

Registration Information Inside!

The TAMR Hotbox

The NEW Generation of Railroaders

March 1997

THE DENVER ZEPHYR

1997 TAMR NATIONAL CONVENTION

Official Convention Issue



The official publication of the Teen Association of Model Railroaders

The TAMR Hotbox

The NEW Generation of Railroaders

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Issue #317

Special Issue

- 3 "Go West, Young Man..."
- 4 General Information
- 6 Convention Schedule
- 8 More Information
- 10 Colorado Railroading Gallery
- 12 Hotel/Housing Information

THE DENVER ZEPHYR

This issue of the Hotbox has been jointly produced by Ole Bye, 1997 Convention Director, and the Editorial/Publishing department of this magazine.

Next Month:

Steam In Review: 1996

Plus - More exciting new features including The Rail-photo Gallery!

Celebrating
Teen Association of Model Railroaders

33
of **YEARS**
1964-1997
RAILROADING
Celebrate With Us Out West in '97
THE DENVER ZEPHYR

COVER: Narrow Gauge Mikado #475 of the Denver & Rio Grande Western is pictured storming up the eastbound grade out of Durango, CO in this 1946 photo by Charles Clegg.

The HOTBOX **2**

"Go West, Young Man..."

said Horace Greely. He was expounding on the great things to be had out West, which is still a rough and wild but beautiful place, where opportunity presents itself around every corner. The state of Colorado was the forefront of westward expansion, giving birth to such phrases as "Pike's Peak or Bust". Today, it still retains much of its history and optimistic pioneer spirit.

Colorado is a big state. There's no two ways about it. It is a place where the mountains shaped the men that settled them. It is massive, high, and unforgiving. The elements are exaggerated and ruthless in the winter but in the summer nature can be pleasantly mild. The natural conditions are usually the first thing you notice about Colorado. They influence every bit of life in that state, as they influenced the first pioneers, miners, and then the builders of the railroads.

Nowhere else did there develop such a grand network of narrow gauge lines. It was necessary to have rail connections to the mining centers, but standard gauge railroads could not negotiate the mountain terrain presented in Colorado. So the lines were built to the gauge of 3 feet. Narrow gauge construction was cheaper and could climb and twist up through the mountains.

Because they did not easily interchange cargo with the standard gauge railroads of the rest of the nation, the narrow gauges did not outlast the 1950s. However, some portions of the original network still remain operative to this day as tourist lines.

At the *Denver Zephyr '97*, we will visit these remnants of the Colorado narrow gauge. We will also have a chance to enjoy modern railroading on the plains around Denver. Covering past to present, this year's TAMR national convention promises to be a great one.

A User - Friendly Convention

We try to be very accommodating at TAMR events. If you have any problems or questions, don't hesitate to contact me. For TAMR members on a limited budget, lodging will be available at the co - director's home in Denver. Bring a sleeping bag! I have tried to end the days earlier this year so people can get some good rest. None of the convention activities are mandatory. If you don't want to do something, then don't. It's up to you. However, this might be the chance of a lifetime to see the many wonderful things Colorado has to offer. I hope you can make it, and I look forward to seeing you in Denver!

-Ole Bye, Convention Director

General Information

Convention Site

It will possibly be a library downtown. We will soon know and maps showing the site's location will be included in your registration package.

Maps and Directory

Maps and a directory showing the locations of convention activities will be included in your registration package.

Non - Railroad Activities

For parents, drivers, and families attending the convention, information regarding some of the many attractions the Denver area has to offer will be included in your registration package.

Bulletin Board

The official TAMR bulletin board will be near the entrance to the convention site. All activities and events will be listed and any messages you wish to post at the convention can be placed there.

Schedule

The convention schedule will be published in the *Hotbox*. It will also be included in the registration package and posted on the bulletin board. As always, the convention schedule is subject to change between the time of publication and the convention.

Contests

The TAMR model and photography contests will be open to all convention attendees. The contests will be judged by the convention body using secret ballot.

