

the **TAMR HOTBOX**

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 7 No. 2

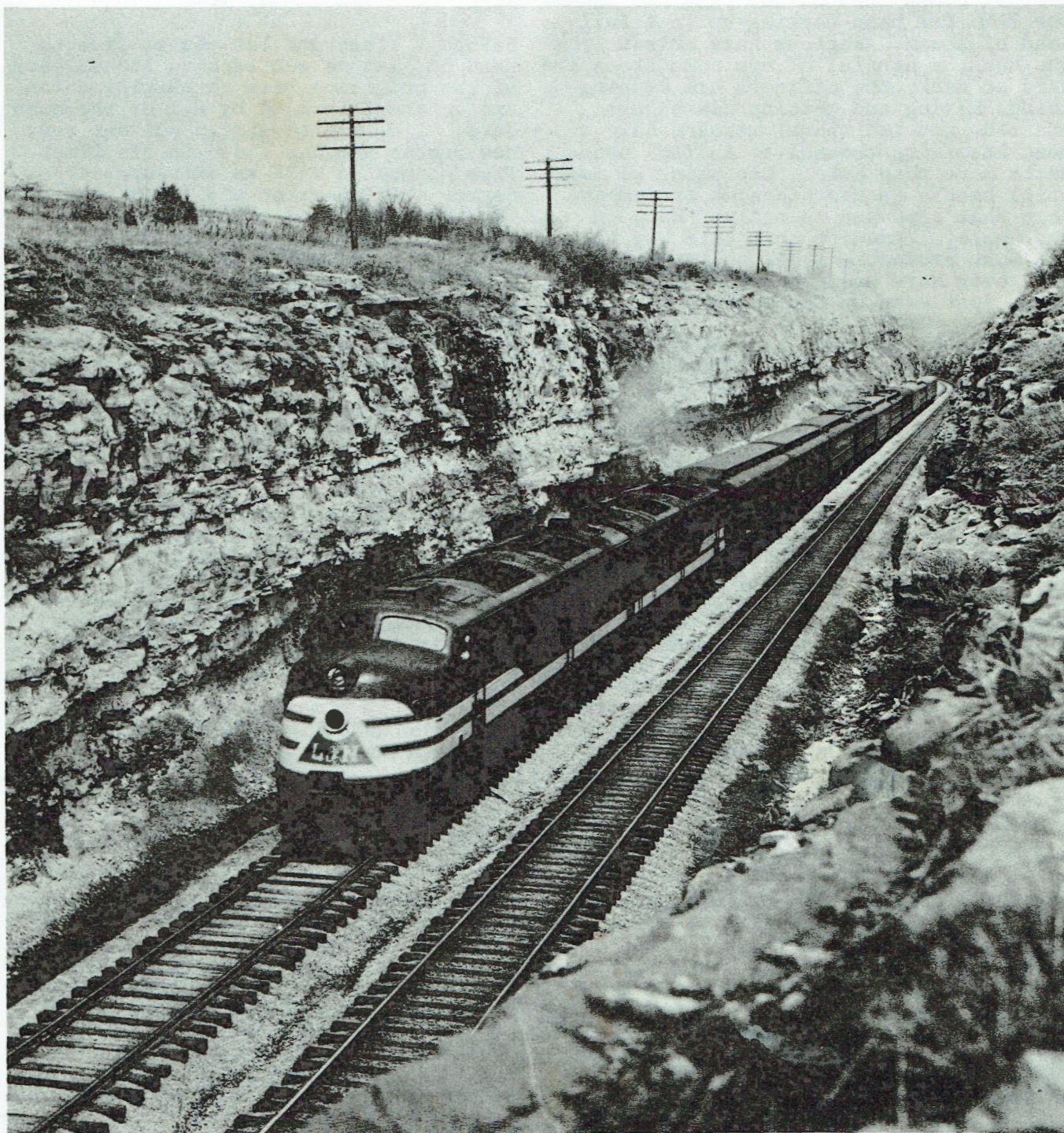
March-April 1971

TP-7

SPECIAL REPORT:

The American Passenger Train

(see page 9)



(Photo courtesy of Gary Tempco)

From the Cab...

by Tom Papadeas, *Editor*

In case you were wondering, the TAMR has been doing very well lately, thanks to a gratifying new surge of member participation and enthusiasm, and to our new aggressive officers. From my position of being half-officer, half-plain member, it seems that in the past two months the TAMR has been working up to a full head of steam. Regions have arisen from the dead, a handful of new committees are hard at work, the officers are keeping things moving and getting new things started, and individual members have been involving themselves in TAMR projects more than ever. One thing we must still tackle is the decrease in membership that appeared recently. But, on the whole, I predict that this may be the most productive year that the TAMR will ever have had. No sermons this time, just keep up the good work.

My apologies for your last HOTBOX getting to you so late, but aside from the late announcement of election results, all kinds of delays and mixups added up to one big delay. This HOTBOX should be close to being on time, reaching you by the later weeks in April, and the deadline for material for the next HOTBOX will be May 1, or two weeks after you receive your copy, whichever is later. Remember that I badly need model photos, member news, and stories for the Fiction Writers Contest. Also, your advertisements help us cover the cost of printing photos and first class mailings!

The feature articles in this HOTBOX are reports on the state of passenger service on the U.S. rails, present and future, by member Doug Rhodes. One of

the articles is about Railpax, the new U.S. Government-operated long distance rail passenger system, which should be commencing operations this May 1. Doug also gives us his critical appraisal of current U.S. passenger services. In other parts of this HOTBOX you'll find the usual columns and some extra treats like the announcement of the new HOTBOX Stock Exchange for all you wheeler-dealer Railroad owners, and there are also articles on the various new committees now in operation. It's all pretty good reading, and it's all thanks to the increased participation by all you members.

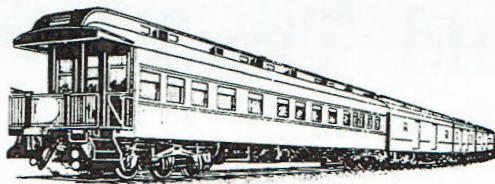
Before I close and let you go free to read on, let me get back to the subject of the promising rise in participation and interest in TAMR by all of the members. I'd like to single out one very new member who has shown in his first five months in TAMR an extraordinary degree of dedication and effort toward the advancement of our organization. He is Terrence Burke, of Westchester, Illinois. Terrence has been busier in his first couple months of membership than most of us are during our entire stay as TAMR members. Not only has Terrence become publisher of the Great Lakes Region WAYFREIGHT, but he's gone on to propose and organize a new TAMR committee which will handle a service of correspondence exchange for all members. There is more on that elsewhere in the HOTBOX. When he first joined, he had volunteered to form a new Member Service Committee which Mike Matejka now heads and on which Terrence, naturally, is working. To top it all off, he has promised some material for the HOTBOX. A very busy man, this Terrence Burke, and the TAMR is very lucky to have him and members like him aboard.

Speaking of aboard, I'm ready to pull out for this time and leave you to enjoy the HOTBOX. Good reading, and happy spring!

NMRA - Teen Member Committee

Rick Perry has been appointed chairman of a newly-formed committee which will contact teen members of the NMRA to tell them about the TAMR. Volunteers are needed to write to teen-aged NMRA members (those who have a "B" or "C" listing in the NMRA Directory) in their immediate area and encourage them to join the TAMR. The volunteers would have to be members of the NMRA. At least one other person is needed to coordinate assignments to volunteers in different regions

of the country. Members writing letters to other NMRA teen members should send a personal letter to each, and could possibly follow a list of guidelines furnished by the committee. Also, members are encouraged to obtain some posters to be put up in hobby shops to promote TAMR. Remember that the membership contest is still on, until May 1. If you talk a member into joining, have him make a note on his application of your name, and that you recommended that he join. Prizes will be awarded to those with the most members recruited. The NMRA Board of Trustees has granted DIRECTORY permission.



Office Car

by Lloyd Neal, TAMR President

Convention '71 will be in New York City. The 1971 TAMR Convention will be held in New York around the middle weekend of August. It will be a chance of a lifetime to meet fellow TAMR members and improve your modeling. Helpful modeling clinics, visits to layouts, interesting slides and movies, and plenty of time to meet and talk to each other are just a few of the items now included on the agenda. The cost will be low, including only transportation and meals, since lodging will be free. Plenty of members are already planning to attend, including the TAMR treasurer, and, hopefully, the President (Ed. Note: Editor too, I hope). Start planning for it now. Bryce Sanders is the convention chairman, so please contact him if you plan to attend. See you in New York!

From now on, we will send the HOTBOX via First Class Mail. This and the rise in postal rates will mean added expense to the TAMR, but we can afford it. Many

members (and an editor) have asked for this since many times third class mail takes up to a month for delivery.

There are many new committees in the TAMR and they need your support to get them rolling. Why not contact the chairmen and volunteer? The Member Service Committee is now headed by Mike Matejka, so write him if you have any modeling questions. Terrence Burke will help members keep in touch with other members through the new Correspondence Exchange. Mark Tomlinson takes over the Interchange Committee, replacing Treasurer Phil Gieg. Rick Perry is in charge of the new NMRA-Teen Member committee, and the Constitution Committee is finishing up their work on revisions.

I will extend the Membership Contest to May 1st, so let's make April and May "Get Member Months".

Well, No. 2 is whistling to leave. See you on the next run!

Traction and Trolleys

by Mike Matejka

TRACKAGE IN THE STREETS

There are two methods: plastering and cardboard. Plastering's advantage is its permanence. If you wish to tear it out you have quite a project. Otherwise it is better than cardboard.

Code 70 rail may be laid within code 100 to simulate flangerail or you can do without it. Just make sure the flange grooves are deep enough and that the railheads are clear of all plaster.

