

HOTBOX

"the Un-Magazine of Model Railroading"
No. 196 February 1984



-INSIDE-
ULTIMATE PASSENGER TRAIN, PART III



HOTBOX

OFFICIAL PUBLICATION • Train Association of Model Railroading

Issued every month with an additional special mailing of a Directory of Membership during the summer

Annual dues for the TAMR are as follows:

REGULAR: (under 21 years of age) \$10.00

ASSOCIATE: (21 years of age and up) \$9.50

SUSTAINING: (both Regular & Associate) \$15.00

Please address all membership applications, renewals, 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 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

DEADLINES: The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.

EXTRA BOARD

All the news that fits, we print:

MEMBERSHIP: By Dee Gilbert

Total TAMR Membership (2-1-84): 128

Breakdown as follows:

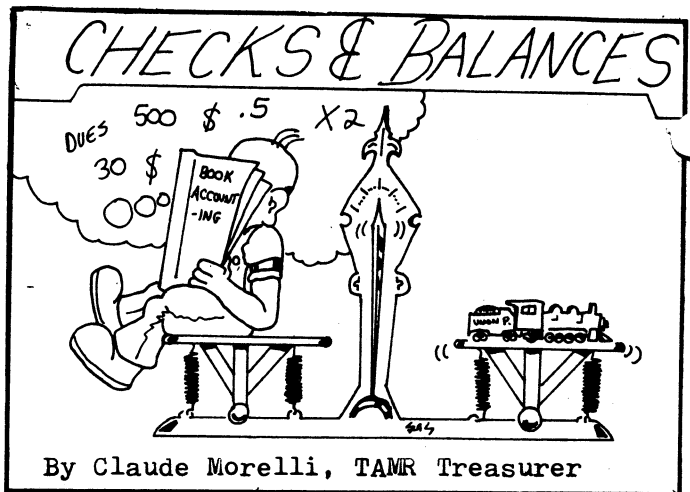
Region	Number	Percentage
Canadian	7	5.5%
Central	36	28.1%
International	2	1.6%
Northeastern	44	34.4%
Southern	18	14.1%
Western	21	16.3%

TAMR Welcomes These New Members:

Shawn McCormick, Lincoln, NE
 Kenneth Hall, Garner, KY
 F. Gillespie, Evansville, IN
 Aric Peery, Dryden, NY
 Tom Novitske, Onalaska, WI
 Kevin Coleman, Jessieville, AR
 Jeffrey Klee, Oakland, CA
 Brian Hargreaves, Thorold, Ontario
 Tom Frink, Newport News, VA
 Mike Holdman, Little Rock, AR
 Mike Rush, N. Little Rock, AR

Welcome Back These Old-Timers:

Chris Brindamour, N. Kingstown, RI
 John Eull, Winnipeg, Manitoba
 Dan Carroll, Arvada, CO
 Ted Bedell, Bayville, NY
 Tom Matthews, Cornwall, NY
 John Dunn, St. James, NY
 Stephen Levett, Lafayette, LA



FINANCIAL STATEMENT: 1/1/83 to 12/31/83

January 1, 1983 balance	+\$ 2.23
Savings	0.00
January 1, 1983 Total balance	+\$ 2.23
Income (1/1/83 - 6/30/83)	+ 681.08
Expenses (1/1/83 - 6/30/83)	- 714.38
June 30, 1983 Balance	- 30.07*
June 30, 1983 Balance	-\$ 30.07
Income (7/1/83 - 12/31/83)	+ 800.06
Expenses (7/1/83 - 12/31/83)	- 598.48
December 31, 1983 balance	+\$170.51
Funds transferred to savings	- 50.00
December 31, 1983 balance	+\$120.51

* Excess of expenditures over income was caused by higher than average monthly costs in May and June and my not receiving any new/renewal member funds from the Secretary (because I was on vacation) until after June 30th. The deficit was covered by a \$100 emergency loan to the TAMR (interest free) by myself on June 23rd and paid back on July 18th. Please note: The above mentioned \$100 does not appear as either income or an expense on the above statement.

