

the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

Vol. 7 No. 5

September - December 1971

TP-10

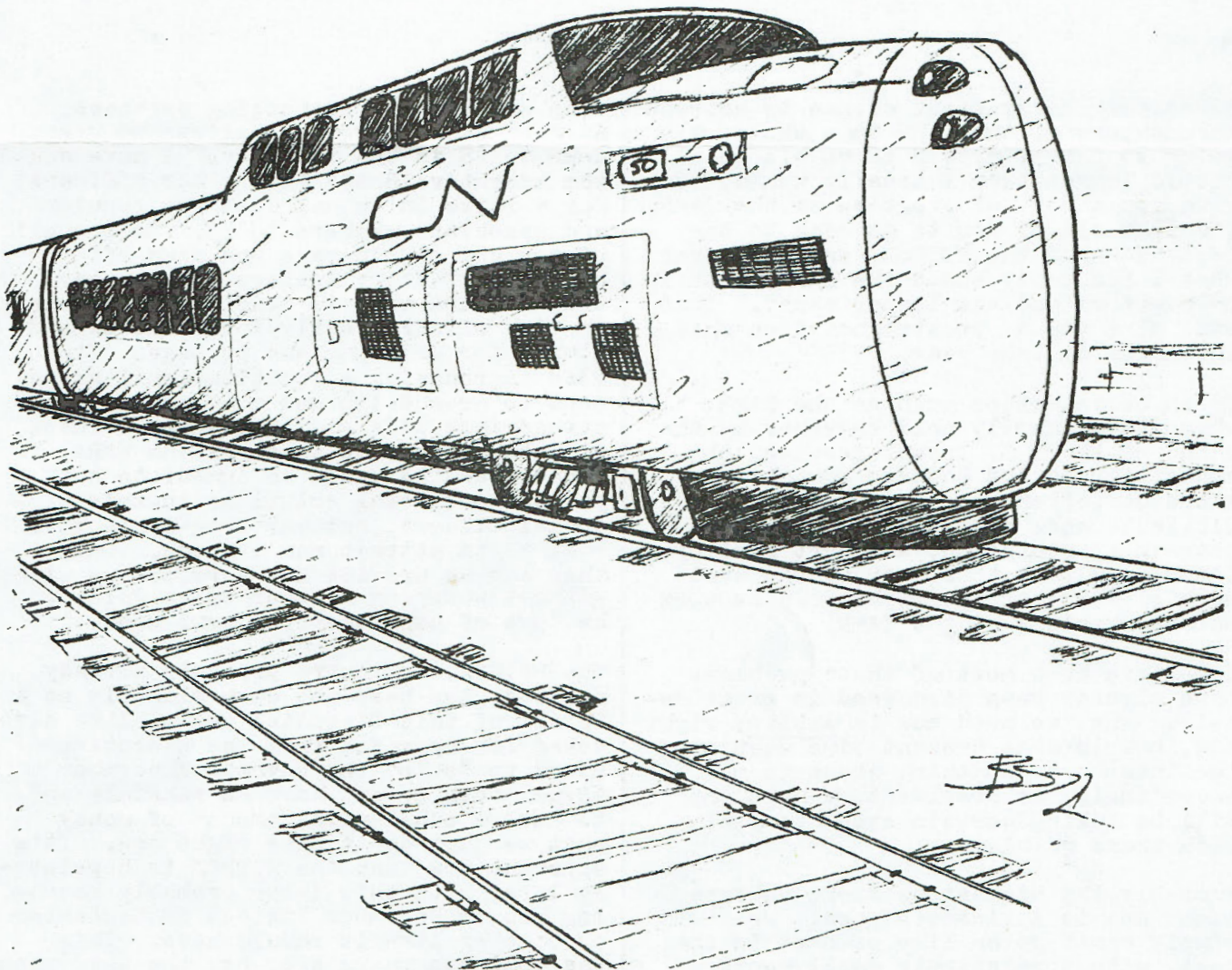
Railroading
Model



Maple Leaf
the

under

(page 5)



→ THE HOTBOX GOES TO CANADA ←

From the Cab . . .

by Tom Papadeas, Editor

This is my tenth issue of the HOTBOX and the next to the last before I finally step down as editor. I submitted my resignation to the new officers upon news of their election and I've since been searching for a successor as editor. By the time you receive this HB, a new editor will have been appointed and approved by the officers and he will serve as co-editor on the next issue of the HB before he takes over in full for the March/April issue.

You'll notice that several things are different in this HOTBOX. First, this will be the last issue for 1971. In order to ease the great strain on the TAMR treasury and make up for time lost in election snarls, the newly-elected

President, Steve Harper, has ordered that the final two HOTBOXES for 1971 be combined into this Fall 1971 issue. The HB will resume bi-monthly publication with the next issue. Also, this issue is the first of many HOTBOXES which will be considerably smaller than those to which you have become accustomed. As the HB grew larger, it ate more and more of the budget to the point at which the TAMR, at its present size, could ill afford to support it. From now on, there will be a high premium on space in the HB, but we will do our best to maintain its high standard of quality in the abbreviated form.

This is our All-Canada Issue, with the entire feature article section devoted to model railroads and prototype railroads in Canada. I am grateful to Canadian member Jean Brisson for his assistance in compiling the material for this issue, and also to our other members in Canada who wrote articles for this section.

Office Car

by Steve Harper, President

Since this is my first chance to address the members of the TAMR as a whole, I'm going to permit myself to ramble on a little longer than I usually would, to give you a sort of overview of the TAMR. I'd like all of you to go back to the last issue of the HOTBOX, and read over what I had to say about the TAMR, both in my platform and the longer essay. That will give you a pretty good idea what I intend to do this year.

In an organization such as the TAMR which is primarily held together by the whims of the U.S. Postal Service, the transition period between administrations can often be a very long and difficult one, resulting in misunderstandings, confusion, and hurt feelings. I'm hoping that this year we can avoid much of this and get right down to work on the problems of the TAMR.

I believe that most of these problems have already been discussed in great detail. What we need now is action; right now, not in some distant time when it's too late to do anything about them. Accordingly, as President, I have and will be taking certain steps to deal with these problems.

Probably the biggest headache we face right now is a financial one. We simply can't go on like we have in the past, with a relatively small member-

ship and rapidly increasing expenses. At one recent point, I believe we were down to \$5 in the treasury. I have asked the Executive Board (the other officers) for a raise in annual dues for regular and associate members to \$3. Before all of you cry out in rage and dash off hundreds of angry letters, let me say that I think this is absolutely necessary in view of our greatly increased expenditures for printing and postage. I'm also introducing a constitutional amendment to create two new membership categories: life and sustaining. These will be similar to those of the NMRA. These measures would be immediate but perhaps not total solutions to this financial dilemma, but our long-range goal must be to attract new members. Only then can we provide the services we wish, without worrying whether we're going to be "out of business" the next week.

The HOTBOX, as you've probably already noticed, has been cut down slightly as a result of this financial mess. I've also asked for approval from the Executive Board to "skip" the November/December issue, both to get back on schedule and to save a substantial amount of money that we just don't have right now. It's apparent now that the HOTBOX is hopelessly late, with this issue probably reaching you in December instead of September or October like it should have. This was done two years ago, by the way, when two issues were skipped.

