

The

TAMR HOTBOX

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ELECTION RESULTS

PRESIDENT: Dave Neumann with 46% of the vote
Vice-President Doug Koehner with 72% of the vote
Secretary: Dick Wagie with 30% of the vote
Treasurer: Allen Waty with 82% of the vote

I must apologize for this issue being so late. There has been trouble during the change of publishers. Somewhere along the way the instructions to the mimeo were lost, and it took a little doing to get new ones. Although this is about a month late, the December issue will make up for it. It will be printed with pictures, using articles from the article contest. Watch for it.

Has anyone heard from Ken Pontifex of Burnaby, B.C., Canada, lately? Ken is involved in some important TAMR work, and I haven't heard from him.

"S" MARL

Greg Thompson

Now, S scale just isn't all expensive brass locos. The Rex line of zamac locos ranges from \$25 for an O-4-0 Dockside, to a \$53.50 2-6-0. There is also a 2-4-4T suburban and an O-6-0 switcher priced at \$30 and \$53.50.

These locomotives have good detail, and are easily assembled with a few hand tools. And boy, do these locos pull! The O-4-0 can pull 28 freight cars, and this is quite a feat! I don't have info on how much the other locos can pull, but my guess is the Mogul and switcher can pull 30 to 40 cars, depending on the grade and condition of the rails.

But that ain't all. By sawing off cabs and adding different ones, using castings and a Kemtron tender, you can make a 2-4-0, and a 4-4-0. These conversions are for more experienced modelers. You need to know how to solder, tap holes, and saw straight lines. (Sounds ridiculous, sawing a straight line, but it's harder than you think, especially in zamac. You gotta go slow and be durned careful.) And I have no doubt some wiley S gauger is working on a 4-4-2. The quality of these locos must be good, because Rex has been on the scene for years, through thick and thin. You can get these locos from: S&P Distributors, 90 Lucy Lane, Northfield, Ohio 44067. Prices: O-4-0 \$25.00, 2-4-4T \$30.00, 2-4-0 \$43.00, O-6-0 \$53.50, and 2-6-0 \$53.50.

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YOUR ROAD'S HISTORY

Jorge Ribeiro

I was re-reading my May issue of the "TAIR HOTBOX", making sure that I had missed nothing, when my June issue came. Coaxed by the articles "19 Ways to Kill the TAIR", and "If One Key Sticks", I decided to write an article myself.

If your railroad is one of your own, in other words built like the prototype, yet on your own ideas and name, you'll probably want another step towards realism with a history for your railroad. For instance, the history of my railroad, the Silver City and Western, is :

The railroad was started in 1891. Late for a railroad, but with the discovery of coal deposits and the thriving business of Silver City it became necessary. It wasn't the best railroad, but it was prosperous. It was confined to Silver City by the owners, cold-hearted citizens who held a lot of property and speculated it. The name of the road was the Silver City Railway. Then came the depression. The road had survived smaller panics but the bad times came swiftly. The road managed to survive until it was sold in 1937. The new owners were a better lot than their predecessors and quite prospective. The road was lengthened to Pixton, Fort Porthos. Port Athos, Sherman, and Fort Edith. The name was changed to Silver City and Western Railroad. Now it is the early fifties, and the road is still prospering. It even has a few diesels to replace the old steam engines.

This is an example. Of course much could be added. There are also extra details which make your road more prototype. Such as:

The reason the road travels in a semi-circle around Silver City through Pixton is caused by not one but three separate problems. When the expansion was planned the road was to go through a rocky granite cliff, in a loop and into the twin ports of Porthos and Athos, and then to Sherman. The problems were this; 1) Old Herman Fenimore Twain refused to sell the lot in front of the granite cliff. (Today his grandson owns and operates the Twain Hotel, still prosperous thanks to extensive remodeling. In older days, Twain would have been killed and his property burned.) 2) The United States Government refused to grant the road the right of eminent domain, so that they could force old Twain to sell out. (They refused to grant eminent domain because the owners had refused to lengthen the line to Fort Edith. Today the line runs to Fort Edith despite the early defiance.) 3) Once the lot had been purchased, construction gangs were faced with a thick granite cliff and extensive regrading. It would cost millions for such a project. (It paid off in the end because coal deposits were discovered at Pixton.)

Here you have a small example of the realism obtained with a little imagination. You can profit by it and take a step towards the prototype.

SUPPORT THE TAIR

TAMR- an international organization?

Klaus G. Grunert

In the official NMRA recognition of the TAMR, you find that the TAMR "has patterned it's organization after the NMRA". I would like to point out one advantage we have over the NMRA: We don't have the word "national" in our title.

Well, what do I mean with this? The NMRA is an national organization, devoted almost exclusively to American modellers. Internationalization of the NMRA would be very difficult, if not impossible task.

