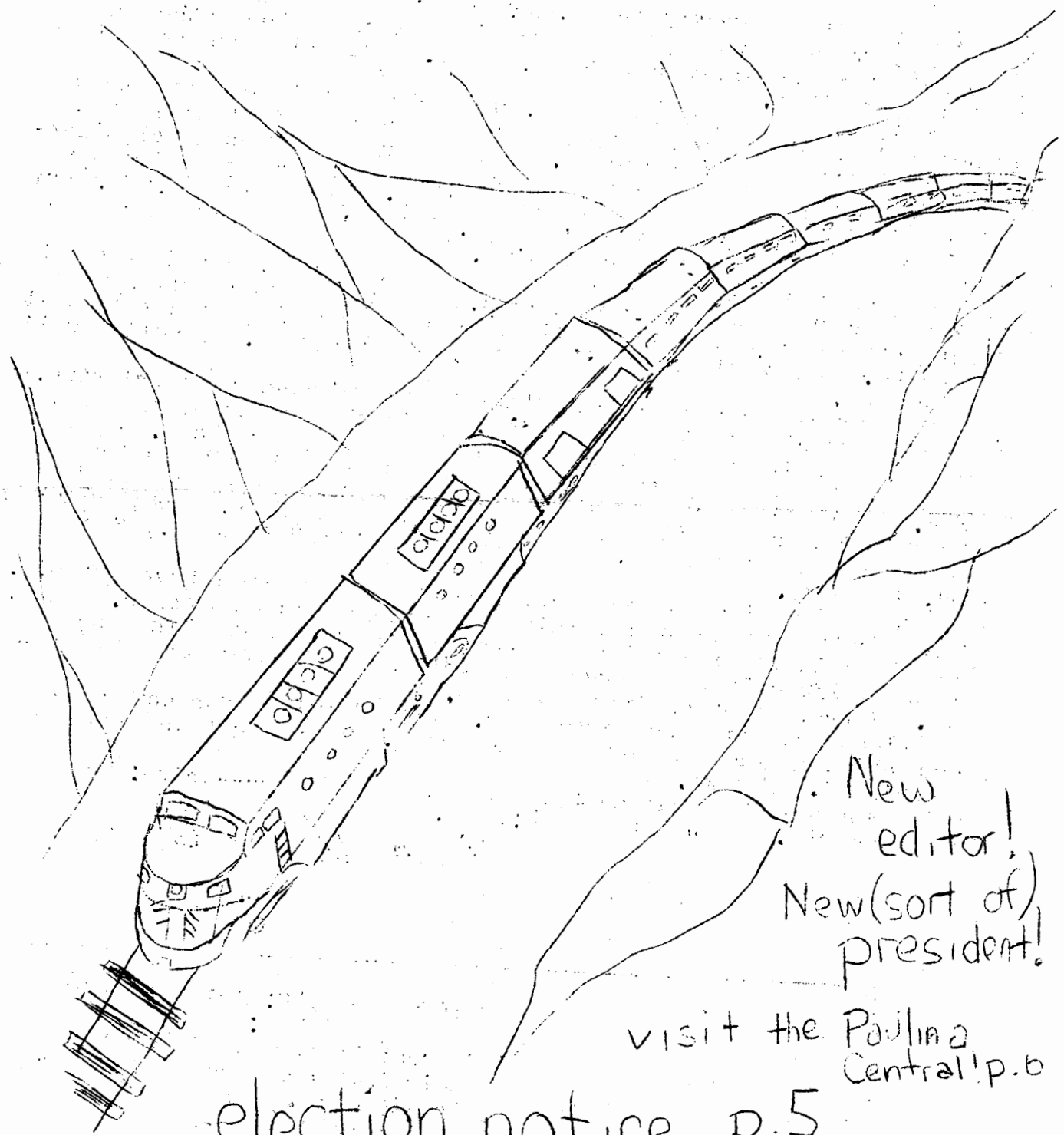


the tamr Hotbox

VOLUME 11, NUMBER 1 TV-1

MARCH/APRIL, 1975



New
editor!
New (sort of)
president!

visit the Paulina
Central! p. 6

election notice p. 5

ATTENTION! THERE IS AN IMPORTANT NOTICE ABOUT ELECTIONS ON PAGE FIVE OF THIS ISSUE!

from the cab...