TO THE SUNNY SOUTH
from Chicago and the Midwest
CHICAGO, CHATANOOGA & ATLANTA R.R.

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Before it is dry (about 15 minutes) smooth out the plaster and make sure all holes are filled. Be careful that the plaster is not too high: it is better a bit lower than the railhead.

Wait one day before painting. Grey with small amounts of black splotched on it and spread around comes close to concrete. More black reaches asphalt. Experiment.

To simulate median strips cut thin strips from glossy magazines, white or yellow.

Heavy shirt cardboard is better if you are going to have to tear up a street. Glue it between the tracks at the proper width and paint it or cement brick paper to it. It is best to use Code 70 within Code 100 for cardboard.

Watch so that railheads and flangeways are cleared and cleaned of all paint, glue, and plaster.

Handlaid Track

by Ralph DeBlasi

Most people shy away from handlaid track because they have the notion that it's too difficult. Ha! Handlaid track is just as easy as laying sectional track; it just takes a little longer. See if you don't believe it after reading this.

I believe two requirements are needed by a person if he is to handlay track successfully. First is the time to lay it; second is patience. Some people will rush things to completion only to find out that they messed things up in the process. Remember, rolling stock can be set aside if defects in them occur. But if there are defects in the track, the whole layout will suffer until it is repaired. It took me some three hours to handlay about 10 feet of track. I was rewarded by having my Athearn PA-1 and PB-1 glide smoothly over it at 100 smph. And believe me, those ALA trucks will derail at the slightest imperfection in the track!

First, let's take a look at the materials and tools. I will describe how I built my track in HO scale. The dimensions can easily be changed to suit your scale.

For the roadbed I used 3/32" sheet basswood. Balsa can also be used. It is easier to cut than basswood, but it is quite soft and may not hold spikes as well. To compensate for this I would suggest glue-dipping your spikes for added security. To fasten the roadbed to the subroadbed I used 5/8" No. 19 flathead nails.

Next you will need your tie material. I used Campbell's low-profile ties. Ties will have to be stained so a can of Tru-Scale creosote tie stain was purchased. You may prefer your own stain, and if so, all the better.

Ballasting was done using Campbell's blended ballast. Use it in whatever color you prefer. Next you need spikes to fasten down the rails. I used Kemtron code 70 spikes. They are great for spiking code 100 rail because they are smaller and they look better.

If you have sectional track as I do you don't have to rush out and buy new rail. The ties can be removed and the rail used over again. To fasten the ties, roadbed and ballast you will need some glue. I used Elmer's Glue-All. It's easy to work with and strong. Bottles of Floquil

rust, earth, and Dio-Sol complete the materials list.

Tools are simple enough: a pair of long-nose pliers for driving spikes, a good three-point track gauge and a Baumgartons track alignment jig for laying straight track. If one is not available for your gauge, forget your three-point gauge. Your NMRA track gauge completes the materials list.

So let's get started! First sand down any joints in the subroadbed, trying to get them as level as possible. When you have finished this, you will be ready to lay the roadbed.

In order to save waiting later, paint the rails a realistic color before going any farther. The rails of a railroad are a natural rust color. The brass color of our rails is highly unrealistic. To overcome this, we will paint the sides of the rail a rust color. Floquil's rust is, in my opinion, too rusty for our purposes, but by adding some earth color to it you arrive at a very natural shade. I found the best mixture for me was: 2 parts rust, 2 parts earth, and 2 parts thinner.

While this is drying, remove the rails from the ties of the sectional track. This is very easy and looks harder than it actually is. First, grab a section in one hand and with a pair of pliers bend down the ties on the outer side of the rail. Then carefully **PULL THE TIES FROM THE RAIL**. Don't do it the other way around or you may kink the rail!

Now, prepare the roadbed. Take another piece of track and outline the ties on the basswood. Then with a modeler's knife, cut the section out. Mark the position of it on the subroadbed and coat the back of it with glue. Then press the roadbed in place. Now, at each end of the section, insert the No. 19 nails, one on each side. If the roadbed rises, that is, if it does not lie flush to the subroadbed, drive nails at those spots, again, one on each side. This will keep the roadbed from kinking. Next take your tie material and spread a coat of glue on the roadbed. A handy tie-spacing jig comes in handy here, and is fortunately provided with the Campbell ties. You may prefer to prestain your ties. I found it easier and neater to just brush tie stain onto the ties after they had dried.

After the stain has dried, you will be ready to ballast the tie bed. I used the bonded ballast method described in MODEL RAILROADER. When the ballast is fastened, sand down any high spots. Now you are ready to lay the rail.

I took the individual rail sections and laid them on the roadbed. Then I marked the ties where the railjoiners would fall, and sanded down the ties wherever this was. Then I touched up these areas with stain. The reason for doing this is so that there will not be a bump in the rail. This would be enough to derail long-wheelbase equipment.

To spike the rail in place, start with a section of rail half as long as the 9" length. The reason for this is so that rail joints will be staggered, reducing the chance of kinked rail sections and reducing the chances of any derailments. Spike the rail on the inside first. Obviously you can't if you are using the track alignment jigs by Baumgarton, so then you spike the outside. Spike the rail at each end, driving spikes in pairs. Then spike in the middle between these. I kept spiking until I got spikes down to about every fourth tie.

When you've finished spiking the first rail, spike the second, gauging it from the first. That's all there is to it. Believe me, it is worth all the trouble and time it takes. For a complete discussion of the subject, I suggest you purchase a copy of Paul Mallory's book "The Trackwork Handbook for Model Railroads".

The AT&SF Railway Co.
announces purchase of the
Denver Southern narrow gauge railroad
Craig Walker, President
Denver Southern Ry.
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WE'VE SOLD OUT!
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the Carson City Southern in
Nevada. Come to our Grand Opening!
Glenn Butcher, President to Janitor

THE KENTUCKY COAL & COKE COMPANY
wishes to announce an impending
important event. For further
information see the next HOTBOX.
Mike Thomas, KCCC President

SHOPTALK

by Doug Rhodes

MODEL TIPS FROM MEMBERS

Model Tip No. 5 — by Lloyd Neal

Used paint thinner with various colors mixed in makes an excellent color for weathering wood. Just brush it on unpainted wood and it is close to the prototype. Vary the amount to your own tastes: if it is too dark, set it in a window for a few days to lighten it. It can also be used to weather cars, etc. Do not put plastic cars or structures in the sun: they'll melt!

Model Tip No. 6 — by Lloyd Neal

Flexible plastic containers are excellent for mixing plaster for scenery. After each batch, leftover material can be removed by squeezing, making clean-up fast, efficient, and easy. Plastic gallon milk jugs cut in half are a cheap source of such containers.

Model Tip No. 7 — by Bruce Showalter

I am in favor of neat, tidy wiring as is Doug Rhodes. From my investigation into electronic supplies, I have come across some useful 8-terminal plugs and sockets. The plugs are of round bakelite with silver prongs and large, black center alignment posts resembling the base of an octal base electron tube found in TV sets. They have snap-on metal covers which serve also as grips for the plugs. The sockets are just like the kind used for those TV tubes already mentioned, and can be easily mounted in a control panel. I am using these plug-socket combinations for my wiring program to connect my layout and control panel. The plugs and sockets can be purchased at wholesale electronic parts stores for about 25¢ each. Also, 8-conductor cable for these plugs can be purchased in the same stores for about 15¢ a foot. Each terminal on both the sockets and plugs is numbered, so tracing a lead is simple.

Model tips, questions on modeling, and other material for "Shoptalk" should be sent to the author of the column:

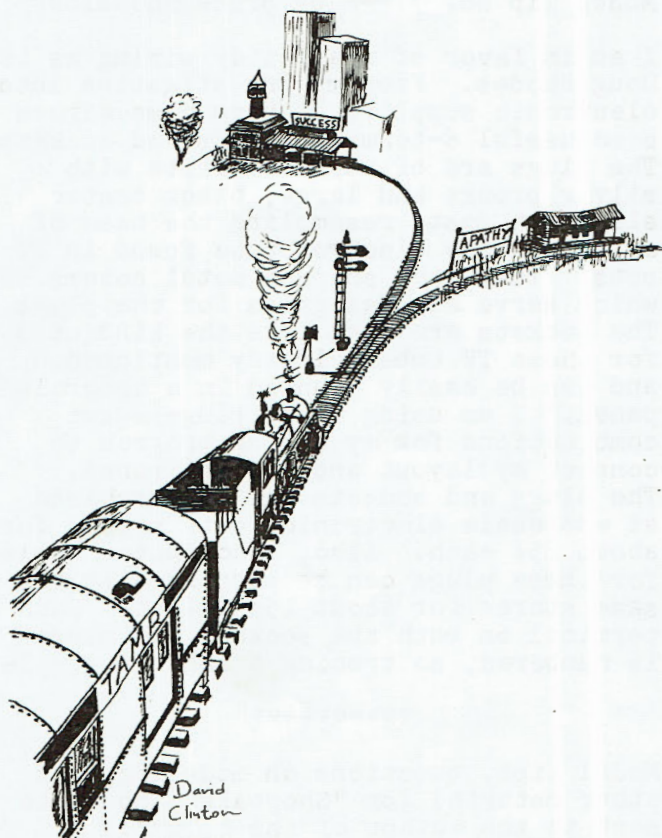
Doug Rhodes
9168 W. Saanich Rd.
RR 2, Sidney, B.C., Canada

Success vs. Failure

It is going to take a lot of effort on both the officers' and the members' part if we are to take the track to success. I suspect that it is hard for many of us to dedicate lots of time to TAMR because we are going to school, a rather time-consuming occupation. Between work and college, I find myself with scant time to spend writing letters. We all, though, must make an effort to contribute some time and effort to the TAMR. By sending pictures and articles to the HOTBOX, by contacting and getting together with other members, and by at least trying to recruit new members, I feel that each of us can help send TAMR onto the high iron to success.

