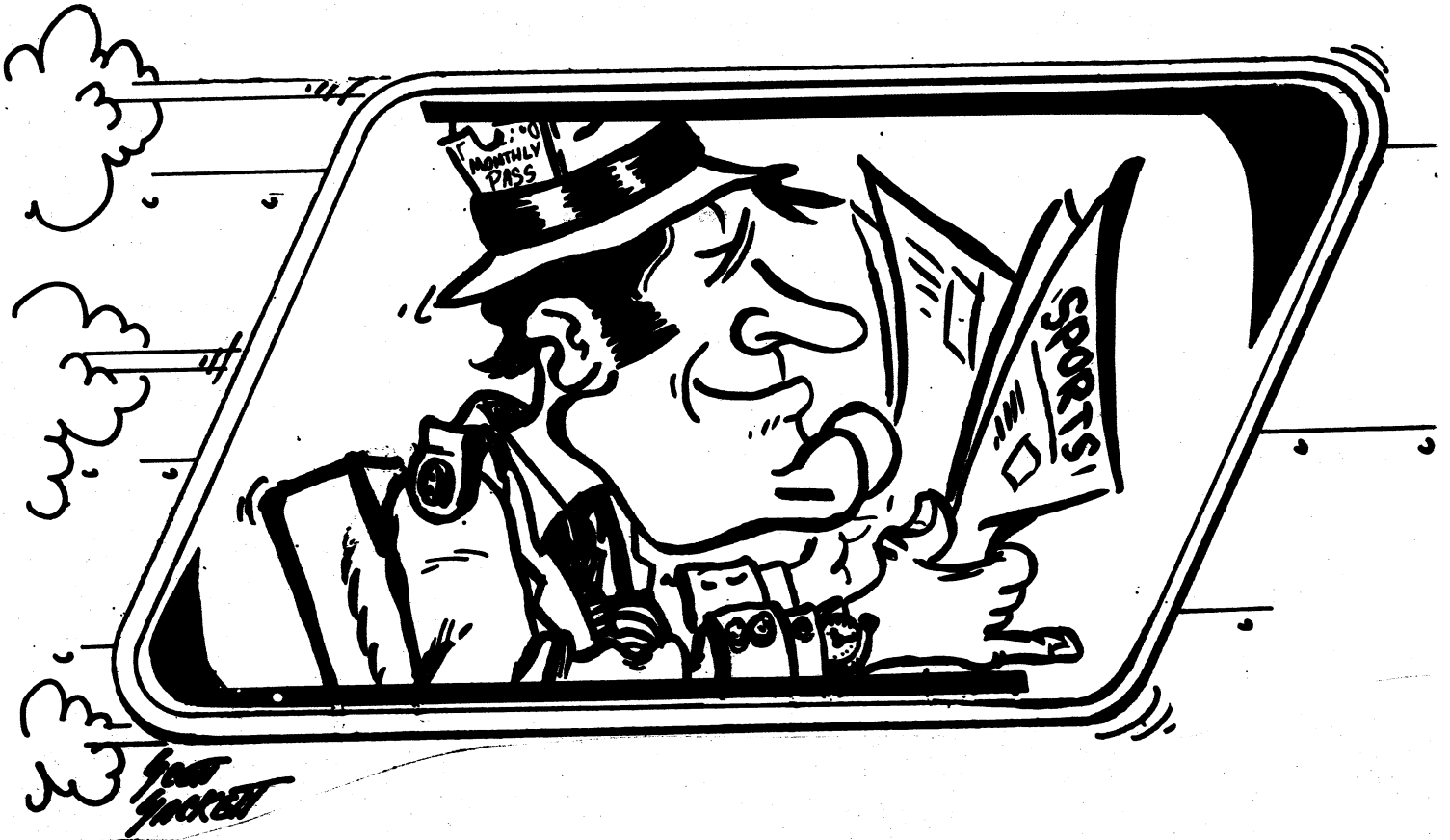


HOTBOX

"the Un-Magazine of Model Railroading"
No. 202 August 1984

ROUTE OF THE



DASHING COMMUTER



HOTBOX

OFFICIAL PUBLICATION • Train Association of Model Railroaders

Issued eleven times a year (June through April) with a special mailing of a Directory of Membership in May.