WHY I KEEP GETTING MYSELF into trouble, I'll never know in this life. However, I volunteered myself to be the editor of the Hotbox in some hope that it might come out on time. Only time and your help will tell me that.

As I said when I volunteered, was told when appointed, and am continually reminded of, the major objective at this time is to have the Hotbox out on schedule. A large number of obviously ineffectual means have been tried previously, so I'm going to try a new one, the one I used on the GLR Wayfreight: this thing is going out on time, no matter I do or don't have. If it's only got your address and a stamp, it will be on time.

They say one of the better ways to quit smoking or whatever is to let everyone know your intentions. So, in a reverse way, my first official action is to tell you that the HB will be mailed next by May 24. Allow time, and then some, for delivery. Deadline will be April 20.

One obvious change coming about is the mimeographed printing. We can't afford offset at this time. This also means no photos for a while, so write and send postage if you want yours back.

I am also making staff changes to help get the HB running again. I have a tentative assistant, but still need someone to take on all responsibility for advertising materials. And, of course any other help is welcome. The address is 51528 Pond St., South Bond, IN 46637.

Of course, I also need articles--most of those I have are old. If you don't want to write, this will become a museum paper. Also, there is a little incentive: A free ad of up to five lines or 2 inches by 1/2 column to anyone who writes a half-page or more article. Hurry, offer expires April 20.

Please do not send photos now. Line drawings for cover are acceptable, under same offer as articles. Please get drawings in by April 10. Thanks.

Thank you for reading this issue, and please---write! I await your comments. Remember May 24!

Tim Veemala



THINK CANADIAN! THINK PACIFIC
NATIONAL!
Congratulations to the TAMR on
their 11th anniversary from PNR
President:
Mike Plumb
34 Rockwyn Cr.
London, Ontario, N5W-1S9
CANADA

office car...

or Pontifications and other nonsense from the acting president.

As I sit myself down in front of this typewriter, I wonder what I can say that hasn't been said before. Maybe there is some combination of letters and words that would fit together in such a way as to stir up a great wave of enthusiasm from amongst our midst. Maybe if I sit here long enough that combination will come to mind.

And maybe if we had a lot of time we could sit here and wait for something like that to happen. But time is one thing we don't have a whole lot of (money is another). Oh sure, we can continue along as we have, on a hit-or-miss basis, patching things up until something else breaks. But by doing that, we spend all our energy on maintenance and not creation. And we do nothing to counter the massive cancer of apathy that is invading us.

The last Hotbox pretty much told you everything that has happened behind the scenes. What's left of the original Executive Board is still around, with some new faces (or at least new signatures) and we still send memos out to each other. If nothing else, those memos are good for find out who has resigned. Throughout all of those bureaucratic shufflings, it is apparent that, yes, indeed the TAMR does exist; and as long as a couple of us believe that, there is something to work with and grow from.

We've done two things that are vitally important. First, we found a new editor. Tim Vermande has been with us for some time now and has previously served as editor of the Great Lakes Region's Wayfreight, and is a former TAMR vice-president. So he's not a stranger. And he has the drive the job needs. Second, we resolved to get the HB out on time. The printing quality will suffer, but hopefully that will be compensated for by good articles from everybody. Tim has said and I've ordered him to get the damn thing out on a regular schedule no matter how few articles he has. We will NOT hold the HB again for anybody's article.

What that means is that if you want a good Hotbox every two months, your contribution is mandatory. We really don't ask you for too much. We request your dues and your interest. We are asking you to have so much interest that you feel moved, feel motivated, feel compelled to write an article. It doesn't have to be verbose like mine. But write something, any length, any subject. If you don't, the Hotbox you get will be awfully skinny.

And besides, writing articles is one terrifically effective way of getting involved, of getting your name known. People will see your name and if it is seen often enough will remember it. And then you can run for office and get elected. And before you know it, you are part of the ruling elite! Power and glory are yours! (Incidentally, we are still accepting nominations for president and secretary).

