

The

Participate in '68!!

TAMR HOTBOX

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	Editor, Bert Kamm	Publisher, Greg Thompson

Just a reminder, send all money for ads, and all articles to Bert Kamm, 305 Keyes Avenue, Watertown, New York 13601.

PRESIDENTIAL NOTES

by Gerald White

There have been few developments within the TAMR this past month, therefore, I feel that a few notices and reminders will be sufficient for this "Presidential Note".

1. The TAMR HOTBOX editor has resigned; a replacement must be found before July.
2. The Nomination Form inserted in the April issue of the TAMR HOTBOX was for your use. I hope you did use it. The elections can be successful only if enough qualified people are nominated.
3. The TAMR HOTBOX has taken a new face. The cover was done by the off-set printing method. These cover pages will be found on all copies of the TAMR HOTBOX, and should greatly enhance the publication.

Until next month; GOOD MODELING!!!!

Compagnie Generale Francaise Des Tramway
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(dis-) Advantages: bad service, old 1901-built
cars & high fares.-

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Being a European, I have read with interest David Knauff's article about European passenger trains. It's pleasant to hear that our passenger trains enjoy such a good reputation in the United States, but the reasons given by David why this cannot be repeated in America are incorrect in most cases. He forgot one main fact: Europe is very, very densely populated in comparison with America. For example, in the Federal Republic of Germany there is an average of 242 people living in an area of 1 kilometer square. In the United States, however, there are 21.4 in the same space. This is the real reason for the popularity of passenger trains here. It is not that we are affluent enough to fly by plane, but it is inconvenient. It usually takes you 30 minutes by bus from the city to the airport, where you have to wait 15 minutes for departure for a flight of an hour, and then you go by bus again for 30 minutes. In many cases a train is at least as quick or even quicker. Besides, a short ride to the next station is much more convenient than the "journey" to the next airport. And trains are still the most comfortable way of traveling. It's not that autos are used here, it is the exact opposite. Autos are very much in use here, but many people prefer riding a train instead of creeping on overcrowded roads. (Are all American roads like that?)(Ed. Note: No they are not, as practically any American driver can tell you. Only major highways are really well planned.)(Pub. Note: Ever been in New Orleans?) Our roads are, of course, no shining examples of traffic planning, but they are not poor. The overcrowding of the roads is due to the accumulation of cities, too. There is no place for great highways. Most businessmen prefer trains, because they are always punctual. Who can be sure if he arrives punctually, when he goes by car?

It's right, all major railroads are state railroads here. Of course, this is an advantage, because most railroads have a deficit, in spite of all the facts mentioned above. But there are many people who think that a railroad should be a social institution, like, for example, the schools or hospitals, and no companies which have to profit from the tickets they sell. I think this opinion is right, because deficit or not - railroads are a necessity, at least in Europe. They will be in the future too.

And Again: European Passenger Trains

by Roland Delafontaine

It's rather difficult to get started and keep on the subject, but I'm obliged to go further than just railroads.

There are three kinds of railroads: 1) Privately owned: Everything will be all right as long as they have a large annual profit. 2) Government controlled railways: All Class I railroads merged and then nationalized (see British Rwy's.) In the case of Belgium, the Government owns all the SNCB properties but operation & maintenance is in the hands of the "National Company", the "Societe Nationale des Chemins de Fer Belges" (BSM-CFB). 3) Government owned and operated railroads, such as the SZD (Ministersvo Putei Soobscheniya-Sovietskaya Zheleznyaya Doroga or Russian State Rwy's.), TCDD (Turkiye Cumhuriyeti Devlet Demiryollari or Turkish State Railways.) The advantage of a state railroad is that it never can have a real deficit, because the revenues are totaled with the air companies (AEROFLOT), water transport, rubber-tired trucks, urban transit, and rapid transit. So, if the trucks are winning, the steel rails are therefore not losing money, since one thing compensates another. However, in this case the railroad doesn't (or just a little) about "deluxe & comfort" typical for the long-distance US trains. (Cont.)