Clinics

Clinics will be given on a variety of railroad related topics. We encourage members to give a clinic of their own, and if they are so inclined, would they please contact the convention director.

Excursions

There is one train ride scheduled for Friday on the Georgetown Loop RR.

Convention attendees will have the opportunity to ride the Durango & Silverton Narrow Gauge RR on the post - convention trip.

Shop Tours

We may be able to tour Union Pacific's Cheyenne steam shops and Southern Pacific's Denver shops, but the details of both of these tours have not yet been worked out. Any of these tour expenses will be included in your registration.

Board of Directors Meeting

This year the BOD meeting will be held at the convention site on Friday night. Although voting is limited to officers of the TAMR, anyone may attend the meeting.

Post Convention Activities

Post convention activities are TAMR organized events. They tend to be more laid back and flexible than the conventions. The post convention activities are completely optional. Often people find that they cannot attend the actual convention for as long as they would like. The post - convention breaks up the schedule of the convention to provide a time for people to leave early.

The *Zephyr* post convention trip promises to be a memorable one. It will journey southwest into the Rockies, crossing the continental divide 5 times, to the Durango & Silverton and the Cumbres & Toltec RR's.

Shuttle Services

The TAMR will offer transportation for convention attendees to and from Denver International airport and the Denver Amtrak station. If you are in need of this service, please check the appropriate box on the registration form and indicate when you will need it.

Layout Tours

The layout tours are still in the works. Denver has some fine model railroads ranging from modern era to steam narrow gauge.

Reminder

Weather in the Rockies can be unpredictable. Keep this in mind when packing; bring clothing for cold weather. A comfortable pair of walking shoes is also a good idea.

Denver Zephyr '97

1997 TAMR Convention Schedule

Wednesday, June 25th

- 9:35 a.m. Amtrak travellers arrive in Denver aboard the California Zephyr.
- 10:00 a.m. Railfanning, Layout tours, or museum tour, just get settled in.
- 12:00 p.m. Depart for Pike's Peak Cog Railway in Manitou Springs, CO.
- 2:30 p.m. Arrive at PPCR (Note: we aren't going to ride)
- 3:30 p.m. Leave PPCR.
- 3:45 p.m. Arrive at Kris Kringle hobby shop in CO. Springs.
- 4:15 p.m. Leave Kris Kringle for Denver, CO
- 7:45 p.m. Arrive in Denver, CO.
- 8:00 p.m. Railfanning, eat out, railfanning, layout tour, etc.

Thursday, June 26th

- 7:00 a.m. Convention Registration at Convention Site
- 7:00 - 8:00 a.m. Entering of contest models + photos
- 9:00 a.m. Clinic Session #1
- 10:00 a.m. Clinic Session #2
- 11:00 a.m. Clinic Session #3
- 11:00 a.m. 12:00 p.m. Railfanning and Lunch
- 12:00 p.m. Depart Convention site for Cheyenne, WY.
- 2:00 p.m. Arrive in Cheyenne, WY for several hours of intense UP action on Sherman Hill and possible shop tour in Cheyenne.
- 5:00 p.m. Leave Cheyenne and vicinity for Denver, CO.
- 7:00 p.m. Arrive in Denver, CO.
- 7:30 p.m. Clinic Session #4
- 8:30 p.m. Layout tours

Friday, June 27th

- 7:00 a.m. Convention center opens
- 7:30 a.m. Depart convention center for Georgetown Loop RR in George town, CO.
- 8:30 a.m. Arrive in Silver Plume, CO.
- 9:20 a.m. Train Departs Silver Plume station.
- 10:00 a.m. Tour of Lebanon silver mine
- 12:00 a.m. Train returns to Silver Plume station. Lunch.
- 12:45 a.m. Depart Silver Plume for East Portal of Moffat Tunnel.
- 2:30 p.m. Arrive at Moffat Tunnel. Railfanning!
- 4:00 p.m. Depart Moffat Tunnel
- 4:45 p.m. Arrive at convention site in Denver.