Analysis of Income	Amount	Perctg.
Regular Member Dues	\$1090.00	73.59%
Associate Member Dues	142.50	9.62%
Sustaining Member Dues	165.00	11.14%
Other "Donations"	8.50	0.57%
Supplies Income	25.62	1.73%
HOTBOX Ad Income	6.30	0.43%
Interest	17.76	1.20%
Other	25.43	1.72%
Total Income (1983)	\$1481.14	100.0%

Analysis of Expenses	Amount	Perctg.
HOTBOX Printing	\$ 422.00	34.23%
Directory Printing	42.00	3.41%
Ballot sheets	9.50	0.77%
Membership applications	9.50	0.77%
Membership booklets	30.00	2.43%
Reader Survey	9.50	0.77%
Halftones (for HB)	68.00	5.52%
Membership cards	48.53	3.94%

(cont'd page 7)

CRUMMY NEWS



BY MARK KASZNAK, EDITOR

LOOKS LIKE WE MADE IT

If you've been reading the model magazines as of late, you've undoubtedly realized that our hobby has been having some sort of celebration. Both MR and RMC have reached their 50th anniversaries and the NMRA will be celebrating its 50th next year. Some of you may be feeling that the TAMR and younger modelers in general are being left out in the cold. I am happy to inform you that this is not the case. This year, 1984, marks the 20th anniversary of the founding of our association!

Now certainly this is something to celebrate. So where's the party and what not? Well, in typical TAMR fashion, nobody bothered to check the calendar and thus there are no plans for any gala celebrations this year. However, your officers have been discussing this very subject as of late and have decided to plan some really special events for next year. Why next year? Well for a teenager, reaching 21 is something really special. In American society at least, the 21st birthday marks the beginning of adulthood. So your officers figured that a 21st anniversary "coming of age" celebration should also be something very special.

Preliminary plans call for a 21st anniversary edition of the HOTBOX to be issued next January. Inside, we'll take a look at the last 20 years of the TAMR and we'll have some comments from some of our life and other members about the good ol' days. There will also be a series of special modeling articles and prototype features.

Also in the works is a national convention to hopefully be held in conjunction with the NMRA's in Milwaukee. Plans are to have a special 21st anniversary model and photo contest plus many other special events.

However, one thing the TAMR has always prided itself on is closely listening to the wishes of its members. Therefore, before final plans are made, your officers have decided to get your input on what would make a truly special 21st anniversary celebration. Thus they are inviting your comments and ideas on what is being and going to be planned. Please write to the HOTBOX Editor with your comments. They will be compiled and forwarded to our officers for evaluation. Also, a selection of the most interesting ideas will be published in the June HOTBOX for all of you to comment on. Together, we can make it an occasion to remember!

One final note unrelated to any of the above. Kuss Larson, editor of Model Railroader Magazine has informed me that the April issue of his magazine will be announcing a young author contest. I am hoping that some of our members will be interested in participating. Isn't it about time that we start showing the adults in our hobby what our members can do modelwise? So when you write that article, don't forget to tell them about your involvement with the TAMR.

1/31/84

Secretary's Notebook

Our renewal percentages are falling off. If you are up for renewal and are planning not to renew, I would appreciate your letting us know why not.

To all members - when handling application forms, please do not write in the upper right or left hand corners. These are my corners and thus considered my space, do not occupy it! If you are giving an application to a friend, or acquaintance, or doing some promotion work for us, please place your initials in the lower left hand corner by my name and address.

Also, please refrain from sending cash for payment of dues or supplies. I can not nor will not be responsible for it getting to me. If lost, it can only be considered that you did not send it in the first place.

When renewing, PLEASE fill out the application that comes with your last HOTBOX. This is a new form and has some additional information that will be used in the next TAMR Directory. Your application also aids in updating our files.

If you move, it is up to you to let us know. Once your HOTBOX is returned to us, your mailings will stop until we receive a new address.

