

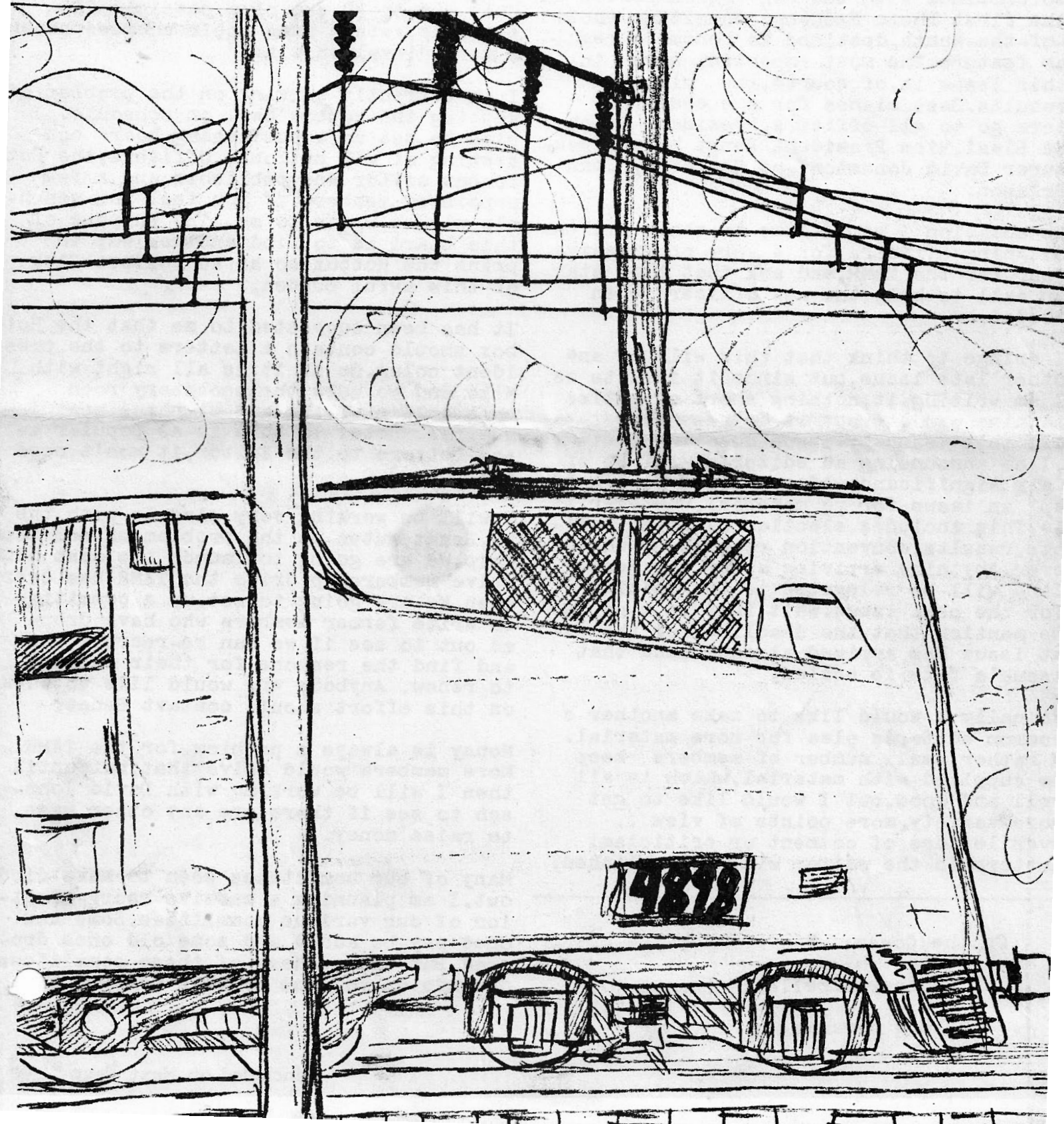
the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

MB-4

Sept-Oct. 1972

SEPT-OCT 1972



The Happy Hogger

by Mike Bonk, Editor

This is the annual convention issue, full of writings and photos direct from Toronto. Combined with the convention photos is the first Photo Exchange committee Photo-of-the-Month, destined to become a regular feature. The most important news in this issue is, of course, the election results. Best wishes for a successful term go to all officers, President Ralph De Blasi, Vice President Bengt Muten, Treasurer David Johnston, and Secretary Jean Brisson.

In addition I would like to thank all the outgoing officers for a very progressive year for the TAMR, and ask that they stay on call to help the new officers when needed.

I cringe to think that this will be another late issue, but since it is late as I am writing it, nothing short of a time machine can correct it. To help forestall this issue-by-issue deadline bating, I am announcing an editorial policy of fair significance. After this, I will hold up an issue for no material, whatever it is. This includes election material, ballots, results, convention reports, or whatever. Anything arriving after the deadline will be relegated to the waiting for the next issue. With that in mind, let me mention that the deadline for the next issue has arrived already, and that issue's fate is sealed.

Finally I would like to make another common editor's plea for more material. A rather small number of members keep me supplied with material, which is all well and good, but I would like to get more variety, more points of view... even letters of comment or criticism. Letters to the editor will be published.

On the Cover:

Another excellent drawing

by Bob Sprauge

Office Car

by Ralph DeBlasi, President

Well, now that the elections are over and the new administration has had a chance to settle into their jobs, we can get to work on trying to solve the TAMR's various problems. I was very disappointed with the election turnout. Only 35% or 70 out of a possible 200 eligible voters made their choices known. A very dismal showing.

I am currently working on the problem of getting the Hotbox back on schedule. I plan to set up a publishing board consisting of all national officers, the Hotbox editor and publisher, and a few appointed members. If you feel you can help please write to me. The purpose of this board is to find another way to print the Hotbox so as to relieve Dick of this awful burden.

It has been suggested to me that the Hotbox should contain a Letters to the president column. So if it is all right with Mike and we have the necessary room this column will start with the next issue. (Ed. note: If this is as popular as the Letters to the Editor, it won't need any room.)

I will be working very closely with the VP, Bengt Muten on the problem of membership. We are going to launch the most massive membership drive the TAMR has ever seen. We are going to set up a committee to write former members who have dropped out to see if we can re-recruit them and find the reasons for their failure to renew. Anybody who would like to work on this effort should contact Bengt.

Money is always a problem for the TAMR. More members would solve that, but until then I will be working with David Johnston to see if there are any other ways to raise money.

Many of our committees seem to have died out. I am planning a massive reorganization of our various committees. Some new ones may be added and some old ones dropped. But the success of these committees depends on you-the average member. T

The main offices of the Keystone Central RR (formerly Nevada Midland & Neshobe Valley) have been temporarily relocated at the following address until further notice: Steve Harper, Box 810, Drew University, Madison, NJ 07940

PAULINA CENTRAL RAILWAY

Ride the Whitehall local powered by our 90-mile-an-hour tank engine.