Keep on shining! DALE MADISON

NOTICE:

On pages 9 and 10 of this issue you will find the drawings to David Johnson's article which was in the last issue of the HB. For some reason or other, it didn't get put in then. TV.

problems---

Among the pile of material I received from John Held were a number of articles. Unless I've written or you see a note below, your article is accepted and will be printed soon. If you want yours back, please let me know. There are no records of who paid postage, so I'll have to trust you. All photos will be kept or destroyed if you don't request them back, except the convention photos. Please write by April 20, and allow time for processing.

The following articles are anonymous. Will the owners please write and claim them::

"Thoughts on scales", handwritten in black ink.

"N scale diesel comparisons", in pencil.

Untitled; about a Colorado Western layout. Includes a map, herald, drawings, but no text.

Drawing, 2' reefer for T&SHRR, done in 1971.

"Narrow gauge reefer in Sn2", blue ink. Probably belongs to drawer of above drawing.

A sheet of Xeroxed steam photos, browntone.

"Raritan River Railroad", typed.

"TAMR tied for destruction", cartoon, by "Mark".

Photos:

8x10 of steam loco with 89 on number plate, coaches in back.

"Unknown, European" it says, a guy kneeling by a car marked

"DANSK ESSO A/S".

Lloyd Neal, wherever you are, your article on Mail Pouch Hangers has no drawings.

policy & New Features

The Hotbox exists to serve the readers. In order to further this policy, I want each of you to consider writing for at least one of the following and consider taking charge of such a column:::::

GETTING TO KNOW YOU--write and tell us about yourself. No

rules, just be decent and write legibly--NO PENCIL PLEASE!

OPINION PAGE--same rules as above. Try to keep both within half a page. But don't worry if you don't.

BUDGET MODELING--obviously.

PRODUCT REVIEWS--let's go beyond MR, tell things like the size of assembled building kits and details on construction.

PHOTOS--we probably won't have any soon. Don't send any, but let me know if you can help.

ARTICLES REQUESTED--if you want to see something in the HB, please let me know. I will find someone to write it or put the request here so we can find someone. Likewise for modeling questions.

ad

WANT color photos of PRR, NYC, and AMTRAK electrics. Will buy, trade, or trade information concerning PRR, PC, NYC, Amtrak, or whatever deal you want. Have many PC photos, access to GTW. Also want EL, N&W, LV, D&H, PC, PRR, NYC, Amtrak second generation photos. Jeff Knorck, 111 Aqua Court, Royal Oak, MI 48073.

A VISIT Paulina Central !

--- Doug Johnson

From the outside, it looks like an ordinary house. This is because for the most part it is an ordinary house, aside from the fact that one of its rooms is occupied by me. To find the real truth here, we must go to a two-story brick garage around in the back. The first floor contains garage space for four cars. The second floor--is where we are headed. Move on if you dare.

Up an old, creaking staircase, past a room full of junk (no, that's not the layout), we finally come to the Paulina Central. It is a nice location for a layout, but there is one problem. This is the lack of heating during Chicago's long, cold winters. On a particularly nippy day you may be innocently mixing plaster with your hands when you notice it is hardening faster than it should. This is because the water is freezing. Next thing you know, your hands are embedded in a plaster ice cube. The effects on fiber ties are left to your imagination.

Seriously, the Paulina Central is a 5x10' HO scale layout, operating and partially scenicked. Of course, there are many things which I would do differently if I were to start over again, but the worst fault was the lack of well-thought track planning before I began. All I have is basically a loop, so operation consists of watching the train go around in a circle. Originally, I had planned to put in a yard and passenger terminal which would almost double the size of the layout. But look ahead, I don't think I will have either the time or the money to get halfway toward accomplishing this before I get to college.

If you are planning a layout, the most important thing to do, from my experience, is make sure you will have a good balance of yard and mainline trackage right from the start. Don't say you'll build a huge yard now and a big mainline later. Have a balance of both so that you can enjoy your layout now.

What I think I will do with my layout is to continue to scenick it and then build some modules which I can use separately or plugged into the layout I now have. This way it will be mainly a display layout (the trackwork ain't so hot, neither) but I should be able to work out a decent method of operating with the modules plugged in.

Ah, ha! You have been so interested in my story that you didn't know it was time to go already! The roof is leaking, and the Polymer Emulsion is starting to freeze, so you'd better dress warmly, gentlemen. If you survive, I'll see you later.

P.S. Please Note: what you have just read may or may not be true. Places and names may have been changed to protect the rights and the lives of the innocent. Ed. Note: However, I can certify the reality of the creaking staircase.

