The TAMR HOTBOX

1

DR-3

THE WAYBILL

A WORD FROM THE HOGGER...

Well guys, here we are again, late as usual. You'll note this is a "Spring" issue--the next one will be July/August, which we are hoping will reach you in July. You'll also note that this is another issue printed in offset. And you can see several other improvements as well, I hope. We've gone to a two-column system; this makes layout much easier for me, as it aids the incorporation of ads and drawings. In future, could all our contributors design their drawings to fit either a four or eight inch wide space? This will help my work a lot. The only exception would be if you had some scale drawings (HO for example) which slightly exceed this width; these can be worked in without alteration. If you are drawing a long object, work towards using the page sideways (as in the C & S article this time). OK?

NEW ADVERTISING RATES: For TAMR members only, the rates per issue are as follows:

one column width (48 characters), per line 10¢
two column widths (96 characters), per line 15¢

Please note that your name and address are now printed free. This way, you will not have to pay more if you have a long address. If you check, you will find that this is not an increase over the former rates. In fact, in some cases, it might be a decrease. In any event, I think these rates are more fair. It would help a lot if you typed out your ad in the form you want it. Don't forget that we can print heralds, signatures, or line drawings, so don't fail to take advantage of this. Remember these rates are for TAMR member ads only. Commercial advertisers should write to me for details.

One more thing: could you contributors draw your drawings as you want them to appear: straight lines, square corners, and done in black ink (the best) or heavy black pencil? This would save me much time in redrawing unsuitable drawings. Any lettering should be done in light blue pencil--I'll apply the lettering here. OK? Fine! Now, on with the show!

HEAR THE TRAIN BLOW Reviewed by Keith Kusler
415 pages, $7.95
Pub. by Grosset and Dunlap

Hear the Train Blow is sub-titled "A Pictorial Epic of America in the Railroad Age". Written by Lucius Beebe and Charles Clegg, it has more pictures per page than many other railroad books I have seen. However, of the 862 illustrations, about 95% are drawings. The book covers the period before 1910.

The book tends to be more of the historical reference type rather than a picture book of the trains of the period. It starts with a chapter describing the battle between the canal barges and the railroads for cargo. From here it goes on to describe the part the railroads played in the civil war. Then it covers the westward expansion of the rails, and finally the role of the railroads in the gold rush. In dealing with the mining, it has a splendid section on narrow gauge. It shows how the narrow gauge tychoon's life was in that age.

This book would be excellent for a person who wanted detailed information on early American railroads. It would also be good for a person wishing to start a railroad library. However, I must warn you not to purchase this book and expect pictures of 4-8-2's flying on the main iron or glossy photos of proud steamers. It is strictly a historical-type book packed with a tremendous amount of information.

St. Louis-Santa Fe & Pacific RR
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IT COULD HAPPEN TO ANYONE...COULDN'T IT?

by Tom D. Balch

I thought that the readers of the HOTBOX might be interested in a recent incident involving the Penn Central which is strictly from the red face department. The PC kept down the publicity on this, so I wouldn't have heard about it but for a buddy in Division 4, MCR-NMRA who was there. For this reason, the date escapes me. I do know that it was a Sunday recently.

The Penn Central has one passenger run left on the old NYC Cleveland-Cinncinnati line. It consists of an RDC "Beeliner" which replaced what was left of the Ohio Staee Limited. Well, on this particular Sunday, the Beeliner rolled into Crestline, Ohio right on the advertised, and it looked like smooth sailing for an on-time arrival in Cleveland. Then it was discovered that either something had kicked up from the track and loosened the valve on the fuel tank, or else it hadn't been tightened properly in the first place. In any event, most of the fuel had drained out.

Now there is a fuel dock on the old Pennsy main line in Crestline, and it would seem that the logical thing to do would be to merely run the car over there and fill it up, right? Wrong. It seems that road locomotives use Number 2 grade diesel oil and the Budd cars use Number 1. And, as luck would have it, the fuel dock was only equipped with Number 2.

So, with a little bit of fuel left, the engineer coaxed the Beeliner a few miles further to the town of Greenwich, where there is a Standard Oil depot with good old Number 1 grade diesel oil. The fuel depot is not normally open on Sunday, but with a little searching, an employe was located and the Beeliner's tank was filled. A nearby pay telephone did a land office business in long distance calls, as the passengers phoned family or friends to say thar they would be late because "the train ran outta gas". Even after the tank was filled, it took another half hour to get the engines running properly. Finally, the Beeliner resumed it run only (?) an hour and a half late. And there was an hour and a half's worth of trains backed up behind it too.

So, the next time something goes haywire in the middle of an operating session, remember, the prototype has its problems too.

DIESEL LOVERS: by Rod Loder

The versatile scale (HO) with so much to offer is coming out with more diesel than ever. We are receiving diesels other than EMD products, such as Alco, GE, Baldwin, and FM (Fairbanks Morse). Model suppliers such as Alco Inc. and Trains Inc. are making diesels that are as good in operation and quality as the brass steam engines. Athearn has covered the EMD diesels very well with high quality plastic bodies and good drive units. A modeler can take different Athearn units and cut them up to make other types. An example is taking a GP-35 and an SDP-40 and making an SD-35. Hobbytown is keeping up with Athearn by coming out with new power chassis to fit the diesel units. I model the Southern Pacific, and have taken detail pictures of just about all the SP diesels. So, when I am building a diesel, I just look it up in my snapshot book. Nothing looks as good as two or three diesels on the point of a train with a few in the rear as helper units. When it comes to big-time railroading (model or real), the diesels are called upon to move the fast trains of today. The steam engines may be remembered for beauty, but the diesel will be remembered for efficiency and power.

Sn3 Drop-bottom Gondola Reviewed by Doug Kocher

Sn3, or S scale three foot narrow gauge, now has many quality craftsman-type kits available, as well as a brass D & RGW C-16 2-8-0 from Tomalco. The topic of this review is Museum Guild Models' D & RGW drop-bottom gondola. Basic construction of the kit follows that of most craftsman kits; a beginner should not attempt construction of this kit until he has had some experience with working with the more advanced kits. All stripwood pieces are color-coded to simplify construction, and to aid the modeler in avoiding mistakes. High quality lost-wax brass, plastic, and soft metal castings are included, as well as wire for the truss rods. Clearly written instructions and plan cards are provided, with all component sections of the kit enclosed in heavy plastic wrappers.

The finished model is unmatched for its uniqueness, and will certainly cause some comments by those who see it. To my knowledge, it is the only model in any narrow gauge scale of the D & RGW drop-bottom gondola. Those of you who work in Sn3 will want to make sure that this kit becomes a part of your narrow gauge roster. Price, less trucks, couplers, and lettering (available from Thinfilm; write to MGM for details) is $13.95, well worth it. It is available from Museum Guild Models, PO Box 64556, Dallas, Texas 75206

FROM THE EDITOR'S MAIL...

Being not only an avid model railroader, but a stamp collector as well, it has come to my attention that 1969 marks the 100th anniversary of the completion of the first transcontinental railroad in America. I have sent a personal letter to the Postmaster General, W. Marvin Watson, urging a stamp commemorating this great moment in history.

I sincerely hope you will print this appeal to all fellow members to follow in my footsteps, as this opportunity comes only once in 100 years. The address to write to is:

Post Office Department
1200 Pennsylvania Avenue N.W.
Washington, D.C. 20260

To the best of my knowledge, only two other stamps have been printed pertaining to the railroads: one in 1950, honoring the railroad engineers of America, and the other in 1952, commemorating the 125th anniversary of the B & O railroad.

If one asks for a comment in his letter, he will probably receive a reply.

DANIEL HAVICE

The Invisible Station

by Klaus G. Grunert

"Point to point layouts are the most prototypical ones". This sentence is printed in almost every book on model railroading. It's right of course. Besides, if you like shunting, terminals are the centre of interest, for switching is seldom so necessary as tt is here. But this type of layout has one disadvantage: it requires two terminals. This is no shocking novelty, but it is a simple truth that two terminals require more space than one, and the problem is especially serious when you want to put some length of track between them.