TAMR has been valuable to me: it stimulated my interest in the hobby, it stimulated me to join a local model railroad club and even the NMRA. I have made several friends through the TAMR. For these reasons I would hate to see this fine organization fade away.

— DAVID CLINTON



"How shall the switches be set?"

AD RATES

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Two-column width, per line 25¢

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[These rates are for one issue (two months)!]

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HERALDS PRINTED: Draw your herald in black ink on unlined white paper and send it with 25¢ to the editor along with your regular railroad ad (at regular rates).

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

GO with Recruitment!

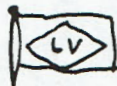
If there's one thing we need in the TAMR right now, it's new members. It is vital to our organization that it continue to grow in size each and every year. In addition to the other member-oriented efforts now being conducted in the TAMR, we are once again issuing a recruitment poster to all of you through the pages of the HOTBOX so that you can do your share in attracting new members. The next time you visit your hobby shop, talk to the owner about TAMR and get his permission to hang a poster in his store to promote the TAMR. Don't forget to add your name, address, and phone number to the bottom of the poster so that the local teen modelers can contact you directly. If you need application blanks, they are available from the secretary. If a hobby shop owner agrees to hang up your poster, send his name and address to the HOTBOX editor and it will be published in the next issue in recognition. Also, the store owner will receive a note of thanks and a copy of that next HOTBOX in appreciation for his help to the TAMR.

PLEASE!!! Don't let that poster sit there and rot between the pages of your HOTBOX. Take it out today and put it to use recruiting new members!

Getting to Know You!

BRUCE SHOWALTER: "I'm a 20-year-old junior at Abilene Christian College, majoring in accounting. My hobbies, which vary from month to month, are golf, archery, woodworking, song writing, singing, guitar, and, of course, model railroading. Presently, I'm collecting scrap aluminum for money. I am equally opposed to flag-waving and anti-war demonstrations, I favor birth control, discourage illicit sex, drug addiction and alcoholism. I am for the exploration of space and our capitalistic, industro-militaristic establishment. Nevertheless, I believe in every individual's right to live the life he chooses. I am interested in air, land and sea combat vehicles, and I encourage the return of a large-scale passenger train system to this country."

"Born just over 17 years ago (February 5 to be exact), it took me, MIKE BONK, about two years to fall in love with trains. For many years, not a Sunday would pass without my demanding to be taken to watch the Super Chief pass. Finally, six years ago, I saw a toy train and upon receiving one for Christmas, set out to build a 4x5 foot empire. The spark soon died, only to be re-kindled by a glimpse of MODEL RAILROADER in 1969. The flame spread, and I am the proud owner of a 5x8 foot disaster, or was until this past Christmas when my sparkling new HO Shay refused to run."



LEHIGH VALLEY

Route of the Black Diamond

Ralph DeBlasi
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I screamed, and on December 26, tore the whole pike up. I've since found a better track plan and have laid 20 feet of track that works well. I've also built and installed a four-stall roundhouse and turntable (any ideas on how to get a turntable to work right?). Otherwise, I am a junior at Webb school, which is a small boys' prep-school. I own a small printing press, and am an avid joiner, belonging to ten regional and national model railroading organizations, two railfan groups, and two local museums. I am currently working to become a qualified motorman at the Orange Empire Trolley Museum."

"My name is BILL GATES. I am 15 years old and have been a member of the TAMR for 3 years. I was first exposed to model railroading at 3 years of age and have been active in the hobby since then. My present pike, the Penn-Central Lines, has 240 feet of track and is in HO scale. In the last few years, I have collected a huge amount of items from the PRR, and even veteran collectors have complimented me on my photos, timetables, lanterns, signs, etc. In addition to the TAMR, I belong to the Pennsylvania Research and Information Association and Modelcrafters of America. I enjoy hunting and playing the organ, and after I graduate from Claymont High School I will probably work for the Penn Central Railroad as four of my relatives have or are presently working, and railroading is in my blood."

TOM MANS: "I'm a freshman history major at St. John's University in Collegeville, Minnesota. My hometown is Riceville, Iowa, and I have a long-standing interest in both model railroading and prototype railroading. I have modeled in HO for about 3 years now and have been a member of the TAMR for 1½ years. The Midwest Union, now in its second rebuilding, is supposed to be a "bridge" line located somewhere in the Middle West. A small yard, 140 feet of track and lots of switches that don't work add to the overall executive headache. I've also begun experimenting with scratchbuilding."

"My favorite prototype lines are in the midwest: The Milwaukee, Rock Island, Burlington Northern, and particularly the Chicago & North Western. I've grown up around railroads because my father is the station agent at Riceville, Iowa, which is on the North Western (formerly the CGW). I enjoy collecting memorabilia and reading about railway history. I am also interested in photography, trivia collecting, and journalism."

Photo Story:



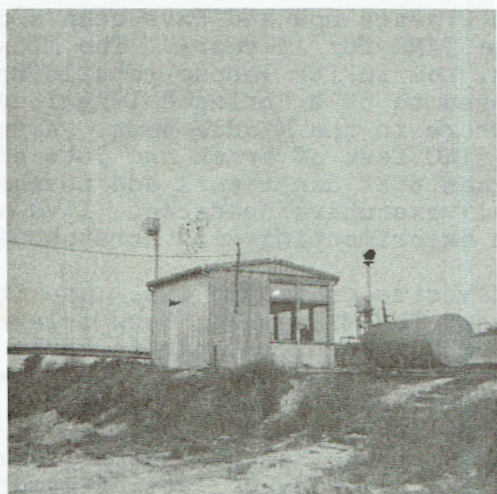
The Enginehouse...

Beaumont Yard

by Glenn Butcher

I am presenting this article in the hopes that it will help a beginning model railroader to design a yard of his own by showing some photos of certain features you'd find in a very small prototype yard. This Southern Pacific facility is located in Beaumont, Texas. (All photos by the author.)

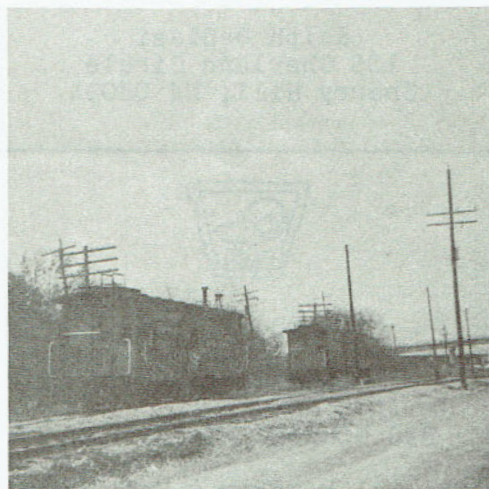
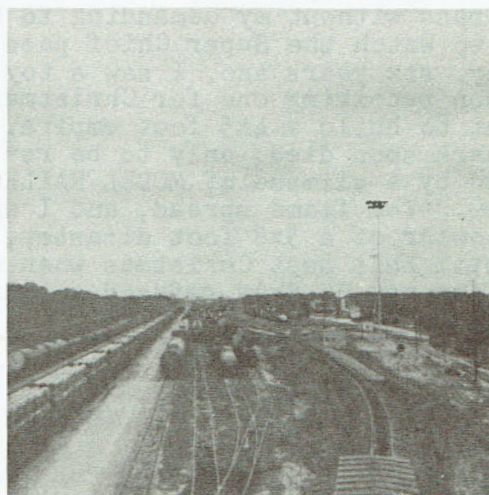
RIGHT: Overall view of the yard. The hump and engine yard are at the right, the empty car track is in the center, and the inbound yard on the left.



This hump yard "tower" is no massive computer complex. Switches operate with air pressure.



...and the service facilities.



And, don't forget a caboose track.

THE AMERICAN PASSENGER TRAIN: A Last Look Before RAILPAX

by Doug Kocher

If you are a romantic sentimentalist you will probably enjoy this article. If you are a hardened realist you will probably find no use for it whatever. That puts me somewhere in between, I suppose, and for the moment I shall not exercise the privilege of taking sides. At any rate, this article is intended to be a summary of the American passenger train as it stands on the eve of the National Rail Passenger Corporation (see RAILPAX article elsewhere in this issue). I have written it not with the intention to immerse the reader in a miasma of sentimental torpor, but rather to afford the opportunity to reflect as objectively as possible on the national passenger train system as it presently operates under private operations. The following, then, is a system-by-system presentation of what is left. If at any time you are made unhappy by my comments on the beleaguered condition of the passenger train, take heart: I am sure that better times will follow.

BURLINGTON NORTHERN: What we have with BN is the union of four relatively respectable railroads (GN, NP, CB&Q, SP&S) into an incredibly unfeeling corporate leviathan. The traveling public has a very good right to be enraged at BN's slipshod passenger operations. This railroad began paring passenger trains at an alarming rate immediately after merger, and their belt-tightening in other facets of passenger operations was equally alarming. What we have now is a "Denver Zephyr," "Empire Builder," "North Coast Limited" and a mangled travesty of a "California Zephyr," all of which would be living out their last days if RAILPAX had not been passed. As it stands now, many BN routes may be kept in operation by RAILPAX, but for that we must thank the government. To be fair, however, it must be asserted that most BN trains (and especially the four mentioned above) are operated with at least a trace of former flair. There is still something to be said for BN dining car operations; and that railroad still has stuck to keeping on sleeping cars.