As a sideline, you should know that the long-distance communist is losing money too, since basic charges between Moscow and Vladivostock, for instance, the TransSiberian, are the same for trains and planes. A "National" railroad usually has a yearly deficit, but the government, being the owner, has yearly advances to compensate at least part of the deficit. And as to privately owned & operated railroads, maintenance will be good, good trains, etc., as long as there is no deficit. However, to my opinion, the long-distance passenger train will disappear, except for some fine, scenic routes. Don't forget that all European passenger traffic can be compared as commuter service, but never (although there are a few exceptions) as interstate or trans-continental lines in the United States.

It is also a fact that any kind of public transit is disliked by the common people, except the few known as "railfans". In the U.S., trains are discontinued without replacement, but in Europe they're "bussed", and after buses it will be total cancellation. Nevertheless, Europe still is (and is probably going to be for quite a few years) a fine rail visiting continent!!

Automobiles are frequently used over here, even when the auto is a symbol of a statute, but it still isn't the common carrier as in the U.S. Roads are not too bad, except in Belgium, Luxembourg, and England. Airlines are ruled by the IATA and therefore trains & Euro-pabus are cheaper and more convenient for most relations.

0 The TAMR CONSTITUTION Amendments have a mistake: Amendment 3, I
R part C, first line. Change "Hudson Bay Region" to Seaway Region. T
R This was changed by the Seaway Region membership, because they C
E did not like the old name. Please make note of this in your E
C Amendment sheet. As a reminder, this Amenment sheet should be R
T inserted in your Consiiitution. R

Greg Thompson, Publisher

NCORRECTIONCORRECTIONCORRECTIONCORRECTIONCORRECTIONCORRECTIONCORRECTION

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Klaus G. Grunert, President

Portland, Oregon 97230

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Lemonade
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railroad?

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with
cherry
music while
you wait
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Teens in Model Railroading, Their Basic Rights by Arthur B. Dean

Now that I have been admitted membership to the TAMR, I'd like to stick my foot in the door a little further. Perhaps most of you fellow members read my letter in the Bulletin of the NMRA, March, 1968. Do you get my point? It was only by coincidence that the article, "The Younger Modelers" appeared in the same issue, but do I need to emphasize its importance? I think not.

You 90-100 other members of the TAMR should be in an advantageous position to rebel against what I consider the scourge of the hobby--the senior membership. It has been proven that the older fellows are cliquish, suspicious, and determined to prevent any kind of junior participation or competition in the hobby altogether. In general, they are scared--scared they'll stop winning the awards, getting unearned praise, and most of all have to retire precious positions that they bought and B.S.'d their way into the major model railroading organizations.

Now I speak most frankly when I say it's us teens and junior members that catch the blame when others talk about what has gone wrong in the hobby, why products aren't cheaper, and why models aren't as top quality as they should be. Most of us can't afford a brass loco every week, so we're not "serious" enough about the hobby. Some of us also can't afford to spend money on the tools to scratchbuild so we're too lazy. Well, it goes on and on, but it must stop sometime, and that is NOW!

OK, so what am I trying to prove? Basically, I try to set an incentive. The incentive to deny your age as a standard for quality, the incentive to stand up and be recognized as on equal basis with all other members of the hobby, and most of all the incentive to receive credit due us. So, I propose a petition to be known as the:

BILL OF RIGHTS OF MODEL RAILROADING

with articles on: equality of workmanship; discrimination of clubs; relations with dealers; voice in NMRA government; operations; right to be equally spoken on model railroading subjects.