I was extremely limited for space, so what could I do? One alternative could be a point to point layout
loop layout, but it seemed to me an oversimplification to store the entire roster in one terminal, and the trains can only pull out for a round trip, inevitably returning to home terminal after some minutes. So, when your space is limited, why not put the second terminal under the first? I don't mean the British "fiddle yard" sometimes mentioned in magazines; what I mean has more to do with that "hidden track" appearing in many track plans: the invisible station, IS hereafter. I don't know how common such

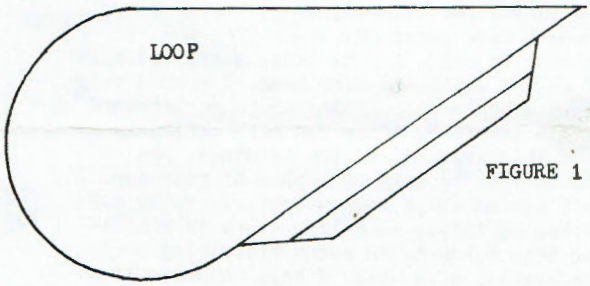
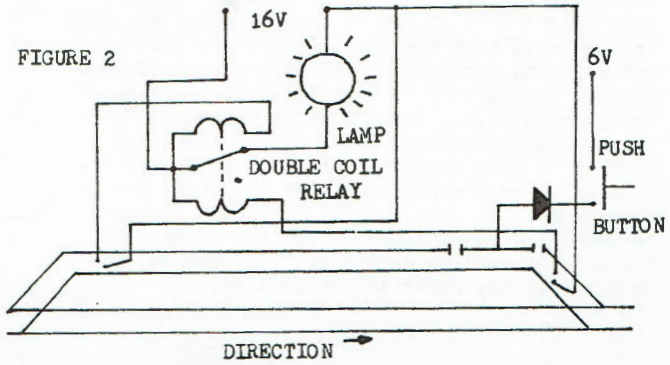


FIGURE 1

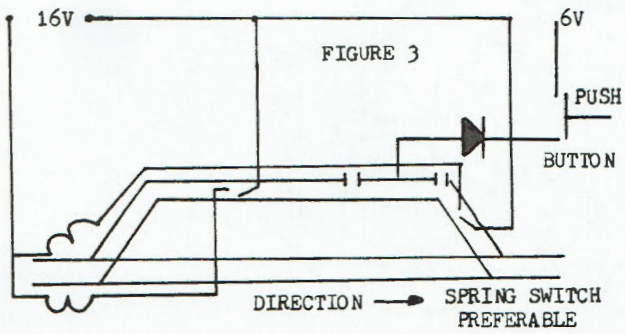
things are in America. They are very common in Europe, mostly wired for fully automatic operation. These stations are usually placed in a loop. The most simple form is shown in Figure 1, just some sidings to store complete trains. But remember, the sidings are invisible, so there is a need for some special wiring in order to prevent derailments and to show which track is occupied and which is not. If you have some aversion to automatic control, you might take a glance at Figure 2. This is the wiring scheme for a representative siding; the others are wired in the same manner. I reccomend that you use a constant voltage in the IS area, such as six volts. Usually an IS is always passed in the same direction; from left to right in Figure 2. The right end of the siding is insulated on one side to stop the locomotive. Current to this piece of track is provided by a pushbutton. A rectifier is placed between button and rail to prevent the loco from running in the wrong direction. The distance between the first turnout and the insulated rail must be at least as long as the longest train you will want to store there. The second turnout must be a spring-switch! This prevents the complicated wiring that would be necessary if every turnout had to be switched to the correct position every time a train leaves. But let's keep with Figure 2. There are two trackside contacts, switching a double coil relay. The first contact switches the relay so that the lamp starts burning, and the second contact switches it back, so the lamp always burns when a train is between the contacts. With these lamps mounted on your control panel, you always know which track is occupied and which is not, so you can throw the turnouts to an empty siding when a train arrives.

FIGURE 2



Although this method has limited results, it is anything but the cheapest. If you have no aversion to automatic control, I reccomend the wiring shown in Figure 3. Here you save the relays and pushbuttons necessary to throw the turnouts. Instead of switching a relay, the trackside contacts here are used to throw the turnout leading to the siding. You see, when the train is in the siding, the turnout is in the straight position so that other trains cannot enter this track and are led to the next siding. When the train leaves, it switches the turnout back to the curved position. When some sidings are wired in this manner and laid out correctly as in Figure 4, the first train enters the first siding, and throws the turnout, so that the next train enters the next free siding, and so on. When the whole station is occupied, all the turnouts are in the straight position and trains passsthrough the station without stopping. This manner of wiring prevents a lot of derailments,

FIGURE 3



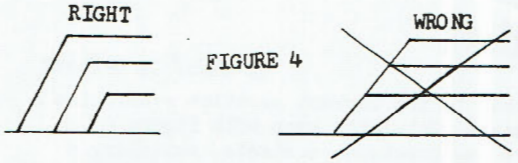


FIGURE 4

but be sure you don't lay the track like that marked "wrong" in Figure 4. (If you try it, you will soon know why!) Some words about trackside contacts: some are commercially available (Walthers U 654, for example), but any capable modeler could build his own. Contacts which can only be switched by a locomotive would be preferable, but are not necessary. There are many ways to build such contacts. The most simple method is shown in Figure 5; a small piece of rail is insulated from the rest. It must be the rail carrying the current not reduced by the rheostat so that the current is high enough to operate relays etc. When a locomotive or a car with metal wheels passes, the metal wheels allow the current to flow from the normal track to the insulated piece and from there to the relay for a short time. (If this kind of trackside contact is used, the wires leading from the contact to the transformer are unnnecessary of course, although they are shown in the drawings.)

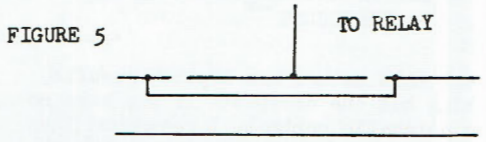
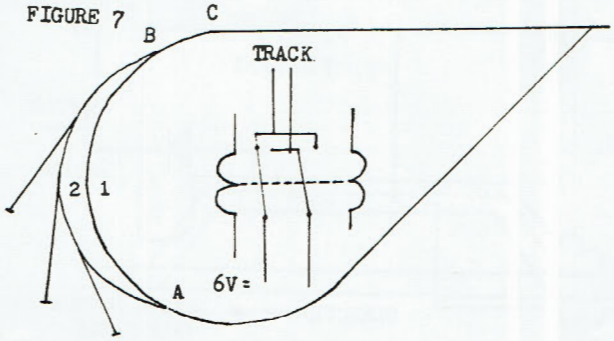


FIGURE 5

This is all very fine, but what do you do if you have not the space for the loop shown in Figure 1. Well, take a gander at Figure 7. This arrangement requires much less space than the one already shown. Sidings are connected directly to the loop here. Naturally, wiring is more difficult here, because trains must pull in, back out, reverse direction, and then, to avoid entering the siding again, leave the loop via 1 instead of via 2. I did not draw a complete wiring scheme, as the many lines would be confusing. When sidings are connected to the main line at only one point, there are two facts differing from Figure 2. The rectifier must be connected in reverse polarity, because trains must now be prevented from running forward, instead of backward as in Figure 3. Further, trackside contact must be arranged as in Figure 6. Make sure the distance between the turnout leading to the siding and the rear trackside contact is as long as your longest train. To make the train pull out via 1, turnout B must be switched to the left position. It is very convenient to do this with the same pushbuttons that are used to provide current to the sidings. To throw the turnout back, a trackside contact must be installed at A (still on Figure 7). The last problem is to reverse the train's direction at C. It is solved easily by leading the current over a double coil relay, like that shown in the upper left corner of Figure 7. There is another trackside contact at C which, when the train passes, switches the relay to forward position. The relay works like a DPDT you see.