AD RATES

Ad rates are as follows: 20¢ per full-page line (65 characters), for printing, pike ads are 25¢ per inch per half-page column. Herald's are 50¢ extra, and all ads must be paid when submitted. These rates for members only, others and ads more than 1/2 page (30 lines) please write the editor.

A day In The Life of A Trainman.....

or do you think it's all ticket punching?

Al Tillotson and Ray Hakim

The date was December 31, 1973, and as we bid adieu to the glorious year of 1973 we also found out just what the real thing is like. From a few previous trips we had met an Erie Lackawanna trainman, one John Wynne. He has been with the EL for over 20 years, but despite the many years of rail service he still has a youthful appearance (sounds like a Geritol commercial, eh?) which he undoubtedly had when he was a youngster making student trips on the mainline behind recently delivered RS-3's. We feel that Mr. Wynne should be congratulated for exposing two raw kids to rail-roading Erie-style.

We started out at the Woodbine engine terminal at Spring Valley, New York, on EL's New Jersey and New York branch. Here John parked the car and signed in at the modest yard office. While there, he'll look over any new General Orders which have been issued, along with the company mail that he must deliver to the local station agents along the 30.6 mile trip to Hoboken. John's train is #1610, which takes some 66 minutes to traverse the route, which develops from a fairly large New York State shopping village to a New Jersey bedroom community, the bustling city of Hackensack, the Jersey meadowlands, and finally into the slum town of Hoboken. John must handle 14 station stops, half of them getting company mail.

Our 7:59 a.m. departure was delayed for two minutes for some unknown reason. As we slowly left Spring Valley, on the original Erie mainline of 1849, John began sorting mail for the upcoming stations, finding a folder for Englewood or Harrison along the way which he must deliver to the lost and found at Hoboken. Nanuet, New York; off to collect tickets, many being commutation tickets not requiring punching. At Pearl River some mail was off, more on. Trainman Wynne thoughtfully opens the car doors prior to station stops, saving the New-York-bound commuters that trouble. Contrary to what many people think, there were no problems with grumpy commuters, or for that matter, crew, the entire day! Many a "Hiya Johnny, how's it going?" was heard from among the passengers.

The towns--Montvale, Park Ridge, Woodcliff Lake, Hillsdale, Westwood, Emerson, Oradell, River Edge, North Hackensack, Hackensack Anderson Street, and Wood Ridge. One can see the change in the town names which reflect the area. To Oradell the line is backwoodsy, to Wood Ridge very industrialized. Trainman Wynne seems out of place here. With his Irish accent you could put him on the Canadian National's crack transcontinental trains and not know the difference. John is friendly to all, and even counts out change on cash fares! This is the charm which he has that truly lives up to the Erie-Lackawanna slogan of "Friendly Service Route".

As our train grinds to a halt at Hoboken, we bid our subject adieu until his evening run. During the layover, we take a MU to Dover and back.

It's 5:05 p.m., and we're leaving on the main line to Waldwick, complete with a bar car! This is the most heavily used train John has during the day, all six cars worth. He calls out

continued.....

(A day in the life, Tillotson, continued)

the stops over the P.A. system, and opens the automatic doors from a centrally located position. Once to Waldwick, he celebrates the new year with a drop of the sauce from the bar, violating rule G (we later found out that the sauce was a Coke with two ice cubes). Now, it is a high speed deadhead run into Hoboken in order to take the last westbound commuter train up the NJ&NY, also the time to catch up with the paper work that makes the job less appealing.

The day is almost over. We leave Hoboken on the advertised with train 1611, a Spring Valley local. Our two-car train is quite full, possibly 100 patrons for this train. Once again, John catches up with paperwork, as he doesn't have to open any doors until Emerson, because our conductor (whom we know only as Al) can take care of the two cars without any problem. More stops are made as tired by cheerful commuters bid "Happy New Year" to the crew. So, at 8:17p.m., train 1611 pulls into its place in the Woodbine engine terminal as it did the night before, awaiting its next run down the line. Trainman John Wynne is finished for the day, and can relax on the way home.

LETTER to the Editor: what the TAMR means to Me.