Annual dues are as follows:

REGULAR (under 21) \$10.00
ASSOCIATE (21 and up) \$12.00
OVERSEAS (outside N. Amer.) \$15.00
SUSTAINING (Regular & Associate) \$15.00

Please address all renewals, membership applications, address changes and complaints of non-receipt of the TAMR HOTBOX to the TAMR Secretary.

TAMR SECRETARY: Dee Gilbert
Box 132
Harrison, AR
72602-0132

All other TAMR HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

HOTBOX EDITOR: Mark Kaszniak
4818 W. George St.
Chicago, IL 60641

The TAMR HOTBOX welcomes articles, photographs (B&W only, please), artwork and cartoons pertaining to model and/or prototype railroad subjects. All items for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all items are submitted for the mutual benefit and enjoyment of the hobby by our members and thus no payment will be made upon publication.

Front Cover:

When Scott Sackett heard that one of the slogans for the Long Island RR was the "Route of the Dashing Commuter," he got that mischievous grin that could only mean that another sarcastic drawing was hatching in his brain. The result of which is this month's cover drawing. In my opinion, this one is destined to become a classic much in the same manner as Tuthill's Melvin poster.

Extra Board

All the news that fits, we print:

MEMBERSHIP

By Dee Gilbert

Total TAMR Membership (8-1-84): 123

Breakdown as follows:

Region	Number	Percentage
Canadian	5	4.1%
Central	47	38.2%
International	1	0.8%
Northeastern	39	31.7%
Southern	17	13.8%
Western	14	11.4%

TAMR Welcomes These New Members:

Brian Kunert, Spencer, IA
Dave Fritz, Lititz, PA
Howard Stein, Planview, NY
Travis Falls, Manassas, VA
John Niedermyer Jr., Shepherdsville, KY

Also, Welcome Back:

Greg Dahl, St. Paul, MN
Bryan Deshaw, DeMotte, IN
Scott Brand, Lake Zurich, IL
Michael Patrick, Newport News, VA

Notes from our Secretary:

1) Would like to remind members that MSC services are only provided to those in good standing (i.e. current dues paid) of the TAMR. Help can not be provided to former members as it takes away from current members' needs.

2) Regional representatives should be reminded that Lone Eagle Payne sends out monthly prospectus lists to all officials. These lists contain the names and addresses of all those who have written the TAMR in the past month for membership information. All these people have been sent a promotion booklet and application blank. Reps are encouraged to work with these lists and write letters to get more of those writing to us to join the TAMR. All it takes is a little time and a few stamps and envelopes. Also, don't forget to tell them about their region and its activities.

3) All members please note that I will be moving shortly and that time for me will be very short. Thus I ask you not to write me unless it is extremely important! I will inform you of my new address as soon as possible. If you are up for renewal and want to make sure that your membership is not delayed, you can send your check and renewal application to the HOTBOX Editor, he will see that it is processed properly.

LONG ISLAND RR

All I can report with any accuracy is what happens on the line my neighbors and I use now. This is none other than the world famous institution known as the Long Island Rail Road.

We come in from The Raunt and Wyandanch and Copiague and East Williston and Baldwin and Floral Park. At least, we come in when we can. We feel, in a rather syllogistic way, that ours is the most important railroad in the world-New York the most important city, the Old LI bringing in the most people per day, ergo, and so on. We carry Ace Diplomats and Big Wheels in the thumb-tack industry. We have Christopher Morley and Powers girls, Guy Lombardo and duck farmers. About 300,000 of us a day use the LIRR (and by the way, it's one of the few roads in the country that's an RR and not simply an R). We travel on 967.5 miles of track over 370 miles of right of way, comprising--we are proud to say--twelve main lines and branches and, so somebody tells us, making up the largest passenger mile haulage of any RR lying within a single state.

We have steam lines, electric lines and lines which, we've heard somewhere, are powered by a man pumping a bicycle arrangement in a compartment in the head car. We link up the Brookhaven atomic research thing with the rest of the world. We served the United Nations at both Flushing Meadow and Lake Success (change at Jamaica). We haul oysters and potatoes and airplanes in, and we haul coal and automobiles and flat cars loaded with funny-shaped boxes out.

So the Old LI is not anything to be sneezed at ("For your own comfort kindly help us keep this door closed. Thank you") We patrons know the line has its quirks and cranks and wanton miles, but what hasn't these days? We know our RR and it means something to us. Whereas on the Lackawanna and the NYC, the passengers talk about baseball and taxes, we of the LIRR talk about the RR.