5:15 p.m. Closing of contest ballot
 6:00 p.m. Annual Dinner and awards.
 6:45 p.m. Annual BOD meeting begins

Saturday, June 28th*

7:30 a.m. Convention center opens
 8:30 a.m. Depart for Colorado RR Museum steam up
 9:00 a.m. Arrive at museum
 12:00 p.m. Lunch
 1:00 p.m. Depart Colorado RR museum
 1:30 p.m. Arrive at Caboose Hobbies in Denver
 3:00 p.m. Depart Caboose Hobbies
 3:15 p.m. Arrive at Denver Union Station museum
 4:00 p.m. Clinic Session #5
 5:30 p.m. Dinner
 7:00 p.m. Clinic Session #6
 8:00 p.m. Layout tours

*A shop tour may be worked into the schedule on Saturday

Sunday, July 29th

We leave early in the morning for the post convention.

Wednesday, July 2nd

We arrive back in Denver in the evening.

Rejected locations for
 the '97 convention site:
 7. On Metro bus 2274 en route
 to stockyards
 6. LaGuardia International Airport
 5. Cardboard box overlooking scenic
 highway overpass
 4. Wehate trains, UT
 3. Waco, TX
 2. Three-mile-island, PA
 1. Zehnerville, AK
List compiled by Peter Maurath.



Left: This is a view of Red Mountain town taken in the latter part of the 19th century. Visible are the tracks of the Silverton Railroad. Photo by William H. Jackson.

More Information

The Durango & Silverton Narrow Gauge Railroad

In the mid-1870's, the Denver & Rio Grande pushed its rails north up the Canyon of the Animas to Silverton, then a booming mining camp. The railroad brought food and supplies into Silverton and carried out ores rich in silver and gold. Even after the rest of the D&RG's narrow gauge lines were abandoned in the 1950's, the Silverton branch lasted under the same ownership until 1981, when it was sold to a private operator and renamed the D&SNGRR. Tourism was and is the lifeblood of the Silverton operation, although it still hauls the occasional freight train. Because it is such a tourist attraction, the D&SNGRR has operated with the D&RG's Mikado type steam locomotives throughout its history.

The Cumbres & Toltec Scenic Railroad

The C&TS was formed in 1970 from another portion of the D&RG narrow gauge system. Sixty - four miles of track from Antonito, CO, to Chama, NM, were purchased by the states of Colorado and New Mexico, and turned into the C&TS. The line snakes up over 10,015 ft Cumbres Pass on a 4% grade on the west side. At one time the line was the main route between Durango and Denver and it saw the passage of *The San Juan*, the D&RG's passenger train running between those two cities.

The C&TS now operates with three K-36 class 2-8-2s, one K-37, and one K-27. Trains run the full 64 miles daily.

Night Photo Session

On the post convention trip, there will be a TAMR night photo session on the C&TS. If you have never photographed trains at night, this is an opportunity to learn how and to experience narrow gauge steam in the dark. Even if you don't have a camera or aren't into taking pictures, this event will be interesting to watch.

The Colorado Railroad Museum

The museum was established by Robert W. Richardson in the 1960's to preserve what remains of Colorado's unique and fascinating railroad history. The museum building, an 1880's style masonry depot replica, houses a collection of more than 50,000 vintage railroad photographs, papers, and artifacts. Outdoors, on 12 acres, are displayed various pieces of rolling stock from many of the state's lines.

The Georgetown Loop Railroad

The GLRR is a section of the old Colorado & Southern's Clear Creek branch, which ran west from Denver. Passing through Georgetown, it climbed 368 feet in 4 1/2 miles, while looping over itself, to the line's terminus at Silver Plume. The Georgetown - Silver Plume section is what is in operation today, crossing over itself on a reconstructed Devil's Gate Bridge, as the original did for half a century.