--Dee Gilbert

Ultimate

By Stephen Garland

Passenger

Train

Part Three of a Three Part Series

Materials: Paint, contact cement, varnish, cardstock, 1/8" square balsa, 3/8" square balsa, popiscle sticks, masking tape, Walthers side washbowl #792, dining chairs #849, lightweight seats #998, toilet #766, sofa #371, lounge chairs #767, lead shot, plaster, solvent-type plastic cement, small plastic cup and water.

Tools: Scissors, modeler's saw, scale rule, fine grit sandpaper, pencil, paint brush and spatula or 1" putty knife.

Inside a complete interior was added; however, before this could be done, the large depression of the floor was filled. Remove the weights. Fill the hole with lead shot so that it is slightly below the level of the rest of the floor. Now mix some plaster in the plastic cup and pour it into the hole with the lead shot. Smooth the plaster so that it is level with the floor. After it has dried, sand it smooth as the plaster may have expanded. Varnish the plaster and paint it the same color as the rest of the floor. The next important step is to varnish the cardstock to prevent paper fibers from showing through! When the floor has dried, we can proceed with the rest of the interior.

Kitchen: See fig. 1. Walls were made from varnished cardstock and painted a light color. After the walls were installed with contact cement, a refrigerator, stove, oven and cabinets were made from various sizes of balsa wood, wrapped in masking tape and painted silver. The sink was made by recessing a washbowl into a floor unit cabinet (see fig. 2). It was also painted silver. A black pencil was used to draw detail, such as cabinet doors. All were glued in place with contact cement.

Dining area: See fig. 3. Tables were made of painted varnished cardstock mounted on 3/16" varnished balsa bases. The table top was painted white; the base black. Diner chairs were painted dark brown. All were glued in place with contact cement. Note: If you want to install people, do it now before the chairs are glued to the floor in order to insure proper clearances.

Coach: See fig. 4. A varnished cardstock partition was installed between the coach and dining areas. Paint this partition before installing it. Assemble the coach seats with solvent-type plastic cement. You may paint them if you wish. I painted the seat blue while the armrests were painted black. Use contact cement to fasten the seats to the floor and install people if you're going to.

Sleeping sections: See figs 5a and 5b. There are two kinds of sleeping compartments available on this car: bedrooms and drawing rooms.

Bedrooms: There is only one bedroom in this car (fig. 5a). It is the simplest to build. Cut out the wall so that when folded it will completely enclose the room as shown. After this is done, paint the wall. When the paint has dried, draw in the door with a black pencil and glue the wall in place. The sofa section must be cut to the right length, varnished and painted. Once this is done, glue it in place. The small locker (see fig. 6) can now be installed if you wish. Cut out a piece of varnished cardstock that will fit the locker area. Paint it and draw doors on it.

Drawing rooms: There are two of them in this car. Cut out two pieces of varnished cardstock, so that when folded in an "L" shape, they will enclose the room as shown in fig. 5b. Paint them and draw on the doors. For the toilet enclosures, cut out more cardstock just large enough to form the enclosure shown in fig. 5b. Paint the enclosures and draw in the doors. Paint the washbowls and toilets white and install them. Cut the sofas to the proper size and install them also.

Washrooms: These were created at opposite ends of the car. Make enclosures from varnished pieces of cardstock, paint them and draw in the doors. Paint and install the washbowls and toilets as shown in figs. 7a and 7b.

Conductor's chair and desk: See fig. 8. The chair is a lounge chair, painted blue and white. The desk is a piece of varnished popiscle stick, contact cemented in place as was the chair.

That, briefly, is how to install the interior of this car. Now you have the ultimate passenger train...one car!