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Some regions are also experiencing problems. A few continue to hum with activity while others have died out. If you live in an unorganized region and have the urge to reconstruct it please write to me and I will give you all the help I can.

Our Toronto convention was a smashing success and I would like to bring attention to those three members who made it possible: Phil Simonds, Dale Madison, and Ron Hicks. It is also time to consider where our next one will be held. I am setting up a convention sites board consisting of a member from each region. The purpose of this board will be to receive and evaluate the various proposed sites for our next convention. They would then make a recommendation to the Executive Board for a final decision.

Before I close I would like to thank Steve Harper and those officers who served under him. They really did a lot for the TAMR and deserve a round of applause. I would also like to welcome to the TAMR two very distinguished men in the model railroad field. They are NMRA President Gene Colborn and MER Regional President Walt Price. 'Till next issue,

Ralph B. Blase

TURNTABLE anniversary special:

To mark the first birthday of the European Region publication, the European Region Turntable is making this special offer to TAMR members: get a sample package of Turntables containing:

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ALL for 25 (two bits) postpaid, anywhere in the world!

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GET IN ON ALL THIS get three issues of the largest regional newspaper in the TAMR for the lowest price per copy in the TAMR only 8 1/3 ¢ per issue! Send a quarter dollar (in coin or money order; no stamps accepted, but two international reply coupons will do) now - to:

Turntable magazine
European Region, TAMR
Post office box 51
DK-5260 Hjallesø
DENMARK

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Welcome In Toronto!

by Jean Brission

The convention started with a bit of tension. Everybody was around the registration table wondering who the other guy was, and how many members would show up. It turned out to be 22. Many were new members who joined while registering.

We then went to George's Trains. Most were astonished by the high prices in Canada. Some found interesting items.

Next on the schedual was the Canadian National Exhibition, especially the Hobby pavillion. There is a layout there operating by the Niagara Frontier Region of the NMRA. Lack of interest was shown after many derailments, operation at 100 scale mph in the yards, and swithing cars by hand power.

We then took the Go transit to Mimico Station. We boarded the Lakeshore Model Railroad Club private car. It is an old combine used as a baggage/coach behind a CN gas-electric.

We then went on a layout visit. We started with a magnificent N scale layout, the one operated by Mr. Herbert McCoy. (I don't recall the name perfectly). He pointed out the importance in operating a shelf type layout. It is true that access to any portion of his layout was easy. Points of interest were trees made out of weed taken along the right-of-way and his terminal and facilities.

Next we headed to an HO scale layout. It feature really fine structures and a long mainline, it took a train two whole minutes to complete a lap around the line.

Another HO layout feature a working interlocking block system where the mainline became single-tracked. Simulated night operation drew interest too.

To close the layout visits we went to another HO layout. It featured nice scenery, a very special control panel, HO and dual gauge trackage and turnouts, and daylight-to-night operation, passing through graduated sunset and sunrise effects. This was surely a fine layout.

To close the night we had a bull session in the club car. Donuts and soft drinks were distributed among us, as well as some documentation. We then settled the session on scratchbuilding. A member showed his scratchbuilt models and the techniques involved. These were quite a sight and are much better than our own scratchbuilding. They were surely worthy examples of what can be done with simple materials. A final ride to the subway station completed the day.



The next morning we got up early for the heavy schedule of the day. First we had a lecture by the Government of Ontario Transit (GO Transit) representative, Mr. Brown. His lecture was quite professional and interesting, done for us the same way it would have been for businessmen. Mr. Brown then showed some GO Transit slides and some of his own to relate the elements. I couldn't stop myself to ask about the availability of slides to the public...

Then we had a lecture by the Toronto Transit Commission (TTC). It was an audio-visual presentation of real interest. It showed developments of TTC from the beginning to the present, and even prospects for the future. Then one representative showed his own slides, along with an accurate background of data.

Next came the photo contest. It took a while for everybody to settle down. Entries for passes and the model and switching contests were made while some members showed their slides. We had the auction and saw two movies, one about the Argentine hump yard (a completely computerized classification yard) and one by Kalmbach, "A Most 'N' Gauging Hobby", to the despair of almost everyone! Then, while the contests were ending, we had an NMRA tape-slide clinic on painting and decaling.



It was already time for the banquet. A small speech from Steve Harper drew interest, and I quote: "I would like to welcome the new members to this Convention and wish them good luck."

Then the party headed for the Model Railroad Club of Toronto. The first impression upon entering the room was of the size of the layout. It was quite impressive. We milled around the layout, taking some pictures, then settled for particular areas. We were allowed to operate mainline trains and switching yards, so the interest grew. They used a card system to switch the cars to their proper destinations in the yards.

The real treat was mainline operation. You were given a hand-held throttle to plug in the particular area you wanted to operate in. The throttle itself was quite fantastic. You pressed a green button to accelerate the train. It continued to accelerate until you took your finger off the button. The train would then run at a constant speed until you pressed a red button for deceleration. You had to watch to see whether the signals ahead were indicating clear running or slow approach. It took a train a good ten minutes to go from one terminal to the other.

Everyone was impressed by O scale and many even gave thought to going back to their original Lionel.

We returned to the hotel to sleep and prepare for another day.

Sunday morning Mr. Brown of the GO Transit didn't forget us. He took us on a railfan trip on the GO train. We went from Union Station east to Pickering. We stepped down to take pictures and rest a few minutes before taking the GO train back to Mimico, two stations west of Union. We made the ride next to the "Motorman" as the westbound trains are operated from a coach with cab controls. This is what is called "push-pull" operation on American commuter lines.

At Mimico we went on a tour of the GO Transit facilities. Without disturbing operations we had a chance to see the coaches, diesels, and self-propelled cars. The diesel shop with its lift table was really interesting.

The Photo Exchange Committee

A picture of the Toronto '72 convention-ers on a GO TRANSIT diesel is the picture of the month. Taken by Dale Madison, the photo shows the entire gang, excepting only Steve Harper and Tom Devenny, who left the convention activities before the tour of the GO TRANSIT facilities. (Dale wins a map of all the railroads in the USA, published by Union Pacific, and a history book of the St. Louis Southwestern Railway.)

The Photo Exchange Committee is now 29 members strong. Below is a continuing list of present members. If you would like to join the committee, and trade or lend photos, slides, or movies with other members, contact the chairman at the following address:

-----Bob Polasky
17595 Trinity Ave.
Detroit, MI 48219

18) John Eull
254 Haddon Ave. South
Hamilton 15, Ontario, Canada

John is interested in motive power, and takes pictures of Canadian Pacific diesels, cars, and cabooses. He uses a Kodak 134 Instamatic with b&w prints and color slides. He will loan pictures only.