C&O/B&O: Well, let's hear it for this one. In the face of crass insensitivity on the part of other railroads, this vestige of a once prestigious passenger train operator is still managing to keep its basic system operating with some degree of class. The "Capitol Limited" is even at this late stage in its

career a delight to ride, just as the "George Washington" is to a lesser extent. And if the rest of C&O/B&O trains are not in the style of these two trains, at least they do run. William F. Howes, Jr., has kept all of the C&O/B&O trains on their feet with the greatest difficulty. I do not imagine that his is (or maybe now we should say "was") an easy job. It is well known that the railroads do not support passenger train departments in the style to which they were once accustomed. I should say, though, that in passing all of us who had hoped for better things with the passenger train under private operation must not be too ungrateful with this railroad. They made several notable attempts (by "they" I mean, of course, the people in the passenger department) and deserve at least a measure of thanks for fighting a battle which was predetermined by others outside of the passenger department.

CHICAGO & NORTHWESTERN: This railroad can be summarily dismissed. It is a wretched example of grotesque executive attitudes towards long-distance passenger trains. Today the C&NW is nothing. Their half-a-handful of long-distance passenger trains are not worth comment.

GULF, MOBILE & OHIO: This curious railroad has long been a personal favorite of mine. GM&O operates some of the oldest equipment on wheels, and their dining cars are elegantly rustic. (Anyone who has never eaten on a GM&O diner has missed a gastronomic delight.) The GM&O route is likely to be preserved under RAILPAX, but all of that old equipment which should be kept will quite likely get the torch. As to service, on this railroad there is a courtesy and efficiency of operation pleasingly out of proportion to the road's otherwise modest status in the world of passenger trains. Even the "Midnight Special" which operates with incredibly ancient coaches and nothing else is in a special niche all by itself. And the "Abraham Lincoln" and "Limited" are real period pieces, complete with comfortable parlor cars and the superb diners already mentioned. This is truly a wonderful railroad, despite occasional mumblings to be heard from higher up in GM&O on the desirability of their passenger trains.

ILLINOIS CENTRAL: "My Life & Hard Times" would be the perfect title for a book

(Continued next page)

THE AMERICAN PASSENGER TRAIN, Continued.

written by the Panama Limited, if — of course — trains could write. Since they cannot, the IC story must be told by someone else. At its height the IC was a superb system immersed in pleasant tradition. At its nadir now, the IC is pretty sad. The passenger department disintegrated rapidly when Paul Reistrup left, and the present management is better characterized by mismanagement. The "City of New Orleans" is abominable and the "Panama" barely survived a near-successful coup d'etat, which almost took place last November. RAILPAX stepped in, however, so the "Panama" is still operating in at least a semblance of former grandeur. The "City of Miami" is still a good train, and the others — collectively known as the Food-Bar-Coach trains — continue to operate without distinction. The "Hawkeye" and "Governor's Special" are pretty hard-hearted operations in line with the hearts of certain people in IC.

LOUISVILLE & NASHVILLE: What we have with L&N is a railroad that has made few apologies in its very direct efforts to kill passenger trains. In the past it was noteworthy for curtailing the "Hummingbird" enroute and loading passengers on a bus to carry them uncomfortably to their destinations. It has continued that fond tradition — though with perhaps less fervor — all the way up to 1971. On the bright side, however, we have (at least until May 1, when RAILPAX assumes command) a New Orleans-Jacksonville "Gulf Wind" which operates with a dining car and section sleepers. The "Pan American/South Wind" combination is still a nice enough train, but the rest of L&N operations deserve no mention.

MILWAUKEE: In the past two years we have witnessed the ready demise of both the "Afternoon Hiawatha" and the "Pioneer Limited," as well as runs to Madison and elsewhere. Aside from the joint operations with Union Pacific, there is no longer anything notable about this railroad. The "Morning Hiawatha" operates with a cafeteria-type car and a standard parlor instead of the beloved Skytop Lounge. There is no such thing as a Milwaukee dining car (discounting ones used on joint UP runs), since the one on the "Afternoon Hiawatha" was the last. Train 23, however, operates with a beautiful bar car and is a nice way to get to Milwaukee. As for Curtiss Crippen, one should at least take note of his occasional diatribes toward C&NW. They are admirable.

MISSOURI PACIFIC: Some say Southern Pacific, others Penn Central or N&W. For this writer the Mopac remains the

epitome of the viciously anti-passenger railroad. The MP assumed the lead in devising nefarious ways to remove passenger operations with a directness of purpose that left mouths hanging. All that is left now is a mock "Texas Eagle" which terminates in Texarkana plus two St. Louis-KC trains. I should mention that these last two trains are a real delight to ride, and the scenery is beautiful. But the pleasure which one derives from riding these trains vanishes quickly upon recollection of the 1960 Missouri Pacific timetables. I feel strongly that should RAILPAX prove successful, the MP should especially be called on to account for its actions. And I personally want to be present when the accounting is done.

PENN CENTRAL: This railroad is a well-known mess. To devote much comment to it would increase the length of this article more than it already is destined to be. In brief, we have a "Broadway Limited" which still has flair and a 27 and 28 (remains of the "Twentieth Century") that are pleasant to ride. Sidney Phelps has had to cut dining car operations to a minimum on this massive system which still runs hundreds of trains, so that the diners of the aforementioned trains are ghosts of their former selves. Out East we have the Metroliners and Turbo, plus joint operations with SCL and Southern which are meritorious. The rest of PC's passenger trains, with the exception of certain ex-New Haven and Washington runs, are dismal.

NEXT TIME watch for the conclusion of this story on the American Passenger Train, as railtravel authority Doug Kocher examines the current state of affairs with 8 more lines, following the alphabet through from N&W to UP.

CHICAGO, CHATANOOGA AND ATLANTA Rwy.



to Florida
from the Midwest
on the
FLORIDA FLYER
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Passes Traded
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SUSQUHA LINES NARROW GAUGE RAILROAD

All Susquha Lines standard gauge
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Last Chance for Old Time Railroading

by Tom Papadeas

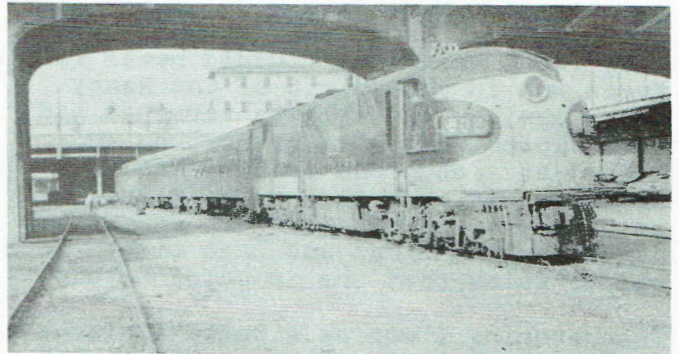
The platform was already crowded when the first strain of the diesel's horn reached our ears. She pulled in exactly on time with a handsome, if somewhat short, consist of a coach, grill car, and, of all things, a dome car. At the point was a diesel marked "Southern", but the three passenger cars remained distinctly independent in their "Central of Georgia" markings. As the Nancy Hanks eased to a halt, a white-jacketed porter hopped down and set out an old Pullman step at the foot of the coach steps. He was followed by a veteran conductor who had a friendly greeting for each passenger as he lifted tickets at the door. Five minutes later, the Nancy Hanks left Macon, Georgia for Atlanta, 100 miles away, exactly on time.

The Nancy Hanks isn't just any train, not No. 7 or No. 8, not the train to Atlanta or Savannah, not a Southern Railway train, but she was the Nancy Hanks (pronounced Nane-see Haynks down there) and her passengers and crew respect her enough to call her by her proper name. Nancy Hanks has little time to live until RAILPAX retires her, but she will go out in style and folks in her part of Georgia will remember her fondly.

I found my reserved coach seat in what was once a Jim Crow coach, with separate compartments once reserved for white and black. The coach was crowded with families with young children probably headed on a holiday in Atlanta. In the seat next to me was an elderly Southern gentleman, neatly attired and clutching an ornate cane. He recounted his early years when he was born and raised in Macon, he was now taking his grandson for his first ride on the Nancy Hanks ("She's a nice train, but she's gone down in the past couple years."). As we gained speed coming out of Macon, the coach bounced very noticeably, the air horns' blasts drifted into the coach before each of the numerous grade crossings, and the sunny Georgia day added to the festive atmosphere on board the Nancy Hanks.

The porter told me that the dome was open and I proceeded toward that car, informing the porter that I had never ridden in a dome car before now. I made my way up the stairs into the dome where there were a mother and her family already. I took a seat at the front of the compartment and, camera-in-hand, watched

the progression of the train across the Georgia countryside as the Nancy Hanks negotiated S-curves, numerous grade crossings, and bounced across the flat Georgia rural areas. The terrain was fairly level, but that didn't stop the Nancy Hanks from following the single track through curve after curve. The perspective from the dome was distorted because one used to commuter trains and Metroliners needs a new orientation, and the view from the top was hard to get used to. Nevertheless, I determined that I should abandon the coach and try this new sensation for the remainder of my two-hour trip.



The "Nancy Hanks" departs from Atlanta. Photo by Lloyd Neal.