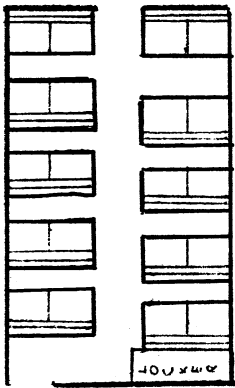


FIG 4

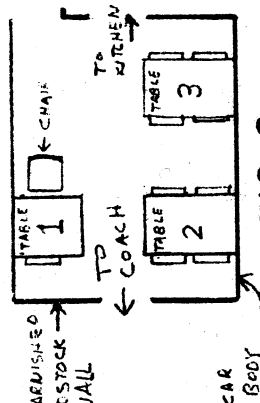


FIG 3

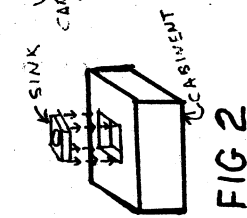


FIG 2

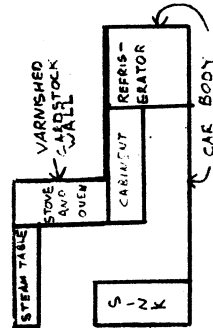


FIG 1

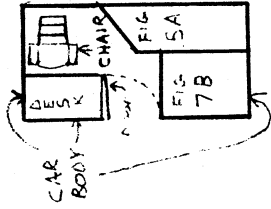
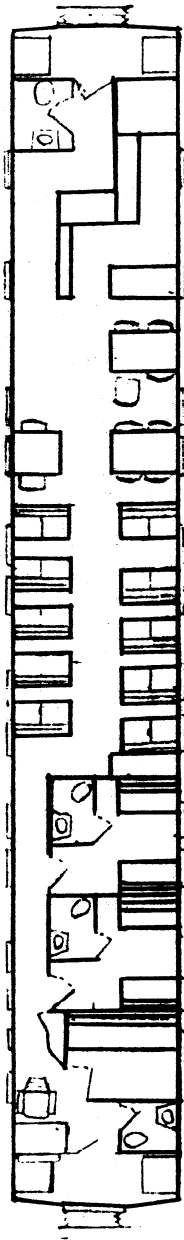


FIG 8

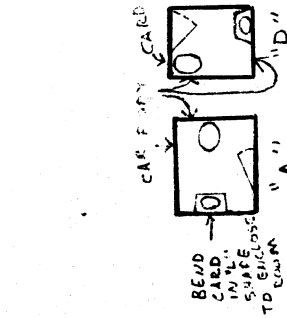


FIG 7

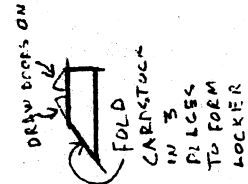


FIG 6

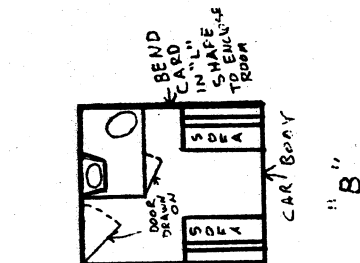
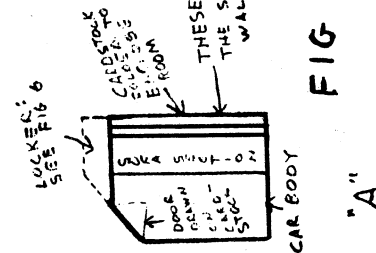
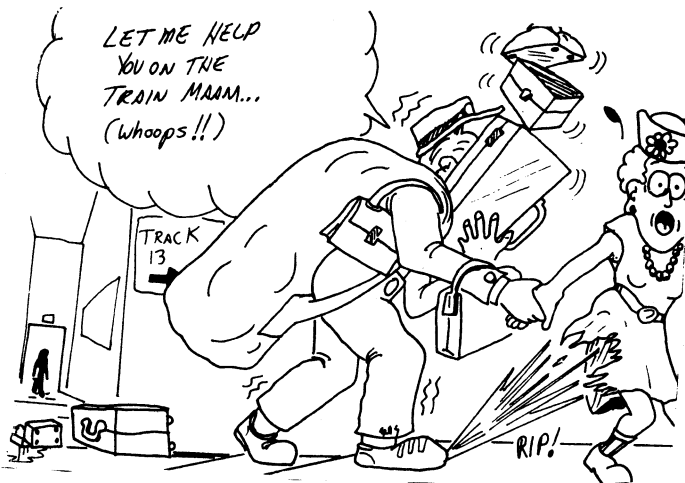


FIG 5



"A"

All drawings by author



MSC REPORT

Please address all comments and questions on this column to Lee Gilbert, MSC Chairman.