-- C.B. Palmer from Slightly Cooler in the Suburbs, 1944.

"The Mainline to the Mainland" and the "Route of the Dashing Commuter" are just two of the slogans that the Long Island RR has used in its 148 years of operation. Long Island today, would not exist as it

does were it not for the railroad's existence. Operationally, the Long Island has contributed much to the railroads in general. For instance, the railroad pioneered "piggyback" service in 1885, so even today's CNW Falcon service has to at least nod its head in the Long Island's direction. In the areas of safety and passenger comfort, the Long Island was and is a leader. In 1836, the first locomotive whistle was introduced by the Long Island. In 1905, the first all steel passenger car was used and in 1927, the entire fleet of wooden cars was disposed of. Incidentally, one of those cars wound up on the Moscow, Camden and San Augustine RR in Texas and is still there at last report.

Operation wise, the Long Island is like a tree with three tap routes going into Brooklyn (Flatbush Ave.), Penn Station (Manhattan) and Hunter's Point Avenue/Long Island City. The Long Island City terminal was the original ferry terminal for the 34th Street run, until the ferries were cut out by the opening of Penn Station. The branches which primarily radiate out of Jamaica are as follows:

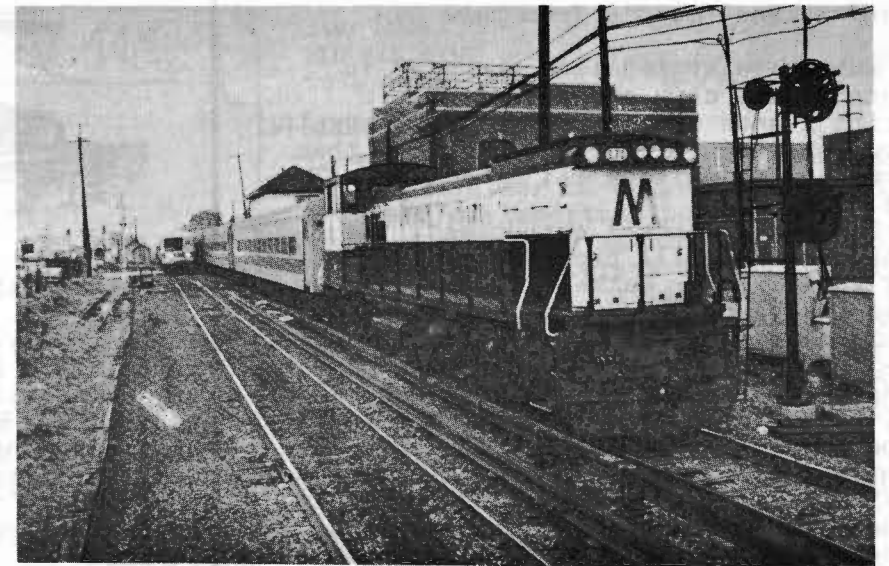
- 1) Port Washington branch--the only branch that does not go into Jamaica, it operates out of Penn Station
- 2) Port Jefferson branch (partially electrified).
- 3) Oyster Bay branch (mostly diesel, electrified to East Williston)
- 4) Mainline (to Queensport via Riverhead and Hicksville)
- 5) Central branch (to Babylon from Bethpage).
- 6) Far Rockaway branch (all electric)
- 7) West Hempstead branch (all electric)
- 8) Hempstead branch (all electric)
- 9) Long Island branch (all electric)
- 10) Montauk branch (electric to Babylon, diesel to Montauk).

The New York end of the system can be considered the trunk with 4 to 6 tracks leading from Penn Station to Jamaica and Queens Village. During rush hours, trains are coming through this area about every two minutes including both electric and diesel powered trains. Also, closer to Penn Station, Amtrak and NJ Transit have trains entering and leaving so traffic is intensified even more. Add the fact that the Number