(Continued)

HARPER - VERMANDE - BURKE - JOHNSTON

- PAPADEAS ELECTED FOR 1972

PRESIDENT CRACKS THE WHIP

The new TAMR officers assumed their new positions in November following the first election after institution of the new TAMR constitution. The officers are: Steve Harper, President; Tim Vermande, Vice-President; Terry Burke, Secretary; David Johnston, Treasurer; and Tom Papadeas, Auditor. Already the new officers have gone into action to work on TAMR problems which include the financial crisis and the problem of low membership.

In a letter to all TAMR officials written shortly after his election, President Steve Harper warned organization workers that he expects "100% effort and cooperation" from all and will consider replacing anyone who does not turn in an adequate performance. He noted, "I don't want anyone thinking he's going to have an easy time of it this year." Steve will require all officials, including region heads, to turn in a monthly report on their activities and progress for the month in their jobs.

Steve Harper also has asked the officers to approve a general rise in annual dues for both regular and associate members to \$3.00. This will be to cover rising costs for the HB and help finance membership campaigns. He has announced that he will order a consolidation of HB issues to return to the normal publication schedule by January.

Secretary Terry Burke has himself announced a plan of action which he is following. He is working to hold a conference telephone call between all officers in early January in which they can exchange ideas and coordinate efforts in a half-hour conversation. Terry has asked permission to appoint two assistant secretaries to help him handle TAMR business. One assistant secretary will be in Europe so that postal expense and delays can be minimized in handling TAMR business overseas. The other assistant will be in the Chicago area.

David Johnston continues as treasurer for the TAMR. David has released a new budget for the year to the officers for their approval. The budget, required by the new constitution, is one of the first ever to be formally established for the TAMR. Basing figures on the proposed annual dues of \$3, David has shaped a budget that will allow \$470 in operating expenses and provide for a \$120 reserve. The HOTBOX will be allowed \$60

per issue including postage costs; and other HB revenue will come from advertising.

The first audit of the TAMR account books by auditor Tom Papadeas is now underway. Tom has given tentative approval to the records submitted by the treasurer until explanations are heard for various miscellaneous expenses. At that time, the examination will be terminated.

The officers, with the exception of the auditor, will move to form the Executive Board called for in the constitution. This Board will be deliberative body which will consider and vote upon action and appointments of the President and other officers. President Harper is expected to establish new committees in the near future to act on matters such as constitutional amendments and regional organization.

OFFICE CAR, Continued.

You've probably already noticed in this HOTBOX that Tom Papadeas will be resigning shortly as editor. I'll be working with Tom in the next couple of months choosing a new editor.

Incidentally, if anyone would like to make some sort of financial donation to the TAMR, it would be very much appreciated. Just send it to the Treasurer, David Johnston.

Since I was informed only a few days ago of my election as president, I haven't had a chance yet to examine the various committees and services the TAMR has set up. So they will remain as is for the time being.

These next couple of months are going to be busy ones for the TAMR. The Constitution Committee has been revived to investigate several different constitutional amendments that have been proposed. This will be dealt with in depth in the next issue.

But disregarding all this bureaucratic mumbo-jumbo, the truth is that the future of the TAMR will end up in your hands. Yes, yours, just the average run-of-the-mill ordinary member. Because it will be you that gets involved with a committee, you that casts a responsible vote in every election, and you that writes an article for the HOTBOX. And most of all, have a heck of a lot of fun doing it. Because after all, that's what this Organization is for--to enable

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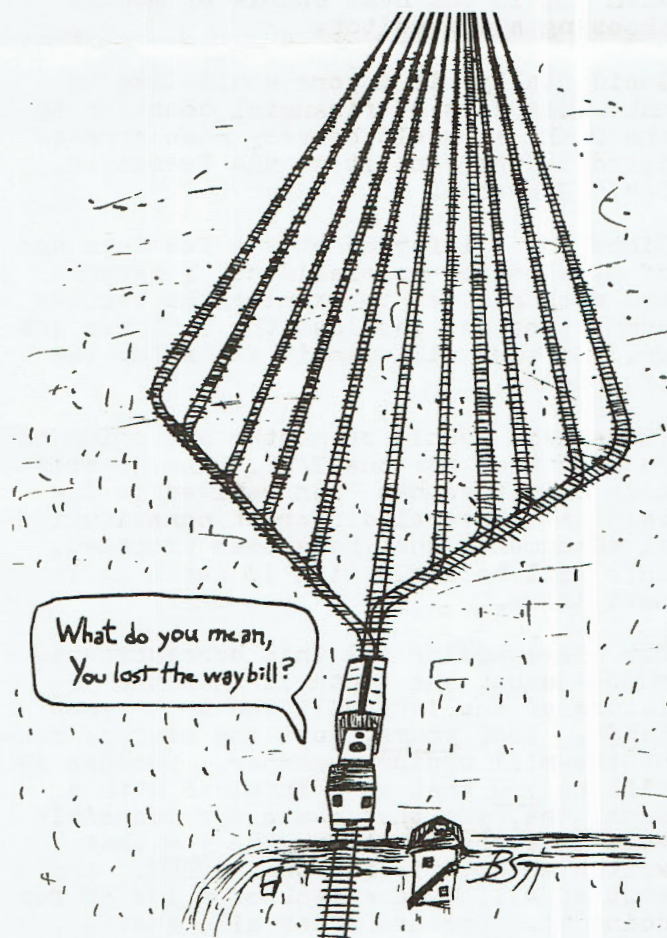
Student Discounts on **Amtrak** May Be Coming

Negotiations are now underway between the National Railroad Passenger Corporation and a student-owned marketing organization for the establishment of and sales of student discount tickets for travel in the Northeast Corridor between Washington DC and Boston on Amtrak trains. Youth Mart, Inc., a student product organization in Washington, DC established by area graduate students, has been working with Amtrak to attract college students back to the rails and hopes to launch with Amtrak a system for the distribution and sales of discount rail tickets. HB editor Tom Papadeas has been working with Youth Mart in formulating plans for future projects involving student rail travel. He said that Youth Mart will soon propose a plan to Amtrak for reductions on regular coach and possibly Metroliner fares in the northeast on Mondays through Thursdays and Saturdays. On Fridays and Sundays, Amtrak and Youth Mart will offer travel in new "student third class" cars from Washington to Boston with tickets being offered at a very low fare. The special cars, if approved, would be fitted by Amtrak in such a way that various activities for the passengers may be held en route to

New York and Boston. Such activities would include old movies, stereo music, games, food service, and other attractions to make the trip fun. Another possible new feature in rail travel would be a proposed "Amrailpass" much like the Eurailpass, but available to Americans as well as foreign visitors, and special student trains to various destinations.

Youth Mart experimented with student travel this Thanksgiving when tickets were sold at a discount to DC area college students for travel to points between there and New York. A total of five special student cars carried over 300 college students home for the holiday by train on the two days before Thanksgiving. Although the turnout was modest, it was sufficient to help convince officials at Amtrak that students could be won back to train travel.

Tom is working with others from Youth Mart on the final proposals to be given to Amtrak for consideration. If all goes well, the youth discount plan may be in operation in the Northeast by mid-winter and hopefully will spread system-wide thereafter.



WANT SOME INFORMATION?

NEED SOME HELP?