FIGURE 7



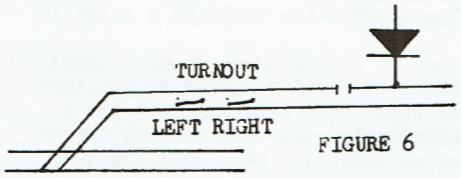
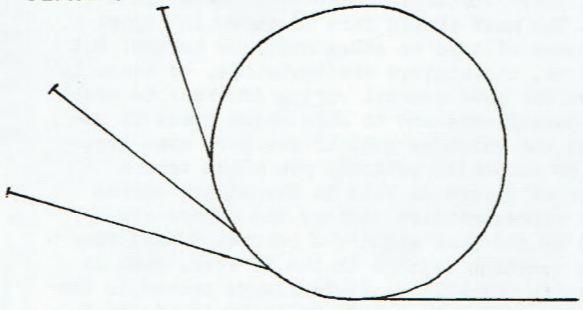


FIGURE 6

These are only the most-used possibilities of the IS. Another one is shown in Figure 8. This one is more difficult because the locomotive has to uncouple from the train in the circle and couple again at the other end of the train before it pulls into the siding. You could make a wiring scheme for yourself if you think this plan would have great advantages for you. I doubt that it will, for it takes nearly as much space as the easier-to-wire loop. I wanted only to outline the possibilities and advantages of invisible stations. After you have carefully studied this article and the drawings, you should be able to make up a plan of your own. I haven't spoken about the current reversing difficulties of loops; much literature is available on this subject. An automatic wiring would be preferable, of course. I hope this has interested you. If it has not, you've read it now anyway.

FIGURE 8



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ROADS

by Marion Mills

I have seen so many lousy-looking model roads in my life that I decided to write this to help people to make their own roads better. The requirements of a good road or street are these: it must be textured correctly, it must have the right crown, it must be the right color, and it must be weathered so that it is not all one shade.

There are two well-known ways of making roads: of plaster, or of cardboard. But, if you wish to try it, I think the sheet cork used in making bulletin boards in modern schools would have the perfect texture. It is not really cork, but a synthetic product.

First, let us discuss plaster. I think it is best, because you can texture it easily and it takes paint well. I use a screen wire base, about five inches wide. I take a strip of 1/16 inch cardboard about ¼ inch wide and nail it down the centre of where I want the road to go. Then I take the screen wire and centre it over the cardboard. I tack it down at the edges, and then I tack it down on the centre strip. This does not look like much of a drainage crown, but it is to scale, and any more will make the road look artificial. Then I mix Hydrocal or plaster of paris to a medium consistency and spoon it onto the screening. I try not to get the plaster layer above the screening too thick, but I make sure the screening cannot be seen. Make sure the crown is curved like this: ⌒ and not like this: ⎽⎽⎽. When the plaster is about to set up, it is time to texture it. Sprinkling plaster powder might do; I have not tried it. I simply take my index pinky and smooth the road down. The perfect texture results. I let it dry.

When it is dry, I paint it. I use a dark bluish-gray shade of paint. I use rubber-base house paint, not enamel, for it is much easier to apply and water cleans the brush. Also, it dries in fifteen minutes.

After I painted my highway, I wasn't too satisfied because of the appalling sameness, so I used another trick. I brushed on a little talcum powder and rubbed it in with my finger. The texture of the road accepts the powder very well. If your road doesn't come out just right, either too dark or too light, too smooth-shaded or too mixed up, try rubbing down with talcum, or powdered charcoal, or gray burnt charcoal ashes, or any other fine powder. It does the trick.

If you use illustration board, the same methods apply, except that the cardboard is already textured. Simply tack or glue it in place, paint it, and rub it down if necessary. I have found that regular shirt cardboard makes a good base for a plaster road if you can keep the plaster from warping it. Again, keep the crown to a minimum.

To make the stripes down the middle of the road, I use strips cut from the gloss paper used in magazines. The strips are six inches wide and six feet long in Texas; check those in your state. A paper cutter is helpful in cutting the strips. If you ask, you can probably use the one at your school.

Another good detail is the logs sunk vertically into the ground along the shoulder, with reflective strips nailed around the tops. I use sheetrock nails about one inch long and 3/32 inch in diameter. I paint a little white ring around them about 3/4 inch from the point and let it dry. The I drive the nails into the shoulder and nip off the heads with a pair of cutters, right above the ring.

Make some ditches along the sides of the road and fill them with weeds. Now you are ready to roll.

If you want a dirt road, forget the crown. Dirt roads almost never have one. While the plaster is wet, make ruts by rolling an old scale car in the plaster. These can be filled with water if you like to superdetail. Then paint the road just like the surrounding scenery.

Use a lot of roads on your pike, but don't overdo it. Above all, keep dead ends to a minimum. They just will not look right. Some modelers keep streets a bit narrow to make them fit in better. This can be a good idea, but don't put any concrete loaders or auto loaders in the area to give the ruse away! In general, don't put in many parking lots, for they take up much precious space to look right. A space about the size of this page is about right for a parking lot.

How About a Camera?

by John Beck

Most model railroaders are railfans, and with good reason too. The best way to build an accurate model of a railroad is to know what a real railroad looks like and how it is run. It's a lot of fun just to wander around the local railroad (always asking permission before entering yards) and see what goes on. But unless you have a photographic memory, you are likely to forget many of the details that you see. And unless you are gifted with fantastic artistic ability, you will find it a little difficult to draw everything you see. Enter the camera. Point and shoot, and you will have a record that will last longer than the thing you have photographed (Look at all the steam engine photos around, but just try to find a steam loco!).

There are many types of cameras to do many types of jobs. Since how much money you can spend will probably be the deciding factor, I shall group them in this manner: up to thirty dollars; thirty to one hundred dollars; above one hundred dollars. If you are careful, you will be able to get the most out of what you have to spend.

In the under-thirty group you will find the largest assortment of nice cameras. The instamatics put out by Kodak are probably the best. As this article is being written, Kodak has just made some changes in the line, so I do not know what the new models will cost. You might be able to find some good bargains on the old models if you move fast. If you take your shots on sunny days, you will find these are good cameras. Loading the film is simple and quick. Shooting model shots with these cameras is difficult at best. Overall, this is a good type of camera if you do not shoot too many pictures, and you shoot them on sunny days.

It might be wise to mention that if you take a lot of pictures, the cost of film and developing will be more important in your choice of camera than the basic cost. If you use color film in an Instamatic, it will run about $3.50 for film and developing per roll. This is for twelve exposures. At 30¢ a shot, this is going to get expensive in a hurry if you take a lot of pictures.

When you enter the thirty to hundred dollar group, you will find that 35mm is best for most people. Since this what I am familiar with, this is what I will talk about. You have two choices in buying a 35mm camera: a good used camera from a reliable dealer, or a new one. I have a used, two year old Ziess Ikon SLR (Single lens reflex, meaning that when you look through the viewfinder, a mirror lets you see through the lens; this is a great advantage) worth $250, that I got for $100. You probably won't find any new SLR cameras, but the good Japanese cameras that are available do have such features as different shutter speeds, adjustable lens openings (f numbers), and so on. The main reason that I got a better camera than my old Instamatic was that there was a big rail wreck near my house on a nice cloudy day. But with my 35mm camera with adjustable shutter speeds, it is possible to take pictures on cloudy days. Also, you can stop motion completely on any day if you use a fast film. There are three main types of 35mm film: black and white film, color slide film, and color print film. Initially, it costs more to get set up for color slide film be because you need a projector for the slides (a good Kodak one runs about $80), but once you are set up, color slides are by far the cheapest, not including black and white. It is nice to be able to see in color rather than having to guess at the shade as you have to with black and white prints. If you plan to take pictures for publication in MR or RMC, which is a very real possibility with a good camera, you should use black and white; on the other hand, they require color slides for their covers. 35mm color print film is more or less out of the question unless you have special reasons, because it does not have any real advantages over color slide film in the long run. Color prints are costly no matter what type of film you use. Black and white prints and color slides average about 13¢ a shot while color prints are more than double that. Many types of good film are made, and you will probably find through experience which is best for you and your camera. Be careful when taking slides, for their exposure times are much more critical than those of black and white or color prints. Most good cameras have built-in exposure meters that let you take good pictures every time, no matter what type of film you use.