When the porter announced that dinner was now being served in the grill car, I had to go, for I had never had a meal in a dining car before. The grill car had a long lounge in one half and a kitchen, bar, and four booths with tables in the front. Two employees, a steward and a cook, manned the grill and were already serving a handful of customers. I took a seat at a table and gazed out the large window beside me. The porter handed me the Nancy Hanks menu, and it was hard to decide what to order because the selection offered looked so good and the prices were reasonable. The Barbeque Pork Special caught my eye with its description of "Old fashion Georgia pit-cooked barbeque served on a bun with barbeque sauce (side order Brunswick Stew 40¢ extra)". All this for \$1.05...not bad for one used to Penn Central's prices. I ordered this with soup and a soft drink, and I con-

(Continued next page)

LAST CHANCE FOR OLD TIME RAILROADING, Continued.

tinued my survey of Georgia scenery. We stopped in Griffin, but the appearance of the Nancy Hanks made little impression upon Griffin, other than a brief blocking of a couple streets near the station. The train lurched out and started the final leg to Atlanta. The steward returned with my lunch and I found it to be as tasty and substantial as a meal served in any restaurant. I confess that as the Nancy Hanks swung through one of the ubiquitous curves on her way, I thought that I was losing my lunch as it slid to the ends of my table, but things went without incident. I finished my meal, and the porter was glad to grant my request for a menu. With this treasure I returned to the dome.

We were in sight of Atlanta, although it was still a while until we would pull in, due to speed restrictions which slowed the Nancy Hanks to a crawl. We brushed the perimeter of the airport and the jetliners soared over the dome and left the Nancy Hanks way behind. As the golden capitol dome came into view, I found myself wishing that the ride would never end, for I knew that I would never find a train run in the spirit of the Nancy Hanks again. The Atlanta terminal had been closed some time before, so we halted at a stub-end track under the Southern office building in Atlanta. I reluctantly got off and left the Nancy Hanks for the first and last time. It's sad to think that she is going to die.

That evening I was on a Delta Airlines DC-8 back to Philadelphia. It was a pleasant and comfortable flight, but it just wasn't to be compared with that



The Virginia & Truckee Railroad
proudly announces the purchase of
The Mobile & Girard Railroad.
However, passes are not exchanged
for that line.

Rick Perry - Hurtsboro, Alabama

ARKANSAS VALLEY & OZARKS RAILWAY

Lloyd A. Neal, President
Stone Mountain, Georgia

Passenger and freight service.
Conn. with St. Louis, Iron Mountain
and Southern at Morrilton, Arkansas

little train. Maybe it was just that the Nancy Hanks caught me off guard, but I know that train was something that I had never experienced before. Never before had I been made so welcome and been so pampered as I was on the Nancy Hanks. On this train, I found an atmosphere not only reminiscent of the days of the Old South, and of oldtime railroading, but I received the impression that the Nancy Hanks was a frayed remnant of what life was once like in America. There was pride and respect for the Nancy Hanks from the passengers and crew like I had never seen because she was a train on which people were still treated as people. She is left over from those days when what was important was the quality of life, rather than how much profit was made and how much time was saved. She was a passenger train still designed for a person who could enjoy life. Maybe the Nancy Hanks has to die, because she has no place in America anymore. We don't deserve a train like the Nancy Hanks.

INTERCHANGE

WANTED: Back issues of MODEL RAIL-
ROADER. I need the following is-
sues: 1964 — Jan/Feb/Mar/April
July/Aug/September
1965 — Feb/May/June/Dec
Please state condition and price.
Ralph DeBlasi, 105 Charlann Circle,
Cherry Hill, NJ 08034.

HAVE: HO Rolling Stock for sale (no
trades). Send SSAE for list.
Would like to buy logging cars,
connected and disconnected. Can
get you 100 envelopes with your
name printed on back flap for
\$1.95. Edward Shelby, Route 2,
Pulaski, TN 38478.

WANTED: Timetables! From all rail-
roads, old or current. Will trade
East coast RR timetables for any
others. Hurry! Tom Papadeas, Rm.
229, 3665-38th Street, NW, Washing-
ton, DC 20016.

WANTED: Operating power chassis of
Athearn Hustler. Body not impor-
tant. Also want pre-1900 era equip-
ment, especially TYCO 1860 passenger
cars. Rick Perry, Hurtsboro, Ala.

TO TRADE: I have TYCO Mikado, Dock-
side, F-7, and GP-35. All are in
running condition, most in excellent
condition. Wanted: AHM HO engines,
especially 2-8-2, GG-1, or diesels.
Or I will trade for anything inter-
esting. Write to Tom Papadeas, Rm.
229, 3665-38th Street, NW, Washing-
ton, DC 20016.

RAILPAX: What It Means

by Doug Kocher

May 1, 1971. On the eve before this date virtually all privately-owned United States passenger trains will have made their last runs. The reason is the National Rail Passenger Corporation, a quasi-government concern that will begin operation of U.S. intercity passenger service on that date.

The concept of the National Rail Passenger Corporation, or RAILPAX as it is commonly called, is not a difficult one to grasp. Basically, RAILPAX must operate passenger trains between designated cities in its system until 1974, when it can drop any unprofitable runs. Railroads that buy into RAILPAX with cash, rolling stock, or services are free to drop on 30-day notice any passenger trains not included in the mandatory system. But the railroads not joining RAILPAX must continue all of their present services until 1975. Obviously most railroads are anxious to join RAILPAX, for it will represent the only early method by which they may divest themselves of running trains which they have not wanted to run for the past 15 years.

The key figure in the RAILPAX picture so far has been Secretary of Transportation John Volpe, to whom was assigned the difficult task of determining what cities would receive service under the NRPC. What he has done at the time of this writing has been confined to the designation of end points and city pairs. The really internal question of what routes of among several (New York-Chicago, for example) to choose must still be decided. The end point cities designated so far are as follows:

New Orleans-Los Angeles
Seattle-San Diego
New York-Kansas City
Washington-Chicago
Norfolk-Cincinnati
Boston-New York (currently Turbo)
New York-Washington (currently Metro)
New York-Buffalo
New York-Chicago
New York-Miami (incl. Tampa & St. Petersburg)
Washington-St. Louis
Detroit-Chicago
Chicago-Cincinnati
Chicago-St. Louis
Chicago-Miami
Chicago-Houston
Chicago-New Orleans
Chicago-Seattle
Chicago-San Francisco
Chicago-Los Angeles

If conditions warrant, RAILPAX may also add other routes to the present basic system.

Readers who are acquainted with those trains which are currently serving the above routes under present private operation are aware that in many cases there is not simply one route. There are, for example, several traditional ways of getting from Chicago to Los Angeles: via the old "Golden State Route," the Santa Fe, or Union Pacific. Or RAILPAX could design its own route by putting together the best portions of a number of routes to involve the most practical Chicago-Los Angeles service. Thus, it is safe to say that in at least a few cases RAILPAX will mean the operation of a passenger train over fragments of several routes, instead of simply operating the train over one or two of several routes used in the past. Another possibility will be alternative route service: here it is possible that we may have a train which operates westbound to Seattle over the old Northern Pacific and eastbound to Chicago on the former Great Northern.

It seems now that many of the routes may not be finally designated until shortly before May 1 as interested parties maneuver to insure that their cities receive service. Ultimately some cities will be left out altogether—and with little possibility of ever being included in the RAILPAX system.

This writer has been involved with RAILPAX for the past several years—writing letters, working with the National Assn. of Railroad Passengers, petitioning, and in general doing whatever possible to secure passage of RAILPAX through Congress. In general RAILPAX is a blessing—without it you can trust my word that almost all intercity rail passenger service would be gone before 1972 had a chance to say hello. RAILPAX functions not only as a preserver of rail passenger service in this country, but also as a promoter. RAILPAX will be operated on a for-profit basis which, though not necessarily the best way to approach national rail passenger service, will still provide a new initiative which has been grotesquely lacking in the past decade. Railroads have failed miserably in their task of running passenger trains, and there must be no sympathy whatever for them. They singlehandedly blocked any chance for competition with existing land transportation, and they virtually laid themselves on the runways and let 727's run over them.

(Continued on page 15)

The New HOTBOX Stock Exchange

by Bryce Sanders, Chairman and Tom Papadeas

For many years our members have traded all kinds of things: passes, cars, and even stock certificates. Well, we feel that the stock trader should have a neatly organized way to do this, so the HOTBOX Stock Exchange will soon go into operation as a method to get more fun out of trading stock certificates for your railroad. The stock exchange was the brainstorm of Bryce Sanders, who now heads it, and he was helped along by a number of other members.

The new system of stock trading is first of all designed to bring some fun and excitement into the trading of stocks for members' model railroads, but it has also evolved as sort of a merit system because stock prices fluctuate according to some measure of progress (or lack of it) you will realize as part-owner of a model railroad. When a stock trader does something with his model railroad, he includes that fact in a report to the stock exchange and the price of his stock is adjusted. Every stock will have a fluctuating point value, and members will be able to trade their stocks according to the going price for each of the railroads involved. For instance, if Railroad "X" trades for 40 points, and Railroad "Y" for 20, owner "X" would receive two shares of "Y's" stock for every share he would give to "Y", and "Y" would have to send two shares of his stock to "X" for each share of Railroad "X" stock he received from "X". Wherever it is not feasible to make an even exchange of stock, the new TAMR money will come into play to cover the difference in value. You'll find more on that later.

If you decide that you wish to trade your railroad's stock with others according to the operations of the HBSE, the first thing you do is make an application to trade to Bryce Sanders. Bryce will fill you in on more of the HBSE operations and answer your questions. You should send him a complete description of your railroad, using the chart of possible point values which Bryce will provide. Your stock will be classified and assigned a point value which is the value of your stock, and this value will change after you send in monthly reports on your model

railroad activities. The next thing you do is to prepare stock certificates. There should be three kinds of stock which you will be able to issue. First, "common stock" may be traded on an unlimited basis between any members of the HBSE, according to exchange rules. "Preferred stock" can only be traded between the original issuing railroad and the issuee. Some railroads might choose to declare dividends or issue annual reports to preferred stockholders. The last type of stock is "convertible common stock" which you may issue to a non-TAMR member. This stock may not be traded on the HBSE unless the holder of the stock eventually becomes a TAMR member. Each stock will have a base price depending on whether the railroad is being designed, is under construction, or is fully completed. There are certain other additions to the base price to account for size and equipment, and thereafter, the stock price fluctuates whenever some type of progress or lack of it is reported to the HBSE.