WANT TO CONTACT OTHER MEMBERS?

The Correspondence Exchange
Committee is waiting to hear
from you. Write:

Terry Burke, 1636 Hawthorne
Westchester, IL 60153

OFFICE CAR, Continued.

the teenage model railroader to get the most out of a hobby he enjoys. So don't think that you as an individual don't count--we need you. I'm always open to constructive criticisms or suggestions. If something's bothering you or if you have some terrific new program, don't hesitate to write to me. Because I'll listen to you and not just throw your letter in the trash. I'm hoping that this year can be a progressive one for the TAMR. With your help, it can be.



Model Railroading under the Maple Leaf



THE HOTBOX VISITS CANADA

What to Know About **Canadian** Railroads

by Jean Brisson

Railroads have played an important role in the unity of Canada. If it had not been for the railroads, some provinces in Canada would be part of the United States or even independent nations. In the first part of the railway era in Canada, politics were very close to the rails. Many times, a candidate proposed a branch line to join a region or a city to the exsistant system in that period. Even today, railroads allow large freight tonnage to be carried from one ocean to the other.

The first use of railroads in Canada was to join various lakes and rivers that were interrupted on their course by land. This was the purpose of the first railroad, the Champlain & St. Lawrence, in 1836. It joined Laprarie to St. Jean, Quebec. Later, some shortlines appeared here and there. As Montreal got more and more industrialized, railroads progressed to the outskirts. There was a wide-gauge line called the Montreal and Bytown from Montreal to Bytown (Now it is Ottawa) in the 1850's. Locos of that early period were mostly imported from Europe like the John Molson which was built in Scotland and was in regular service in 1852, used on the C&StLRR.

Canada really got "industrialized" only at the end of the nineteenth century. Indeed, Canada had its transcontinental lines. The early Canadian Pacific was the first and is still along with the CN, the only transcontinental line in North America. Thus, Canada adopted the motto "A mari usque ad mare" (from one sea all the way to the other).

The Canadian Pacific extended many lines through the Canadian prairie, allowing this region to be valorised. With the constant flow of immigrants from Europe, touched by wars, this region was put to good use. A transcontinental travel with a lower berth cost \$32.50 in this period. The other important line in Canada, the Grand Trunk, extended its rails in the eastern part

of Canada. Then came the passenger fever. Huge stations and castle-like hotels were built in important cities. During these years, the Canadian Pacific and the Canadian National both progressed rapidly. The CN tried many new experiments under the management of its president, Donald Gordon. They experimented with diesels and all sorts of new technical developments in locos and rolling stock. To many, this evolution reached its summit with the adoption of a new color scheme for the CN.

Both the Canadian Pacific and the Canadian National had regular transcontinental trains on schedule. These were, respectively, the Canadian and the Super Transcontinental. These runs were used mostly by tourists. They could enjoy a cross-canada voyage in luxury and comfort. And Canadian scenery is something that should be seen once in your life.

The Canadian railroads now face, as does every other railroad, the invasion of progress. If they want to survive for the next decades, they will have to follow the course of this progress. The Montreal Locomotive Works is nearly independant of Alco and builds special series of diesels to meet Canadian needs. They have started building LRC cars (light, rapid, comfortable) to insure high-speed passenger service. The CP Rail introduced a new type of service to the commuter, double-deckers between Montreal and Rigaud. They operate unit trains in the Rockies and insure an always-increasing service in freight transportation. The CN experimented with the TURBO-TRAIN between Montreal and Toronto. They have had many technical difficulties and are now temporarily retired. They will have the LRC cars in service soon. The future promises many more developments and the medical report of Canadian railroads reads: "Health fine, although some weaknesses, should last another couple of years".

Great Canadian Model Railroads . . .

THE ELGIN & RED RIDGE RAILROAD

Story by Stephen Novak

OWNER: David Balasiak

The Elgin & Red Ridge Railroad was started in February 1968 on a 9'x4' base and now is on a 12'x5' base and in the future will be on a 12'x12'. It started with a fair amount of track, and now it has over 60 feet and in the future it will have over 250 feet of track. It has brass HO gauge code 100 track. It is run predominately by the E&RRR, but CN has rights on the main line. Four engines run on the tracks of the E&RRR, these include steam and diesel. David runs freight and passenger service. He has nine control blocks and proposes to have over forty.

SCENERY:

Present: On the south side, running almost the entire length of the layout, is a ravine. In the future, a two-lane track on top of a wooden trestle will run through the centre. Adjacent to it will be a 280 scale-foot trestle with one lane on top of it. On the northwest corner is a 120 scale-foot mountain with a tunnel continuing through its entire length. A church is

perched on one side of the mountain, overlooking a large farmyard with a stream and a pond bubbling through the lovely estate. To the south of the farm is the central business section of Red Ridge. It includes a hotel, sheriff's office, and hospital. The church also overlooks the great city of Elgin. Elgin is mostly an industrial city with a new suburb popping up. Some of the industries are Eldorado Mines, Ken's Salvage, Shell Oil Company and a CN passenger/freight station. Situated directly in the middle of Elgin is a large park. In the corner of the park is a memorial fountain. On display are old-fashioned locos and old WWII tanks and trucks. In the centre of the park is a nice green meadow. In the future the south-east corner will be a canyon with one track running through the beautiful scenery.

I would like to comment that this is a very beautiful layout, and I think you would think this, too.



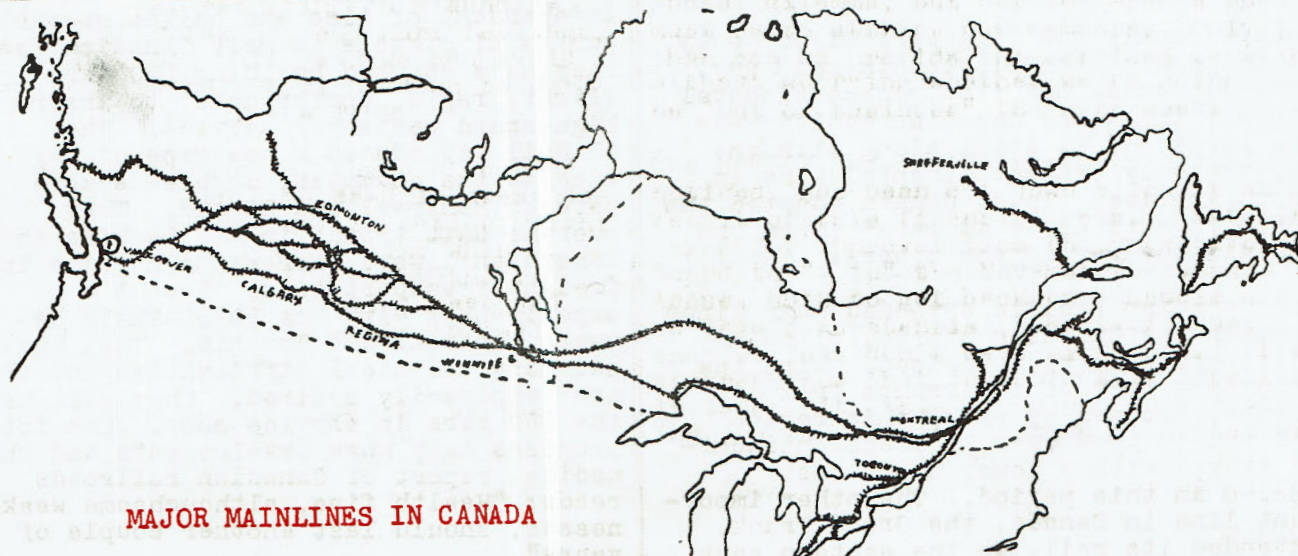
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T. PAPAGEAS, CHAIRMAN

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MAJOR MAINLINES IN CANADA

6218: Last of the Canadian Steamers

by David Balasiak

As we Canadians and Americans are aware, the retirement of CN's 6218 has recently become a reality. Some of us are also aware that 6218 was the last operating steam locomotive in Canada and also the last of Canadian National's five excursion steamers. The retirement will lead to a permanent display as a fitting memorial to the Age of Steam and the 4,046 steam locomotives that served CN.

