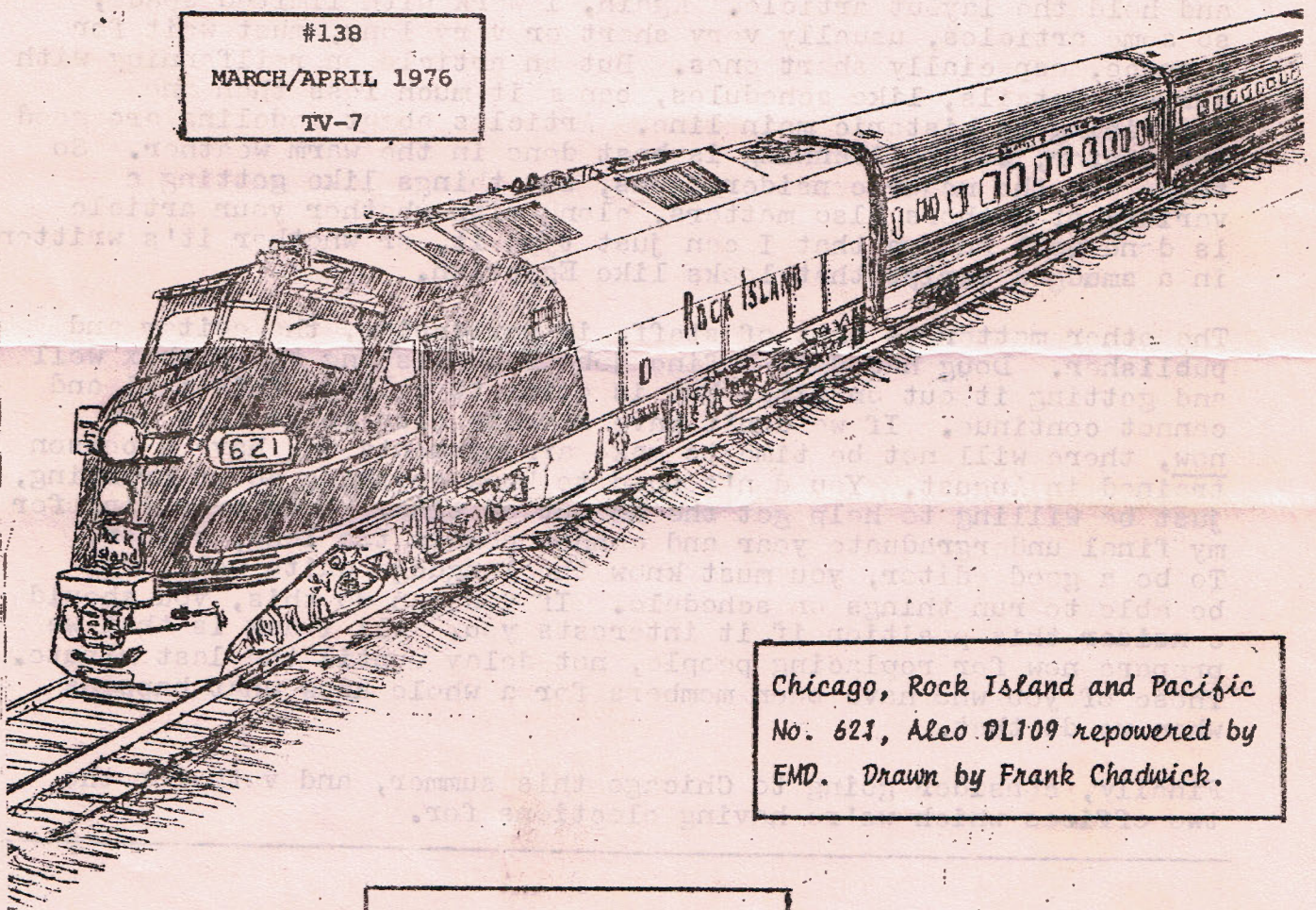


THE TAMR HOTBOX

#138

MARCH/APRIL 1976

TV-7



Chicago, Rock Island and Pacific
No. 621, Alco DL109 repowered by
EMD. Drawn by Frank Chadwick.

