Recruit and Nominate! Participate in '68!

THE TAMR HOTBOX

May, 1968 Volume IV No. V k-8

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TAMR HOTBOX Record

Bert Kamm, Editor Greg Thompson, Publisher

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Editorial

Last issue contained a Nomination Form for this year's elections. I now find myself repeating Jerry and asking everyone to PLEASE USE the Nomination Form. With all our experienced officers retiring, the TAMR badly needs new officers, which only you members can supply with your nominations and votes-so again, please use the Nomination Form.

At this time I would like to say that I wish to run for the office of Secretary, but only if I can get someone to take my place. I hope that somebody takes my position. Also, I'd like to say that even if no one takes the job of Editor between now and election time, I still will be looking for a replacement, as I feel that the position of editor is too influential to be held by one person for more than a year.

Everybody and anybody interested in holding this position of Editor of the TAMR HOTBOX is asked to contact Bert Kamm, 305 Keyes Avenue, Watertown, New York 13601. I ask that you remember one thing, and that is the president will have the final say as to who will replace me as the editor.

Greg is also looking for someone to be Publisher, since he is going away to school next year and won't have time. All interested parties contact him.

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Send all advertisements (with money) and articles to Bert Kamm.

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Presidential Notes **by Jerry White**

Several months ago in the TAMR HOTBOX, there was a short note on obtaining cloth patches with the TAMR emblem. I've investigated this possibility, and found it is not practical at this time. The minimum order for 3" patches is 228, (What would we do with 228 patches?) and we would have to reorder again within the next year. (This follows company regulations. The price would be about 50¢ each, which is reasonable, but we just couldn't finance a project this size. I will however, look into the possibility of having a large decal made of the emblem. Anyone interested

USE YOUR NOMINATION FORM!! Time is swiftly running out, so I urge you to nominate yourself or friends, as we are going to need all the candidates we can get!

USE YOUR ORIENTATION FORM,PLEASE!! This is for your benefit, so if you want to get in touch with new and exciting TAMR members, send in your form please. Dave will be busy getting things lined up, and he can get these done much faster if you send in your forms RIGHT NOW!

That's all for now. Slogan this month---RECRUIT AND NOMINATE!!!!!!!

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Publisher's Notes by Greg Thompson

WANTED: CUSTOMERS (No Experience Necessary.) Yes, it has been decided that there will be reprints of all modeling articles that appeared in the TAMR HOTBOX. This way nobody misses out on the great articles that have appeared, and at the same time help out the TAMR. Rough price would be about 25¢ a piece, and have at least 30 pages. See future issues for more info. Also, we are preparing several data sheets and info sheets, and possibly a folder to put them in.

MARCH REPRINTS: These will be in Steve's hands by June 10. Please wait until then before you order.

REGIONAL PAPERS: Hey, how about bugging your nearest regional representative into getting you a paper? No self-respecting region should be without one. You only need 12 people to get one started. Not enough people in your region. Do one of two things, 1) Get more members. 2) Consolidate with another close-by region until you both get enough people.

TO BE CORRECT, IT IS THE TAMR HOTBOX. Yes, this is the correct name, please use it. The North Central Region of the NMRA has a publication by the name of "HOTBOX", so it was decided we call ours TAMR HOTBOX to prevent confusion.

AMMENDMENTS: In the June issue is coming amendments to the TAMR Constitution will appear for you to put in you Constitution.

This issue was short because there weren't too many articles. You know how you can correct that. June should be fairly large, I hope. Until then, happy modeling!

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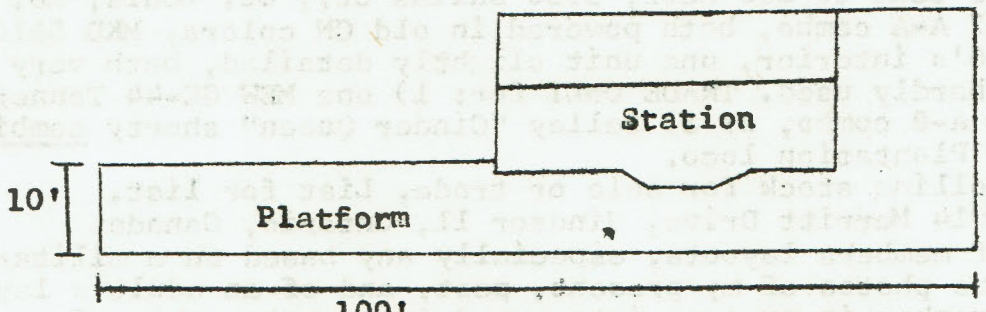
Improving Plastic Structures, Part II by Duke York