Number 6218 was built in September of 1942 by the Montreal Locomotive Works. It has an operating weight of 338.3 tons and a capacity of 18 tons of coal. Her Vanderbilt tender holds 11,600 Imperial gallons of water. No. 6218 felt equally at home with express, passenger, or heavy freight service. It saw operations between Montreal and Halifax on the International Limited, in western Canada; and on the Washingtonian between Montreal and White River Junction Vermont.

6218 measures 95 feet from coupler to coupler, is a Northern type with 4-8-4 wheel arrangement. She is a Rodd Class U-2-g, with standard equipment such as Elesco feedwater heater, Elephant Ears (smoke deflectors), vestibule cab, and a Vanderbilt tender.

She was taken out of dead storage in 1963 and was thoroughly overhauled at CN's Stratford, Ontario Motive Power Shop as a replacement for 6167 (which is now on permanent display at Guelph, Ontario). No. 6218 was the last locomotive of any type to be outshopped at the now-closed Stratford facility.

After her September debut in 1964, she doubleheaded with 6167 on some memorable excursions before the retirement of 6167. Because of some of these excursions, 6218 became a familiar sight on the lines of Ontario and Quebec. Number 6218 was allowed on some U.S. lines with certification by the Interstate Commerce Commission. It made occasional visits to such widely separated terminals as Chicago and Portland, Maine, by way of the lines of CN's United States subsidiaries: Grand Trunk Western, Central Vermont, and Grand Trunk New England lines. It was finally decided that the 6218 would be retired and put on permanent display. On Sunday, July 4, 1971, the retirement ceremonies took place at Belleville, Ontario.

There has never been an event like this one because it's not every day that a locomotive highballs it through a station area. The celebration included George VanWater, manager of the Rideau Area;

Jean Richer, Vice-President of the St. Lawrence Region; and Keith Hunt, transportation and maintenance Vice-President and the president's representative. Mr. Hunt receive a large round of applause by saying that the company was trying to determine if another locomotive might be fit for the position of preservation. He was referring to the group that was determined to keep 6218 alive.

The entire ceremony lasted 30 minutes and throughout this time cameras were kept busy by the photographers trying to get the best angle of the steamer. Tape recorders were also brought while news agencies were kept busy recording the event. Policemen were on hand to make sure that no breaching of safety precautions would endanger the many overzealous cameramen. The day before the retirement, over 5,000 railroad buffs took advantage of the nine CN-sponsored excursions. At most crossings as many as 50 people came to greet the "iron steed" as it passed by. In St. Lambert and Dorval, CN community police had to be called out handle the crowds. The train carried a good many dignitaries, enthusiasts, and cameramen from North America.

After the speeches, 6218 with its symbolic train, consisting of a baggage car, antique Sleeper Preston, and an open observation car Pacific, backed to the east end of the Belleville yard. The noisy crowd was hushed by the words of Omer Lavallee--a public relations man and train enthusiast--as he read the eulogy proclaiming the greatness of the locomotive and of the men who drove it. This was followed by Auld Lang Syne played by a member of the Duke of Edinburgh Pipe Band to give yet another tribute to the engine.

After this had ended, 6218 was given the signal to come barreling through the station area, giving the crowd a final taste of locomotive glory.

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N Scale for Canadian Modeling

by Jean Brisson

While corresponding with someone in Tucson, Arizona, interested in Canadian railroads, I was surprised by how much information I could provide him. And by writing articles on Canada's railroads, I wondered why I was looking so far to find subjects to model. Why look so far when I have here what I need? Yes, all these things passed through my brain and my personal computer advised me, by compiling all this, that I should model Canadian.

This brings me to N scale. Why N scale? Well, as you know, N scale is unbeatable for its scenic effects and for operation. And if you want to model the Canadian Rockies, especially the Kettle Valley, with its many bridges and cuts, you would need a huge surface to model even a small portion of this scenic valley. For this, if you are dedicated to model at least one part of it, you can always try N scale. That's why you will notice more and more people up here switching to N scale. Now, we can say that N scale lets you build cars and engines. It followed the same evolution as HO. And if you are modeling the diesel era, you're in luck. You will find most equipment you need in that scale. While I tell you all this, I keep in mind the October MR.

Right now, people seem to take in their heart the beautiful color scheme of CP Rail. That's why, with its growing popularity, manufacturers such as Bachmann decided to have an GP40 and an FO painted in the CP Rail scheme. And since the CP Rail and the CN use almost

exclusively Montreal Locomotive Works diesels, minor conversions are possible. It is sad that I was unable to get to MLW and have a report and some photos ready. But it may come later. Also in Bachmann's line is a CN TURBO-TRAIN set. Despite some faults like the oversized wheels, the TURBO is well-reproduced. In the Christmas train set fever, this could well be the start for many a new model railroader. And Con-Cor manufactures a long-awaited C-636 that could serve as a fine basis to a conversion of the MLW M-636.

Since scratchbuilding has been proved to be possible in N scale, you can go heavier as you get experience and perhaps model some steam era locos and rolling stock. But, alas, plans and photos are quite scarce for that period. Structures can also be scratchbuilt and you can even model fully huge structures such as Manitoba's characteristic grain elevators along a busy mainline or industries of the 1920's beside spurs. You can even build a business block with limited space. You could spend many hours thinking of possibilities in N scale. But the interesting aspect of this scale is scenery. Here you can model that long mainline running alongside steep rock formations that dwarf many times over your rolling stock. You can model that spider-legged trestle or that long bridge you dreamt many times over of. So, for all these reasons, N scale is more and more becoming used in Canada. It is well-suited to modeling diesels in Canada. Myself, I will make the switch. Why don't you?

Modeling the Montreal Locomotive Works M-636

by Jean Brisson

The MLW-Worthington M-636 is essentially the equivalent of the Alco C-636. But, take care! You cannot take a C-636 and paint it to CN or CP Rail colors and tell everyone that it is an M-636. There are many modifications to be made. In some cases, you will have to scratch-build. Unfortunately, to the best of my knowledge, I do not know of any C-636 in HO scale in plastic form. But for N scalers, Cor-Cor has just issued a very fine C-636. Doing this conversion proves to be difficult but rewarding.