in this issue

TIM BISHOP'S P C & P

COLORADO RAILFANNING

ELECTION INFORMATION

from the editor

What I have to say this time is mainly about the Hotbox itself. First, since I've been asked, articles do not necessarily appear in the next issue after they're sent in. The factors influencing when your article will appear include what else I have already of a similar subject; your article's length and how long it can sit before becoming stale, other content of the issue coming out, and even the weather. For example, I have a number of layout articles. If I were to put all these in the next issue, it would be dull, wouldn't it? So I balance things out with some others and hold the layout article. Again, I work with limited space, so some articles, usually very short or very long, must wait for a space, especially short ones. But an article on railfanning with current details, like schedules, can sit much less than one describing an historic main line. Articles about modeling are good for winter, but railfanning is best done in the warm weather. So these are the major considerations, but things like getting a variety of authors also matters, along with whether your article is done well enough that I can just type it, or whether it's written in a smudged script that looks like Egyptian.

The other matter is that of staff, in particular, the editor and publisher. Doug has done a fine job of publishing the Hotbox well and getting it out on time, but is going to college this fall and cannot continue. If we don't have someone else to do this job now, there will not be time to make arrangements and have a person trained in August. You don't need to know anything about printing, just be willing to help get the HB out on time. I am preparing for my final undergraduate year and cannot remain too long, either. To be a good editor, you must know the language quite well, and be able to run things on schedule. If you can do this, you should consider this position if it interests you. All I ask is that we prepare now for replacing people, not delay until the last minute. Those of you who have been members for a while know what happens when we do that.

Finally, consider going to Chicago this summer, and vote for the two offices which we're having elections for.

from the circulation manager

Hello to all TAMR members and officers. As new circulation manager, I hope to get all Hotboxes and official publications to you on time.

If you ever have a complaint about not getting any publication or any other problem concerning publication circulation, feel free to write or call me: Edward Shelby, Route 2 Box 52, Pulaski TN 38478.

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CONVENTION

Preparations for the joint NMRA/TAMR Railfun '76 Convention in Chicago are underway. Here are the details as they stand now. NMRA: August 10-15 at the Hyatt Regency O'Hare and Holiday Inn O'Hare/Kennedy, located two blocks apart near Chicago's O'Hare airport. Full registration is \$35.00, with various options available. A double room for four at the Holiday Inn is \$37.00 for those attending. Activities will include a tour of the Illinois Railway Museum, prototype facilities, clinics, model tours, and a tour of EMD for the first 500 who sign up (300 are registered so far).

You do not need to be an NMRA member to attend the NMRA convention, just come up with all the money.

TAMR CONVENTION: Will be held immediately after the NMRA convention. Our registration will be about \$10-15, and will cover the whole show except lodging and the like. We will probably work out our own housing, and you are free to arrange for any other type you like. Anyone who pays our registration fee and behaves can go to the TAMR convention.

The activities of the TAMR convention are not set, but we hope to include some sort of visit to Roosevelt Road, which runs over the south throat to Union Station, and a fantrip to Joliet, where the AT&SF and Rock Island cross. We hope to take the Turbo one way, and possibly a Highliner part way back (or there). We will try not to have activities during the NMRA convention, tho we have a room for meeting during it. We also hope to have a slide show, swap session, business meeting, and banquet. It will be possible to stay afterwards, if you make arrangements before the convention, hopefully at houses, and take in more activities or repeat some; however, this is not an official part of the convention. We will arrange and conduct activities, but they are a separate expense to you.

Further information will be printed in the Hotbox from time to time and sent to members who indicate an interest in attending. If you have a specific question, write one of the committee chairmen.

Tim Vermande and Doug Johnson
Co-chairmen, 1976 TAMR National Convention

Directories were mailed in mid-February to all members. If you did not receive one, please inform the Secretary.

REMEMBER TO VOTE!