Effective last year, about September, I asked the Editor to stop sending out Member Services Committee questionnaires and started sending them out to each of you as you renewed and to new members as they would join us. On this form, I ask some questions about the power supplies/throttles that you are using and what you would look for when making a new purchase. In a few months, I will give you the results of that.

I also cleaned house. I started getting back so many replies in despair about not getting answers from those of you who did not answer your mail AFTER having returned your forms and said you would like to help. I decided that if we had a bunch of people who were not going to work, there was no reason to keep your forms. On top of that, I asked in this column that you contact me if you were still interested in helping. The results of that weren't even laughable. So, I got to looking and found that the biggest bulk of you had never renewed. So, naturally, none of you are now able to read this column. I threw away your forms!

A new system has been developed. When you receive your forms, you will notice that I have penned an expiration number at the top. When your TAMR membership expires, so does your form. Upon renewal, a new form will be sent to you so you can make changes in your offerings of help.

In the next several weeks, those who have asked for help will be getting letters from me, giving addresses and names of those who have expressed a desire to help in your areas. Those who receive letters from people wanting help

are expected to answer them. If you find that you do not have enough free time to answer the requests, please let those asking for help and myself know about it so that I can make the necessary changes. This service will only work if those who expressed a willingness to help actually do so.

Also, I have an unusual request. A member (please write back to me as I misplaced your name and address) wants to know when you spot a Central of Vermont freight car and the reporting numbers on it. Until we get his name again, please send the information to me and I will forward it to him. If enough of you are actually interested in such sightings of cars of your favorite railroads, then we might develop a listing.

Christmas is now over and there ought to be some good product reviews to be sent to the Editor. If you have trouble with writing, just send him the bare facts and he can do the rest. Just tell us everything you would want to know about the product before you would buy it.

When writing to me, be sure to include your name and address on your letter. This makes it faster for me to get you a reply. Include your scale also. I answer some 20 to 30 letters a month and it is sometimes difficult to keep track of all these items. Also, if you can enclose a self-addressed, stamped envelope to help defray costs, it would help. The MSC is not supported by TAMR funds so expenses can mount rapidly.

There has been an expressed interest by a few members for swapping freight and passenger cars in the same manner as passes are exchanged. If you are interested in doing this, write me and I will put you on a list. When a number of people have expressed an interest, I will mail copies of the list to those who wrote. It will then be up to you to establish the trading details among yourselves. I would think that each participant in this exchange will do his cars to the best of his/her ability and it should be accepted as that. The TAMR is not to be held responsible for incompleting swaps or disappointment in swapped goods.

Some of you have tried to call me, only to get the wrong number. Be advised that there is a Danny Gilbert living in Harrison, AR who does not appreciate these interruptions. My number is 501-741-2613. I can not accept collect calls, but you can place your call so that you are able to take advantage of the after 11 PM rates. I do not go to bed early. I hope that we will all have an enjoyable year together.

TRAIN ORDERS



TRAIN ORDERS is a letters column in the TAMR HOTBOX where you can express your views on the TAMR, its publications and its officers. All letters for this column should be sent to the Editor of the TAMR HOTBOX.

WORDS OF WISDOM?

Some words of wisdom from Suffolk County, NY:

- 1) The gift to Ted Bedell in the December 1983 HOTBOX was totally unnecessary. I think you owe the TAMR and J.S. Ward an apology.
- 2) Raising dues is not going to help raise the TAMR membership
- 3) The HOTBOX should be made larger as it is the only common bond our members have.
- 4) What about a national model railroad system like the MESS, NEST and WARS?
- 5) Pike ads are a great idea for the HOTBOX!