As far as cameras over one hundred dollars go, you are getting into professional equipment, especially if you are buying a used item. These cameras have everything the cheaper cameras do and more. Electronic flash guns that hardly ever need bulbs come with many of these cameras. When in doubt about what to do, find the nearest friendly photo dealer, tell him your needs, what you can afford, and if you are willing to consider used equipment. Let him show you what he has, and if you are not sure of one dealer, try another. On used equipment, ask about returns, and be sure and find out if you can shoot a roll or two of pictures before buying the camera and being stuck with it. Inspect the lens for scratches and the camera case for dents and mars. Check the focusing for smoothness. Open the back and see that the film rollers and insides have not been damaged in any way. MAKE SURE THE INSTRUCTIONS ARE WITH THE CAMERA, or you may never get it working correctly. If the camera has slow shutter speeds, such as a half second or so, open the back and close the lens opening to f16 or so, and snap the shutter release. Look at the metal plates and be sure that they work smoothly. Be a careful shopper, and you may get more camera for your money than you expected, as I did. Good luck, and happy train hunting!

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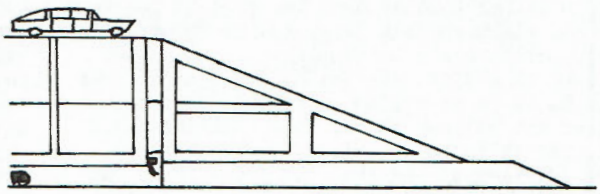
SMALL TRAILER TRAIN FACILITIES

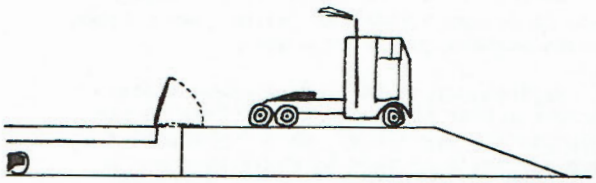
by Gary Tempco

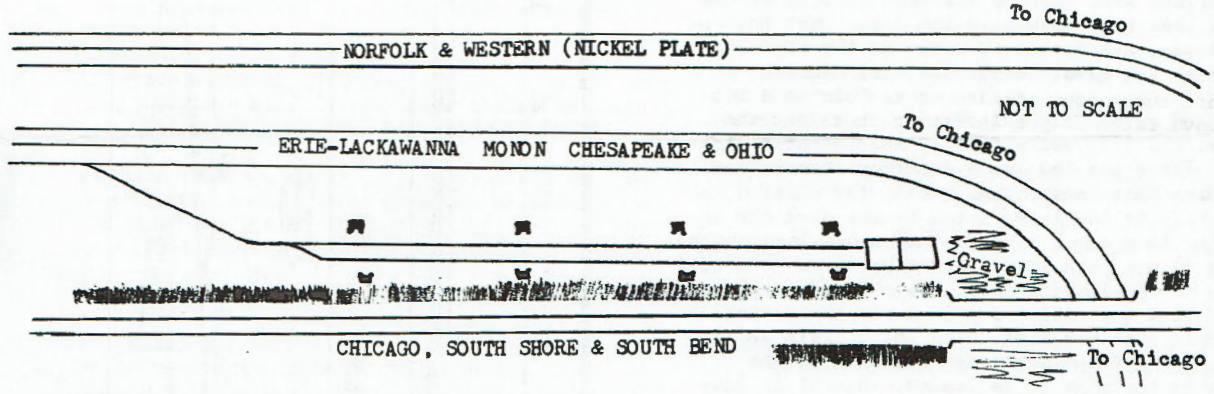
Looking for some type of siding for those 85 foot piggybacks and tri-level auroracks? The Chicago & Eastern Illinois has a suitable setup at Dolton, Illinois. There is one track branching off that will hold five or six TTX cars. At one end, a ramp goes up to the level of the flat car deck (3'8"). A truck tractor is driven up the ramp, connects to the trailer, and is driven away. Of course, you can build one of those lifts that picks up the whole trailer with two arms, but these are really for a bigger operation than that of the C & EI in Dolton. The Monon has a similar setup in Hammond, Indiana, but it can hold more cars and has a warehouse.



NOT TO SCALE

For those tri-level autoracks, here is another "small" operation. At Ford's South Chicago plant, there is a large rack unloader that can serve many cars, and one that is much smaller. It has two tracks that are almost long enough for five cars (86'). At the end, there is a ramp like the one described above, but with another ramp leading to the upper two levels. There are also lights, similar to Tyco's #106 yard lights, spaced a car length apart for rush service at night. Trucks pick up the newly-arrived cars and distribute them all over the Chicago area.





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We enjoy trading
PASSES (we are temporarily out, but will put you on mail list)
STOCK certificates 1 (ours for yours)
STOCK certificates 5 (gon. load)
STOCK certificates 10 (HO gon.)
Scratchbuilt box cars
Plastic kit box cars

Copperpollis & Southern

by Brad Squires

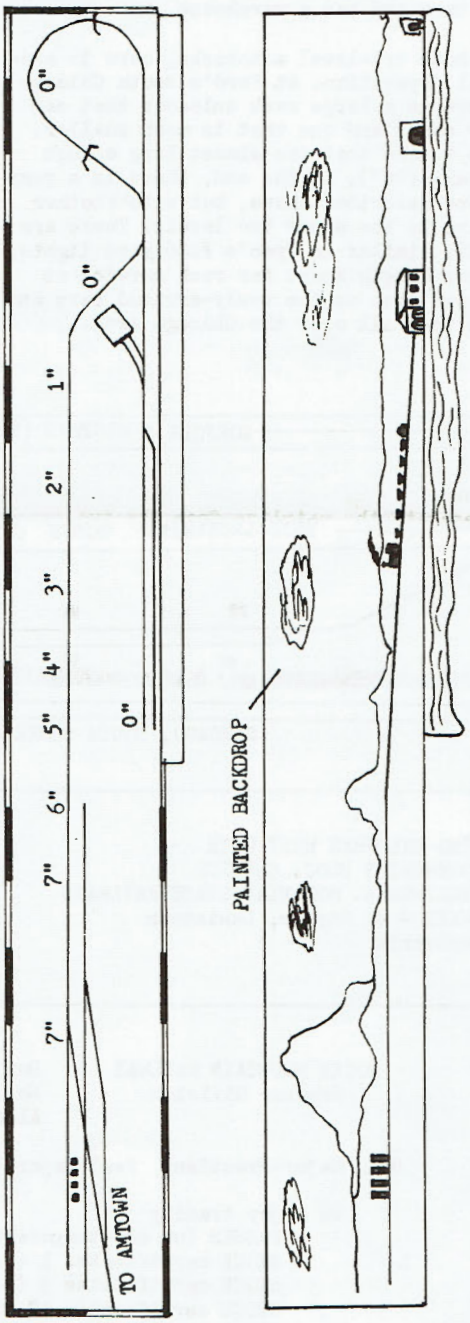
The basic concept of this railroad is mining, a rather popular one. The pike is two feet wide and eighteen feet long, and is designed for HOn2½, but it could be elongated or shortened and used in a different scale. The motive power could be AHM mini-trains, with dump cars the predominant rolling stock. This railroad has a dock, for it is on an island. The curves are sharp (9" radius) and the grades are steep (at about 8%), but that's par for the course with narrow gauge.

At the mine area there are three turnouts, two left and one right, and a crossing. The main line is marked "To Amtown", which, as you may have guessed, doesn't exist. It's just a place to send passenger trains! If you have more space you could perhaps put in an Amtown.