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prototype & railfanning: tim tonge

DENVER

Take a state that has over 300 days of sunshine a year, add to this some of the best mountain scenery in the world, blend in 6 major railroad lines, a town which not only runs the largest diesels ever made into and out of it, but also a non-Amtrak train with F9's on the point and what do you have? Denver, Colorado, and some of the best railfanning possible. To the west of the city are the great Rockies and the Denver, Rio Grande and Western, to the south the DRG&W/Santa Fe joint track to Pueblo, to the east the Rock Island, Union Pacific and Burlington Northern lines, and to the north the Union Pacific and Colorado & Southern lines to Wyoming. In short, plenty of variety to choose from.

Arriving from the eastern Plains is the Rock Island, Union Pacific, and Burlington Northern. The Rock Island line enters Colorado from Kansas, and splits at Limon. The southern line goes 128 km (80 mi) to Colorado Springs, while the northern line joins with the Union Pacific for the 144 km run to Denver. Arriving in Denver, the Rock leaves the UP and shares the north yard with the DRG&W. The Rio Grande is the owner and operator of the yard, with the Rock Island paying rent. Generally, the RI runs two extra trains each day each way on the joint line to Limon. These trains can run anytime, and frequently travel at speeds over 112 kph (70 mph).

Using the same line to Limon as the Rock, the Union Pacific has two scheduled trains a day each way. The inbounds, trains 117 and 157, generally arrive at the UP yard in Denver between 2 and 3 am. These trains are from Kansas City, and sometimes have foreign power on them. Presently Norfolk & Western units are the most common, altho Rock Island units have also been seen. Outbound trains to Kansas City from Denver are 118 and 156. 118 can be seen in mid-morning, while 156 leaves about midnight. If foreign power does arrive, it is generally sent out on these trains. As on the Rock, trains move along this line at high speeds.

The UP's other line into town comes from the North and Wyoming, and is called the DP line. Many more trains are run on this line than the KC line:

#	northbound (from Denver)	southbound (to Denver)
RO-1	12-3am to North Platte	LAD 10-11pm from California
RO-2	2-5pm North Platte	NAD 1-4pm Pocatello
DAS	10-11pm Salt Lake City	DEV 2 am North Platte
DPM	anytime Pocatello	OMD 6-9am Omaha
DCM	3.30pm Cheyenne	CDX early am Cheyenne
MNQX	anytime Salt Lake City	MNQA anytime Salt Lake City

Power on the UP is very interesting, with anything from DD40's and U50's to GP30B's being used. On occasion, Southern Pacific power has come in and gone out, along with N&W units.

Another carrier that comes in from the east and the Great Plains is the Burlington Northern. Two lines enter Colorado for the BN, and merge at Brush, CO. From here to Denver the track is CTC single track with sidings controlled at Denver. The BN has three trains each day scheduled:

eastbound (from Denver)	westbound (to Denver)
64 6-8 pm to Chicago	63 anytime from Chicago
100 8-11 pm Iowa	163 anytime Chicago
122 6-9 pm Pacific NW	99 anytime Iowa

In addition, BN runs a number of coal trains thru the day, with locals. A total of 12 main line trains can be seen on a good day. (continued)

Tonge, continued

A Burlington Northern subsidiary, the Colorado & Southern runs from New Mexico to Wendover, WY. South of Denver, the line uses the joint AT&SF/DRGW line as far as Pueblo, then shares with the DRGW until Walsenburg, CO where it has its own track. North of Denver, the C&S has its own track all the way to its northern terminus, Wendover. The C&S does not run that many trains on its line, but they are the trains that run in the daylight in the area. The four major trains are 77, 78, 141, and 142. Trains 77 and 78 run from Seattle to Galveston, and can be seen in the afternoon. Train 142 is from the BN and can be seen in early afternoon, 141 is an early morning train. Along with these four trains, an RI train runs between Denver and Loveland, CO, northbound in the early morning and southbound in the late morning. During beet season, a number of extras are run north out of Denver to the Great Western Railroad connections and Longmont and Loveland. A number of locals are also run, and some extras on the joint line.