We then boarded the front pilot of a GO GP40TC to take the group photo. We stepped down to catch the CN Tempo which passed us at 80 mph, then returned to the Geep for another group shot.

Finally we returned to Union Station and the Convention ended there.

Ended? No, I guess not. Many went on to take pictures, visit the city, or otherwise enjoy their stay.

At any rate, I am sure that everybody who was there enjoyed the Convention. When is the next one?

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

Tom takes pix of the PRR/PC, Amtrak, B&O, SR, RDG, LIRR, as well as various traction subjects and even a narrow gauge line in Greece. He uses a 35mm single lens reflex camera, and takes b&w, slides, and movies. Tom will lend all material.

20) Art Mulligan
32300 Bingham Rd.
Birmingham, MI 48010

Art operates the ARM PHOTO CO., which will develop b&w film for TAMR members at a reasonable cost. He is also the head of a new subcommittee of the Photo Exchange Committee, the PECT Photo Library. Art enjoys constructing railroad kits and experimenting with layout wiring methods. He would like to see Santa Fe pix, and has prints of the CN and the GTW, taken with a Konica 35mm and a Nikon F 35mm. Will trade negatives and prints only.

21) Tim Vermande
51528 Pond St.
South Bend, IN 46637

Tim prefers locomotives, and takes pix of the PC, GTW, CSS&SB, and the N&W once in a while. He uses a Praktiflex FX with 35mm, 50mm, and 100mm lenses and b&w film. Will trade, lend, or sell.

22) Tønnes Bekker-Nielsen, Møllevej 24
Skt. Klemens, DK-5260 Hjallese,
Denmark

Tønnes enjoys tracklaying, scratchbuilding, and prototype ferry operations. Has photographed CN, CP, GOT, BN, MILW, UP, ATSF in North America, and the DB, DSB, and SJ along with many traction subjects in Europe. His favorite roads are the BN, CN, and the Deutsche Bundesbahn. He uses an Olympus-Pen Auto half-frame 35mm with color slide and b&w film. Prefers to trade pix.

- 23) George Redburn
97 Belmont Ave.
Hamilton 25, Ontario, Canada

George likes to paint models and build scenery, and his favorite roads are TH&B, CN, CP, ON, D&H, and EL. He photographs the TH&B, CN, and CP. He uses a Kodak camera with b&w and color print film, and will trade pix.

- 24) Richard Young
6091 Homewood
Buena Park, CA 90621

Richard likes to lay track, and takes pix of the AT&SF, UP, and SP. He has a Kodak 104 Instamatic which uses 126 film. Will trade or lend.

- 25) Michael A. Beene
1310 Main Ave.
Durango, CO 81301

Mike enjoys building HO narrow gauge pikes, and knows much about scratchbuilding cars and operating unit trains. Takes pix of the AT&SF, SP, D&RGW, and various narrow gauge lines. Would like pix of BN, UP, SP, and the AT&SF. Uses a 35mm Bosley with b&w and color slide film. Will lend or trade pictures.

- 26) Michael Napolitano
11 Gunther St.
Mendham, NJ 07945

No information available from Mike yet.

- 27) Ronald P. Hicks
A4C1 West Complex
SUNY - Alfred
Alfred, NY 14802

Ron favors passenger and trolley operations, along with depots and terminals. Takes pictures of rare diesels, electrics, interurbans, rapid transit, and passenger equipment. Would like to see some of the same. He uses a Kodak Instamatic 104 with color slide film. Will lend slides only.

- 28) David Crump
4207 Prickly Pear Dr.
Austin, TX 78731

Dave also is interested in narrow gauge operations. He takes pix of the D&RGW, RGS, C&S, and Colorado narrow gauge. Would like to trade pix for other Colorado narrow gauge pix. Uses an Instamatic 126 with color film.

- 29) Pat Golden
1116 Michigan
Hammond, IN 46320

Pat enjoys railroad operation, both prototype and model. Has many slides of various steam fan trips over the GTW and the CB&Q, as well as many pix of tourist lines all over the USA. Also takes pix of the following: GTW, PC, EL, EJ&E, NKP, B&O, Monon, and the AT&SF. Would like to trade for the same. Uses a Kodak Instamatic for slides and a Bolex 160 Super 8 for movies. Will lend slides and movies. Also.... the following changes should be noted from the last Hotbox:

Craig Walker now uses a Minolta Hi-matic for his color slides.

Tin Tonge notes that he does not take pictures of the AT&SF, but would like to trade for AT&SF pictures. Tim takes pictures of the EL, PC, and the NYS&W.

Why ad rates are so confusing for so many people, I just do not understand. In any case, it is a fact that I get more letters asking me to explain these rates than I do ads. Therefore, let it be known to one and all that henceforth the following NEW, IMPROVED rates will be in effect.

INTERCHANGE ADS: (non-commercial trading, buying and selling) 2¢ per word, name and address free.

RAILROAD ADS: 20¢ per square inch (width x height, rounded up to nearest square inch) of printed copy.

COMMERCIAL ADS: (also non-members) 30¢ per square inch with copy.

Hopefully this will clarify the situation, eliminate questions, and promote more ads. The rates turn out to be the same as the average rate for the per-line rates previously used, so send in your ads today. If you are uncertain of the amount, estimate and send at least half. You will be billed for the rest when it goes to press. Committee chairmen are invited to write for special rates for committee ads.

Munching on a defrosted chicken leg 30,000 feet up is hardly anyone's idea of gracious dining. Not even near it. Nor is gulping a burger at a roadside Howard Johnson's. Since the fall of the trans-oceanic steamship with its magnificent dining salons, the concepts of travel and good dining are nearly incompatible.

Yet, the itinerant, disheartened epicurian need only cast his eyes downward and behold the lowly railroad train to discover that things ain't so bad. There is one institution in the sad, sad saga of the American passenger train that, in some sectors, has valiantly clung to the high standards observed in the glory days of railroading.

There was once a time when "dinner-in-the-diner" was a universal phrase of traveling folk who equated it with a savory meal in the dining car on a train. It may still be true today.

You were on the Wrong Train

If you have traveled on trains in the Northeast and this talk of savory meals on the train escapes you completely, you were on the wrong train.

When it comes to good eating, the famous three ply, 95 cent turkey sandwich on the Penn Central is way, way out of the ballpark.

There are, unfortunately, few dining cars of merit in the East, and you have to go looking for them. Once you do, however, you'll come out convinced that you have discovered one of the truly great restaurants between Washington and New York.

The dining car was an integral part of the long distance train as long as a century ago, and dining cars today are steeped in a century's worth of tradition. Never meant to be an economical outlet of food, the diner has been tailored for the most part to the tastes and demands of the upper-class passenger who expected to be fed properly and well.