A typical day on the Copperpollis & Southern starts with the twin Baldwin 0-4-0's firing up for the day's work. They doublehead the fifteen car train up that 8% grade to the mine site. In the November 1968 issue of Railroad Model Craftsman, there was an article on building a caboose from an AHM HOn2½ mine car. Using a caboose makes it legal! The locos couple together and move over to the dock to pick up the cars. Then they move down the dock, past the enginehouse, and rumble over two of the five turnouts on the lower level. The train snakes around a nine inch radius curve, through a tunnel, and across the switches again and up the grade, all 532½ scale feet of it, to the mine site. There the two locos separate, one taking the cars that were filled during the night down the grade to the lower level to the dock for unloading into small barges. The second loco, with train B, has been loaded and also moves down the grade to the loading dock. Train A, now empty, backs into the tail track to await the arrival of train B at the dock. With the B train on the dock, the A train moves out and back up the grade to the mine to be loaded. When it is loaded, it backs onto the main line to wait for the empty B train to pull onto the siding to be loaded. The A train then moves down the grade to the dock again, and the process is repeated. The mine cars could be loaded with one of the many brands of scale ballast available and dumped at the dock.

In my own case, the C & S would be constructed on a flat table-like surface. I have a 2 x 18 shelf in the basement, and the railroad was designed to be contained by this shelf. You could have a shelf of similar dimensions in your house, or you could build one using flattop, open grid, or L girder construction.

First, if you are using flattop construction, lay the track. You could lay the track directly on the wood, but I have found that this is rather noisy. I would use the Atlas brand N scale roadbed, fastening it with white glue and small tacks. On my own N scale railroad, I found that you can use cork roadbeds on grades with supports every six inches, and it is quite steady and firm. You could use sectional track, but I believe you'ld be better off with flex-track. You can use N scale flex track with HOn2½ but the ties are not spaced correctly and it does not look good. Peco sells HOn2½ nickel-silver flex-track in 18" lengths (#SL400X @ 89¢ per section). The Atlas track comes in longer, less expensive sections (30" @ 69¢), so if your budget talks louder than your desire to be a super scaler, use the N scale track. (The ties of the N scale track can be cut apart under the rail



and spread apart if you wish. While it sounds tedious, it does not take long-ED.)

A flat surface about 18" by five feet is required at the mine site, so consider that in your list of lumber. 1 x 2 lumber is fine for supports. Your favorite scenery method and a painted backdrop would look great here. The shelf could be built right against the wall, and the background could be painted on the wall itself. (Make sure you get permission for this one!-ED.)

The dock area should be boarded over so that only the rails show, not the ties. You can use stripwood for this. You could also put a loading bin or even a scale barge to be loaded.

The mine could be the popular hole-in-the-mountain, but I have drawn it with vertical shafts, the ore being brought to the surface with conveyor belts and loaded into the cars right from the belt.

Just a word about the return loop on the lower level. You could eliminate it by making a 180° turn at the end, but the return loop allows you to turn whole trains around. The wiring is not complicated, and with the help of such books as "How to Wire Your Model Railroad" (Kalmbach) and "Wiring Your HO Layout" (Atlas) you can wire it with no trouble.

You should use two power sources (power packs, etc.) so you can control two trains at different ends of the layout. You should electrically separate the mainline from the two terminals, so that one train can be running on the mainline while the other is working one of the terminals.

Now that you have waded through all this, I should tell you that this railroad does not exist, but is one of the many plans I drew before deciding on the type of railroad I wanted. Although I am building a pike in N scale, I thought that you might find this plan interesting.

REPORT FROM THE VICE-PRESIDENT #2 Doug Kocher

Well fans, I can tell you that I was pretty surprised to see the January/February issue of the HOTBOX. Doug Rhodes deserves a great big thanks from all of us for putting together what I think is easily the best issue of the HOTBOX I have ever seen. I know some of you are unhappy over the delay, but take it from me--there were all kinds of uncontrollable situations that contributed to the delay. The December issue of the HOTBOX will be out soon, if not by the time you read this--it has a special reason for being delayed because of its offset printing requirements. At any rate, I hope all of you will now be fired up enough to write articles for the HOTBOX--we need to back Doug all the way. Get those articles in!

You've also seen those little ads for the model railroads of some of our members. This is a great way to spread the word about your pike, and to support the HOTBOX. The added income from these ads will bring you a better HOTBOX. Why not dig into your road's budget and then convince your Board of Directors to place an ad in the TAMR HOTBOX?

Did you read Gary Tempco's adticle on the GT? This is one road that has proven that money can be made on passenger trains--roads like GT, SCL, and GN go a long way in making up for the N & W's and SP's.

Those of you who want to advertise TAMR on all your mail would do well to buy one of RAILROAD PRINTERS' rubber stamps with the official TAMR emblem on it. Quite a few TAMR have such stamps...I've noticed a growing number of those who are putting the TAMR emblem on their passes, a very good idea. If you want to buy a TAMR rubber stamp, check RAILROAD PRINTERS' ad in the January/February issue. (Please mention the HOTBOX when writing to them. Thanks-ED.)

Got a complaint that you want handled? That's what I and the other officers are around for. Why not check with us if there is something you want done that isn't being done? We're ready and waiting to help.

That's all for this report...see you in the next issue, and SEND IN THOSE ARTICLES!

Narrow Gauge to Silverton

by Dan Finch

In the southwest corner of Colorado and the northwest corner of New Mexico, there are about 330 miles of slim-gauged rails. As of now, 238 miles of this are up for abandonment, even though many railfans are trying to preserve it by getting Congress to make it into either a national park or a national monument. Maybe in a few years another 50 miles of this track will go the way of most other narrow gauge railroads in Colorado: into oblivion. But, as these other sections may disappear, the remaining 45 miles will last for a long time, as this section is seeing almost as much activity now as it did during the Colorado silver boom. This track connects Durango and Silverton.

As this line carries mostly passengers, and as these are mostly tourists, the line still operates as a railroad. Whistle signals are strictly adhered to. Classification lights, marker lights, and flags are correctly used, and the engineer still receives orders. Although the aforementioned are strictly followed, many unscheduled stops are made along the line to let off and pick up hikers, climbers, and fishermen, as the railway, along with foot and horseback, is the only way to get into some of the best hiking, fishing, and climbing areas in Colorado.

The trip starts at Durango (naturally!), milepost 451.5, elevation 6520 feet. The mileposts are based on the mileage from Denver by way of Cumbres Pass, Chama, New Mexico, and Alamosa, Colorado (This is the 238 mile section that is up for abandonment), when Denver was the narrow gauge hub of Colorado. The station is the original one that was built when the Denver & Rio Grande first came to Durango, about 1880. Work on the Silverton Branch was started in the spring of 1881.

At about 8:15 AM, the whistle of the narrow gauge engine shatters the quiet morning air as it moves away from the roundhouse to the front of the waiting train. After a gentle (?) bump to see if the train is coupled, the crew checks the air brakes. Then, at 8:30, black smoke pours from the loco, the whistle pierces the air again and the trip to Silverton has begun. The scene is repeated an hour later when the second section, when needed, leaves Durango, the narrow gauge capital of the world.