First, you will have to look for photographs. The CP Rail can probably provide you with one or two. A source for a diagram is the Member's Library of the

TAMR where I sent a copy of mine. It is that famous plan that Mike Thomas said of in the July/August HB: "Plans for an Alco loco what I can't identify right offhand ... It was built in 1970 and has 3600hp." Yes, indeed, this is the diagram of the MLW M-636. Another notice I will pass along is to take care with some of the other diagrams. I sent to the library both GM and MLW diagrams. But the MLW diagrams were interpreted as being Alco. So, take note of the following: the S-4, RSC-13, C-424, and M-636 are MLW diagrams. And the GP40 is a modified version seven feet longer than the usual GP40. So, take care with this diagram, too.

(Text continued on page 10)

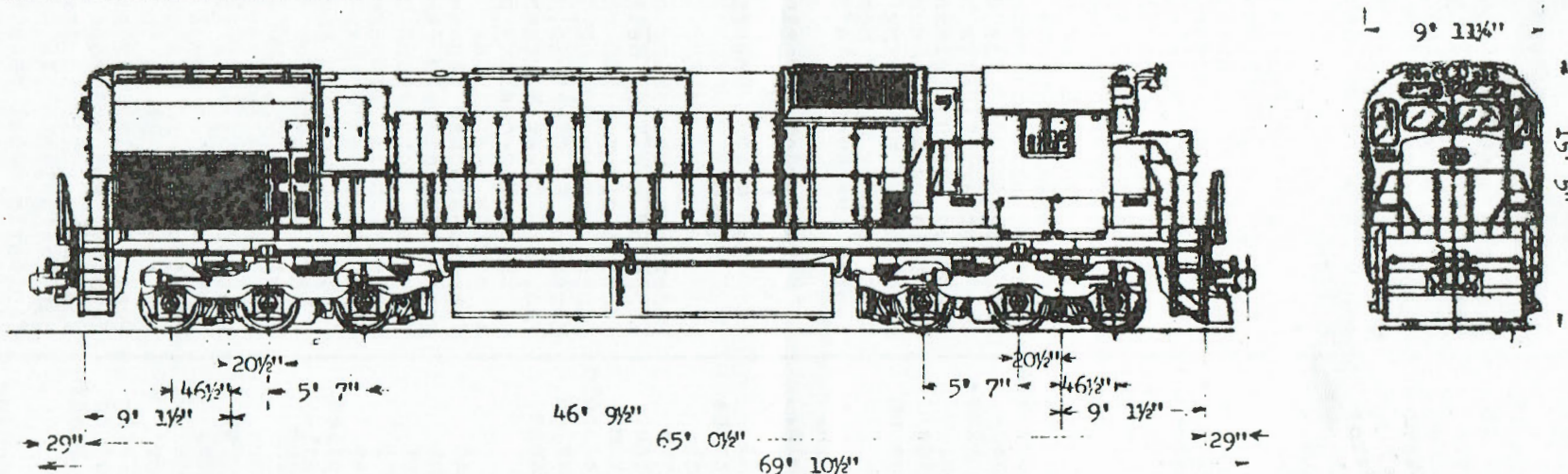
MECHANICAL DEPARTMENT

DIESEL UNIT DATA BOOK

MF-36-a
CLASS

2300-2319
NUMBERS

DIESEL ENGINE : 3600 H.P. Alco 251-F V Type 16 Cylinder 9" Bore 10 1/2" Stroke 1100 R.P.M. Full Speed	WEIGHT		DISTRIBUTION				BUILDER	M.W. - W
	FR. MIN	REAR MIN.	TOTAL	FR. MAX.	REAR MAX.	TOTAL	ORDER N ^o	SO-4918
	LIGHT						MODEL N ^o	M 636
	LOADED					388,500	DATE BUILT	1970



CAPACITIES		WHEELS : TYPE & CLASS	STEAM GENERATOR	ELECTRICAL	EQUIPMENT
ENG. COOLING WATER	280 IMP. GAL.	A-40 "CR"	None	TRACTION MOTORS	AUXILIARY GEN: TYPE & N ^o
LUBRICATING OIL	275 IMP. GAL.	JOURNALS: TYPE & SIZE	AIR COMPRESSOR	Six - CGE 75? FC6	G.E. GY-27 PH1
FUEL OIL	3300 IMP. GAL.	SKF 6 1/2" x 12"	Westinghouse 3 CDCL	T.M. BLOWER MOTORS	ALTERNATOR : TYPE & N ^o
SAND STORAGE	56 CU. FT.			One - Mechanical	
STEAM GEN. WATER	- IMP. GAL.				M.U. CONTROL
OPERATING FEATURES		TRUCKS	COOLING FANS		Yes
MAX. SPEED	75 M.P.H.	3 Axle 3 Motor High Adhesion	One - Mechanical Drive	ALTERNATOR	DYNAMIC BRAKE
GEAR RATIO	65 : 18			(Main Generator)	No
T.E. STARTING		SOURCE:	AIR BRAKE	One - CGE 5GTAL1B2	
T.E. CONTINUOUS	74,000 lbs	CANADIAN NATIONAL RY.	Westinghouse 26 1UM		
OPER. CURVE ALONE:	COUPLED: 23°				

Now that you have the material on hand, look for a photo of an original C-636 to see the differences. The first major one is the truck. Sideframes are quite different. If you are working on a dummy unit, sideframes could be made by the epoxy casting method explained by Gerry Doekson in the October MR. For this, you will have to model a "master" very accurately. Look carefully at your photos to have the right shape for this sideframe. With care, you could lengthen it or shorten it a little bit to fit the actual wheelbase of your unit unless you want to build a whole new truck. This might be very difficult, but it is possible using the casting method. First, you will have to duplicate two sideframes and then attach the bolster. Then, you could duplicate the whole truck. If you ever succeed, this would be very rewarding.

Next, there is a bulge right behind the cab. Look carefully at the C-636 and the M-636 photos. Then, remove the necessary portion and fill the gap with Plast-struct's sheet and smooth the joints. Then, right before the radiator side vents, there is another square bulge on the top of the hood that should be removed and replaced by thin sheet plastic to follow the curvature of the hood's roof. Smooth the joints again. Now, at least, you will have a unit that looks like an M-636. Additional details are up to you if you want to be more accurate. If you want to paint your unit in CN colors, you will have to paint it medium gloss black as the units, built in 1970, haven't had time to wear out their paint. The noses could be painted red. This red is similar to SP's red, but a bit more on the orange tone.

Concerning the CP Rail scheme, I had much difficulty in finding the right tone of red. It is near the tone of scarlet red. I already asked the CP Rail to provide me with the formulas of their paint schemes but they replied that they would send it to Model Railroader for publication. I do not know if this has been done. Although you can always look for color photos. Too bad the HOTBOX is in black and white!

Concerning decals, some are made for these two roads from Canadian manufacturers. In HO, decals could be obtained from Beaver Decalcomania, and from Pacific Pike for both HO and N scale.

Some people have the habit of retouching everything they buy in r-t-r form. If you are of this kind, why not try some conversions to MLW?

New Canadian Sources for Modelers

by Doug Rhodes

Over the past year the model railroad situation in Canada has greatly improved with two long-awaited developments. These are: Canada's own model railroad magazine and a mail-order firm offering Canadian model merchandise at reasonable prices.