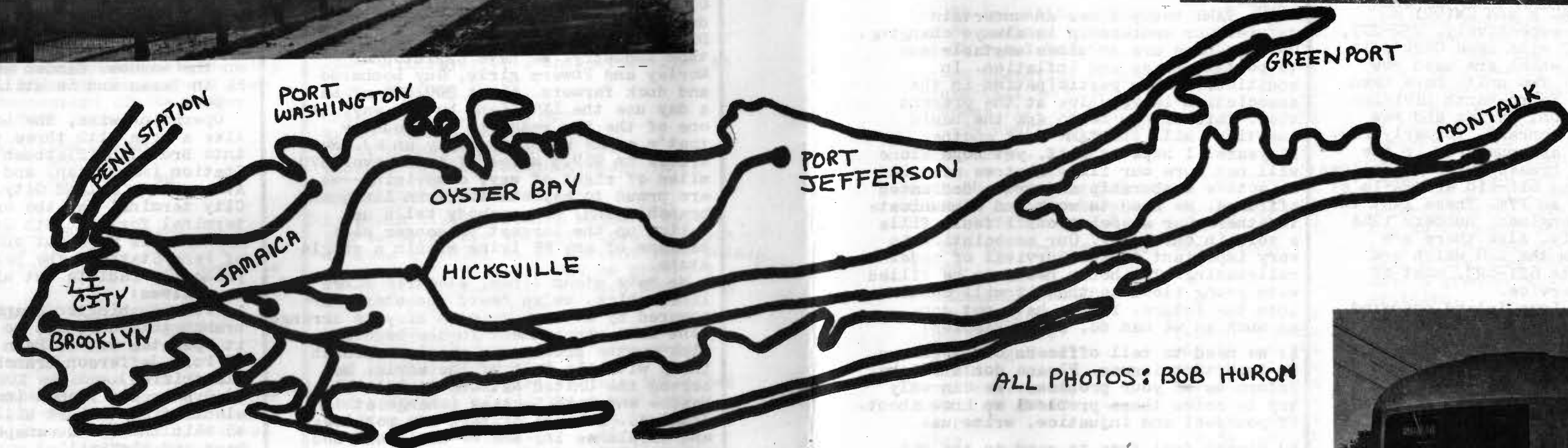
(cont'd on page 6)



LIRR No. 620,
PC-7, ex-milw.
Road. A Westerner
Company east to
Locust Valley Station



MPISAC operating
on a Greenport
train.



ALL PHOTOS: BOB HURON



FOREST PARK QUEENS
A PART OF THE LONG ISLAND
MOST PEOPLE DON'T KNOW

A LONG ISLAND ALBUM

GAS TURBINE, 8000 SERIES
(D.O.T OWNED) RUNNING
ON THE OYSTER BAY
BRANCH



Long Island (cont'd from page 3)

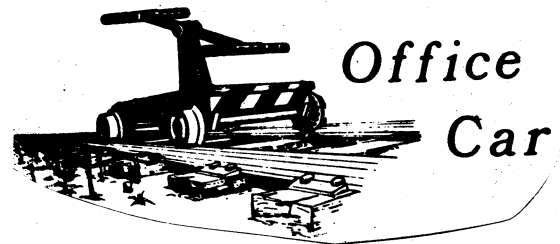
7 subway--elevated line operates to Long Island city and passes Hunter Point Avenue station as well as crossing over the top of Woodside station, then you can see quite a bit of action all at once.

For the equipment enthusiast, the Long Island still provides quite a bit of variety. For between the rather seemingly endless procession of Multiple Unit cars, the M-1's and soon the new M-3's), are push-pulls and other passenger trains. The Long Island, in common with the Government of Ontario Transit, operates the push-pulls with dummy 'F' units. Comprised of both Alco FA's and EMD F7's and F9's--from many sources--these units are seen on all sections where diesels run. The prime road engines are GP38-2's, MP15AC's and SW1001's. Number series are respectively, 250-277, 150-172 and 100-107 with some C420's in the 222-229 series which are used now in freight service. Two units have been transferred to the Metro-North Division of MTA (former Hudson, Harlem and New Haven divisions of Conrail, formerly PC).

The FA's and F's are numbered in the 600 series and the breakdown is as follows: 600-610 are FA-2m's; 611-618 are FA-1m's; 619 is a FA9m, 620 an F7m. These last two are ex-Milw. Road engines, numbers 126A and 85A respectively. Also there are three ex-F7A's from the B&O which are being converted into 621-623, most of which are now in service.

In the past, the Long Island operated three rather famous pieces of equipment: Pennsylvania RR E3's, E6's and E7's. Also G3's, K3's, K4's, H6's, H8's, H9's, H10's, L1's, B6, B8 and in electrics the BB-1 (the first DC experimental electric) and the DD-1 (forerunner of the GG-1). The original K4's put many years of service on the Long Island including number 1737. By the way, the 1737 on display at Horseshoe Curve is not the original, that was scrapped some years ago.