Altho not a Denver railroad, the Great Western is close enough to be mentioned. The GW is a shortline that runs from Longmont to Loveland to serve the sugar companies in the area. Most busy during the beet season (June thru December), this railroad has a fleet of 5 SW1's in two paint schemes. Engines are usually run in pairs, and are most likely to be found in beet season.

The Santa Fe, altho very big in southern Colorado, only operates 2 train in and 2 out of Denver a day. These trains usually have 3 units on the point, and are sent out on the next train after they arrive. The inbound trains are 403 and 414, leaving a night and 3pm respectively. Any type of unit may be found on these trains, with F45's already showing up.

Among the many industrial lines in Denver, Cargill's is perhaps the easiest to see. Located near DRGW's north yard, Cargill has two small units, a green 65 tonner and a yellow 44 tonner.

Perhaps the busiest railroad in Denver is the Denver, Rio Grande, & Western. This railroad has 2 lines out of Denver. The southbound line goes to Pueblo, then turns west; while the Tunnel Line heads west directly. As the name implies, the Tunnel Line is the line which has many tunnels, including the third largest and probably most famous railroad tunnel in the United States, the Moffat Tunnel. Between Denver and Moffat, a distance of 80 rail kilometres (50 mi), the Grade goes thru places only accessible by rail. The scenery here is undescribably, with beautiful being a conservative term. It is these mount'ns that John Denver sings about, and perhaps where the best skiing in the world takes place. It is an area of unspoiled beauty, with 14,000 foot mountain peaks all around. And on the west side of the Continental Divide snow falls from September to June, with summer snow not uncommon. The railroad fights a 2% grade out of Denver to the tunnel, with 4 and 6 unit lashups and 2 to 4 pushers common. S-curves abound, as do bridges over many small, swift streams. On the west side of the tunnel the grade eases, but not the beautiful, breath-taking scenery. Many trains run daily on this line, including the Denver Zephyr.

The Denver Zephyr is the DRGW train out of Denver to Salt Lake City. The train leaves Denver on Monday, Thursday, and Saturday, and arrives from Salt Lake City on Tuesday, Friday, and Sunday. On the point of this train are F9A 5771 and F9B's 5762 and 5763, with a steam generator car from a PA. During the winter ski season, a second train called the ski train runs from Denver to Winterpark ski area on Saturdays. This train leaves minutes after the Zephyr and is powered by Geeps. It also returns the same day. This was the train that was the inspiration for the TV movie 'Runaway', which was filmed in the Rockies between Denver and Winterpark.

continued.

Tonge, continued

Below I have listed the MT freight schedule:

Denver, Tunnel Route				Joint Line			
#	leave	#	arrive	#	arrive	#	leave
87	5.33am	54	6.00pm	68	11.00pm	67	4.00pm
83	6.00am	34	6.30pm	66	3.00am	65	9.00pm
85	10.00am	42	8.00am				
97	12.01pm	48	9.00am				
89	12.10pm	36	9.00am				
81	5.00pm	52	6.00pm				
95	8.00pm						
99	8.00pm						

Of course, the schedule does not reflect the locals and extras that run. Power on the Grande is all EMD, and pool power is rare, except on the western part. The roster of the Rio Grande includes GP9, GP30, GP40, SD7, SD9, SD45, SD45T, and the F's.

Union Station in Denver is the home of an SCL E6, which is currently being stored for a railfan. According to the many rumors about it, he is presently trying to sell it to anyone who will not scrap it. Two Amtrak trains use Union Station as they stop and transfer engines. Generally, two SDP40F's power the trains into and out of Denver. The units are assigned to the BN shops for service.

All in all, Denver is a town that can truly whet a railfan's appetite, and most railfans agree that as railroad towns go, this one can and does fill you up with its many offerings. And to think that I only dealt with the Denver area, not the busy Santa Fe in southern Colorado, the DRGW narrow gauge steam operation, . . . the list goes on and on. Try a bit of Western railfanning Colorado style sometime, I think you will like it.

regions

GREAT LAKES--Attempts are being made to get an official organization in this region going again. Anyone interested is asked to contact Tim Vermande.