I will stop here and talk about the engines and cars used on the Silverton Branch. The narrow gauge locomotives used on the branch are the three remaining 470 series Class K-28 2-8-2 Mikados, numbered 473, 476, and 478. Ten of these were built for the D & RGW by the American Locomotive Company in 1923. The engines are outside framed, and the most striking thing about these engines is that the air compressor is mounted on the smokebox front. The other seven K-28's were requisitioned by the US Army in 1942 for use on the White Pass & Yukon Railroad in Alaska and the Yukon, and were scrapped in 1946. The heavier K-36 (480 Series) and K-37 (490 Series) cannot be used past Rockwood because the bridges are not strong enough to support them. Trains cannot be doubleheaded for the same reason, so one K-28 hauls the twelve car train. The K-36 and K-37 locos are used on the Farmington (New Mexico) Branch, and between Alamosa and Durango on freight runs. I don't know if the D & RGW has any K-27 locos left or not. A new addition to the D & RGW's narrow gauge motive power can be seen in the Durango yards. This is Number 50, a diesel switcher that was acquired from the Sumpter Valley Railroad, a narrow gauge pike in Oregon. It was built by Davenport locomotive works, and has a Caterpillar motor. The K-36 and K-37 locos were originally standard gauge 2-8-0 Consilidations built by Baldwin in 1902. They were rebuilt by the D & RGW into narrow gauge 2-8-2's between 1928 and 1930. Some of the cars on the line are the old original wood cars. These are numbered 126, 212, 284, 306, 312, 319, 320, 323, 327, 350, and 384. Numbers 284, 306, and 320 were retired to the Colorado Railroad Museum in 1967. Numbers 312, 327, and 319 were extensively rebuilt in 1937. Steam heat and electric lights were added, and the ends were vestibuled for use on the San Juan Express from Alamosa to Durango. Number 212 is a combine and, as far as is known, is the second oldest car in Colorado. It was use used on the Chama stub train that ran between Chama, New Mexico and Dulce, New Mexico after the San Juan Express was discontinued in 1951 and after the New Mexico Public Utilities Commission refused permission to abandon in that state. Before this, it was on the regular consist of The Silverton. After abandonment of the stub train, it returned to The Silverton. Numbers 330, train it returned to The Silverton. Here it servesaas a refreshment car on the second section of The Silverton. Numbers 330, 331, 332, 333, 334, 335, 336, and 337 are different from the others--they are of all-steel construction. Number 330 and 331 were built in the D & RGW Burnham Shops in Denver in 1963, the rest in 1964. They were built because of the growing traffic on the Silverton Branch, and were the reason why Number 126 was saved. Open observation cars, numbered 400, 402, and 401, were originally standard gauge box cars. In 1953 they were rebuilt into pipe cars for use between Farmington and Alamosa during the oil and gas boom in that area. They were rebuilt into open observation cars by the Burnham Shops in 1963. Number 402 has been used in passenger service between Durango and Alamosa. These runs were made once a year as fan trips. Two box cars have been renovated and painted the same yellow color as the rest of the cars. These are used to carry freight, when needed, between Durango and Silverton. The Silverton is still classified as a mixed train.

After the train leaves the station, it goes through town making noise and spreading soot and cinders, and holds up traffic at crossings. Outside the city, the train goes quite uneventfully through willows while surprised motorists on US Highway 550, which goes from Durango to Silverton, gawk at this noisy, beautiful machine which is laboring its way to Silverton. At Hermosa, milepost 462.4, elevation 6645 feet, there is a

water tank and a siding. The tracks cross Highway 550. Hermosa was first settled in 1873 and became a railroad construction camp in 1881.

After the train crosses highway 550, there are more curves in the track. The tracks can be seen from the highway below. The scenery becomes better, although the trip is still uneventful. At milepost 461.1 Highway 550 crosses the tracks for the last time. This is the last point along the line that one can see the tracks from the highway until just above Silverton.

The track continues on to Rockwood, milepost 469.1, elevation 7367 feet. Here there is a siding and a wye, and a collection of section cars. The railroad first reached here in November of 1881. This is the last place along the line that can be reached by car until Silverton. Shortly after leaving Rockwood, the train goes through Rockwood Cut. This cut was covered over and made into a tunnel (there are no tunnels on the line) when the movie "Around the World in 80 Days" was filmed here. Oh yes, The Silverton is a movie star: it appeared in "Around the World in 80 Days", "Ticket to Tomahawk", "Denver & Rio Grande", and several other movies. This last fall, another movie was filmed here, "co-starring" The Silverton. Shortly after leaving Rockwood Cut, the tracks enter San Juan National Forest.

After the San Juan National Forest milepost, things start to happen. At milepost 469.6 the tracks enter the Animas Canyon Gorge. The track rests on a shelf blasted out of granite with black powder, only a little over 400 feet above the Animas River. In this section, the engineer has a permanent "slow order", for the sake of safety and the photographers. The entire trip, one way , takes 3½ hours. The train goes no faster than 15 miles per hour! It would actually be dangerous to go any faster.

At milepost 471.5, a train wreck occurred December 21, 1919. The Silverton, doubleheaded by engines 270 and 263, hit a rock slide and went over into the river (270 and 263 were lighter engines than the K-28's). The head engine, 270, hit the slide and took number 263 and the flanger into the Animas with it. This is above Animas Canyon Gorge. Two men were killed in the wreck. The engines were repaired and remained in service for a long time afterwards.

Across the river from Tacoma, milepost 472.28, elevation 7313 feet, is the Western Colorado Power Company's Tacoma power plant. A spur to the power plant was washed out in the flood of October 5, 1911, when heavy rains widened the river at Tacoma from 90 feet to 170 feet. A total of 22 miles of track were destroyed in this flood. The power plant is hydroelectric, and the reservoir is Electra Lake. Much of the water is collected by flumes from other drainage areas.

At milepost 474.0 is the Ah Wilderness Ranch, elevation 7473 feet. The only access to this train is by train, foot, or horseback. This was one of the first ranches in the Animas Canyon area.

At milepost 474.65 is the Cascade Tank, where the train takes on water. This tank was replaced by a modern steel tank car body in 1966. While just as efficient, it is not nearly as attractive and nostalgic as the old one. (I think the new tank is ugly!)

At Teft Spur, milepost 477.9, elevation 7712 feet, there was a large sawmill that produced mine timbers and ties for the D & RG and the Silverton Northern. Now it is nothing more than a ghost town.

At milepost 482.31, the old mining town of Needleton, elevation 8190 feet, is situated. This town produced some gold, but it "busted" soon after its "boom". This is where climbers get off the train to climb Mount Eolus, elevation 14,079 feet, Sunlight Peak, elevation 14,053, an and Windom Peak, elevation 14,084. For those who don't, climbing the peaks in Colorado is quite a sport. We have 53 different peaks to choose from that fill the bill very nicely (that is, 53 peaks over 14,000 feet).

At milepost 483.95 is the Needleton Siding. This was originally located at milepost 482.0, but a washout caused the movement of the siding to its present location.

At Elk Park, milepost 490.5, elevation 8883 feet, is a wye and siding. The wye was put there in 1884 for turning trains when the track to Silverton was blocked by snow. Here also is an old harp-type switchstand and a stub turnout, which is the only one left on the line. The rest were replaced by conventional turnouts.

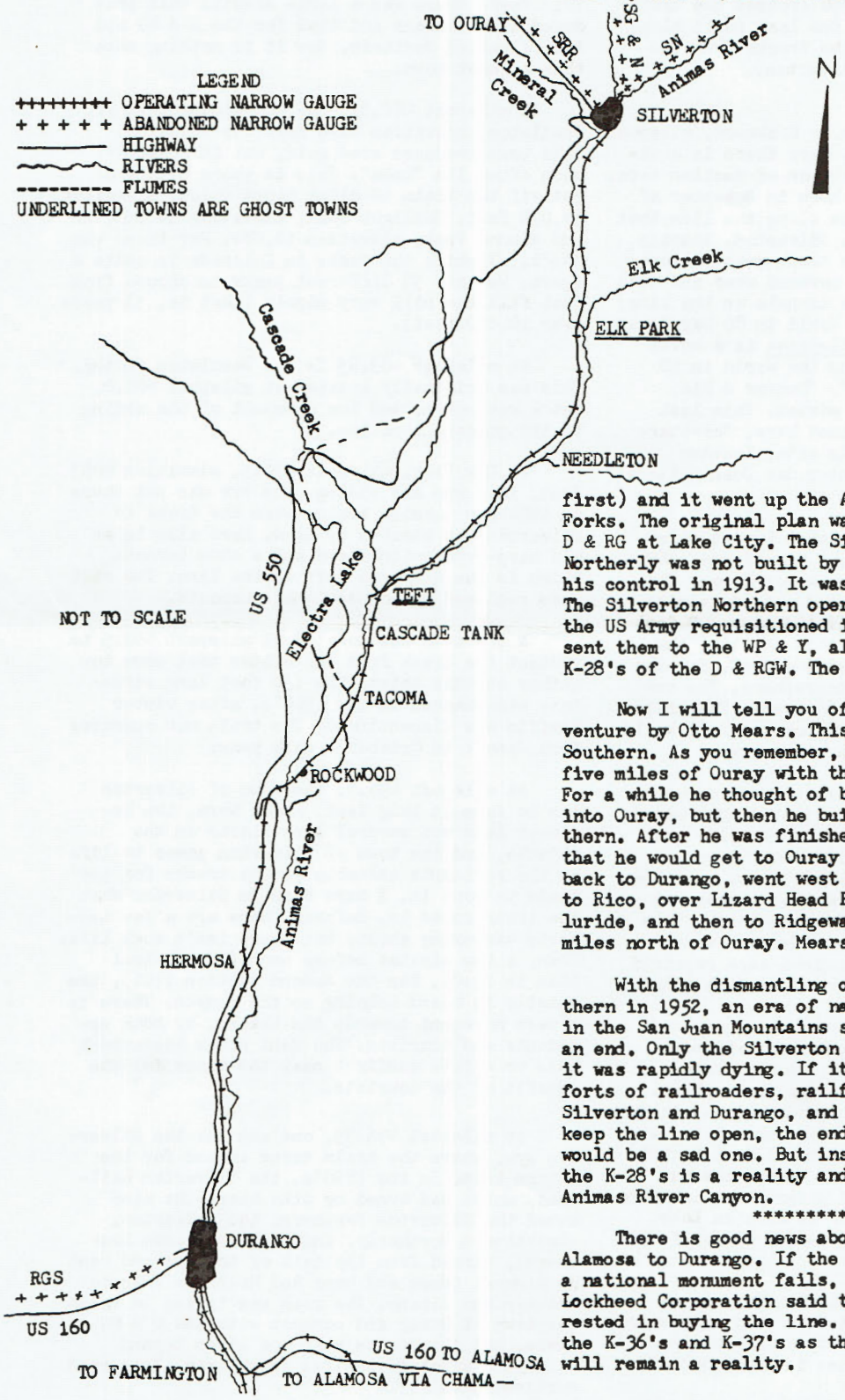
A snowshed was located at milepost 492.5 to protect the track from two slides that come together at this point. The 150 foot long structure was removed in the 1940's, after winter traffic was discontinued. The train now operates from June 1 to October 6 each year.