Only the Ultimate

On some luxury trains of decades past, only the ultimate in haute cuisine and fine service would be tolerated in the dining car. The Broadway Limited once boasted of oxtail soup at the top of its menu.

Dining cars in the first half of this century were an accepted part of living for any traveler. They were and still are immortalized in song, the most famous lyric probably being the line "dinner in the diner, nothing could be finer" from "Chattanooga Choo Choo."

What's left today is only a ghost of a proud past, but there is still an air of dignity and pride in the dining cars in respect or perhaps longing for the good old days. Most of the remaining diners in America run under the uncertain auspices of Amtrak, and there is hope for their survival yet.

Into Yesterdayland

A meal in a dining car is still very much worth considering if the opportunity ever arises. Dinner in the diner is not only a ride into yesterdayland, but also a chance for gracious dining at, usually, an acceptable price. Finding a good dining car is no small task. The few left of merit are on long distance runs, and good diners are scarce on the New York to Washington corridor. There are virtually none to Boston. The Silver Meteor, crack New York to Miami limited of the Seaboard Coast Line railroad, has dining service which is the prime example of a good diner in the East. Also, the Meteor will carry passengers from New York to Washington (For a \$2 extra service charge -- cheaper than the Metro, but more luxurious). With its sister train, the Champion, the Silver Meteor travels to Washington during the dinner hour.

Vest Pocket Size

A dining car is basically a railroad car with a kitchen, and tables and chairs in another part of the car. The kitchen is vest pocket size, but fully equipped. The stoves are heated by charcoal-fed fires.

Like a restaurant, a diner is staffed by cooks, dishwashers, waiters, and a maitre d', known on board as the steward. The majority of dining car crews are blacks, with the exception of the steward. This is a throwback to the days not so long past when train waiters and porters were exclusively blacks, and the conductors and stewards all whites.

Today, the lingering racial imbalance is more of a testimony of the railroad's desperate grip to the past than a matter of policy. Most of the stewards and waiters left are veterans of 20 years or so of service in a vanishing profession. Though most crew members may be museum pieces, there is still a strong pride in the dining car tradition that runs from the dishwasher on up to the steward.

Fine Linens

The actual dining area of the diner consists of about a dozen tables, each with four chairs, along each wall of the car. Every table is beside a large window. The table is set with fine linen tablecloths and napkins, and place settings that may include up to five or six pieces of silverware. An artificial or real flower stands in its vase near the window. A diner entering the car is shown to his seat by the steward and a check is placed in front of him. By traditional dining car practice the passenger must write his order on the check himself with a pencil supplied by the steward. The waiter then takes one portion of the check to the kitchen, and the other part becomes the passenger's check.

The menu on the Silver Meteor is one of the most varied and reasonably priced dining car menus. A full dinner, including fried scallops or roast pork for \$3.60, includes choice of appetizer, two vegetables, rolls and muffins, salad, desert, and two cups of coffee. There are other entrees and a la carte items. The steak platter on the Meteor (\$3.95) is especially worth a try.

And Maybe Some Small Talk

During the meal, the waiter is continually returning to the table with a new course, to refill a glass of water, or just to check on how things are going. In their less busy moments, most waiters are willing to engage in a little small talk and comment on some of the places they've seen.

Breakfast is also served in the diners, and having breakfast while riding through the morning sunshine is an exhilarating way to kick off a day of travel or to end a night's travel.

Lunch in dining cars, for some reason, is limited in offerings and not appealingly priced. They are, however, a capsulized version of the experience of dinner in

Meals on the Silver Meteor are continually of the highest quality with generous portions of every course. It is not difficult to decide that your meal in a dining car is equal in food and service to that offered in many of the finest restaurants.

Not Just the Food

Nevertheless, the ethereal experience of a meal in a dining car does not come from the good food itself. No, there is a magical quality added that is the catalyst of the singular experience of the dining car.

The romance of the hurtling train on the steel rail, the countryside floating by the window, the rhythmic clacking and swaying of the train and the moan of the locomotive horn offers an unparalleled sensation as you pause between forkfuls or linger over a cup of coffee. The aesthetics of the food, the atmosphere, the train itself and good company is ecstasy to the romantic.

The diner is a ride into history, very much so. It is part of what little is left of a time when there was time to enjoy, to experience, to go at one's leisure and to escape. Try dinner in the diner before time and Ronald MacDonald conquers all.

Where to Find Diners

Outside of the Northeast corridor, virtually every long-distance train carries a diner, and these are mostly en route to the South and Midwest. Going to New York, there are three trains on which the diners are worthy of a visit. To and from New York, they are the Silver Star, the Silver Meteor, and the Champion, the latter two being reserved trains requiring an extra \$2 paid on board.

The train schedules list several other Penn Central trains which carry diners, but unless you want to waste your money on a truly abominable meal avoid these diners like the plague.

One highly recommended diner, if you head in a westward direction, is that of the Broadway Limited to Chicago.

Nothing could be finer.

Saga of an Empire's Treasury

by Bryce Sanders

Part 1: The Harrowsburg Yard

Back in the 1930's, when money was scarce and labor was cheap, the need arose in the northernmost part of Arizona for a railroad to serve the large coal mine and diminutive nickel mine that lay near the Arizona-Utah state line. The Santa Fe had already laid their trackage nearby, but the large, deep canyon that separated them from the mines posed quite a problem to the men who sought the transport contracts. The gorge was too deep to be filled with landfill, and even if it had not been the forerunners were not able to handle that sort of expense. There was one bright spot in the gloomy picture,

Sanders searched around and found the perfect man for the project, an old yardmaster, Titus Depressum. Upon leaving the formalities of getting an engine to the president, he proceeded to start construction of the yard.

After the president had bought the necessary parcel of land, Titus quickly drew out his pencil and drawing board to see what trackage was convenient, practical, and most of all, cheap. He settled on the arrangement found in Fig. 1.