Lebanon Silver Mine Tour

Although at first this might seem like an unrelated activity, it will give you a better understanding of mining, which is what Colorado railroads were originally built to serve. The tour will take you deep into the mountainside above Georgetown. The mine is at a constant 44° F, so be sure to bring a sweater or jacket.

Cheyenne, Wyoming

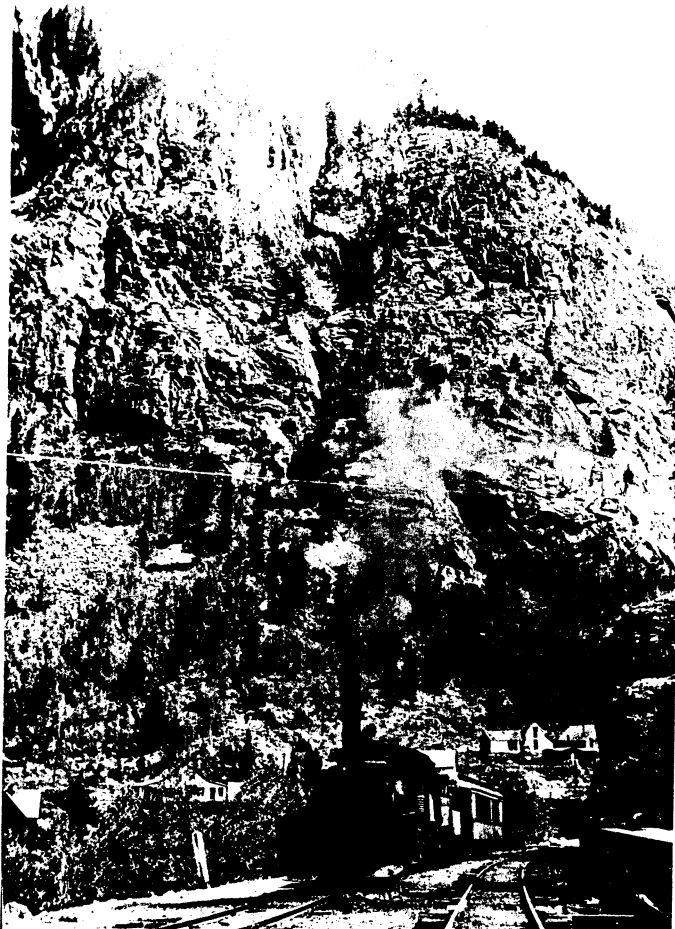
Cheyenne is the funnel of Union Pacific's lines and so nearly all of UP's transcontinental traffic pounds the rails here. The lines west of Cheyenne are a railfan's paradise, seeing up to 60 trains a day! Sherman, elev. 8013 ft, the summit of the line on the continental divide, is reached on grades of 1.55%.

Carpooling

The TAMR will provide carpool transportation to and from convention activities. If you are driving to the convention, we encourage you to contact other TAMR members in your general area who might need a ride.

Contacts

If you have any questions, comments, or concerns, regarding the Denver Zephyr '97, please contact Ole Bye at (802) - 875 - 4594, RR2 Box 425, Chester, VT, 05143, or e-mail at bye@vermontel.



Left: A clean up train on the Rio Grande Southern in the early 1950's at Ophir Loop. The engine is K-27 #461. Photo by Johnny Krause.

Below: Colorado & Southern 2-6-0 #22 pulls a short passenger train bound for Leadville. Photo by Otto Perry.





GALLERY

Top: No. 318 is leaving the Black Canyon of the Gunnison against a background of gathering storm-clouds. This photo was taken during the last years of the Black Canyon line. Photo by Otto Perry.



Middle: K-37s 492 and 498 doublehead a freight south out of Alamosa on the dual - gauge iron. The K-37s were the largest of the D&RGW's narrow gauge locomotives. Photo by Gordon S. Crowell



Bottom: #s 482 and 476 have *The San Juan* stretched out behind them as they climb westbound to the summit of Cumbres Pass in 1937. Photo by Richard B. Jackson.

