-1200's were purchased. However, even though these engines were designated as yard birds, they were equipped with Flexicoil trucks for road service.

Between 1957 and 1960 the last of the New Haven's road units were purchased. From EMD, 60 FL-9 locomotives were delivered. These units resembled FP-9 units except for the AIA Flexicoil trailing truck equipped with 3rd-rail pickup equipment for operation into Grand Central Terminal in New York City. These units were numbered 2000-2059.

(Continued next page)

The MEMBERS' Page

THANKS ARE STILL DUE to Mike Thomas, now TAMR Vice-President, for his incredible success in planning and executing the program for the 1970 TAMR Convention. When the November-December HOTBOX was put out, there was a brief article in it about the events of the 1970 Convention, but it was brought to the attention of the editor that in that particular issue, there still was not credit enough given to Mike Thomas for his efforts. We regret this oversight, and extend to Mike our congratulations and our thanks for the success of the convention.

GETTING AROUND, the editor reports that he has met 10 other TAMR members, but of these, he reports, only one member, Ralph DeBlasi, has a layout on which a train will make a complete circuit, and one other, Steve Harper, is the only one with scenery on his pike. None of the visited railroads, however, has been completed. "Does ANYONE have a finished railroad?" he cries.

BULL MARKET SEEN: Bryce Sanders, of New York, makes note of the fact that there are increasing numbers of members who issue and exchange stock certificates in their model railroad, so wheeler-dealer Sanders suggests that a TAMR Stock Exchange be established. Right on, Bryce. Well, OK, if you think so, so be it. Members interested in trading their stock will be able to do so through the new HOTBOX Stock Exchange next month. Send your listing in today, if you want to be a trader. Also, HOTBOX will once again list pass traders in its pages if listings are supplied.

PASSING NOTES: Speaking of passes, the editor has received a couple with quotable conditions on them. Karl S. Michael's Blackhawk Valley Railway proclaims its motto as "Over Hill and Dale". The Strawberry Fields County Railroad, "under world-reknowned Swedish management," lists Bengt Muten, "responsible for the mess." Bengt's rules say, "Trains are always on time, but our time might be off." One of Bryce

DIESELIZATION OF THE NEW HAVEN RAILROAD, *Continued.*

The FL-9's took over most of the Boston to New York passenger runs, allowing the management to scrap the rest of the DL-109's delivered during World War II.

Directly after the delivery of the final FL-9 units, the New Haven went bankrupt and was placed into Reorganization. Because of this, spending was of necessity curtailed and no more motive power purchases were planned. In 1964, however, two sets of road switchers were purchased. From GE, 26 U-25B units were delivered. They were numbered 2500-2525. From Alco, 10 C-425 diesels were ordered. They were numbered 2550-2559. These diesels were purchased to replace the aging FA and FB units which were over 15 years old.

Sanders' rules for the Northern Arizona Railroad is that, "Drinking passengers must ride in tank cars."

ON A SOUR NOTE: David Johnston writes, "One thing Mike forgot to mention in his report on the TAMR convention was Walter Rogers' brilliant remark about whether there have been any fan trips on the Grand Funk Railroad." (!)

CORNFIELD MEETS: Word has trickled in from here and there about various persons planning either TAMR conventions or regional ones for the coming year. If you are involved in planning any TAMR meet, or just thinking about it, please take the time to report the details to the officers and the HOTBOX editor.

CLIFF HANGER: When the entire Washington division of the TAMR held its first official banquet, all three members went downstairs after dinner to run Bob Sprague's Endotha Line. Bills for damages are still coming in after the visitors and an unidentified editor calmly drove trains to the floor, past electrified zones, and the owner out of his mind. In retaliation, Bob Sprague has become the new TAMR cartoonist, and his first works appear this month.

THGIERFYAW EHT: Several members of the TAMR Great Lakes Region were recently perplexed to find their latest copy of the GLR WAYFREIGHT stapled backwards. Asked for a suitable explanation, Publisher Tim Vermande had none.

DIVISIONS MULTIPLY: Mike Matejka write to inform us that the members of the TAMR Great Lakes Region around St. Louis have formed the Gateway Division of the GLR for members in and around St. Louis. Mike Thomas proposed the idea last summer, but it was not used until recently, after convention planning was finished. Current members include Mike Matejka, Mike Thomas, and Gary Dedeke.

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THANK YOU!

THE HOTBOX STAFF EXTENDS ITS SINCEREST APPRECIATION TO THE DUPLICATING DEPARTMENT OF CONCORDIA TEACHERS COLLEGE, RIVER FOREST, ILLINOIS, AND ESPECIALLY TO SUPERVISOR MRS. LOUISE MISCHNICK FOR PERMISSION TO USE THEIR IBM SELECTRIC TYPEWRITER FOR THE TYPESETTING IN THIS ISSUE, AND FOR THE USE OF THEIR OFFICE AND FACILITIES IN THE PASTE-UP OPERATION. THANK YOU VERY MUCH!

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The Waybill

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*New HOTBOX Feature

The Crew

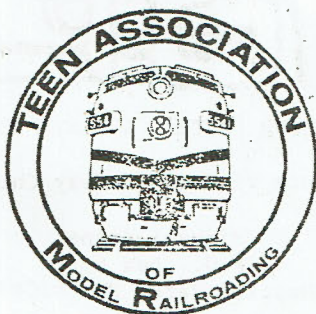
TOM PAPADEAS.....Editor
 DICK WAGIE.....Publisher
 TIM VERMANDE.....Circulation

All HOTBOX business handled by
 Tom Papadeas
 3665 38th St., N. W.
 Washington, D.C. 20016

TEEN ASSOCIATION OF MODEL RAILROADING
 TAMR HOTBOX

Timothy J. Vermande, Circulation
 51528 Pond St.
 South Bend, IN 46637

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