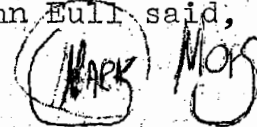
To be honest, over the past three years, TAMR hasn't meant a lot, at least to me. Partially, it seemed the only time I'd hear from the club was when my dues expired, or the occasional appearance of the Hotbox.

Which brings us up to now, and what looks to be an attempt at reorganizing various parts of the TAMR, including our illustrious newsletter. And the only way that's going to get done is if the members get off their collectives and start taking part and contributing to activities.

The TAMR does offer opportunities, if one is willing to put just a little time and effort into it. It's a way to meet people, trade slides, find out about some obscure line you never knew about, etc. The only problem is that a small nucleus of people always are the ones taking part and doing the work. It isn't hard to understand why some of them throw their hands in the air and yell "I quit."

So the time has come to throw down the glove; I'm willing to put in a little work, and contribute some, instead of sitting around and wondering what ever happened to my three dollars.

Anyone else? Like John Eull said, it'd be well worth the effort.



Mark Morgan

Notices to fill the space:

The editor is preparing a guide to submitting articles, drawings and photos, if the information in the HB isn't enough for you. Write and let him know if you want one.

Apologies for the lateness of Al Tillotson's article, but it's still interesting. Remember, a lot of the room taken for announcements this time will be available for your article next time!