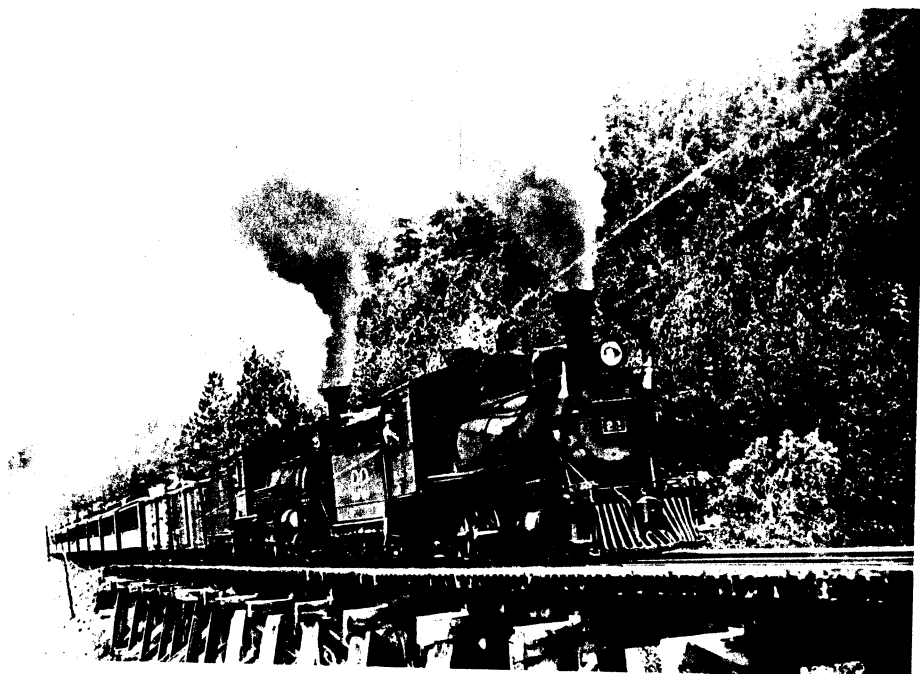
Top: K-27 #455 of the Rio Grande Southern, drifts through the Dallas Divide with a short freight. In the background is Mt. Sneffles and the snowy Uncompahgres.



Middle: RGS engines 42 and 40 have a stock extra on the ruling grade of the Dallas Divide in October, 1940. This beautiful picture was exposed by the great Colorado photographer Otto Perry.



Bottom: A CCC special drawn by #22 and #453 heads out onto the high trestle at Ophir in 1940. Photo by Otto Perry.



Hotel/Housing Information

The prices given here are for rooms with two double beds. These prices may not be currently accurate, they are given as ballpark figures for comparison. It is going to be difficult to determine the exact price on any given day because the convention is right in the middle of most of the summer rate changes. For TAMR members who are on a limited budget, housing will be available on a first come - first served basis at Western Region Rep. Mike Acree's house in Denver. Call (303) - 220 - 9390 to make reservations.

Note: Please send hotel money to the hotels, not the TAMR.

Denver Hotels

Denver Marriott Hotel City Center

Sunday - Thursday; 2P/2B - \$129, Friday & Saturday; 2P/2B - \$79
(303) - 297 - 1300

Greater Denver Area

Best Western Landmark Inn

2P/2B - \$59 (303) - 388 - 5561

Fairfield Inn by Marriott

2P/2B - \$69 (303) - 691 - 2223

Holiday Chalet, a Victorian Hotel

2P/2B - \$54 (303) - 321 - 9975

Holiday Inn Denver North Coliseum

2P/2B - \$74 (303) - 292 - 9500

Motel 6

2P/2B - \$41 (303) - 371 - 1980

Golden

La Quinta Inn

2P/2B - Fri. & Sat. \$59, Sun. - Thurs. \$52 (303) - 279 - 5565