Titus settled on this plan for many reasons, primarily for the ease in reversing a train in the minimum amount of time. A train could be pulled in, whisked into a siding, and the engine run around to

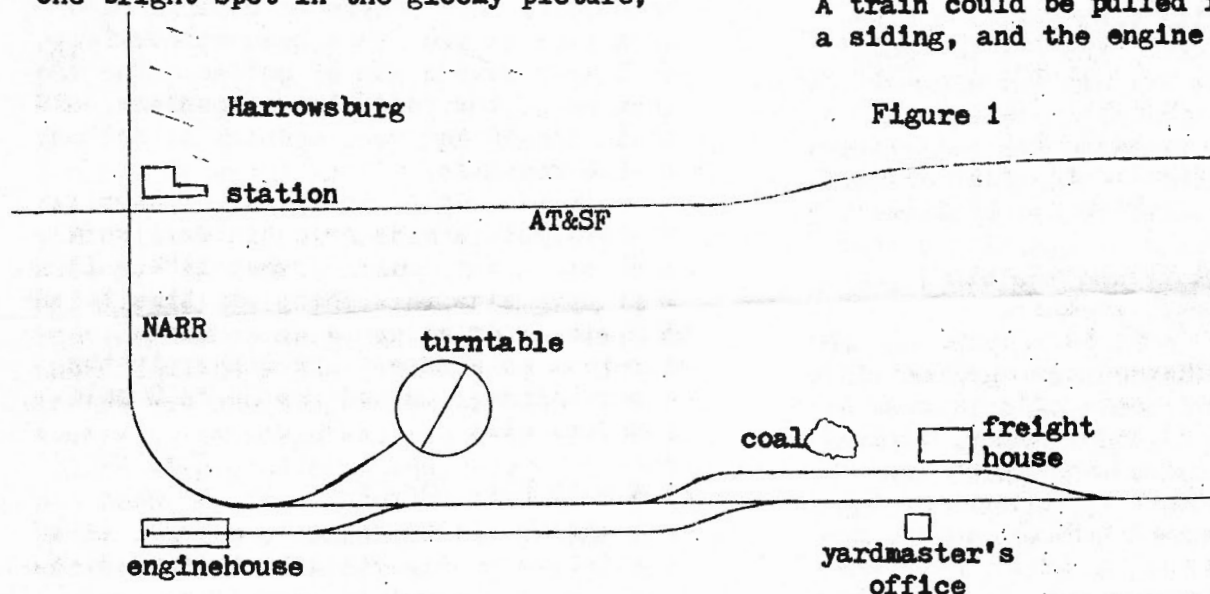


Figure 1

however. There was an edge to the canyon. An edge where winds blew at a speed that would knock small six-wheeled trucks off the edge. However, the edge was strong enough to support a railroad, if not a highway. Thus a simple single tracked short line could be built along the edge of the cliff and through the windy deserts until it reached the mines. So it came to pass that worthy pioneer Bryce Sanders, armed with a paltry \$200,000 he had managed to save before the crash decided to run a line into the mine. Planning talks with the local officials of Landchester County (total population 300+) determined that a link with the Santa Fe railroad at Harrowsburg, Arizona, a small speck on the map, would be feasible. Naturally, the first thing the road needed was a yard of some sort, since the ore would have to be transferred to Santa Fe hoppers somehow.

the rear for servicing with coal, sand, and water. By the time servicing was finished the trainload of ore would be unloaded, and the engine could be coupled onto the other end and the string of empties run back to the mine. Also, there were private service and storage facilities for a few cars and an engine, not yet purchased.

It turned out that about \$140,000 was spent on the single track main line to the mine and the trackage in the railroad yard. So, at this point, the line was without a single engine. President Sanders was worried and started to look around and compile a list of available second-hand engines, beginning with the shops of Baldwin. Titus shopped on his own, and after three weeks, the following was learned.

"Baldwin locomotive Company can supply us a new Mikado for upwards of \$75,000. This is because the previous contractor never came to collect the engine. A used Pacific would be around 60,000, but the burden of moving it would be on us. There is a new-fangled device called a diesel on the drawing boards, but one would cost \$75,000 new. The B&O will sell us a damaged Mikado for 50,000, but we will have to transport it from its ditch in Baltimore, Maryland. The big problem is transporting it up here, not the initial cost. Now a cab-forward is the only thing that the Southern Pacific has that is nearby, and they want 120,000 cash for it. Titus, what have you found?"

Well, I checked with the Santa Fe, and they have a ten-wheeler built in 1899 that we can have for 40,000, and they will run it up to Flagstaff for us, no strings attached. However, they did say, and I quote, 'It runs, but it needs work.'"

"Excellent, Titus, get on the telegraph right away; tell them we'll buy it."

Well, the engine arrived sometime later, all right. The Santa Fe was nice enough to run it up to us, via flatcar. They set it on our gleaming new 70-pound rail, then drifted away. Titus and Sanders stood near the drivers and gazed up in awe.

"Well, Titus, the man was right, it 'needs work'".

"Mr. Sanders, that engine will run again after it has been given a good going over in one of the great locomotive shops, like—"

"Ours?", suggested Sanders.

"It's worth a try," he concluded.

The Northern Arizona Railroad shops were little more than a freshly built, unpainted, single stall enginehouse, with some second-hand equipment purchased from a defunct railroad that ran nearby. However, with the help of good, knowledgeable mechanics whom Titus had been farsighted enough to hire before the engine arrived, work was started.

Meanwhile the prospect of servicing facilities was getting to be a reality. The total treasury funds were down to a

road had to buy servicing facilities and other necessities. Since money was a factor, Sanders left the servicing facilities to Titus, while he went to the mine to discuss the purchase of 7-10 ore cars to ship with.

Come about 15 days later, and at the paltry sum of \$6,000, the yard was finished. It seemed that an old D&RGW reefer had jumped the rail when that abandoned line was still running, and the line let it rest where it fell with no attempt to recover it. Titus and a few of the workmen, armed with the new engine, set forth to recover it. As you might have expected, it was turned into a freight house on the single siding of the NARR. Then a water tower was needed, and Titus elected not to shop around but to buy one in Flagstaff. It was \$4,000 installed, so he had it run up in twelve days. There was also a need for separate

coaling, watering, and sanding facilities next to the enginehouse. Armed with another piece of junk, an old Wabash gondola with the trucks torn out from under it, he calmly paid the AT&SF the 250 dollar finders fee, and installed that, laden with sand and coal, next to the enginehouse track. Men with shovels and buckets would see that the coal and sand reached the sand dome and tender. Now, water was the problem. He looked at the allocated budget, about \$6,000, and decided another tower would be both fruitless and expensive. He was contemplating jerking water when he caught sight of a trackhand using a siphon to get water out of the drinking barrel and into his water jug. Then, the idea struck him. Twelve hours later a siphon hose was rigged up, supported by telegraph poles and the wood struts left over from the water tower, which ran from the tower's base to a small platform suspended in the air on the side of a telegraph pole with a ladder reaching up to it.

Coal for the engines already in service could be taken from the coal piled into huge holes in the ground awaiting shipment on the AT&SF. A small two story building that had seen its second story blown off by one of those stiff winds was converted into a tower for the NARR, even though it was only one story high. The only structure needed now was a station for interchange of passengers with the Santa Fe. Titus was very clever. Since the Santa Fe was by far the larger railroad, he let them build most

Operating Your Pike

by Tim Tonge

Did you ever stop to ask yourself the question: "What can I do to improve my running and operating sessions?" Well, if you did, here are some ideas to try.