Railmodel Magazine is a quarterly magazine with a strong Canadian accent. CN and CP fans will drool over the first-class plans and informative articles printed on glossy paper. Rare information and drawings on old-time Canadian railroading as well as useful modern data make this magazine indispensable for the serious Canadian fan or modeler. And not only the larger roads get the treatment, although they understandably receive the most attention. The old Grand Trunk and the Northern Alberta have recently been featured through plans and photos. The first issue was January 1970, and the magazine is now doing well. Subscription is only \$3.00 per year and back copies are available from:

Railmodel Magazine
P.O.Box 388
Don Mills, Ontario
CANADA

Bordertown Publishing offers an amazing array of modeling delights. Their collection of over 600 black and white photos covers CP, CN, Pacific Great Eastern, BC Electric, Esquimalt & Nanaimo, and Great Northern Railways. Some of these top-quality photos are as much as eighty years old. Whether you enjoy diamond-stacked steamers or first-generation diesels (and everything in between), Bordertown has it in these professionally prepared 8x10's. They also offer scale plans of Canadian Pacific structures and rolling stock. I have the plans for a station and for a rotary snowplow, and I can assure you that they are the very best quality. Also offered are various books and pamphlets about small Canadian railroads, fascinating and reasonably priced. There are framing prints in color by Howard Fogg, and color Christmas cards, railroad jewelry, and railroad pen sets. They also make railroad stationery. Custom-cut scale lumber is offered as well as fantastic metal sheathing made of real aluminum. Stained or unstained ties and scribed sheathing are offered. A recent addition is a line of freight car and

(Continued)

Sources of Documentation & Supply for Canadian Modeling

As you should do when you model a particular subject, you must gather some documentation, photos and data. Looking through this issue, you may find subjects of interest to you. So, if you do, here are some addresses of suppliers who could send you or have documentation that could be of use to you. I have also listed some suppliers. Be sure to investigate some of these. All are in Canada.

Government of Ontario Transit (1)
Government Building
401 Keele & 4th Avenue
Downsview, Ontario

Trains & Trolleys (2)
Dept. MR, Box 1434 Station B
Montreal 110, Quebec

H. W. Blake (3)
237 Campbell St.
Winnipeg 9, Manitoba

Pacific Pike (4)
Dept. B
2345 Spruce St.
Vancouver 9, BC

Beaver Decalcomania Co. Ltd. (5)
5545 Cote de Liesse Rd.
Montreal 378, Quebec

CP Rail (6)
Public Relations and Advertising
Windsor Station
Montreal 101, Quebec

Canadian National Railways (7)
c/o Mr. L.S. McGregor
Chief of Motive Power and Car Equipment Dept.
Box 8100
Montreal 101, Quebec

Canadian National (8)
Dept. of Public Relations, St. Lawrence Region
800 Dorchester St. West
Montreal, Quebec

NEW CANADIAN SOURCES FOR MODELERS, Continued.

structure kits, wood kits at reasonable prices. I haven't used these yet, but if they are of comparable quality with that of their other products, then they are excellent. To get catalogues and information, just write Bordertown at this address:

Bordertown Publishing
3491 West 37th Avenue
Vancouver, 13, BC
CANADA

MLW-Worthington (9)
1505 Dickson
Montreal, Quebec

Canadian Railroad Historical Assn. (10)
PO Box 22, Station B
Montreal, Quebec

(6) CP Rail is very restricted on service diagrams. Ordinarily, they are not available to the public. However, you can get fine black and white prints unless you mention a very specific subject.

(7) CN can provide on demand some service diagrams, mostly diesel locos. As with CP Rail, they do not keep on file any documentation of the steam era. If you want photographs, there is a charge of \$2.00 for each one. For these, you should try Bordertown Publishing.

(8) At this address, they can send you a free booklet about the famed 6218 and four other steam locos. I haven't tried this service yet.

(9) MLW-Worthington can send you fine literature and perhaps some B&W and color photographs. I haven't tried it yet.

(10) The CRHS has on hand the most complete files of documentation on Canadian railroads. You can obtain some but it is nice to have joined before requesting such documentation. They have already published some booklets concerning specific subjects of Canada's railroad history. Some are available through Bordertown.

Finally, I will quote a remark of Jean Patenaude, a well-known model railroader here. Replying to someone asking why the hobby is not too popular, he said that no one seems to be interested in making this hobby popular "right from the two major railroad companies, from which it is almost impossible to obtain any cooperation concerning plans, photos, technical details, etc..." So, if you want to obtain some documentation, you must find the right spot and be convincing. Don't imagine you can get what you want. But you can get many interesting things.

KIAMICHI & NORTHEASTERN RAILROAD

"Gateway to Eastern Oklahoma"

Jay Franklin, President

AWARD WINNER



The model in this photo was built by Chuck O'Brien and entered in the model contest of the joint meet of NMRA's Mid-Continent and Thousand Lakes Region. The model not only took first place in the Panarama category, but it was awarded best of show for Chuck's region and then best of show out of both regions.

The HO model is a turn-of-the-century lumber and supply building. The plans appeared in the January 1967 MR. It is scratchbuilt mostly of Camino scale lumber, Strathmore cardstock, and some hand-cut lumber. The windows and doors are Grandt Line products, and vegetation is mostly of ground and dyed sponge. Chuck used a lot of Scale Structures Ltd. castings to add life to the scene. Instead of using acetate for windows, he employed microscope slide cover glasses.



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DOUG JOHNSON
President

Miscellaneous

I would now like to draw your attention to two Canadian manufacturers. The first one is Scotia Scale Models. They just entered the field of model railroading by introducing three car kits and a line of miniature trees. I was able to purchase a package of these trees; just marvelous. These trees are very well-made and very accurate. They have four or five different kinds of trees in their lines. Each is very accurate and worth your money. Scotia also produces some very fine car kits. Their line includes a 36' truss-rod car, a 36' truss-rod gondola, and a 36' truss-rod flatcar. High-quality parts are included. Among these are Northeastern scale siding and colour-coded stripwood, Grandt Line individual queeposts and NBW castings, Cal-Scale KC brake gear. Just a look at the list of quality components can convince you.

The second manufacturer I want to mention to you is George Taylor. He produces at irregular times some wood craftsman's kits. I just purchased a Canadian Pacific 36' outside-braced boxcar. The parts feature silk-screened pre-painted sides and ends, Cal-Scale AB brakes and CV trucks. You will even find a small piece of sandpaper! The assembly is very easy throughout, but it needs your attention and care. Results are really rewarding. Despite some poorly-printed sides and some fitting needed with the pre-painted ends, the kit is a really fine product. Taylor kits may be hard to find, but they are still available and worth a little trouble finding them.

* * * *

Maybe you don't know that Associate member Mr. Fred W. Stainer is owner of a hobbyshop. He is the proud owner of Windsor Hobby Supply in Windsor, Ontario. He can provide you with almost any item listed in the Walthers catalog. He has on hand some of Bordertown's kits and will receive the line of Scotia Scale Models. Hopefully, he already stocks it. Aside from these, he provides a fine service. I would be pleased to have you and especially Canadian members drop a line to Mr. Stainer.

* * * *

This issue provided a great deal of trouble. Myself, I went to a freight yard to snap some pictures. Results: absolutely no good photo on an expected total of 24. This was due to a constantly jamming dime-store camera. So don't be deceived if your photos are not good. Just remember that you can't do as bad as I did....