FIG. 1

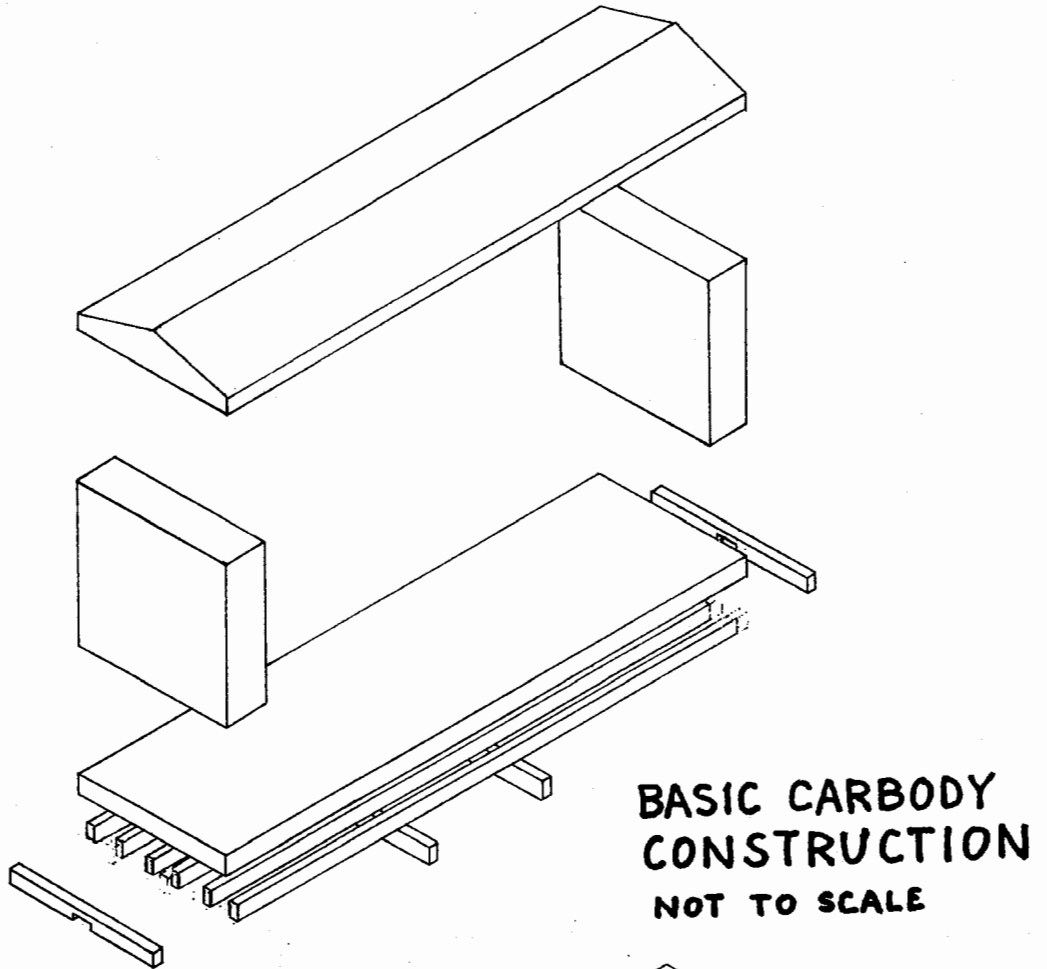


FIG. 2

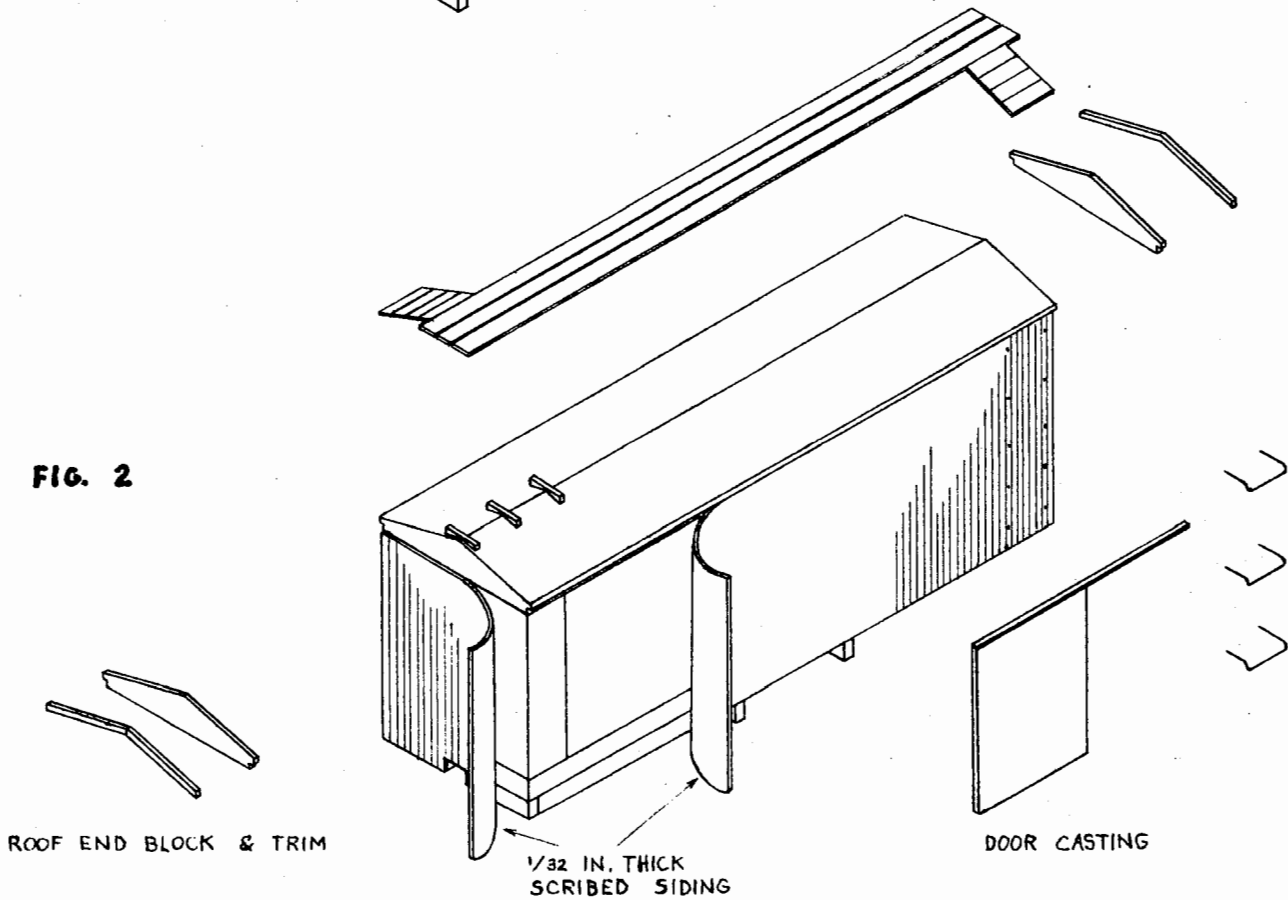


FIG. 3