A plethora of diesels operated on the Long Island, the most well known of which were the FM's, CPA-20-5's, CPA-24-5's and H16-44's. Alco contributed RS1's, RS2's, RS3's, S1's, S2's and the FA's. Baldwin had various VO's and S's. For a full discussion of Long Island diesels, see Extra 2200 South issue number 65 (July-Aug-Sept 1978).

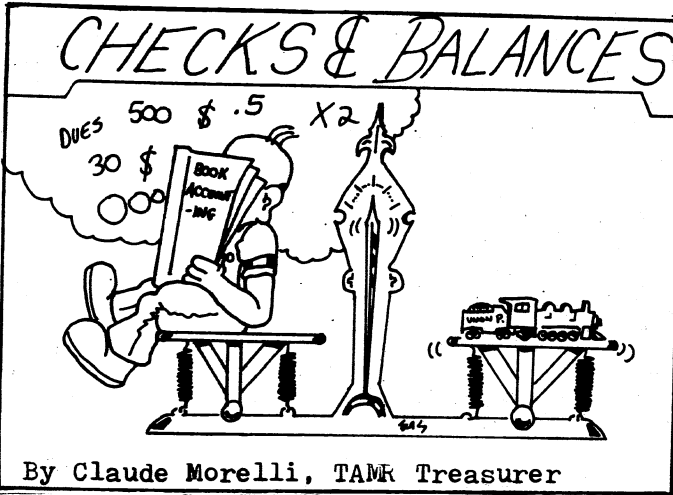


By Steve Craig, TAMR Auditor

The twenty-first anniversary of our association is just around the corner. An association that can last for 21 years has to have something going for it. We have had many good years and many hard working officers. David Burris most likely didn't think that the TAMR would last 21 years when he founded it, but it has.

The TAMR today faces an uncertain future. Our membership is always changing. Our finances are at times unstable due to postage hikes and inflation. In addition, member participation in the association is very low at the present time. This brings me to ask the basic question: Will the TAMR last another 21 years? I hope it will, yet hope alone will not cure our ills. What we need is an active membership and truly dedicated officers. We need to work and communicate together. Our association, I feel, fills a void in our hobby. Our association is very important to the survival of model railroading. The hobby needs to be filled with young blood so that it will continue into the future. Yet we have not done as much as we can do, some examples:

- A) We need to tell officers our feelings on important issues. Please don't be shy, inform us of your problems. We can only try to solve those problems we know about. If you feel and injustice, write us.
- B) Please feel free to send to the HOT-BOX any article or item that you would like printed.
- C) Promote the TAMR. I have had a couple of experiences in promoting that were positive. First, I told one of my friends about the association thinking that he would be uninterested, but to my surprise he decided to join. I find that many teens have little knowledge of us, so it is not as hard as you think.
- D) The national convention in Milwaukee in 1985 is very important to us. I encourage each of you to think about coming to it. Maybe you could spend part of your family vacation in Milwaukee? One hour or three days, it doesn't matter as long as you can be a part of it. This is our chance to show adult modelers what teens and the TAMR can do.



Sub Total	\$617.23
HOTBOX #200	<u>82.00</u>
Total Expenses	\$699.23

Ideas for consideration:

1) TAMK Auditor, Steve Craig, in his official letter of July 1984 brought up a couple of important points that I hope we will take action on. There is a great lack of interest in the happenings of the TAMK among its membership. I see this as a very major problem. Obviously something has to be done--the membership has to become interested in the organization. Since we cannot and, at least not in the near future, will not be able to increase the size of the average HOTBOX issue, all efforts must be taken to at least make the publication as interesting as possible. Every inch of space in each issue must be effectively utilized and care must be taken as to the appearance of each issue. At the present time, the HOTBOX does have two great assets--its appearance is good and it has been on time for most issues in the past two years (for which mark should be commended for doing a great job). However due to low member interest, there are many times when the HOTBOX article supply becomes low and there isn't material to fill the publication's pages. Unfortunately, this is not an easy problem to correct. I see the only solution as a rekindling of interest in other TAMK activities which in turn will promote a greater enthusiasm for writing articles.