If you need money, then you might wish to contact Harris Chasen, who is in charge of the HBSE Bond Market.

The whole object of the HBSE is for the fun of trading stocks and the stocks are therefore not really worth much. You could not possibly be taken over by a shrewd trader because the stock is valueless, except as an exchange medium for other worthless stock. A number of people are already trading their stocks and the number of traders is growing every day. To issue HBSE stock, you must apply first to HBSE Chairman Bryce Sanders. However, anyone with TAMR stock in his possession who is a member is eligible to trade stocks.

Be the first robber baron on your block! For a more detailed explanation of the HBSE and how you can trade stock, and for a list of point values and rules for stock trading, contact Bryce Sanders:
2118 Albemarle Terrace
Brooklyn, NY 11226
Hurry and start trading today during the big bull market! Regular listings of stock trading and their prices will begin to appear next time!

DENVER AND WESTERN ROCKIES RAILWAY

"Route of broken bridges and miniature men."

Donald Roe - President
P.O. Box 101, Holliston, Massachusetts 01746

EVOLUTION OF A HOTBOX

— A brief lesson in composition and reproduction —

by Dick Wagie, Publisher

What's this issue worth to you? \$2.50 divided by 6 (minus a membership card and Directory)? Uh-huh. That's what you pay for it. If you have a job, you could earn the single-copy price of a HOTBOX in ten minutes or less. It's about the price of the Sunday newspaper, and it doesn't even have as many pages! Is it worth it? Well, ask people who know.... like those who produce it!

Unknowledgeable as to the rigors performed by the editor before a HOTBOX is composed, the publisher wishes to begin this narration of "beginnings" at a point considerably after the actual beginning. The intent is to ingrain a degree of appreciation in the membership with a view towards a possible unveiling of future production personnel.

Fig. 1 shows the composition phase of the last HOTBOX at a well-developed

RAILPAX: WHAT IT MEANS, Continued.

A railroad can compete successfully with both the car and the plane. A passenger train can be operated at speeds well in excess of those at which a car may operate on our highways, and it can at the same time compete with the plane by missing the congestion and terminal confusion so much associated with air travel. But, most of all, it balances a country's overall public transportation system, and gives the traveler a middle alternative to the convenience of the private automobile (along with the headaches) and the speed of air.

But I am not here to argue for facts which should be obvious to anyone except a railroad president. RAILPAX, if properly managed and vigorously promoted, stands a good chance of accomplishing two things: (1) Making passenger train travel pleasant, convenient, and economical and (2) Making an awful lot of railroads look even more stupid than they presently appear. By success RAILPAX will deliver a firm kick in the teeth to railroads which more than deserve punishment for their activities with the passenger train over the past 15 years. I do not believe in allowing past actions to die away if they have been nefarious. There will be a lot of delight on my part if I can say "I told you so" to certain railroads—providing, of course, RAILPAX doesn't fail and it is the other way around. Of that, however, only time will determine who gets to laugh last.

stage. Most of the typing (95%) has been accomplished, and the results are seen in the upper left corner. All copy is typed in "galley" form, a galley being a column of type(ing) set to the finished width (in this case, column width is 4 inches). Once typing is finished, a large portion of the composition phase is accomplished. To protect the copy from smudges, it is sprayed with an "odorless" (ha!) matte fixative. The typographer then takes his galleys and determines from them how large the article will be (i.e., will it be a

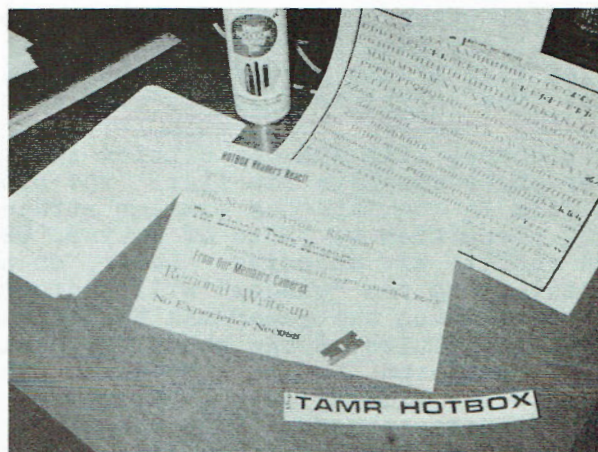


Fig. 1

one-column, two-column, full-page, or multi-page spread?), using that judgment and his own personal taste in selecting the typeface and type size for its headline from the various Artype sheets he has. Artype, a professional art medium, consists of alphabets and numerals reverse-printed on the underside of an acetate sheet, with adhesive applied over the printing. From the top, the artist cuts through the acetate (but not the paper backing) around a character on the sheet that he wishes to transfer to paper, aligning each successive character with the printed guidelines and his own eye. The result of about 2½ hours' worth of work in Artype composition can be seen in Fig. 1, where titles from last month's HOTBOX articles are visible. An Artype sheet stands up behind, exhibiting past use by the absence of numerous lower case e's, n's, and r's. When burnished (rubbed on), the edges of acetate overlap from character to character are not visible except to close-up scrutiny. And Artype costs only \$1.20 per 10x14 inch sheet.

(Continued next page)



Fig. 2

Figs. 2 and 3 are opposite views of an identical stage in the paste-up phase of composition, both illustrating the completed flat of the January-February cover page. The Artype headline is complemented with the logotype ("TAMR HOTBOX"), while the blackout film and the caption for the cover photo complete the flat. The blackout film is red, and has similar structural properties to those of Artype, being thin acetate and adhesive. Later, on the negative, the red "window" will photograph clear, allowing the cameraman to lay the halftone negative of the photo (specially prepared) behind it: an easy way to insure accurate positioning of the photo with clean, square corners. Note the blue pencil in the lower foreground: with it all layout lines are made, since blue (when lightly drawn) does not photograph on Kodalith Ortho Film (Type III) — the sheet film used to make page negatives of all HOTBOX pages. Fig. 3 shows a number of the essential tools needed for professional paste-up: T-square, triangle, and drawingboard; scissors, single-edge razor blade, ink pens, pencils, and ink; masking tape (for holding paste-up flat to drawing board); and the indispensable

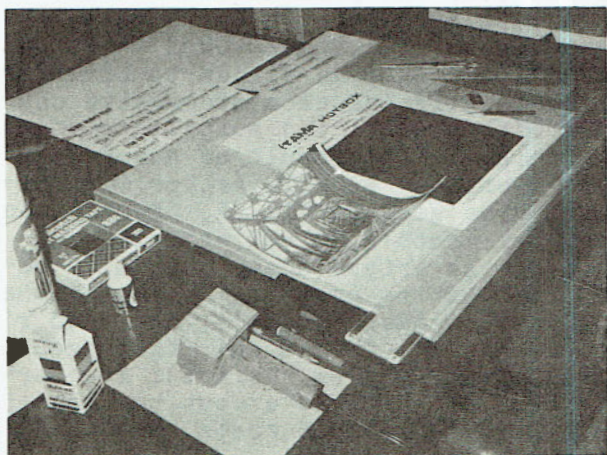


Fig. 3

Lectro-Stik wax adhesive coater (the T-shaped job with the cord coming out of the handle). This \$18 appliance applies a wax-base adhesive to paper which will bond in direct proportion to the amount of burnishing (rubbing) the paper surface receives after wax application. A smart paste-up man will therefore burnish his art lightly, receiving thereby the option of endless rearrangement possibilities for the individual components of an art layout. Once a final decision has been made, heavy burnishing is in order to fix the art to the flat. Even after such burnishing, art can often be "picked up" (with a single-edge razor blade) and re-used again in another layout—a technique often used in HOTBOX preparation! The wax comes in bars that are inserted in the top of the appliance (under the ribbed cover), and are thereunder melted by a coil. Wax applied to a typewritten galley one day may be easily worked with several days later: how much better than rubber cement!

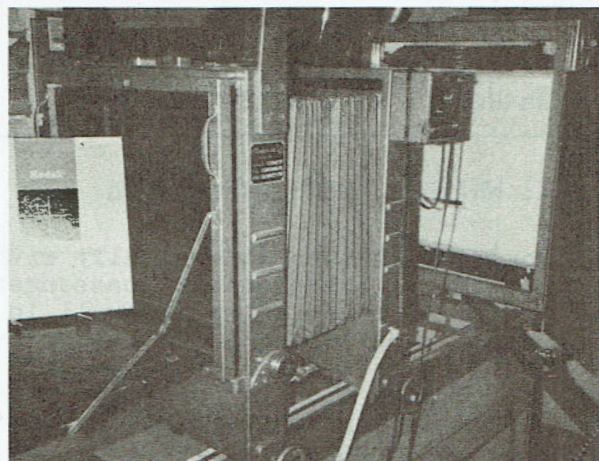


Fig. 4

Composition thus completed (including proofreading and corrections!), reproduction becomes the next step. Fig. 4 shows the Clydesdale process camera used in HOTBOX preparation. The large white area in the upper right corner is the copyboard, under whose hinged glass surface each paste-up flat is positioned for photographing. Four photofloods, a timer, and a variable f-opening process lens combine to produce each page negative, exposed on the tacky adhesive surface of the camera back (seen beneath the box of 10x12" Kodak film). The size of the image on the film is regulated by moving the camera proper (lens and back) in relation to the fixed copyboard: close up for an enlargement, back for a reduction, and in between for same size. All HOTBOX page negatives are shot at 85%, meaning that they are reduced from their paste-up size a total of 15%. Thus, all paste-ups are slightly oversize.