The TAMR is a rather young organization. I think we should use the opportunity. The TAMR is a fine thing, why should fine things be devoted only to the Americans? So, let the TAMR become an international association! In a way, it is already one, though there are only two members in Europe at the moment. But in 1969 there will be at least six. I made a little publicity for the TAMR here, and I really got some answers. They agreed to become members in '69.

I want to put one thing into debate: The foundation of a 10th region within the TAMR, the Central-European-Region, including Germany, Austria, as well as the German-speaking part of Switzerland. As I already mentioned, there will be five members in this area soon! Surely, not very much, but it is a start. Most TAMR regions started like that, I think. So I ask our new president to approve of this proposal, and to provide the necessary amendments in the TAMR Constitution. If anybody has any comments, please write me. My address: Klaus G. Grunert, 5 Koln-Ehrenfeld, Graeffstr. 6, West Germany.

INTERCHANGE COLUMN

Bob Neff

All ads should be sent to Bob Neff, 3950 Dallas Ct., St. Louis, Mo. 63125.

Wanted: A) Feb. '67 and Nov. '66 Model Railroaders. Will pay full price plus post ge.

B) Photos of Krauss-Maffei diesel, either SD or D&RGW. Will rent negatives and return after use. Write first describing photo and price. Dave Johnson, 429 Heritage Drive, Rochester, New York 14615.

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Now!!

The scenery on many model railroads could be drastically improved if only the builders were familiar with the technique I am about to describe.

In the past, the conventional method for creating rock effects has been to apply a thick layer of plaster and then to carve out the desired strata while it is still a trifle soft. This style of construction incorporates hours of tedious work, and it requires much artistic skill to produce realistic stretches of rock.

Fortunately for all of us, rubber molds have come into use. With these simple devices, you can transfer the realistic surface and textural features of real rocks from their natural settings to your artificially produced railroad empire.

The idea is to find rocks which appear to be scaled down reproductions of cliffs or outcrops, and to make rubber molds of their features. In my opinion, the best place to find these rocks is on the sides of a cut made for a highway. Also, interesting forms of stratified rock can be found on the edges of coal chunks.

By now you are probably asking, "Just how do I go about making one of these molds?" Once you have selected the rock you wish to duplicate, the procedure is very simple.

The first and most important material you need is called liquid latex, the substance which composes the actual mold. It can be obtained from the following address:

Craftsman Specialty Supply
P.O. BOX 102

Rogers City, Mich. 49779

The price is \$1.75 for a pint, and this amount will make up a good supply of molds.

The only tools required for the job are a cheap one inch paint brush, a stiff kitchen brush, and a jar to contain water.

After assembling your tools, clean the rock face well with the stiff kitchen brush, whisking away any loose bits of soil or anything else that might be clinging to it. Then thoroughly wet the surface to complete the cleaning process. This step also facilitates easier removing of the mold when the time comes.

While the rock is still wet, apply the liquid latex with the paint brush. Make sure you work it down into all the cracks and fissures, to take advantage of the intricate detailing possible with this technique.

In all, you'll need about four or five coats of latex, none of which must be very thick. As for time required, this will differ due to variations in humidity and whether or not you are working in direct sunlight. Apply a second coat of latex as soon as the first is dry. When all four coats are dry, slowly peel the mold from the rock. With your rubber mold completed, you can begin making castings. Some modelers pour plaster into the molds, let it set, and then apply the dry castings to the terrain of the layout. Others apply the mold directly to the wet plaster, already spread generously over the site of construction.

Whichever method you choose (I use both); I'm sure you will be very satisfied with the results. When stained and then dusted with powder paint, rock effects created with rubber molds can't be beat.

EUROPEAN RAILROADS

Klaus G. Grunert

1) Steam in Germany

Are you interested in European railroads? If so, I'm glad, read on. If not, read on too, and maybe you will become a little interested. This is the start of a new column devoted exclusively to European railroads. Writers are Roland Delafontaine as well as Klaus G. Grunert (that's me.), both of us writing an article every two months. Roland will handle the SNCF and the SNCB, which are the French and Belgian national railroads, as well as all French and Belgian traction. Naturally, I'll speak about German traction systems and the DB and DR, which are the East and West German national railroads. If you have any comments or criticism regarding this column, please address them to Roland or me. I'm glad about every letter!

I'm sure, one of the most interesting facts about European roads is steam, because it is still in use here. Not in every country, and not very often, but, watching a busy mainline, you have not to wait for hours to see a black giant rumbling along the line.

A very remarkable event happened this year: the last steam loco which had been put into service in West Germany was discarded. The last of the class "10" 4-6-2 express engines is now on sale - for 16,000 DM. It is quite certain that nobody will pay such an amount of money for a gigantic steam loco which can't be put anywhere, so this loco will probably be scrapped soon.