2) For numerous reasons, TAMK conventions have in the past few years been neglected. Unfortunately, a convention is perhaps the greatest "enthusiasm promoter" the TAMK has. I am very much in agreement with Steve that the 1985 convention (and 21st anniversary celebration as a whole) needs to be the concern of all TAMK officials and members. Since the convention will be held in conjunction with the NMRA's, we have an enormous opportunity to make a good showing for the TAMK on a national level. Activities that I think should be part of the convention are: prototype tours, at least a couple of clinics put on by teens, a slide show with some sort of dinner/banquet, a TEEN TRAK module set-up and a business meeting. Also, what plans are being made for a TAMK promotion effort at the convention? The details for all the above need to be worked out and volunteer help will certainly be needed. If you have any ideas or are willing to donate your services, please let the convention chairman know as soon as possible. With the proper planning and staffing, this convention will be a great success. Hope to see you all there in 1985!

Financial Statement (1-1-84 to 6-30-84)

1-1-84 Operating Balance	+ \$ 120.51
1-1-84 Savings Balance	+ 50.00
1-1-84 Total Balance	<u>+ \$ 170.51</u>
1-1-84 Operating Balance	+ \$ 120.51
Income (1/1 to 6/30)	+ 946.55
Expenses (1/1 to 6/30)	- 699.23
6-30-84 Operating Balance	+ \$ 367.83
Trans. 2-yr. Member Fund	- \$ 54.50
Trans. to savings	- 75.51
6-30-84 Operating Balance	<u>+ \$ 237.82</u>
6-30-84 Savings Balance	+ 125.51
6-30-84 Total Funds*	<u>+ \$ 363.33</u>

* Does not include 2-yr. membership funds.

Analysis of Income:

Regular Dues*	\$609.87	64.43%
Associate Dues*	142.50	15.06%
Sustaining Dues*	60.00	6.34%
Donations	18.19	1.92%
Supplies Income	19.50	2.06%
HOTBOX Ad Income	39.80	4.20%
Interest	5.68	0.60%
Other	1.51	0.16%
2-yr. Member funds**	49.50	5.23%

* Does not include "extra" portion of funds received for two year memberships

** Two year funds received during first half of 1984 are not equal to funds transferred to two-year membership fund during same period on account of advance payment of dues paid by member during 1983.

Analysis of Expenses:

HOTBOX (195-199)	\$231.00	37.43%
Ballots (200)	11.50	1.86%
Member Booklets (500)	45.00	7.29%
HOTBOX Photos	23.50	3.81%
HOTBOX Postage	220.50	35.72%
Misc. Postage	11.57	1.87%
LEP Promotion	68.20	11.05%
Other	5.96	0.97%

Sub Total \$617.23

August 1984

BACK ISSUES:

Don't miss your chance to get these valuable back issues of the TAMR HOTBOX. All back issues are available for 75¢ each. Order from the HOTBOX Editor and please make checks or money orders payable to the TAMR. Quantities on some issues are very limited.

January 1982 - Modular Concept-4, Photo Contest winners, Midway Northern mRR, Build a Crossing Flasher, columns.

February 1982 - Modular Concept-5, DW&P--International Connection, Peg modeling notes, Peg loco and car roster, columns.

March 1982 - Pass Exchanging, Modular Concept-6, Layout Design, Model railroading by mail, columns.

April 1982 - Pass Contest winners, Gilpin & the Spices, Modular Concept-7, Tankcar Loader, Baltimore & Ohio mRR, columns.

May 1982 - Dioramas, Teen Trak-1, columns.

June 1982 - Teen Trak-2, Great Plains mRR, Stockyard, Motive Power on a budget, columns.

July 1982 - Teen Trak-3, C&NW - Iowa Division mRR, Scale weather, columns.

August 1982 - Railroading Italian Style, Teen Trak-4, Maintenance cards, columns.

September 1982 - Kitbash a Boxcab, Teen Trak-5, Movies, columns.

October 1982 - Northwoods '400' mRR, Teen Trak-6, columns.

November 1982 - Eastern RRing in 8x12, Teen Trak-7, Lichen, columns.

December 1982 - Working with Brass, columns.

While they last!! Copies of the 1984 DIRECTORY are still available for the unbelievably low price of 50¢ each. Order from the HOTBOX Editor and please make checks or money orders payable to the TAMR. Stamps will be accepted in lieu of a check or money order, but the TAMR can not be responsible for cash sent through the mails.

TAMR hotbox, the "Un-Magazine of Model Railroading"

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PLACE
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Issued 9-4-84

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