(Continued next page)

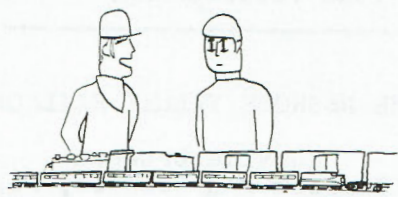
EVOLUTION OF A HOTBOX, Continued.

Fig. 5 shows a masked negative on the glass surface of the arc burner, along with a slotted plate, to show the next step in reproduction. The paper plates used have a photosensitive chemical surface which, when exposed to the ultra-violet light generated by two carbon arcs beneath the glass surface, receive an image burned into the plate. Light passes through the clear areas of the negative onto the plate, producing a positive image on the plate. To insure

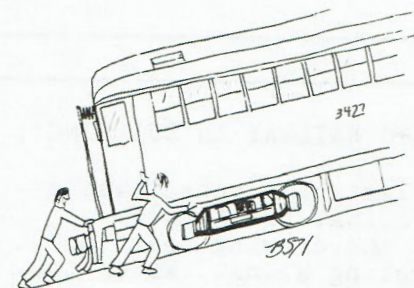


Fig. 5

good contact between the emulsion of the film and the plate surface, 25 inches of vacuum reign between the hinged rubber cover and the glass. After desensitification, the plate is put on the cylinder of the offset press.



"We've had to reduce passenger operations."



"And so the conductor says, 'First Class passengers stay where you are, Second Class passengers get out and walk...'"

Fig. 6 shows "Old Faithful", Milwaukee Lutheran High's Multilith duplicator, class 1250. The machine has obviously seen much use, but still does "impressive" work (a bad printer's pun). Two solutions are in constant struggle in the offset process, and it is through the balance of the ink and the water that the pressman achieves good printed copy. The ink fountain is "caressed" by the goose-neck lamp in the upper left corner, characterized by a row of closely-spaced buttons. The water fountain is topmost, with a plastic bottle coming down to supply the silver-colored fountain roller. In the back are two suction hoses (seen as an inverted W) which, through vacuum, feed paper into the press. After impression, the paper is ejected into the tray illuminated by the lamp, lower left.

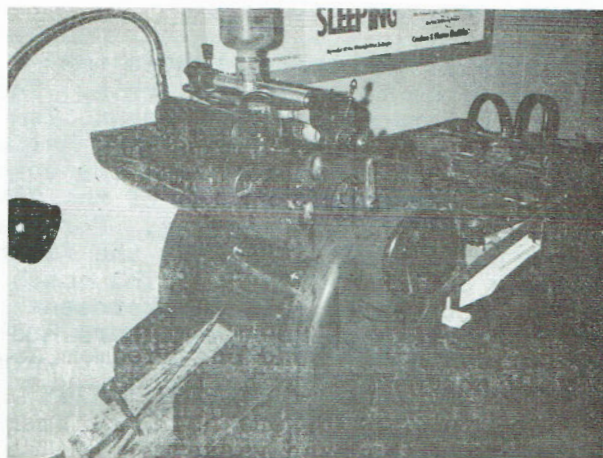


Fig. 6

So what of it all? Well, at least now you can say you know what all goes into a HOTBOX. But that would be untrue, since you have been made aware only minimally of what is involved. Maybe it would help to say that about 10 hours are spent in typing, about 15 in paste-up, about 8 in camerawork, and about 5 in printing. That's 2 hours short of a work-week for any guy who punches time.

Care to help? I hope so. I can't do it alone any more. Some one simply must come forward and offer to assist. Can someone at least take the typing? It would be a start, and from there I could train someone (preferably the typist, but not necessarily) to do the paste-up work. If necessary, I can continue to do the printing for a time, but I can afford no more than the 13 hours taken up by that. If someone doesn't volunteer, Tom may end up with a lot of articles that will never be read, because they weren't typed. For the authors alone, it would be a shame. You can prevent that by offering to assist me in HOTBOX production. Please write to me at CTC-Box 218, 7400 Augusta, River Forest, IL 60305.

Mixed Train on the New Hope & Ivyland

by Steve Harper

Early one windy and bitterly cold Saturday last January, five assorted TAMR members from the Philadelphia area all gathered for a fan trip on the weekly mixed train of the New Hope and Ivyland Railroad in New Hope, Pennsylvania. The NH&I is a steam-tourist road which, like the Penn Central, is in bankruptcy, but still operating. Because it is a common carrier, the NH&I is known to handle freight now and then and, on this one Saturday morning, an ex-Washington Terminal RS-1 Alco diesel and a couple freight cars, a caboose, and a coach were preparing to depart New Hope for Ivyland, Pa., at 10:00 A.M.

Five intrepid passengers braced the chilling winds to board the train. Their names: Tom Papadeas, John Johnson, Tom Devenny, Ralph DeBlasi, and Steve Harper (that's me!), all of whom form the core of the Philadelphia Division of the TAMR. Only Richard Jahn was missing. For one member, Ralph DeBlasi, it was the first time ever on board a train. The coach was heated by three portable kerosene stoves around which the passengers huddled very closely. Inside we were warm and protected from the arctic winds.



The intrepid travelers pause for an official portrait beside the train, taken by Tom Papadeas. L to R: Ralph DeBlasi, Tom Devenny, Steve Harper, John Johnson.

The mixed to Ivyland got underway at 10:15 A.M., and we settled down to enjoy the 17-mile journey. A few minutes out of New Hope, we passed over the famed "Perils of Pauline" Trestle, named after a movie serial of the 1920's which sometimes featured Pauline hanging from the trestle, only to be continued next week. We soon lost all sight of civilization as the train traveled through the lightly wooded Bucks County countryside which was covered with a light frosting of snow.

Several times the train would stop and some switching maneuver would take place as we all were busy taking pictures and freezing to death. Between these stops, we warmed up and kept up a lengthy bull session which ran all day long. When the train reached Ivyland, the NH&I's interchange with the Reading Company, we froze once more to witness the final switching operations of the day, and then we retired to the coach, everyone already exhausted, and endured the long, 17-mile trip back. An uneventful, but nonetheless fascinating trip, it ended when we got back to New Hope at 2:00 P.M.: four hours to go 38 miles. ...Not exactly the Metroliner!

The New Hope & Ivyland is a common carrier hauling about 600 freight cars a year, but its main business is that of a steam passenger road during the summer. In the winter, there is a mixed train behind a diesel for those who want to get a real taste of real railroading.

THE NESHOBIE VALLEY RAILROAD

Service between
Clarion and Neshobe, Pa.

Steve Harper, President
330 S. Middletown Rd.
Media, PA 19063
(Passes and Stock Traded)

PENN

THOMAS N. PAPADEAS, Chairman of the Board
The Penn-C Railway Co.

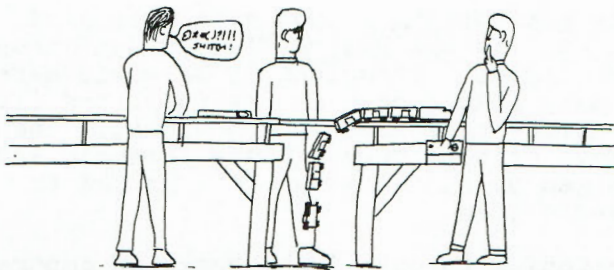
THE PENN-C RAILWAY IS BUILDING!!

At long last, the unbelievable PENN-C RAILWAY has finally come off the drawing board and is struggling along. Watch the future HB's for schedules.

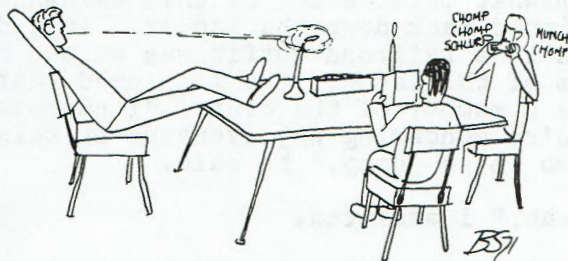
A Night with the Washington Division/TAMR

Bob Sprague, dishonorary member of the Washington Division of the Allegheny Region, files this report of the first Division Convention at his home in Glen Echo, Maryland, as it really happened! For more on this mess, check the Jan/Feb HOTBOX, page 18.

LAYOUT VISITATION: THE ENDOTHA LINE



THE BANQUET



THE BULL SESSION



OTHER MODEL RAILROADING
ACTIVITIES



(Cartoon art by Bob Sprague)

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: It seems that this region is finally coming back to life after being dead for about two years. Lloyd Neal has authorized Steve Harper to take over as new region representative, and Steve has announced that he's all ready to work. Also, Bengt Muten was appointed as convention chairman for the Allegheny Region Convention to be held April 23-25 in conjunction with the Mid Eastern Region/NMRA convention being held in Wilmington, Delaware. Region members and those in nearby areas have been notified on convention plans via a revival of the ALLEGHENY DISPATCHER.

GREAT LAKES REGION: GLR elections were completed at the start of the year, and Mike Matejka was elected region president. GLR members are reminded to get their dues in to keep the GLR from the same fate as the Penn Central. Any TAMR member is welcome to join the GLR and receive the WAYFREIGHT upon payment of the annual dues of \$1.00, to be sent to Tim Vermande, 51528 Pond St., South Bend, Indiana 46637.

YANKEE REGION: The YR also completed their elections recently with Don Roe becoming President, and Bryce Sanders becoming Secretary/Treasurer. The recent issue of the YANKEE FLYER is quite boastful, and rightly so, of the fact that the YR is the most active region in the TAMR. The FLYER proudly mentions the fact that four major articles in the last HOTBOX were authored by YR members.