--John Dunn
St. James, NY

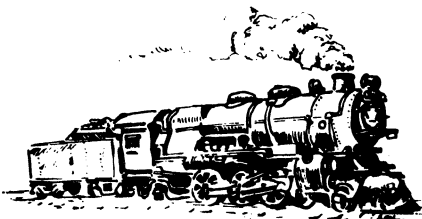
DECEMBER ISSUE

The December HOTBOX looked great! Would also like to point out that the NR DEPOT is still looking for an editor (like you said, all we need is another J.S. Ward!) and that anyone interested in the position should write to: Bernie Stone, 70 Hillside Lane, Syosset, NY 11791

--Ted Bedell
Bayville, NY

I got the December HOTBOX and thought it was my duty to give you some feedback. I thought it was rather good, but that green paper was...well... er, different. Also who took the cover photo? My guess is Tim Vermande as he always seems to capture something that I can't. Thanks alot for the Xmas gift. At least I know what to get you next year--a section of the BN's main just north of the major yard which just happens to run by the nation's worst chemical dump.

--Greg "Opus" Dahl
St. Paul, MN



Checks & Balances (cont'd from page 2)

Analysis of Expenses	Amount	Perctg.
HB/Directory Postage	438.81	35.59%
HB Editor Postage	22.68	1.84%
Auditor Expenses	65.69	5.33%
Prospectus Expenses	19.61	1.59%
Promotion Dept.	35.25	2.86%
Other	11.79	0.95%
Total Expenses	-\$1232.86	100.00%
HB #194	80.00	
1983 Expenses	-\$1312.86	

In addition to the above financial report, I have two other announcements to make. First, two year memberships are being accepted by the TAMR Secretary at twice the normal dues rate. Although there is no provision on our application blanks for this, all you have to do is enclose your dues for two years and announce to the Secretary that you wish to take advantage of this offer. Second, the Narrow Gauge, Logging & Shortline Division of the TAMR has become the Narrow Gauge, Logging & Shortline Committee as of January 1, 1984. The division's publication, Link & Pin News, will no longer be published nor will dues be accepted for the division. The NG, L&SL Committee plans to publish a regular column in the HOTBOX entitled "Not Necessarily Class I". Contributions are welcome and should be submitted to: Claude Morelli, NG, L&SL Committee, 2236 Dietz Place NW, Albuquerque, NM 87107.

ON THE POINT

This month's cover will be a special treat for those who are G&O fans. Pictured here is C&O #3025 with a manifest freight at Charlottesville, NC on April 9, 1973. Photo by Thomas W. Dixon, Jr.

Iowa Central

Business Offices:
201 South 8th Street
Manchester, IA 52057
President: Paul Michelson

Passes Traded

The Iowa Central Railway is pleased to announce the starting up of trains GCl & CG2, the overnight mail and express trains from the UP at Council Bluffs to the ICG at Galena Junction. With the recent roadbed upgrading, these trains are permitted to roll at up to 75 mph. If you've got mail that has to be there absolutely overnight, contact us, we deliver. The Iowa Central Railway.

PIKE ADS-

Take advantage of the HOTBOX's latest service for TAMR members. Here is your chance to tell others about your railroad, your modeling efforts or just your pipe dreams.

These ads employ a reusable "header" with the option of changing the text below as often as you desire. Your text can be informative, newsy, tongue-in-cheek or foot-in-mouth. Funny or dead serious, that's your choice. Either way, it makes for interesting reading.

The pike ad charge is based upon the number of typed lines (40 spaces per line) that you use. Cost is a mere 10¢ per line with the header printed FREE! Headers can be no larger than 1½ inches wide by 4 inches long. You can work up the header yourself (black ink on blank white paper, please) or we'll prepare one to your specifications for a one time fee of a \$1.00.

All pike ads should be submitted to the Editor with payment. No ad will be printed until full payment is received. Please make checks or money orders payable to the TAMR. Avoid sending cash if possible. If you would like your ad published in a particular issue, please heed the deadlines listed on page two. So come on, tell us what's happening on your railroad or your future plans for expansion.

TAMR HOTBOX, the "Un-Magazine of Model Railroading"
Box 132
Harrison, AR 72602-0132

PLACE
POSTAGE
HERE

Issued 2-24-84

FIRST CLASS MAIL