Let's take a specific example and see how these ideas apply. For instance, I used two Revell Small Town Stations on my pike, one as my main depot with office space upstairs, and the other as a small rural station. For the former I removed the roof overhang on the trackside by sawing the roof apart where the overhang joins the main slope. Then I glued a piece of the discarded roof to the main portion to complete the slope. I also left off a dormer and filled in the space with a piece of discarded roof.

Nest I cut a baggage door in one end by removing the window and the wanescoating below it. Adding trim around the opening and a baggage door of styrene completed the side so that the sides and ends could be assembled. The rebuilt roof was glued in place and the various details added. I used a plastic paint on the clapboards, since they are rather narrow and "wood grain" makes them look funny, but I used a lacquer paint on the wanescoating and trim.

To make the second station fit between two tracks I sawed off a portion of the building. I sliced off the front wall beside the door next to the telegraph bay, and cut the rear wall to match. A baggage door was cut in one end as before and the walls assembled. The roof was added temporarily to check how much had to be cut off, then removed and sawed. The overhang at the front was removed in the same manner as in the first conversion and the roof glued in place. This time the dormer was left on but a piece had to be fitted between it and the roof, because the roof now continues to slant down instead of sloping out for the overhang. For both models the original platform was discarded and a new one made. Scale 4 x 12's were used as the station foundation and as a base for the platform. It extends out about ten feet from the waiting room door and is about 100 feet long. On the baggage room end the platform goes clear to the rear wall of the station, on the other side it is about ten feet wide (see diagram). The whole thing is planked with 2 x 6's. Don't forget benches, hand trucks, lights, and a baggage wagon. With these changes the station looks more realistic and quite different from the original.

Please write me if you have any questions or problems. My address is Center Road, Woodbridge, Conn. 06526. I'll try to help. With a little imagination you should be able to create an almost endless variety of structures from the kits now available.



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SKUNK VALLEY R.R.
"The Cautious Line"
David Johnson, Pres.
Office: 429 Heritage Drive
Rochester, N.Y. 14615

FEDERAL RAILWAY OF JUTLAND
Route of the "GREEN STAR"
and "RED STAR" Expresses
Christian White, Director
P.O. Box 295
Ridgely, Maryland 21660

Here Are 19 Ways to Kill the TAMR by Greg Thompson

1. Don't bother to get new members.
2. Insist on cooperation between members, but give everyone as hard a time as possible.
3. Never accept an office or committee appointment, as it is easier to criticize than do things.
4. Don't offer to send in articles, then complain about the lack of articles.
5. If you are asked by a chairman for your opinion on something, say you have no comments, then when it is all over, tell everyone how things should be done.
6. Do nothing more than is absolutely necessary, but when other members roll up their sleeves and help matters along, howl the association is run by a clique.
7. When asked for information, don't give it, then
8. Cuss the association for incomplete information.
9. Always delay when receiving important letters, or better still, don't reply at all.
10. When a Yearbook or something of expense is made, tell everyone the association is wasting money on useless things.
11. But when nothing is given, and no contests are run, tell everyone that the association is dead and needs a can tied to it.
12. Get all the benefits you can from the association, but never bother to contribute in return.
13. Always agree to whatever is said, then disagree when their backs are turned.
14. Don't tell the association how it can help you, but then complain when it doesn't help.
15. When put on a committee don't do anything, but
16. If you aren't put on a committee, get real sore and holler bloody murder.
17. When put on a committee, vote to do something, then turn around and do the opposite.
18. Never write to other members, then complain of the lack of friendliness in the associatoon.
19. When all else fails, cuss the administration.