At milepost 496.0, the town of Silverton can be seen at long last. About here, the engineer lets out several long blasts on the whistle, and the town of Silverton comes to life as the residents assemble by the tracks for the train to come in. I have been in Silverton when the train comes in. Before, there are a few tourists wandering about, but there isn't much life. Then, a few minutes before noon (the arrival time is 12:01, for the second section 1:01), the whistle is heard echoing up the canyon. There is a mass movement towards the tracks, by both residents and tourists. The Bent Elbow Restaurant puts on a fake gunfight near the track for the benefit of the tourists.

At milepost 496.35, one can see the Silverton wye, where the train turns around for the return trip. In the 1890's, the Silverton Railroad, which was owned by Otto Mears (he also owned the Silverton Northern, the Silverton, Gladstone & Northerly, and the Rio Grande Southern), turned from the tail of the wye and went up Mineral Creek and over Red Mountain Pass to Ironton and Albany. The road was trying to reach the town of Ouray and connect with the D & RG there, but the grades were too steep beyond Albany, a scant five miles from Ouray. This road survived until 1926

At milepost 497.7, the train is in Silverton. The track turns onto 12th Street and stops at Blais Street. This improvement was made in 1963 so that the passengers would not have to walk from the station into town. In 1964 a parallel track was added beside the first one so that the second section could pull in beside the first.

Silverton had the distinction of being the only town in the United States to be served by four individual railroads. Three of these were headquartered here: the Silverton Northern, the Silverton, Gladstone & Northerly, and the Silverton Railroad, all owned by Otto Mears. The Silverton Northern was the second railroad venture by Mears (the Silverton Railroad was the first) and it went up the Animas River to Animas Forks. The original plan was to connect with the D & RG at Lake City. The Silverton, Gladstone & Northerly was not built by Mears, but came into his control in 1913. It was abandoned in 1926. The Silverton Northern operated until 1942, when the US Army requisitioned its three engines and sent them to the WP & Y, along with those seven K-28's of the D & RGW. The tracks were removed.



Now I will tell you of the third railroad venture by Otto Mears. This was the Rio Grande Southern. As you remember, Mears got to within five miles of Ouray with the Silverton Railroad. For a while he thought of building a cog line in into Ouray, but then he built the Silverton Northern. After he was finished there, he decided that he would get to Ouray after all. He went back to Durango, went west to Cortez, then north to Rico, over Lizard Head Pass to Ophir and Telluride, and then to Ridgeway, which is three miles north of Ouray. Mears was a stubborn man.

With the dismantling of the Rio Grande Southern in 1952, an era of narrow gauge railroading in the San Juan Mountains seemed to be coming to an end. Only the Silverton Branch remained, and it was rapidly dying. If it were not for the efforts of railroaders, railfans, the residents of Silverton and Durango, and the ICC decision to keep the line open, the ending of this article would be a sad one. But instead, the whistle of the K-28's is a reality and not a memory in the Animas River Canyon.

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There is good news about the line from Alamosa to Durango. If the movement to make it a national monument fails, the president of Lockheed Corporation said that he would be interested in buying the line. Maybe the whistle of the K-36's and K-37's as they cross Cumbres Pass will remain a reality.

CUSTOM DECALS

DESIGNING AND ORDERING INFORMATION

RAILROAD PRINTERS produces only Custom Road Names, Heralds and related material. Your local hobby shop is your source for prototype road names, heralds and dimensional data.

TYPE STYLES used are those listed in our Catalog. Other styles to match your samples can be obtained at additional charge. Prices will be sent upon receipt of specifications. Type styles reproduce the exact size as shown in the catalog. We cannot print in circles or arcs or in any other form than straight lines unless we employ an artist for this service. Please do not ask for an HO size #24 lettering or an O gauge herald. You must specify your choice of type styles by number. Remember that most prototype lettering does not conform to any particular size or style. Additionally, you should specify where you want all UPPER CASE or all lower or Combination of Both and where lettering should be spaced close together and far apart.

HERALD SIZE should be specified by the diameter or measurement across one side. The prices shown are for heralds made from your camera-ready artwork. You should draw your emblem no more than 3 times actual decal size. For two or more different size heralds, you should provide us with an equal number of drawings scaled in relation to each other so that one reduction will result in the correct size for all emblems. If you can provide us with this type of artwork then Herald (A) prices will still be in effect even though you are getting 2 size heralds. If, however, it is necessary for us to make multiple plates, one for each size herald, please use (B) prices together with (C) where applicable.

If you already have letterpress printing plates which were previously used for passes or other materials that you want reproduced exactly on decals, send the plates with your order. We will let you know if they can be used *(and save you the cost of new plates)*. Reductions or enlargements will necessitate new plates. We can use your plates as a basis for making new ones at no additional art charge.

Multiple Color Heralds require a set of plates for each printed color. Separate artwork, in register, should be provided for each color. Do not confuse multiple color work where the design and lettering are in more than one color with single color decals with a colored background.

ART WORK: Heralds should be drawn very simple as the final product will be in the range of about ½" diameter..usually applied to a rough or milled wood surface. Complex designs will appear to be solid black areas when reduced down. Remember that a 1/16" thick line on your drawing will become 1/32" when reduced 50%...other lines being reduced in proportion. If a line is drawn too thin on the original, it may become lost before plates are made and printed. The use of black ink on bristol or other smooth card will give best results. You may also use dry transfers in your design.

If necessary, we can work from your sketch to produce a design suitable for making decals. Prices sent upon reseipt of design. Minimum art work charge is $5.00 Plates used in making herald decals generally may be used for printing passes and stationery and in making rubber stamps. Prices for these services appear in our catalog.

SPECIFICATIONS: Road Name Decal prices include up to 50 characters. Additional characters are 25 for $1.00 Please indicate each and every letter, numeral and punctuation mark you want printed. We cannot be expected to assume something which is omitted.

DELIVERY; Usually within 2 weeks on orders not requiring art work. If art services are involved, order will be shipped in 3 to 5 weeks. All prices shown include shipping by third class. If speedier service is desired, please specify method of shipment wanted and enclose the additional charge for this service.

RAILROAD PRINTERS P. O. BOX 74, BOSTON, MASSACHUSETTS 02124

PRICE SCHEDULE

A Set includes 2 decals, or enough to letter two sides of a car or locomotive.