Run by the book for a change; all the prototype railroads do. They have a rule for everything from radios to yardmasters, from signals to timetables. Make up your own rule or try to pick up a real railroad rule book. You will find it different, interesting, and of course prototypical.

Another way to make things interesting is to make a schedule like the one shown.

Eng. #	Due	Late	Left	Cars	Duty
1347	12:01	/	✓	Hopper EL Box Gulf Oil	Put hopper in siding 1
1347	12:03	///	✓	EL Box Gulf Oil	Pick up PC Box from siding 1
1347	12:04	//	✓	EL Box Gulf Oil PC Box	Go to Juniata

The engine to be used is put in the first box, in this case number 1347. The time the train was due to have done the duty is in the second box. In this case the duty was to drop off a hopper car in siding 1. The cars in this train are few; 1 Erie-Lackawanna box car, 1 hopper, and 1 Gulf Oil tanker. All the cars in the train are put in the fifth space. If the train is later than the time scheduled a slash is put in the third space for each minute the train is late. When the train has left you put a check in the "left" box. This gets interesting

if you have a passenger train coming through every half hour and you must clear the tracks in advance.

A third idea is having a file card with the name and number of the car along with eight of nine industries and yards the car would be likely to show up at. They are noted on the card and a paper clip is put where the car is or last was. The car denoted by the sample card is now in the West Colton yards.

NH Box # 33210

Siding 1 - Fruit Exchange

Siding 10 - Warehouse 5

Siding 12 - Maintenance shed

West Colton Yard

Palmdale Yard

The cards are shuffled and five or six are chosen. You then proceed to place the car in the next spot on the list. When you reach the last one you go back to the top. For each drop you should pick up the "empty" from the siding where you put the car.

There are many other ways I could write about, but I will let you think of them. You might also try any combination of the three I mentioned.

I hope I have stimulated your interest in operating your pike. If you just run your trains around in circles you miss 90% of the fun. If you have any questions please write me. I'll try to solve any operating problem. One more thing: keep your yards moving. The faster the cars are in and out of the yard the more money you make.

THE PHOTO EXCHANGE LIBRARY IS FOR YOU! BUT WE'RE GOING TO NEED YOUR HELP TO GET MOVING. If you've got negatives or slides lying around, why not send them to the library. Need copies? We'll take care of that too. We hope to have a list ready in 30 days.

A NEW DIVISION OF THE PHOTO EXCHANGE

Art Mulligan
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The Nation's Newest **NARROW** Gauge

by David Johnston

Those of you older TAMR members are undoubtedly familiar with my longtime passion for narrow gauge railroading. This past August I was able to fulfill my most ambitious, and long-anticipated, railfan venture: a railfan's trip to the narrow gauge country of Colorado. Along with a teenage railfan companion, I spent two weeks riding and chasing (and mostly photographing) trains through the mountains. Narrow gauge was not the only thing we were after, though, and much time was spent shooting standard gauge freight and passenger trains, steam tourist lines, museums, displayed equipment, and abandoned railroad facilities. To keep the costs down, we camped out and carried our own food; in keeping with the standard mode of railfan travel. All in all we put about 4000 miles on my car and spent about \$150 apiece. Not bad.

The most important goal of the trip was to visit the new Cumbres and Toltec Scenic Railroad. The CATS is a section of the former D&RGW narrow gauge from Antonito, Colorado to Chama, New Mexico which was purchased by those two states to save it from abandonment in 1970. Purchased for half a million dollars (scrap value) was 64 miles of track, nine locomotives, about 100 freight and M of W cars, and all buildings, equipment, and land associated with the railroad. All of this was bought with the intention of opening a combination tourist line and operating museum. A company called Scenic Railways, Inc. signed a lease with the states to operate the railroad for 20 years.

The CATS is the most scenic stretch of the original D&RGW narrow gauge "main-line" from Alamosa to Durango, Colorado, running through extremely varied terrain ranging from semi-desert to snow-capped mountains. The line winds through the 1000 foot deep Toltec Gorge, over 10,000 foot Cumbres Pass (the highest railroad pass in the country), and down a long stretch of four per cent grade. Regular passenger service along this route was discontinued by the D&RGW in 1952, and until the CATS was formed, occasional ex-

cursions were the only opportunity for railfans to experience this amazing stretch of railroad.

Since it takes most of the day for a train to cover the length of the line, only one-way trips are offered, with a bus return (provided by the railroad) to the starting point. I rode the CATS from Antonito to Chama, westbound. The train leaves the little station at Antonito at 10:30 am, preceded and followed by small gas-powered speeders or motor cars. The open-air cars used by the CATS are great for watching the scenery and train. These cars are ex-boxcars with the sides cut open and seats installed. The CATS had to make these conversions itself, since there were no conventional passenger cars included in the original deal. (The D&RGW didn't have any for sale; it needs them all for the Durango-Silverton train.) By early afternoon the train reaches Osier, Colorado, a former railroad town, for a photo runby and lunch stop. A few old railroad buildings, stockpens, and a water tank are all that remain at this isolated place. The Spanish-barbecue meal served by the railroad alone is worth the trip (even Lucius Beebe would have liked it), and is reasonably priced. Leaving Osier, the train continues its climb to Cumbres. Just below the pass the train makes a big loop, called Tanglefoot Curve. Here the train stops and lets off photographers who want to shoot the train negotiating the loop, and picks them up again on the upper level. A short distance ahead is the Cumbres Pass yard with its station, water plug, and snowshed-covered wye. After a brief stop to set out two cars (they would add too much weight for the next day's train coming up the steep side of the pass), we start down 14 miles of 4% grade to Chama.

A visit to the Chama yard is like stepping into the past. Here is a yard full of narrow gauge equipment with all the facilities for steam: enginehouse, ash-pit, water tank, sand house, and coal tower. This is supposed to be the last coal tower in the US. Chama is where nearly all the CATS equipment is stored, and the wandering railfan can spend hours

wandering around shooting pictures, making measurements, and jotting down notes for model-building reference later on. If you are so inclined, you can chase the eastbound train out of Chama up the hill to Cumbres. The newly paved State Highway 17 follows the tracks closely, offering endless opportunities for picture taking.

Although the CATS is technically a tourist line, it is unlike most tourist lines you'll ever see. The whole attitude among the CATS personnel seems to be one of keeping the equipment and facilities as close as possible to their original appearance. You will not find fake diamond smokestacks or gaudy paint jobs on this railroad. Even the official CATS herald is copied almost exactly from an old D&RGW emblem.

Patcong Valley Society of Model Railroaders

by Chuck F. Scheerle, Jr.

Your interest in the Patcong Valley Society of Model Railroaders is very much appreciated. We are interested in you too!

The Patcong Valley Model Railroad Club is an organization of men interested in all phases of model railroading, including the armchair variety as well as HO and some HO_{N3} gauge.