The Chicago Division has decided to sponsor the 1976 TAMR convention, which will be held in Chicago in August. Any area members who have not been contacted should write or call Doug Johnson or Tim Vermande. Area members are also advised that a number of meets are being planned for this summer.

WESTERN: All former WCR AND NWR members are asked to join and support the region, which is going strong despite its small membership. The rate is \$1.50 for six issues (one year) from Mark Morgan.

ALLEGHENY; is pushing on, preparing for elections which will soon be held. An article in the last Dispatcher dealt with weathering, suggesting methods like animal droppings, burnt caramel, and spitting on boxcars after eating a Hershey bar. We also saw a picture purporting to be the Hotbox editor in a Philadelphia trolley car.

layout: Tim Bishop

PC&P

The PC&P is a small shortline struggling to stay alive in the 1930's. It originated from a track plan published in Railroad Model Craftsman. Its major purpose is to serve a large coal company,

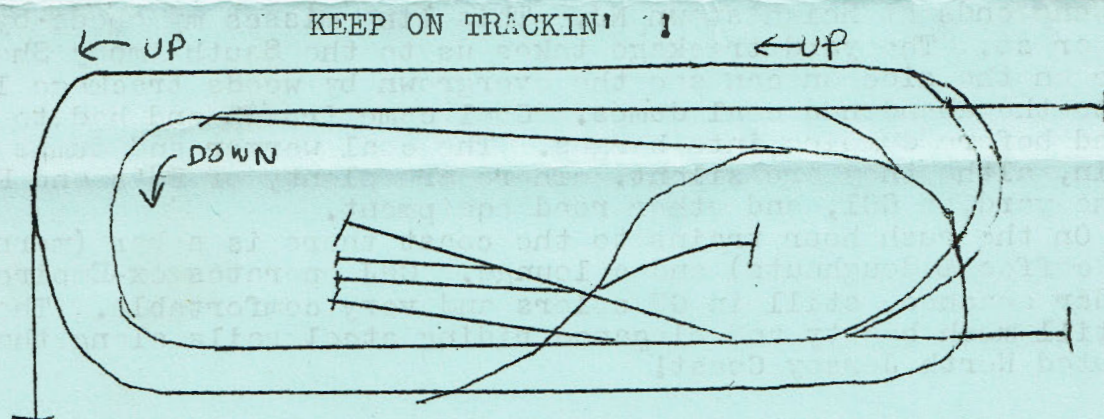
in addition to other small industries. The passenger service is light.

The railroad is still in the construction phase, but is nearing completion. The benchwork is cookie cutter type, with a grid frame. For the basic roadbed I used a $\frac{1}{4}$ " layer of plywood with a $\frac{1}{2}$ " layer of Homasote on top. Next I laid out the track plan with track on the Homasote, traced the outside tie lines, and had it mapped out in no time.

Following the cutting phase, I raised all of the elevations on small supports of scrap wood. The track is all sectional or 3 foot lengths. I have completed the mainline and have been filling in the rest since.

The scenery is hardshell with zip texturing. This is a very good method and goes on very quickly. Most of the structures are AHM. My motive power consists of an AHM 0-6-0 switcher and a Tyco Pacific. The pike is very good for two train operation, altho I have not wired it for that yet.

Because this is my first railroad, I've made many mistakes, and the pike is besieged with problems. As a result, when it's summer and I have some time, I'm thinking of tearing it down and starting anew. It has been a lot of fun, tho, and I'll