ROAD NAMES

First 25 sets, 1 color	$7.50
Additional 25 sets, same color	2.00
Additional 25 sets in different color	4.00

HERALDS

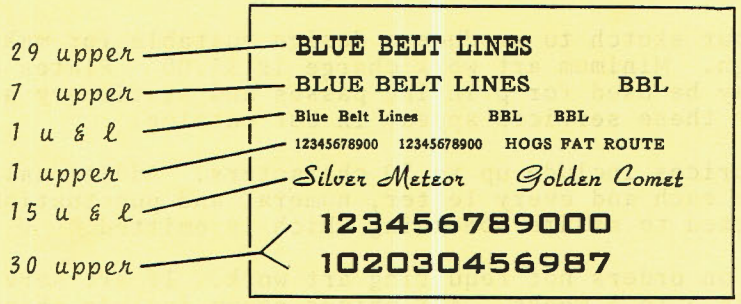
(A)	First 25 sets of your design in one color and size	$9.00
	Additional 25 sets in same color	2.00
	Additional 25 sets in different color	4.00
(B)	First 25 sets of your design in two sizes and one color	$11.50
	Additional 25 sets in same color	2.00
	Additional 25 sets in different color	4.00
(C)	For each additional Herald Size required, add to the appropriate price	...2.50

SPECIAL COMBINATION DEAL ROAD NAMES AND HERALDS

First 25 sets, including 1 size herald, 1 color	$14.00
Additional 25 sets, same color	3.00
Additional 25 sets in different color	5.00

Two color heralds are double the single color price. All heralds are printed on clear film. The color of the car or structure will show through the non printed areas. Background colors may be obtained by first painting the body of the car or structure where the decal is to be applied with the background color desired.

SAMPLE ORDER DESIGN



129 Characters

25 sets black	$7.50
25 sets gold	4.00
extra charact.	4.00
	$15.50

(Sample shown slightly reduced)

The sample order shown above is well thought out to obtain the best value. By selecting two colors, this customer has lettering for locomotives, passenger and freight cars. In his scale, he feels that most lettering needs will be met by the choice of these sizes. With the addition of extra numbers and dimensional data from the local hobby shop, most everything will be at hand to fully decal a car, locomotive or structure.

This listing is by no means "all inclusive". Should you have questions not covered here, please write us for a rapid reply and quote. Please refer to the other side of this sheet for additional information you'll need to place an order for Custom Decals.

IT'S TIME TO THINK ABOUT ELECTIONS!

The second amendment of the TAMR Constitution clearly states the procedure for holding the annual election. The time has come for you to choose those who you feel qualified to hold an office for one year. All regular members may participate in this procedure - associate members may not. Please do not nominate any associate members, for they will be disqualified.

INSTRUCTIONS: Print or type the names of those you wish to nominate on the lines below, next to that office. Return no later than July 3, 1969, to:

Nominating Committee Chairman
13106 N. Granville Rd.
Mequon, WI 53092

- -

I nominate the following for the office of PRESIDENT:

_____

_____

_____

_____

I nominate the following for the office of VICE PRESIDENT:

_____

_____

_____

_____

I nominate the following for the office of SECRETARY:

_____

_____

_____

_____

I nominate the following for the office of TREASURER:

_____

_____

_____

_____

Date: _____ Signed: _____

NOMINATE AS MANY OR AS FEW PEOPLE AS YOU WISH FOR EACH OFFICE. RETURN NO LATER THAN JULY 3, 1969 TO THE NOMINATING COMMITTEE CHAIRMAN, 13106 N. Granville Rd., Mequon, WI 53092.

Derailments

by Dave Knauft

Derailments are the scourge of all model railroaders, and are particularly exasperating for the novice rail. There is no magic method of ending all derailments, but two things can help a great deal. These are the NMRA track gauge and the RP-25 contour wheel. These can be obtained at any good hobby shop.

Banishment of derailing rolling stock can be started even before cars are put onto the track. A good solid foundation is necessary for the track. If cork roadbed is used; make sure the spikes go through to the wood underneath. It is wise to leave small gaps between the rails where they join end-to-end.

Derailments can be caused by both cars and track. Let's work on the track first. Take the NMRA track gauge and check all track. Any place where the gauge is too wide or too narrow will naturally cause trouble. These conditions can be alleviated by strategically located spikes. This may seem like a great deal of work, but it will pay for itself many times over. The next point to check is the turnouts. Check all parts of you your turnouts, for this is where most derailments occur. Check the track gauge. Make sure the switchpoints rest snugly against the stock rail and are not higher than the stock rail. The flangeways and gaurdrails can be checked with the NMRA gauge. Now check wherever the rails are joined to make sure that they are aligned perfectly. Sometimes the outer rail on a curve will be lower than the inner rail, causing cars to climb over it. Make sure this also checked.

Now to rolling stock. The most obvious defect here would be wheels spaced too far apart or too close together on their axles. Other problems include wheels hitting or brushing against the superstructure, uncoupling pins at the incorrect height, flanges too deep or too sharp, and trucks too tight on their bolsters. Another cause of trouble may be Talgo-type truck trucks (those with couplers mounted on the trucks). These, when pushed, make the flanges put much pressure on the rail, and the wheels will seek out any little flaws in your track. There are many others, but the Brentford & Chiswick found these to be the most common ones. I repaired the aforementioned culprits in one of two ways: minor repairs or new trucks. There is a way to fix wheels spaced incorrectly (see July 1963 and May 1966 MR-ED.) but it is somewhat difficult and extremely time-consuming, so I found buying new ones was easier. This should be true for most modelers. Write to me if you want to know how it is done.

Everything seems to work better if done systematically. The same goes for banishing derailments. Keep track of the places where derailments occur during operating sessions. If there are more than two or three derailments at a certain spot, repair it. Similarly, keep track of cars that cause trouble. If they derail several times, check them. It may have been the track that caused the derailment, but most times it is a combination of both.

If all this repairing were left for one evening, it could be quite tedious. Set aside a specific amount of time at the beginning of each evening that work is done on the layout. You will notice the improvement quickly.

After these big trouble spots have been repaired, "get tough". Any derailment now becomes the target of repairs. After the rolling stock that causes trouble has been repaired, the rest of the rolling stock can be examined and repaired. Don't forget to check your motive power, either.

A person can go at whatever speed he wishes. In any case, if these guidelines are followed, derailments should become quite bit scarcer.

SEAWAY REGION REPORT — by Don Gosen, Seaway Representative

This report is for everyone's benefit, that is if you believe that to have a closely-knit organization you have to have informed members. Personally, I have some very definite ideas about how things should be run. One of these ideas is that to have a good region, one that will benefit the whole club, you must have a region that will recognize other regions.

By now you may figure that this is some sort of propaganda bulletin, so I'd better start giving you the facts. Why did we change the name? First, let's see what was wrong with the old one. The nearest any member of our beloved region is to Hudson Bay is a lengthy 700 miles. What do people think we are? Eskimos? Vikings maybe? Now, in searching for a new name, we considered some of the water bodies closer to home, yet well known to everyone. You can now see that it was logical to pick "Seaway". From Halifax on the Atlantic to Windsor on the St. Clair to Port Arthur and Fort William in the north, all are on the Seaway. Maybe it is not the perfect name, but I challenge anyone to think of a better name, one that will gain the acceptance of as many members as quickly as this one has. I hope you see it our way now.

As for the membership of the region, we have at least six now, and there is an impending membership explosion. The region has had membership recruiting letters printed up and placed at strategic points. This was done under the direction of the regional executive. A regional paper would still be our greatest asset. However, many problems have arisen, and its progress has been hindered by the change of publishers.

In closing, I would like to extend my appreciation to all the other members of the region who have helped the region mean so much to me, in particular Greg Laforest, who guided me over the rough spots and started the organizing that got our region off the ground. Greg has now joined the ranks of the Associate Members.

THE TEEN ASSOCIATION
OF
MODEL RAILROADING

Richard C. Wagie
TAMR Secretary
13106 N. Granville Road
Mequon, WI 53092

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