How did it all start? The very first German railroad was opened in 1835 between Nurnberg and Furth (this line has been replaced by busses recently). The locomotive was called "Adler", which means "Eagle", and together with cars and a complete engineer-crew it was imported from Stephenson in England. After the successful opening of this line, everywhere in Europe railroads were built. Most locos were still imported from England, some even from the USA. But it was only four years after the opening of the Nurnberg to Furth line that the first German-built locomotive was put in service on the Leipzig-Dresden railway. It's astonishing, this loco not only really ran, but it was in service till 1856! In 1841 the famous company of Borsig started building locomotives. The quality of Borsig's first locomotive was proved by a locomotive race between the Borsig and a Stephenson engine. Borsig won, and this was the start of a famous company, which still existed until a few years ago, when it was merged with another big firm. Progress of locomotives in Germany can be observed well at the changes of the locomotive cab. On the first engines there weren't any, just a small railing. It was not until 1853 when a draught-screen was added, and sometimes a little roof. And it took some more years until a closed cab was finally added. So you might well imagine the terrible conditions under which the first engineers had to work; exposed to any weather, to rain, storm, and snow.

In 1851 there was another railroad contest. Four locomotives fought for a prize donated for the locomotive best suitable for the "Semmering" - the first mountain-railroad. The winning engine solved the problem by a very complicated valve-gear, driving the tender wheels, too. But- paradoxically- it was the worst valued engine which became the predecessor of all mountain engines, featuring lateral shiftable axles.

Continued on another page.

Of course you know the Walschaert valve gear, invented by the Belgian Walschaert. But at the same time when Walschaert constructed his valve gear, the German Heusinger invented exactly the same type of valve gear. This Walschaert valve gear - in Germany called Heusinger valve gear - became famous all over the world. Another great event happened in 1898, when the first "hot-steam" engine was introduced, thus making steam engines much more economic.

In the 20th century, steam locomotives were more and more perfected. The most beautiful German engine ever built is said to be the Bavarian S 3/6 (models available from Trix and Tenshodo). During a test it ran 96 m.p.h., which was unsurpassed for almost a quarter of a century. The S 3/6 had a constant performance of 2500 hp, being able to draw a 600 ton train in difficult landscape.

The speed record of this engine was broken in 1935, when a stream-lined class "01" locomotive reached a speed of 127 m.p.h., which is still the highest speed ever reached by a steam locomotive. After World War II, the streamlined cover was removed and the locomotives were put in regular service. Some of this class are still to be seen today.

The steam engine was perfected, and nobody thought that it could ever be surpassed by any other vehicle. But it was already 1879, when Werner von Siemens displayed the first running electric locomotive on an exposition in Berlin, a kind of garden railway, laughed at by many visitors. But it was this engine which was intended to replace steam-engines in Europe. Today, 7% of all locos in West Germany are still steam. They will be gone soon.

I just read John Snyder's article about European trains. Thanks go to him for a quite objective article, however, I would like to correct a few things. 1. DB does not make any profit. DB has a rather big deficit, and that's one reason why the DB tries so hard to get passengers. 2. For the second time in the HOTBOX, I read some statements which make an impression as if I live among a folk of pedestrians. Finally, here are the facts: Every third German owns a car. It's true, you have to be 18 to drive. I don't know the prices of cars in the USA. Here, a Volkswagen costs 4000 DM (about \$2000 in the USA), and you get a good middle class (ed note- Ooops!)

car for 6000 DM (\$3000). Gas is out of our world! Well, here in Cologne (town with 800,000 inhabitants) there are 382 gas stations. Price for one liter is about 55 Pf. (27¢). I don't know what John means with "licenses are only for the rich". Does he mean drive-licenses? If so, in a driving school the basic fee is about 90 DM (\$45) plus an amount of about 12 DM (\$6) for every driving-hour. Well, these are the facts. Who can tell me the American figures? Would also like to know the source of John's information.

Election results in this issue.

Read them!

British and European Railway Container Operations Chris White

In response to the new demands placed by industry on the rail systems of Britain and the continent, the practice of using containerized freight has come about. The advantages in this process are obvious: the container is suited to the freight; greater speed in transit is attained by grouping containers of the same destination into one carrier wagon; the amount of goods to be shipped will regulate the number of containers used, thus eliminating the problems of LCL shipping.