DIRECTORY CHANGES AND CORRECTIONS

Matt McDonough, New address:
Star Route
Box #6

East Burke, VT 05832

Andrew Dick, phone is (201)-
538-4855, not 4955

Dana Belton, Zip code is 53051, not
53057

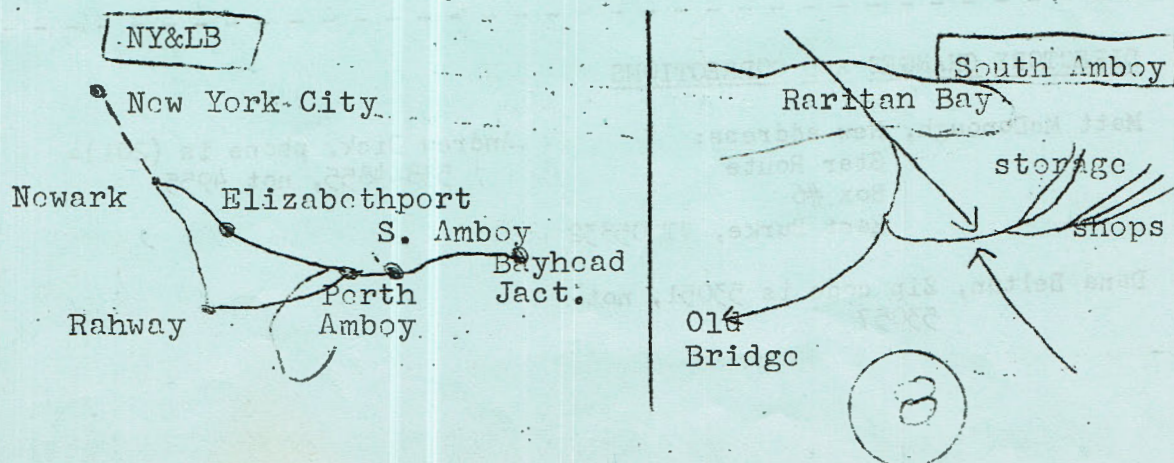
prototype: Christopher J. Buckley

NEW YORK & LONG BRANCH

Most people living in the general area of New York City know that you can "get away" from city life by catching a train to the central Jersey seashore. Despite the fact that I live a mere 10 miles from the Atlantic, I hate the entire shoreline of the Garden State. The only thing that catches my attention is the New York and Long Branch Railroad, over which the bankrupts Penn Central and Jersey Central run their passengers and freight. The NY&LB has its starting point at Elizabethport, NJ, where it goes thru heavy industry, mostly in the form of refineries until it joins the PC at Perth Amboy, NJ. Just across the Raritan Bay is South Amboy, and from this town the NYLB continues southward to its terminus at Bayhead Jct. However, passenger trains are routed on the Northeast Corridor to Rahway, NJ, where the two-track electrified PC is in command until South Amboy, NJ.

South Amboy is by far the most interesting and active town along the NY&LB. The first reason is the ending of electrification. PC uses GGI's on its shore trains and switches them off at Amboy and puts on E7 or E8's. CNJ, on the other hand, runs totally on GP40P's or GP7's between Bayhead Jct. and Newark, NJ, where one must make connections with PC, Amtrak, or PATH to get to New York. In addition to the shore trains, PC runs "arrow2" commuters between South Amboy and New York. On the South Amboy side of the Raritan Bay, there is a righthand turnout which determines the destination of a train, either NY&LB or PC secondary main. A couple hundred feet on the secondary track and we have another choice, yard or secondary. The secondary main follows the historic Camden & Amboy main and ends at Heightstown NJ. This line misses my abode by a mile or so. The yard trackage takes us to the South Amboy Shops where on the side one can see the overgrown by weeds trackage leading to the abandoned coal dumps. Coal came frozen and had to be warmed before dumping into barges. The coal warmer and dumps still remain, altho they are silent. There are plenty of E8's and E7's in the yard, a GGI, and other road equipment.

On the rush hour trains to the coast there is a bar (morning sees coffee & doughnuts) and a lounge. CNJ operates ex-Empire Builder coaches, still in GN colors and very comfortable. There is still much beauty and elegance riding steel rails along the polluted North Jersey Coast!



ELECTION

76

FOR AUDITOR:

Constitutional passages relating to the office of auditor:

3.2 The Auditor shall oversee the organization's constitutional workings.

3.5 The Constitutional Board shall consist of two persons appointed by the EB, plus the Auditor, who shall act as its chief. . . . The CB shall be the final judge in all constitutional disputes. In addition, it shall conduct all elections. . .