WEST COAST REGION: This region is showing signs of coming alive for the first time in its existence. Michael Bonk was appointed regional representative by Lloyd Neal after he expressed interest in getting the region organized. Any West Coast Region member is encouraged to contact Mike and have a hand in the re-organization of the region.

Curious Fred Goes to a Show

by Bob Sprague

It was not very long ago that I visited a model railroad club in my area that was having a show. I drove there in the rain, and arrived early in the afternoon. It was the top floor of a beat-up building overlooking the railroad yard.

Well, I have never seen so many people come from so few cars. There must have been 80 people wandering around a room not much larger than the average school classroom. And the noise! If you have ever heard an O gauge locomotive running, think of 5 of those, 6 HO locos, two or three railroad recordings going at the same time, and 200 kids screaming.

The club had a booth rigged up to collect "fares" of 25¢, and inside was a guy turned around, nervously counting quarters out of a big glass jar.

"Hands up!" I said.

He jumped about 3 feet and turned around. I grinned, passed over my quarter, and he sheepishly handed me a ticket. I walked toward the layout.

"Gimme that, you &% \$%# kid!" This was a harried-looking clubmember, chasing after a kid with a piece of removable scenery. He grabbed the kid and retrieved it.

"Now wait a minute, you!" This was the kid's father. "Shame on you, picking on a little child. Trying to promote model railroading and grabbing things from children? You ought to be ashamed of yourself! After all, a person like you..."

I turned away from this little drama to concentrate on a phenomenon I had noticed: the club had neglected to put guard rails around the layout. "Aha!" said the camera bug within me, and before I knew it I was leaning far out over the layout, camera on track and hands on camera.

But as I was preparing to take the shot, I noticed a train rapidly approaching where my legs were, so I stepped down from the bench I was standing on. In doing this I tripped a clubmember who was standing behind me about to tap me on the shoulder. He in turn knocked over a visitor standing behind him, and they both crashed through a railing in the center of the aisle. I think he would have punched me in the mouth had I not reminded him that "model railroading is fun".

The corner of the room housed an elevated control panel which evidently was open to visitors. I climbed up the ladder and stepped up onto the platform.

It was quite a sight. The panel extended across the entire length of the booth. Dozens of lights and switches were scattered across a multicolored display of the track diagram. A large panel to the left obviously was a major power center and a soft hum was emitted from it.

The guy working it was even more of a sight. He was gazing fixedly out across the layout. Occasionally he would nervously glance down at the panel and flick a switch or change an adjustment. The sweat dripped down off his forehead and fogged up his glasses until he had to remove them.

Motioning to one of the banks of controls, I asked, "What do these control?"

"Power!" he said.

"Section power?"

"Yes!"

Somewhat taken aback by this exchange, I climbed back down the ladder. An elderly man in a railroad outfit was at the bottom of the ladder, and I assumed that he was a member of the club. "I suppose you're wondering why everyone at this club is so jumpy," he said.

"Yeah," I admitted.

"Well," he said, "the show has been going on for about a week, and the club had been preparing for it for months before that. They assigned one guy to write an announcement to send to the newspaper. But the poor guy was sort-of absent-minded and mailed a letter intended for his girlfriend to the newspaper, and the press release to his girlfriend. The newspaper printed his letter on the editorial page. Actually it was his fault, but the newspaper was so apologetic that they called the big papers in New York and all the radio and TV stations in the area. As a result, this flood of publicity has caused the club's show to be swamped with visitors, and the trouble they're having moving all the people through is getting to them!"

"Why aren't you all jumpy, then?" I asked.

"Oh, I don't belong to this club," he explained. "I belong to the Fredtown Model Railroad Club and I'm relieved to find that we're not the only ones that have trouble during shows!"

The MEMBERS' Page

DIRECTORY: The new 1971 TAMR DIRECTORY has been prepared and printed by Dick Wagie, and was deposited in the mail in mid-March. If you did not receive your copy, ask Secretary Gary Tempco to see about it. Don't forget to use it often by contacting other members listed in it.

NMRA CONVENTION: If you don't feel up to making the long trip to London just to attend the 1971 NMRA Convention there, the Wisconsin Southeastern Division of the Midwest Region/NMRA invites you to the 1971 Midwest Region Convention to be held in Milwaukee, Wisconsin, May 21-23. All NMRA members are welcome to this regional convention. The schedule of activities is a lengthy and full one with clinics by famous model railroaders across the country, and tours of sites of model and prototype concerns. For more information, contact the Convention Publicity Chairman, Russ Larson (a TAMR associate member) at 1027 N. 7th Street, Milwaukee, WI 53233.

OVERSEAS: Any TAMR member planning to attend the London convention should contact Klaus Grunert so that the possibility of another TAMR convention may be discussed.

NOTE FROM KLAUS GRUNERT: "A teenage-railfan club in Berlin wrote me asking whether they could have any contact with the TAMR. Everybody who would like to correspond with this club should write to: Pfiiff Klub "SLE", Bernd Schwindowski, 1 Berlin 44, Saalestr. 36, West Germany."

WHERE IN THE WORLD: You will notice that names of members often appear in the HOT-

BOX with invitations to write them, but there is no address given. To save time and space, the addresses are deleted and we hope that you will look up the addresses in your TAMR DIRECTORY. If you are a new member, your address will be listed in the HOTBOX after you join. If you do not see your address printed, then simply contact the editor and give him whatever information is needed.

SCRAP TRACK: An anonymous TAMR member wrote in recently to suggest that the TAMR should follow the example of NMRA and set up an estate counseling committee for our members. The editor could not promise him how much time it would take to get this approved, but he remarked, "We should live so long."

OFFER OF A LIFETIME: Tom Papadeas, HOTBOX editor, wishes to repeat what he has told many correspondents: If you are ever in the Philadelphia area, don't neglect to give him a buzz and stop by to visit. This is only 90 miles away from New York City, if you happen to be there. However, he warns you that he is too ashamed of his railroad to make any big deal about it, but you will be shown it if you insist.

IDENTITY CRISIS: Through some evil scheme in which the editor, publisher, and TAMR secretary have collaborated, one of our members, Erik Gunn, constantly sees his name in TAMR publications spelled incorrectly, despite numerous protests that he spells his name Erik and not Eric. Therefore, let it be known by all members that Mr. Erik Gunn spells his name E-R-I-K. (Sorry, Eric.)

TAMR Welcomes New Members

DRAGO, STEPHAN
1907 Hanson Road
Edgewood, MD 21040
S, HO-c-a-b-df-a-0

LAGRANGE, R.
17 Rhodes Ave.
Parktown, Johannesburg
South Africa
Iron Mountain Railroad
N-a-a-b-sf-a-0

MAFFETT, RICK
6633 Nicollet
Richfield, MN 55423
Denver & Fort Worth
HO-b-a-b-dfp-a-0

MOSHER, AGNES M.
P.O. Box 29151
Thornton, CO 80229
Sagebrush Railroad
HO-x-a-a-f-a-a

RIGHTS, BRUCE
33 Brookfield Rd.
Upper Montclair, NJ 07043
Burlington Treton & Rockfield
HO-a-a-b-df-n-0

ROPP, DAVID
1850 South Drive
York, PA 17404
Triple R Railroad
HO-b-a-a-df-w-0

SIMS, GARY F. (A)
6568 N. Oconto
Chicago, IL 60631
Lothlorein & Krystyl Lake RR.
HO-b-a-a-df-i-a

STENBURG, TONY
38091 Hwy. 106
Dousman, WI 53118
Chicago, Northwestern &
Milwaukee Terminal
HO-b-ab-a-dfpt-a-a

THOMAS, WILLARD B. (A)
4518 Ringer Road
St. Louis, MO 63129

JUST RENEWED:

BEAUDIN, DAVID
Bacon Street
Warren, MA 01083
Penn Central HO RR.
HO-a-a-b-df-w-c

The Waybill

Feature

Page

FROM THE CAB, Tom Papadeas, Editor	2
NMRA-TEEN MEMBER COMMITTEE	2
OFFICE CAR, Lloyd Neal, TAMR President	3
TRACTION AND TROLLEYS, Mike Matejka	3
HANDLAID TRACK, Ralph DeBlasi	4
SHOPTALK, Doug Rhodes	5
SUCCESS VS. FAILURE, David Clinton	6
GO WITH RECRUITMENT	6
GETTING TO KNOW YOU	7
PHOTO STORY: BEAUMONT YARD, Glenn Butcher	8
THE AMERICAN PASSENGER TRAIN: A LAST LOOK BEFORE RAILPAX, Doug Kocher	9
LAST CHANCE FOR OLD TIME RAILROADING, Tom Papadeas	11
INTERCHANGE	12
RAILPAX: WHAT IT MEANS, Doug Kocher	13
THE NEW HOTBOX STOCK EXCHANGE, Bryce Sanders, Chairman and Tom Papadeas	14
EVOLUTION OF A HOTBOX, Dick Wagie, Publisher	15
MIXED TRAIN ON THE NEW HOPE & IVYLAND, Steve Harper	18
A NIGHT WITH THE WASHINGTON DIVISION/TAMR, Bob Sprague	19
REGIONAL WRITE-UP	19
FICTION: CURIOUS FRED GOES TO A SHOW, Bob Sprague	20
THE MEMBERS' PAGE	21
TAMR WELCOMES NEW MEMBERS	21

The Crew

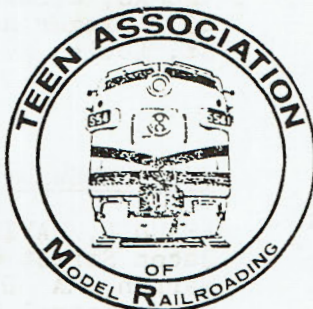
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 South Bend, IN 46637

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