In England, the use of containerized freight is relatively new, only in the past year and a half has the "Freightliner" system come into use. This method uses fixed sets of carrier wagons in groups of three, five, or more loaded with cargoes destined for either port cities or for cities on the interior. Each wagon, which is approximately 55 feet long, carries three closed containers, which may be owned either by the government-owned rail system or by private shippers. These containers are rectangular in shape, having a set of doors at one end only for easy loading. The carrier wagon rolls on special roller-bearing trucks; only the end vehicles in the sets have the usual British drawgear (buffers and chain couplings)-- the inner cars use a modified knuckle-type coupling at this time. On the continent of Europe, the procedures of container working are more established. Here, the common types of carrier wagons are four-wheeled, as compared to the Freightliner, which is eight-wheeled. The number of containers carried is either three or four, depending on the carrier, and the types of containers ~~are~~ are many and varied. There are many covered containers for the transport of materials that can be damaged by the elements; open containers for the bulk transport of powdered or crushed goods; containers for the transport of liquids such as acid, milk, or even beer. As in England, there may be more than one type of container on a carrier; it is not unusual to see open and covered containers sharing space on a three- or four-place wagon. The container wagons on the Continent--at least those of West Germany and Austria-- are not necessarily made up into sets; each wagon has standard drawgear at each end, and so is similar to the older type of British container wagon, which was less than thirty feet long and carried only one container. In Germany, there is one noticeable title on container wagons-- "Von Haus zu Haus", inscribed on the side of the container. However, many private firms have their own containers, especially chemical firms.

When the United States gets around to using containers on a really large scale, it may well look to ~~XXXXX XXXXX~~ the east for data, using the experience of European railways.

To be continued next month

RUNAWAY

John Arbuckle

June 20, 1968: Kansas experienced an incident that does not happen very often these days. Two SANTA FE GP-30's broke loose and sped through the Kansas prairies and small towns 98 miles at top speed before being intentionally derailed on a wye.

In Hutchinson, Kansas, two EMD GP-30's of the 1200 class were idling at the Santa Fe roundhouse on a house track, serviced and ready to go. Actually, it was later revealed that an employee was moving the locomotives out of the roundhouse, riding the brakes. Somehow, the geeps got moving a little faster (he used excessive power to move with the brakes activated) and he panicked and jumped off. The geeps moved onto the main, picked up speed, and showered the right-of-way with sparks from the brakes. These burned off and the GP-30's started really making speed.

I saw the locomotives about 1 mile from the roundhouse, where I was photographing the Hutchinson & Northern R.R., a trolley freight line operating 6 miles of local trackage. I didn't realize they were runaways, but they were doing about 40 m.p.h., and I couldn't see anyone in the cab. They didn't signal at the crossings, and the arms were barely down at grade crossings before the engines blurred by.

West of town, a man riding a motorcar saw the oncoming runaway. He stopped and started to pull the motorcar off the track, but he had to step aside as the runaway splintered the car before he could pull it off the rails. The engines sped Northwest on a branch line, leaving a trail of sparks, dust, and grass fires.

At Nickerson, there was no warning. At the other towns, word had reached the police and they protected the crossings. At Larned, a chase engine was sent after the runaway but couldn't gain an inch.

Supposedly clocked at 90 m.p.h., actual records showed that the Geeps ran at a top speed of 78 m.p.h., for a long portion of the trip.

At Kinsley, Kansas, 98 miles from Hutchinson by the branch line, the order was given to "dump the runaway". In Kinsley, there is a sharp curve through town on which a derailment would be inevitable, endangering lives. A switch was thrown leading into a wye, east of town, and as the runaway roared into the sharp curve, it hit the ties. The Geeps burrowed into the ground, tearing up track and telegraph lines. Luckily, no one was injured in this incident, but there was \$85,000 of damage to the engines. They were sent to Dodge City, repaired to ride on their own trucks, and sent in a freight to a spot in Texas to be rebuilt.

And, in July, an EMD switcher ran through the end of a stall in the Hutchinson roundhouse. No injuries except a broken headlight on the EMD, but the roundhouse lost a lot of glass, a steel girder, and a little brick.

A photo of the runaway GP-30's can be found in the Sept. 1968 Trains magazine.

Dear TAMR members :

by Randy McCoy

Well here I am after about 2 months of nothing. I must apologize for the severe lateness of this issue of the HOTBOX. While changing publishers, thier was a big problem which we ran upon. It seemed that we lost the instructions to the mimeograph machine, and it took nearly three months to replacements finally arrived. Now that everything is nearly back to normal, let us forget this crisis, which nearly brought death to the TAMR.

As you might notice, I'm the new publisher of the HOTBOX. I will succeed Greg Thompson, and I hope to be publisher for at least one year (if they don't throw me out first). While I'm publisher I will try to improve the HOTBOX as much as possible without being of great cost to the TAMR.

Also I would like to mention about the poor quality of this issue. As you see it is not the best HOTBOX we've had, but it is better than nothing. Do you agree? The next issues should be printed on heavier paper and have clearer type on all pages. The December issue will be full of pictures, so it will make up for the lateness and poor quality of this one.

This issue should arrive to you around Christmas or sometime during the New Year, so I want to wish all of you this :

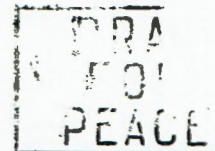
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