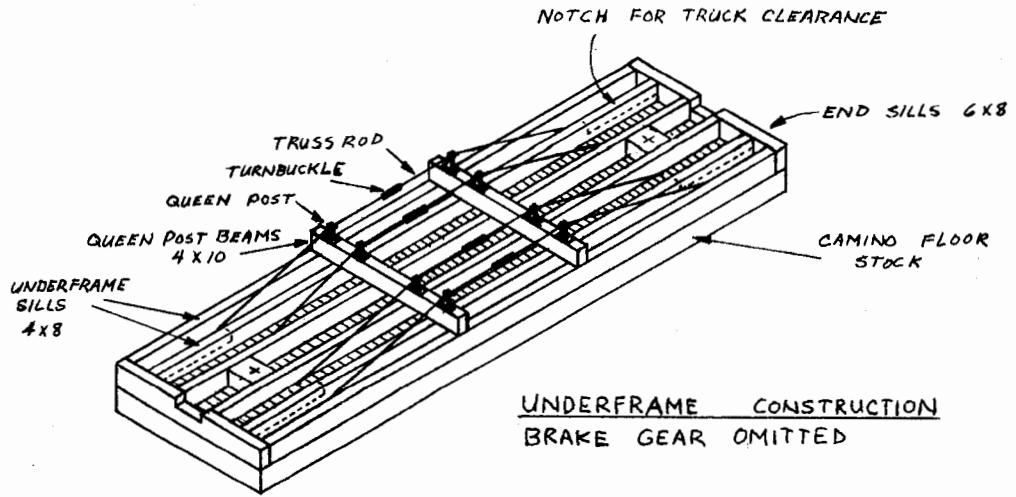
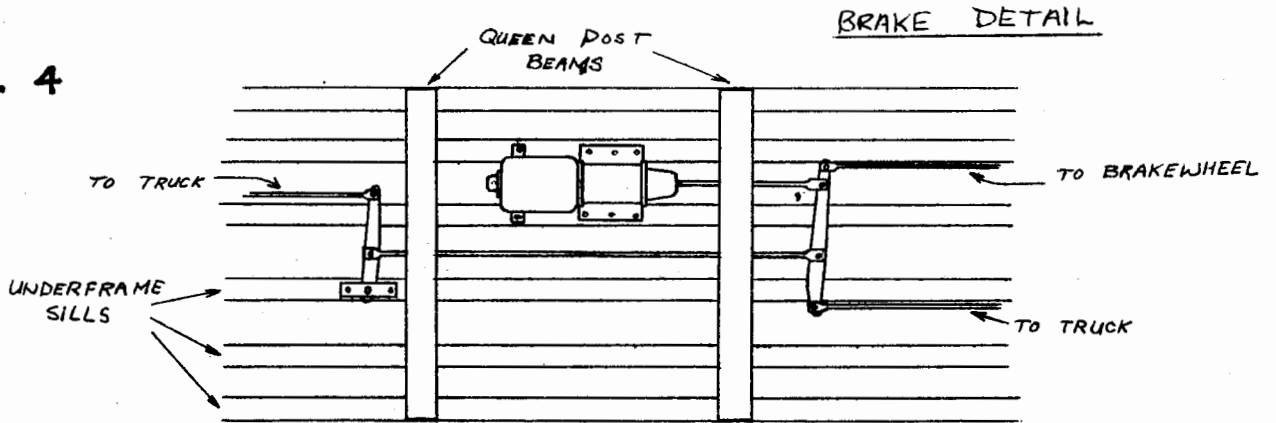
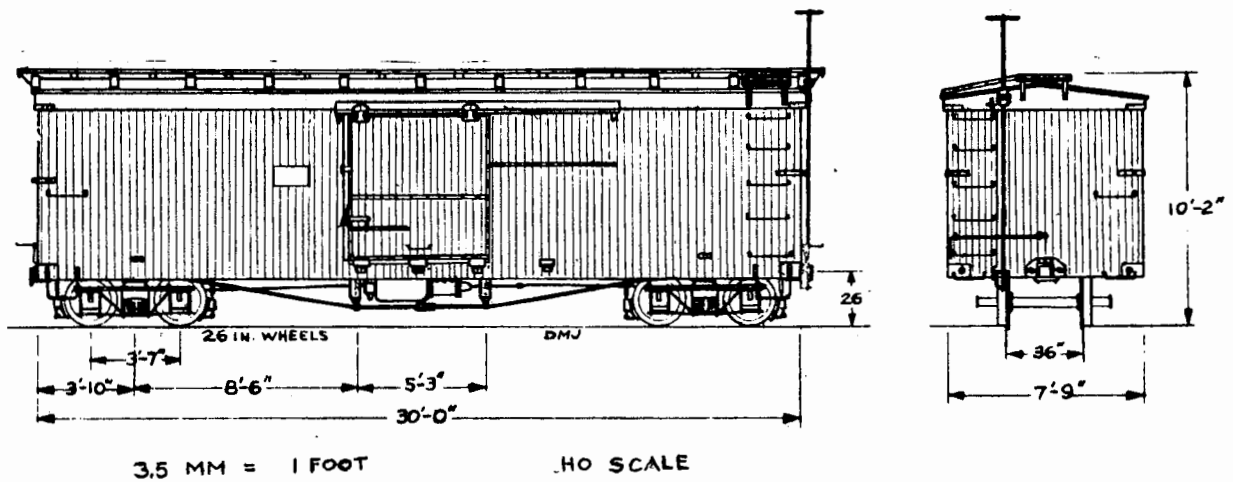