Doctor Jekhyl Is Mr. Hyde

FICTION

by Dr. Jekhyl
(Jean Brisson)

Mr. Hyde came home from a long day of shopping at hobbyshops. This night, he went to his railroad club, the Dock Ter & Jeek Hill. The DT&JH was a club formed entirely of doctors and scientists. This was an experimental and laboratory pike situated in the basement of a life-insurance company.

"How do you feel tonight, Mr. Hyde?" asked Frank.

"Not really in the mood" replied Hyde. He sat at the club's table. He looked at me.

"What are you doing here?" he asked.

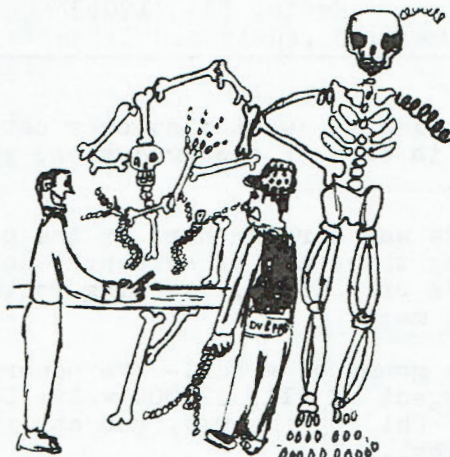
"I made application to be builder for your computer the club needs for its CTC system."

"Fine! But aren't you afraid of being here among doctors and scientists? These people are strange sometimes."

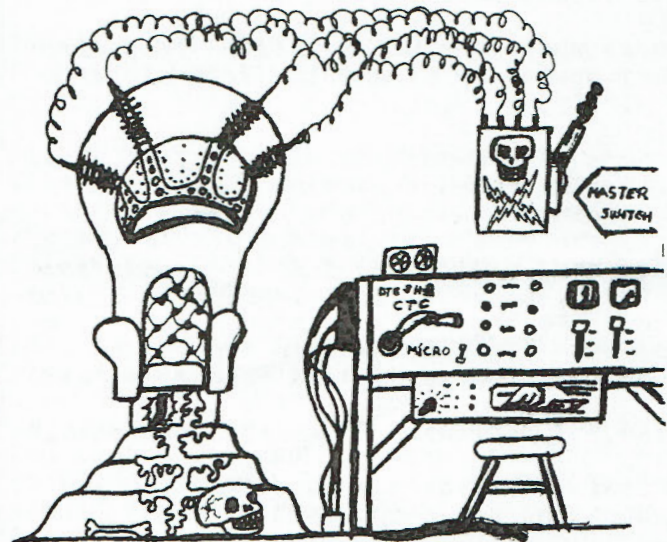
"Well, it doesn't matter to me. I just want to build that computer and do the scenery of your Transylvania Valley branch line. I have plenty of good ideas. Have you heard of the Teen Association of Model Railroad? Take a look at the HOTBOX!"

"MMM! This is nice!" He was able to read it from cover to cover.

"It is a warm night! I feel strange... Well, follow me to the layout, I'll show you what to do."



WHAT'S THAT? - "THE SKELETON
FRAMEWORK FOR MY DEATH VALLEY
AND FUNERAL MOUNTAINS RAILROAD!"



THE COMPUTER LOCATION



He opened a door; there were hundreds of small lights flickering and flashing on the previous CTC cab. He then disappeared in a duck under; I followed his path. There was plenty of wire and electronic equipment under the framework. A black cat, followed by a lizard, flashed under my feet! Hark! We then popped through an access hole. Mr. Hyde showed me an unusual way of controlling a switch machine. He placed his hand on a crystal ball.

"Well, you see, this is a revolutionary way of controlling the switch machines. This eliminates complex wiring. I place my hand on that crystal ball and I choose the route to be followed by a train. Then, I make the necessary connections in my brain. Then the power is switched on and the current flows from the crystal ball into my brain where the current follows the route I choose. With my other hand, I point the switches and the current goes from my brain and follows the direction pointed by my arm. You must have some practice to be a good pointer. In fact, the powerpacks are our brains. It is the most reliable power-pack even invented. The reason for the metallic floor is that it is also the common-rail return. Our switch-machines are also special. I will show you one."

This was already plenty for me! What was that?! I decided to ask Mr. Hyde.

(Continued)

"Mr. Hyde, are these those switch-machines?"

"Yes, they are!"

Guess what they were? RATS. Yes, sir. They opened or closed the switches with their front legs!

"These switch-machines are called 'slave control'. When the current goes out from my brain, it enters the relays plugged into the rats and they operate reliably. They need a minimum of maintenance; some lettuce, carrots, and cleaning in behind them. He then walked through more duck unders. "This is the location of the computer. Do you have a strong brain?"

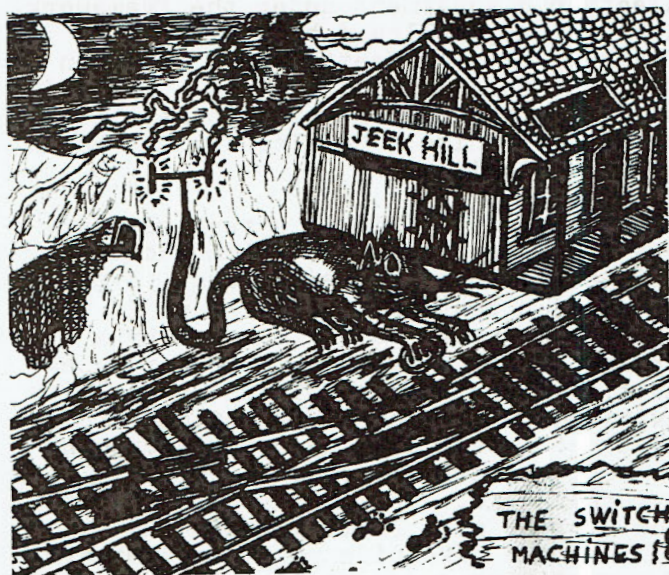
"Yes," I replied. "I am strong-minded."

"Fine! I'll ask you straight: do you want to BE the computer?"

Wow! I already felt those scientists and doctors using my brain as a computer for their CTC system!

"This is where the computer is located."

This was an immense chair made of Delrin to prevent short circuits. Atop it, there was a metallic cupola with a multitude of sensors and relays...I was becoming very afraid. I asked Mr. Hyde:



"You are sure you won't be another TAMR associate member? Life membership if you want? Hon. rary member? Master Builder? P-P-President? Anything...."

"Sit there, please. It won't be long nor suffering..."

Whiter than a flashbulb I sat there, my legs really shaking. I was careful of

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THE NESHOBE VALLEY RAILROAD

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Steve Harper, President
330 S. Middletown Rd.
Media, PA 19063

not letting my sweat flow over onto the floor, in case of electrocution, you know...

Mr. Hyde was working hard at the panel, flicking thousands of switches, pushing hundreds of buttons, watching voltmeters. He told me:

"You're gonna be a full-wave powerpack. The biggest of all; 12,000 volts DC peak power. Oh! By the way, you can call me Dr. Jekhyl..."

I tried to escape this hell. I fell on the hard floor: BANG! My sister told me:

"Weren't you dreaming again of model railroading as you do each night?"