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Interchange Column by Bob Neff

All ads should be sent to Bob Neff, 3950 Dallas Ct., St. Louis, Mo. 63125
SWAP: Athearn F-7 A-A combo, both powered, in old CN colors, MKD 5&10's, close coupling, 6's interior, one unit slightly detailed, both very good condition, hardly used. TRADE ONLY for: 1) one MEW GE-44 Tonner, or 2) Varney F-3 A-B combo, or 3) Selley "Cinder Queen" shorty combine, or 4) Ken Kidder Plantation loco.
Also; assorted rolling stock for sale or trade. List for list.
Greg Laforest, 1014 Merritt Drive, Windsor 11, Ontario, Canada.
WANTED: Photos of members layouts, especially any based on a military theme. I have some photos of my present, past, and of an adult's layouts. Is there a TAMR member in my area interested in a partnership of a military layout, HO scale? Please contact me. Art Taylor, 72 Norfolk Avenue, Galt, Ontario, Canada.
WANTED: AHM E-8 in any condition under $7.00. If you have recently bought three in an AHM funeral sale, and don't need one, I will buy it; or otherwise. Will pay postage. Bob Neff, 3950 Dallas Ct., St. Louis, Missouri 63125.

Recruit and Nominate! Send in you ballot before it's too late!

The Train Sheet by Charlie Tubman

Gone... The San Francisco to L.A. Lark after a particularly long and bitter struggle to remove the train. With the removal of the Lark all service on the SP is cut down to one train per line... Nos. 96 and 57- the former Forest City and Cleveland Limited trains on the Penn-Central between Kendallville, Indiana, and Chicago, Illinois, and Nos. 312 and 341- the former Knickerbocker and Southwestern between Union City Indiana, and St. Louis on the ex-NYC is now gone... The C&NW's experimental trains between Chicago and Green Bay, Nos. 121, and 162-164... The B&O's National Limited between Cincinati and Parkersburg with the Parkersburg - Washington segment remaining... The D&RGW's Yampa Valley between Denver and Craig, Colorado. This leaves the California Zephyr the last train on the Rio Grande.

Up for discontinuance....The Norfolk and Western's Detroit-St. Louis Wabash Cannonball and Detroit-St. Louis Limited, in other words all service on the Detroit-St. Louis line. The Penn-Central's Chicago-Cinncinati Nos. 70-71. All persons wishing to protest the discontinuance of the Detroit-St. Louis trains should write to MR. Glen Zeldas, Agent N&W Ry., Logansport, Ind., and those who wish to protest the dropping of the Chicago-Cinncinati trains drop a letter to Doug Kocher, our treasurer.... The Penn-Central's Chicago-New York Admiral, and the Pittsburgh-Chicago Fort Pitt.... UP's Nos. 5&6 between Butte, Montana, and Salt Lake City. An interesting note- The states of Idaho and Montana have threatened to condemn all UP trackage in their states if the UP pulls off the Specials.... The SP's City of San Francisco between San Francisco and Cheyenne, Wyo. with a connection to L.A. And finally, the EL's New York-Buffalo Owl and New York Mail.

At Random

The Santa Fe's Phoenix-Williams Jct. trains have been restored after a state order....The Erie-Lackawanna Railroad has now become the Erie-Lackawanna Railway under the control of the N&W. Personally, I wonder how long it will take for the Lackawanna colors to be painted Wabash blue, and the Lake Cities to be put up for discontinuance...If you're interested in protesting any train-off's, drop a letter to the ICC in Washington 25, D.C. Also, if you're really interested in helping the passenger train, I'd suggest that you join the National Association of Railroad Passengers. For information write the NARP at 333 North Michigan Avenue, Chicago, Illinois 60601...Thanks to Jeff Anderson and Greg Laforest for various news received....I might add some model railroad pet peeves to the railroad ones...1) European train equipment. I have nothing against it really, but try to compare it's tinny look to out real railroading here (model and prototype) 2) 1840 passenger trains pulled or standing by diesels. Send your pet peeve (prototype or model) and I'll print it...My Mistakes Dept. The Twilight Limited is still running against what I said in March TAMR HOTBOX...If you need any help in prototype railroading that the Member Services Committee has not been able to help you with, drop me an SAE with your question and I'll try to answer it.

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PASSES

From the office of the

Karlsburg Appleton & Kadoga

Change of address

509 Cottonwood instead of

506 Cottonwood

Thank you, K. Kusler

EXCHANGED

FROM: Teen Association of Model Railroading
T.A.M.R. HOTBOX
Greg Thompson, Publisher
Route 1, Lone Jack
Missouri 64070

Participate in '68!

TO:

Third Class Mail - Printed Matter