And anything else you may wish to add, but the ball is yours to roll; take some incentive now and help me help the TAMR's cause. It can only be as effective as it is accepted. Think about it and write:

Arthur B. Dean
706 Alpha Drive
Tempe
Arizona 85281

INTERCHANGE COLUMN

Send ads to Bob Neff, 3950 Dallas Ct., St. Louis, Missouri 63125.
FOR SALE: 5 Atlas switch machines, good working condition. All screws, extended track connectors, and a yard of 3-conductor hook-up wire. \$1.00 each. Marion Mills, 2506 48th, Lubbock, Texas 79413

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Passes Exchanged	

Our secretary, Steve Seidel, is on a vacation in Puerto Rico and Jamaica, so if you are a new member, or have some other business connected with him, please be patient.

The heads for the TAMR HOTBOX were printed by Dick Wagie and the Milwaukee Lutheran High School. These will certainly improve the paper a great deal. If your head is somewhat wrinkled, this is due to the fact that they were roughed up in the mail a little bit.

REGIONAL NEWS: This is a sore spot with me. We have had little or no regional news appearing in the paper for quite awhile. And you might notice that in the Constitution it says that regions are supposed to report regularly, yet they do not. I think the main reason the TAMR has such apathy in it today is because the new members (old ones too) do not know what is going on. It would greatly benefit the TAMR in general if the members could see where their region stands among the rest. Enough moralizing, here is what I happen to have on hand. WEST-COASTAL REGION: They have their own paper now. It is real nice, and has good articles in it. Cost is \$1 a year. SEAWAY REGION: The old name "Hudson Bay Region" was abandoned in favor of this name. Information sheets are being printed, and a regional paper will be printed if enough interest is shown. YANKEE REGION: A paper will be out soon, contact your regional director, Jack Armstrong, for details. NORTHWEST REGION: Information sheets are to be printed up. A regional paper is in the planning stages. MID-CONTINENTAL REGION: They will be celebrating the first year anniversary of their regional paper in July. They are one of the more progressive regions in the TAMR. (If I said most progressive, I'd get called down by the GLR for show-favoritism. Can I help it if I am a loyal MCR member?) Robert Streger will be the new editor starting after the July issue. Dues are \$1.

THE TWENTILETH WAY: I think most of you were rather surprised at the article last month "19 Ways to Kill the TAMR". I might add a 20th way, "Never read all of your TAMR HOTBOX or any other publication the TAMR puts out for your benefit." Sounds ridiculous doesn't it? That after you pay for something, you don't bother to read it. But it is true. I've had numerous people ask me questions that would have been answered for them if they had just read their paper. I'm willing to wager a small bet that half of you don't read all of your TAMR HOTBOX.

PICTURES??? If I don't get more response, no. Out of 109 members I've gotten three replies saying they want pictures. If you don't want to bother to spend a nickle and 5 minutes telling me you want (or don't want) pictures, I'm not going to knock myself out getting them.

IF ONE KEY STICKS...

I was gxing tx mxralize all xf yxu because xf the lack xf suppxrt that prevails in the TAMR, but my typewriter has dxne it fxx me. Out xf the 80 xr sx different letters xn the typewriter, just xne, the small letter "O" will nxx print right. This is amazing. Just xne little letter xut xf all xf thxxse letters makes such a difference in the meaning xf the sentence. Sx yxu can see that yxu, the TAMR member, even though yxu are xne xut xf abxut 100 members, yxu are impxxrtant. There is sxmething fxx everyxne tx dx, just ask. Write an article, run fxx xffice, edit a paper, be xn a cxmmittee, but dx sxmething. Arthur Dean brings up the subject xf discriminatixn against teenagers. Dx yxu knxw why we are discriminated? Because we dx absxulutely nxthing but sit xn xur rears and cxmplain abxut the injustice in the wxrld. If yxu want justice yxu must wxxrk fxx it, if yxu want mxre and better articles, yxu must write them. Yxu, the TAMR member are respnsible fxx the imprxvment xf the TAMR, nxx just a chxxsen few. If just xne key sticks..

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

**LONE JACK, MO
JUL 5
P.M. 1968**



Participate in '68!

TO:



Third Class Mail - Printed Matter