Region Write-up

ALLEGHENY REGION: After the election of Regional Representative Steve Harper to the presidency of the TAMR, Bob Sprague was appointed by Steve to take over the region and as editor of the AR Dispatcher. Since the AR is still of the status of an unorganized region, plans have been made to start proceedings, write a regional constitution, and hold elections.

Getting to Know You!

DAVID CURREY: Please allow me to introduce myself; I'm a fan of trains with taste. Been around for nineteen years; became a fan when I was just a babe. I was around when KCS dropped the last of its passenger service. I rode a train on the Espee when the railroad raged and the trains were late. Pleased to meet you. What's the most popular is the nature of my gauge. Ah yeah!

I've stuck around here at Texas for two semesters and a few days. I am majoring in music and it's in the Longhorn Band that I play. I really dig old Brahms and Schumann and I play my trombone most every day. Pleased to meet you. Ah. Yeah! What's the most popular is the nature of my gauge.

"Hi!" My name is KEVIN LEE. I am fifteen years old. I first got started at the tender age of 6½ years. Since then I have started a number of layouts that were torn up. (Somehow they never got finished.) In 1967, after living here for only a year, I was overjoyed to find a magazine called Model Railroader and Railroad Model Craftsman. Having collected two years of Model Railroader, I saw an ad for the NMRA. I joined the NMRA last February. In early May I went to a hobby show and talked to a friend that I met at an NMRA-PCR banquet. I asked him about the local club requirements such as dues and age. He told me that I had to be 21 to join. Well, let me tell you you that I WASHOPPING MAD! Not long after this happened, I decided to join TAMR. I joined last April. Last year was my first year in high school, and I met a couple of other model railroaders who are loners. We then got a teacher supervisor, and the ball started to roll. We had meetings once a week. We signed up for the display window and had an impressive display. Outside of the club at school, I am interested in live steam and play the alto saxophone in the high school marching band. I also like all types of aircraft. I think that the TAMR is GREAT!

CENTRAL EUROPEAN REGION: This region has experienced a growth in members thanks to the efforts of region head Tønnes Bekker-Nielsen. Tønnes is also editor of the CER Turntable which is coming out regularly and is a fine paper of interest to all TAMR members. Secretary Terry Burke's announced plan to appoint a European assistant Secretary for the TAMR is expected to streamline the process of TAMR business involving European members and should help in finding some new members.

SOUTHEAST REGION: After quite a spell of non-existence, the SER is being put back on its feet again by Ed Shelby, who is publishing the SER paper, the Loco. Ed is looking for subscribers to the Loco, so send him your dollar today.

All TAMR regions are getting to be or are active with regular publications and other activities. Most publications are available to any TAMR members for annual subscription fees of \$1.00. Please support your region by joining and becoming active, and then help out some of your neighbors by subscribing to other regional papers.

PHONE NUMBERS

Send in your phone number to the Editor on a postcard and BE LISTED!

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TERRY BURKE - (312) 562-4115

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RALPH DEBLASI - (609) 424-3019

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STEVE HARPER - (215) LO6-2098

DOUG JOHNSON - (312) 334-4882

KEVIN LEE - (415) 345-2888

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BOB SPRAGUE - (301) 229-4697

TIM VERMANDE - (219) 272-3142

DICK WAGIE - (312) 771-8300 ext. 216
(414) 242-2576 (home)

TAMR Welcomes New Members

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675 W. Lockwood Blvd.
Webster Groves, MO 63119
Union Short Line RR

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Vestervigvej 3
7760 Hurup Thy
DENMARK
HO-b-a-b-sdfp-a-0

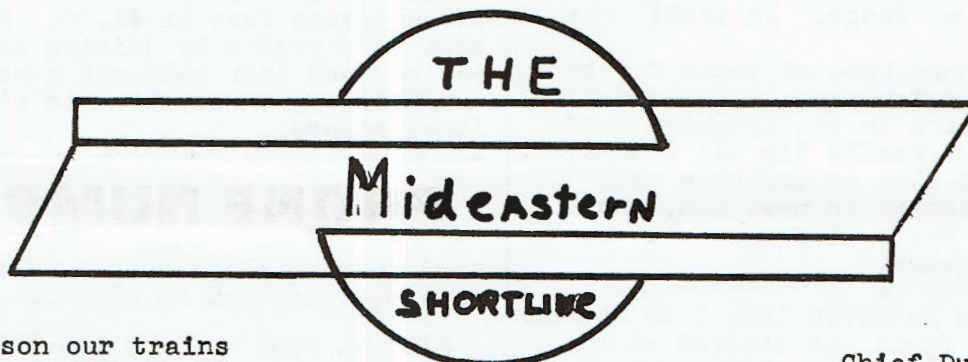
EATON, DANIEL
5251 Wren Ave.
St. Louis, MO 63120

HANSEN, PETER
Højstrupvej 68, III
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DENMARK
HO-b-a-b-sdfpt-a-cd

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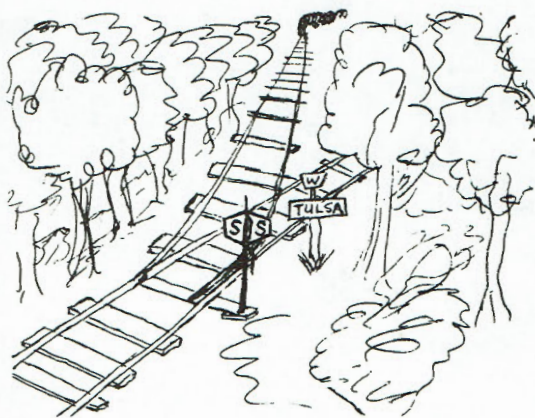
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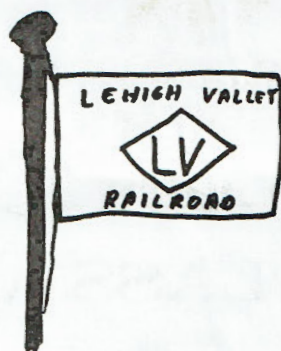
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-ROUTE of the BLACK DIAMOND-
Ralph DeBlasi--President

A Word of Explanation

This issue of the TAMR HOTBOX comes to you with about as much tardiness as you've ever seen in any HOTBOX. But it isn't without reason, and the purpose of this brief column is seen in its title: to explain why.

Primarily it is the fault of the publisher, Dick Wagie, who found it out of the question to work on the HOTBOX for a complete month after he had received it from typist Tim Vermande. Reason: an overwhelming burden of schoolwork which, he decided, just HAD to come first, before TAMR affairs. As the laity, you TAMR members should know that it generally blows two consecutive weekends (on the part of the publisher) to both paste-up and then print an issue. Up to now, this sort of time simply wasn't available.

There are other hangups too: the editor, article authors, other contributors, etc. Each always takes their toll and, when combined with the publisher's inadequacies, usually add up to a late HOTBOX.

By now you know that this issue has been dubbed the "September-December" issue both due to financial and calendar limitations. It is hoped that we can begin calendar 1972 with a full (and REGULAR) 6 issues of the HB a year.

IMPORTANT NOTICE

Effective March 1, 1972, dues will be increased. The new rate stipulates \$3.00 for regular members and \$2.50 for associates. The measure was approved by the TAMR officers via ballot.

The Waybill

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