Our club was formed in 1962 by interested railroaders from Cape May, Ocean, Atlantic, Burlington, and Cumberland Counties in New Jersey. The first pike was constructed in a public building in Ocean City, the second on private property in Northfield, and the present layout is in rented quarters above a drug store. Presently there are 18 members. Memberships are available for interested modelers who are 16 or older. Dues are \$3.00 per month, after an initiation fee of \$10.00. The club requires at least three good weeks attendance before someone may qualify as a member. The club meets every Wednesday night at about 8:00 pm.

The CATS schedule this year was four one-way trips per week on Saturday, Sunday, Monday, and Tuesday, beginning and ending at Chama. Later in the summer and into the fall additional shorter extra runs were made. A newly acquired diesel was used for some of these. Eventually the railroad will probably run every day, depending on how business goes. If you are planning a trip in the West next summer, don't miss the CATS. It is without a doubt one of the best railroad trips anywhere.

The club pike, in operating order with good branchline service and plenty of excellent scenery, occupies a large room formerly used by a fraternal organization. The layout is approximately 25' x 35', built on L-girders with visible trackage laid on individual ties over Homasote. As with any good club, there is plenty of room for the expert, and much to do and learn. The members provide refreshments for those present. Our club also has a social night at members' houses which are set up at the business meeting at the beginning of each month.

Please visit us any Wednesday night and come as often as you like. The Patcong Valley has passes available too! We are located directly across from the City Hall and the Ocean City Fire Dept., and just off the Somers Point/Ocean City causeway. Hope to see you soon!

A Southern Railway Freight Platform

by Lloyd Neal

A once common sight throughout the South were open freight platforms such as this used for cotton and other seasonal agricultural products. Today many have been torn down, but some still exist such as this Southern Railway prototype at Scottsboro, Alabama. This same structure could be added to a larger industry or freight house. Construction is easy, so why not make this your first scratchbuilt structure?

To start you need to purchase the materials listed from a hobby shop. I used balsa for most of my model but you may prefer stripwood. You will also need a scale rule, razor saw, X-acto knife or single-edge razor blade, and glue (Borden's or Elmer's is fine).

First cut a base of 1/16th inch sheet balsa to 6 1/4" x 2 1/8". The base is optional, but it aids construction and enables you to remove the model easily from the layout. Next cut 21 3/16th inch diameter dowels 2 1/2 scale feet long with a razor saw. These will be glued in three parallel rows on the base to form the piling supports of the structure. Glue each row, using a ruler to keep them in straight lines 6 feet apart. Pplings in each row are on 7 foot centers excepting only the last spacing which is 7 1/2 feet. All pplings should be in line with the others and the outside dimensions should be 13' x 44'. Check all these measurements carefully using the drawing as a guide. Now glue three 3/16 x 1/8 pieces 44 feet long on each of the three rows of pplings. Any scenery you may want to apply to the base would best be applied now.

Next cut 31 pieces 13 feet long from the 1/8 x 1/16 strips. Glue one on top of the pplings flush with each end. Then use a 1/8th scrap for a spacer and glue each of these joists with a 1/8th inch space between them. The last one or two may be done by eye to get them all in and looking even.

Now cut from the scribed stock a piece 13' x 44' and glue on top of the joists. Individual strips could be used for the boards, but being lazy, I did not.

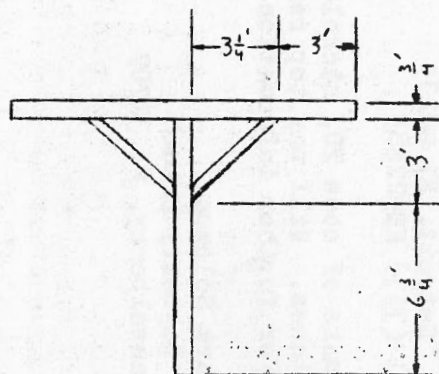
You are now ready to make the four roof supports. It is easiest to make a jig of scrap wood which will hold all the pieces in place except when lifted straight up. Lightly tape a piece of wax paper over the drawing and make the jig. Then make the four identical supports in the jig; first cut the pieces to size, then glue them together in the jig. Let one set dry and then remove them to make the next.

Cut four 3/32 square 9 3/4 feet and four 13 feet long from the same size strip. Cut eight pieces from the 1/16 x 3/32 strip to 4 1/2 feet but with beveled edges to fit as in the drawing. The 1/16 side should face up.

Then glue these supports on the platform as shown in the drawing. Use paint bottles or similiar objects to keep the supports erect until they dry. Now cut two pieces of 1/16 inch square 44' long. Glue these at the outside edge of the roof supports. Lastly, cut two roof pieces from 1/32 sheet balsa 6 1/2 feet by 44 feet. Some trimming may be necessary for the outside to be flush. At the joint in the center I cut a narrow strip of file card 1 foot wide as a drain area. Roof would be either tarpaper or shingle. I tarpapered mine by using toilet tissue glued and painted on the roof.

Not shown in the drawing is the stair or ramp needed to allow workmen to get on and off the platform. I made mine from 1/16 x 1/8 scraps and glued it to one end.

I painted my structure with liquid creosote stain which gives it an authentic railroad look - and an authentic railroad smell also. Used paint thinner (with several colors mixed into it) makes a good color to use. Your railroad's official paint scheme is also appropriate. As a final touch add some freight and your platform is in business.