FIG. 4



D&RGW 30 FT. BOXCAR



the member's Page

PHOTO EXCHANGE COMMITTEE UPDATE: (John Eull)

With the lack of progress in the publishing situation, the PEC is still surviving on the trade of individual members. We encourage any and all to get in touch with those active members who have been previously mentioned and to get involved.

We only have two changes as of this date:

Bruce Shoemaker, 1255 Ferdon Rd., Ann Arbor, MI 48104, joins us. Bruce shoots color prints on his Kodak Signet 35mm and Instamatic 104 cameras, most common subjects being Amtrak, Ann Arbor, C&O and PC. He's willing to trade prints of these roads.

Tim Vermande, 51528 Pond St., S. Bend, IN 46637 reports that his Praktiflex died of old age. He now uses a Yashica TL Electro 35mm.

DUE TO A LACK of members, there is little to put on the member's Page. All sorts of odd news is welcome--your pike developments, new addresses, etc.

COVER PICTURE was originally drawn by Mike Ulbricht, but the editor made quite a mess of it getting it on the stencil.

TO ALL REGIONAL REPRESENTATIVES, PRESIDENTS, COMMITTEE CHAIRMEN, ETC. Please send Dale Madison a current listing of all persons in your respective groups, with their addresses and functions. I also require a listing of your group's activities: stated purpose, how this is achieved, newsletter frequency, cost, etc.

WANNA BE SOMEBODY? GET YOUR NAME IN LIGHTS: GO ONTO A HOLLYWOOD CAREER??????

We can't offer you anything like those dream stories, but if you are sincerely interested in being Auditor, Secretary, or even President, send your nomination, qualifications, and platform to Dale Madison. Elections will be held as soon as we get enough contestants!

Tim Vermande's Southold Central has started construction of the Southold Electric Division, a 4x8 trolley and interurban layout. Meanwhile, Terry Burke's layout has been un-constructed so long that it's got cobwebs!

A Great Lakes Region railfan trip to Michigan City and Griffith, IN is being considered. If it hasn't occurred by the time you get this, write immediately to Doug Johnson if you're in the Chicago area, and Tim Vermande if you're east of Michigan City.

DIRECTORY: I, the editor, am requesting your idea on the Directory. Should we keep the present layout, use a straight alphabetical order, what about the information provided? Make all such comments on a paper, and send it to Directory in care of the HB editor.

C&NW--Can't and Never will B&M--Busted and Mangled (Tim Tonge)

IF YOU DON'T DO IT, IT WON'T GET DONE!

TEEN ASSOCIATION OF MODEL RAILROADING...official publication

President. . . . Dale Madison

Vice-President

Secretary. . . .

Treasurer. . . . Art Mulligan

Editor Tim Vermande

Publisher. . . . Doug Johnson

Auditor.

First
Class
Mail

TAMR HOTBOX
c/o Doug Johnson, publisher
4855 N. Paulina St.
Chicago, IL 60640



FIRST CLASS