EDWARD SHELBY, 19; Route 2, Pulaski TN 38478. Ed has been active in the TAMR for some time. He is currently the Hotbox Circulation Manager, and has been candidate for President, and a former leader of the South-east Region.

"They told me to make my platform 250 words or less, so this is all I can think of to say. If elected, I will try to fulfill this office to the best of my ability, and I want to thank the one who nominated me for thinking I would be a good person for this office!"

JOHN MCGREEVY, 19; 738 Camino Durango, Thousand Oaks, CA 91360. John writes a lot for the Hotbox, and has been a TAMR member for a while also. He is currently involved in the West Coast Region reorganization.

"As auditor I hope to use this position to further improve the TAMR. The auditor is in charge of constitutional matters and runs elections--fine, but what else is he? Do we need this

position? Yes, we vitally need the function this office can serve. We have recently adopted a new constitution. Six of our finest members worked on it, but these six cannot possibly represent all of our views. Amendments may already be on many member's minds. This is as it should be. Our constitution is our foundation and not only must it be strong but it must be a working tool. I hope, if elected, to receive plenty of proposals.

Unity must be stressed. While most of the TAMR is on the upswing in my own region, we still have but six local members! It seems as tho the TAMR has become an Eastern syndicate, and many local members feel alienated.

If you are to have true unity our elected members should come from all areas of the country. I speak for many here in saying we have something to contribute but we need to be heard. To help this, I've contributed articles in the past three years and am busy in the region.

Finally, no matter how, do vote!"

These are your candidates for Auditor, the person who will run elections and head the board making constitutional decisions, as well as a member of the Executive Board which will govern the TAMR. Read over carefully what they have to say and choose the one whom you feel will best serve in this position. Then mark his name on the ballot, along with a Treasurer (next page) and send the ballot into Dale Madison before 17 April.

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FOR TREASURER

From the Constitution:

3.2 The Treasurer shall oversee the finances of the organization.
7.1 A report on the finances should be made periodically in the official publication.

ART MULLIGAN, 18; Albion College, 224 Wesley, Albion, MI 49224.

Art has been the TAMR Treasurer for the past two years, and was previously active in the Great Lakes Region as a publisher and picture-printer.

RAY HAKIM, 16; 21 Clauss Av, Paramus NJ 07652.

Ray has been a member of the TAMR for a couple years and is active in railfanning in his area, edits a railfan newsletter, and is taking chairmanship of the Photo Exchange Committee.

Greetings, fellow members. I am running for the office of treasurer of the TAMR and I am asking for your support. I feel that I am very qualified for the office of treasurer, having served as president and treasurer of the Bergen County Railfan Society since 1973. I am very experienced in keeping records as witnessed from the BGRS and am also an advanced accounting student. Handling money and keeping records is right in my line of work. If elected, I can only promise to handle the TAMR's money with great care and to present financial reports every two months in the Hotbox.

As for the Hotbox, I want to see its space used, and used well, to get the most out of our money, and I will do my part to keep it going by writing articles, and helping in any way possible.

That's about all that I have to say. I'm sure the people running against me will say basically the same things, so I urge you to carefully look this over and then decide whom you will vote for. Please do not forget to vote, your vote counts and so does everybody else's.

CHRISTOPHER BUCKLEY, 15; 7 Dobson Road, Old Bridge NJ 08857

Chris has been a TAMR member for a couple of years. For the past year he has been Publisher of the Allegheny Region newsletter.

These are the Treasurer candidates. Now that you've read this, mark your vote. All you have left to do is mail the ballots to:

TAMR Auditor-1976 Election

Dale Madison

342 Shepard Avenue

Kenmore, NY 14217

before April 17. This is your big chance to be heard and shape TAMR policy. Make it count! Remember, if you don't vote, you have no right to complain in six months about a rotten job being done!

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MARK KASZNIAK

4818 W. George Street

Chicago, Illinois 60641