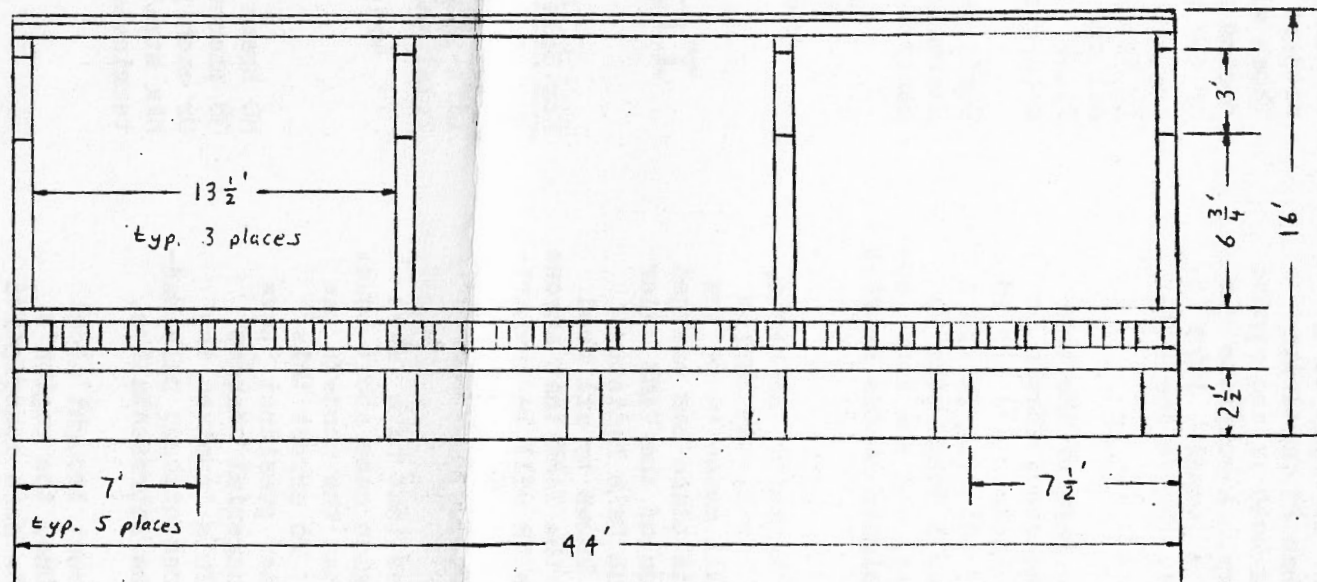
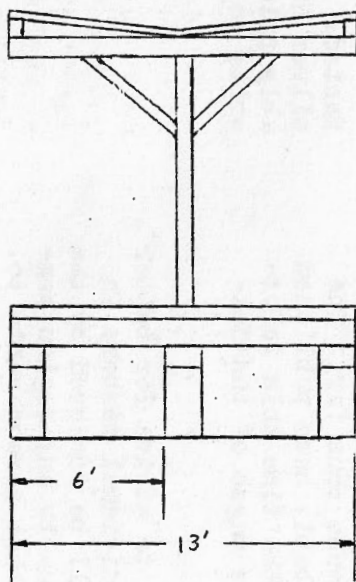


Materials

8" 3/16" dia. dowel
 16" 3/32 sq.
 5" 1/16 x 3/32
 18" 1/8 x 3/16
 55" 1/16 x 1/8

12" 1/16 sq.
 6 3/4" x 2 1/8 1/16 sheet balsa
 6" x 2" 1/32 sheet balsa
 6" x 1 13/16" scribed sheet, 1/8 scribe

Southern Railway open freight platform
 Ratio 1:87 HO scale



Region Write-up

The GREAT LAKES REGION is happy to announce that it now has 25 participating members, located both in and around the region's territory. A complete roster will appear in the January, 1973 issue of the Wayfreight, the region's official newsletter.

Also, the first photo page of the Wayfreight was a great success, thanks to Art Mulligan (of ARM Photos) and Bob Polasky, the newsletter editor. It was a 5x7 glossy print of an N Gauge pike in Grand Rapids, Michigan, and the Penn Central tunnel crane assigned to the Detroit area.

NEW ENGLAND REGION: Kazah!!! Hitherto, and from this moment forth, the Yankee region of the TAMR will cease to be the Yankee Region. In its place has emerged the New England Region of the TAMR under the tight thumb of one Dale Madison. Therefore, let it be known by all good (and bad) members of the TAMR that anyone who calls the NER the YR will be summarily excommunicated (from what? Who knows! We haven't decided yet...).

The mysterious changes that have taken place within this region came about thus: It became apparent that the then-YR was going nowhere - fast. To arrest this downward decline former president Steve Harper called for managerial changes within the region. This involved the selection of the aforementioned Dale Madison as the new region representative.

The change in management brought about two other changes. One, the region's name was changed to be more descriptive of its geographical representation; two, a new region newsletter was created and has published two issues thus far. The Phoebe Snow will probably have published its fourth issue by the time this information appears in the pages of the Hot-box.

Our future plans are to strive for better relations between individual members in our region. This will be fostered by the use of the Phoebe Snow by any region member to say whatever that person wants to. There are plans for a convention, drawing

up a constitution, holding elections, and the other usual things that regions do.

But none of this will ever come about without the interest of TAMR members. Those within the region are encouraged to become active participants in the events of the region. Those outside the region are equally welcome to join and partake in the festivities. The cost is a nominal one dollar, four quarters, 10 thin dimes, or 100 pennies for a full year's subscription to the Phoebe Snow.

Don't delay, send today! Satisfaction guaranteed. Your subscriptions are eagerly awaited by ye humble region rep,

Dale Madison
342 Shepard Ave
Kenmore, New York 14217

Interchange

For Sale: 5' x 10' dismantled HO layout, buy what you want at reduced prices: Tyco, Atlas, Plastieville, Model Hobbies, Life-Like, Bachmann, Campbell, Revell. Total value \$265.

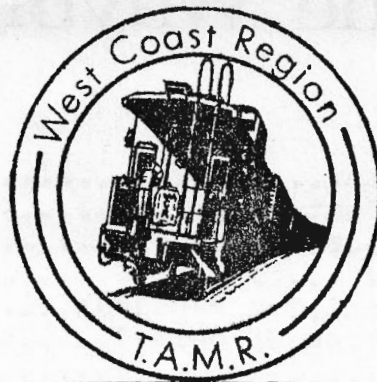
write to: Vince Chiaravalli
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Vince Chiaravalli
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Wanted: Any make of code 70, nickel-silver HO switches. Will pay top reasonable price. For further information write to:

Mark Solomon
6 Bayberry Branch
Casselberry, FL 32707



WEST COAST REGION: After appearing to be dying or dead region of the TAMR, due to lack of CRUMMYS and communication, the WCR has suddenly popped back into activity and in doing so becoming one of the most active regions throughout the entire organization!

The CRUMMY, of which no one was receiving, suddenly took on a new look. Mark Thompson took over as Editor, relieving Mike Bonk, and came back with special catch-up issue. It was the longest issue ever made of the CRUMMY (12 pages), but that's not the big news. The main thing was that it was done commercially by an offset printer. It also had 3 whole pages of PHOTOGRAPHS! It was a smashing success, thus causing the membership to grow. And from now on the CRUMMY will continue to be done professionally, what with more pages and photos! It is truly the best regional publication on the market today! We now know that this is what the members want, so it is just what they are going to get.

The officers have finally straightened out the records, which were in a mess thus causing the entire region to be at a stand-still, and came up with 26 active members and growing with every issue of the CRUMMY.

So, we just wanted you to know that those guys way over there living near the ocean were still alive and well. Elections are coming up, and the WCR's first division has been officially reorganized!

Become "one of the gang" by sending only a dollar to Ron Fong, 106 Garrison Ave., San Francisco, CA, 94134. He'll get you fixed up with the stuff you need, plus you will receive 6 great issues of the CRUMMY! SIGN UP TODAY!

Remember: IT'S THE WEST FOR THE BEST!

AD:

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Bob Polasky, Section Gang Foreman.....

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SPRUNG TRUCKS, MAYBE?????

The Waybill

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