

The Phoebe Snow

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official publication of the NEW ENGLAND REGION of the TEEN ASSOCIATION OF
MODEL RAILROADING

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Greetings!

To one and all of the New England Region of the TAMR, let me welcome you to your new regional newsletter. Let me also do a bit of explaining. What used to be the Yankee Region is now the New England Region. Why? If you examine the map in your TAMR Directory, you will note that all other regions are named geographically except for the YR. To bring the YR into "conformity" with those other regions, the name change was adopted.

Likewise, the name of its publication was changed to reflect a new editorship, new start, new beginning, and whatever else you want it to symbolize.

Note well,

that these changes were made by myself and were okayed by TAMR President Harper. HOWEVER, that does not mean that they are cut and dried final. By no means are they. If you don't like the names, say so. Drop me a line (a post card will quite suffice) and tell me what I'm doing wrong (this first issue will probably contain a lot of things that are wrong) and what you would like to see changed, added, dropped, ad infinitum.

This newsletter

should not be just the babblings of one person - namely me. It should be a ~~fair~~ fair representation of the Region's members just as the Hotbox (if it ever comes out) should be a fair representation of the TAMR members. That means that you will have to do your part.

How?

It's not all that hard. Just sit down and throw together a quickie to me and it'll get printed.

And that's a

promise. If you send in anything to me that you want printed, it will be. I will print anything that is sent into me for same. (Slight correction: I will type it up; the printing is being done by Terry Burke and my uncle.) If this newsletter is to be a fair representation of you, it will have to contain something contributed by you. If you write a comment about what I'm doing, I'll print that. In short, anything goes in the Phoebe Snow (altho I personally would prefer to see the name remain), if you send it in to me.

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can be used for whatever purpose you want it to be. If you want to splatter the name of your pile all over it, fine with me. If you want to use it to write a cutdown on an officer, or me, fine. Just write something. ~~W~~ Anything. It will be a terribly boring newsletter if I have to write it all.

If you want to write a regular column on something or other, just let me know so that I can allot space for it.

The schedule

for the Phoebe Snow will be thus: every - other - month commencing with February of each year. That is, an issue will come out around the 15th of February and cover the months of February and March; another will come out the 15th of April for the months of April and May. And so on thru June/July, August/September (this issue), October/November and December/January.

One thing,

that I want to impress upon you is that I'm not the world's best typer. Never have been and have no intention of being such. Therefore, you will find odd typographical errors scattered thruout the pages of the Phoebe Snow. Don't get upset by them. We are all amateurs at everything we do, including life in the final analysis, and do it for the fun of it, not to worry about misspelt words.

And finally,

I'm not rich. Therefore, I respectfully request that if you are interested in the operation of the Region and its Newsletter, that you contribute to its financial well being. How about \$1.00 for starters? I think that that is a reasonable amount to ask for, especially in view of what you are getting for it (the Phoebe Snow) and the high quality of it. The biggest expense will be postage. It is good to hear that the postal service will not raise first class postage to 9¢ some September. In the next issue, I'll do into a run down of how your \$1 is going to be spent, so that you can see what the result of your contribution will be. My preliminary calculations indicate that \$1.00 should keep the Phoebe Snow in good financial status for one year, if sufficient members are interested.

Any takers?

I hope so.

and of introduction - on to reporting member activities : : : : : like

The 1972 TAMR International Convention in Toronto, Ontario.

There were a couple of rough spots, but I feel that I can honestly say that the Convention was a success ~~and~~ and that it was enjoyed by all who were there.

Things got underway in the late afternoon of the 17th of Augsut (August) when TAMRers Steve Harper, Tom Devonney, Ralph DeBlasi, John Held, Bengt Mitten arrived in Buffalo on Amtrak train (at least that'd what it's supposed to be) 71. (My humblest apologies if I missed anybody) Those 5 were greeted on track 23 of Central Terminal by Phil Simonds, Convention Chairman, Ron Hicks, Convention lodging bigwig, and meself, Convention ~~man~~ travel planner. Steve and Tom came with me to do some rr sightseeing (namely EL and N&W in Bison Yard), while the others went "home" to Ron's and Phil's house for some model rring.

John stayed at Ron's place and the others rented their bodies for the night at Phil's. All wore up the next morn at 4 am or 4:30 am (but what's the dif at that hour?) to either take the CN Budd cars out of the Falls at 0630 or hang around and wait for me and then drive up.

As it turned

out, Steve, Tom and Ralph rode up with me. We got stopped by Canadian customs people who wanted to know what a "model railroad convention" was. Maybe I should've kept my mouth shut. It was a minor delay, tho, and we were soon on our way towards Toronto and whatever fate had in store for us there.

After stopping off to shoot pix of streetcars, GO Trains and Tempo Trains, we made our way to the King Edward Sheraton and met up with the other members who had converged upon Toronto (poor Toronto) by various means. We unloaded the car and then left it in the "loving" hands of the King Eddy Hotel. (I spent the next two days wondering what they had done with it!)

Then on up

to the registration table. Bent over it were an assortment of TAMR members including Gary Tempo, John McLaughlin, Jean Brisson, Tom Papadeas and who remembers who else there was. Everybody meandered off to their respective rooms to get settled and then re-met at the registration table for the beginning of the activities.

Two groups

were formed. One went with Phil to George's Trains and managed NOT to get lost on the subway. The other was much smaller and went down to Union Station with myself to do some train watching and general picture taking. We all met back at the King Eddy, regrouped ourselves and were off again - this time for the Canadian National Exhibition, where ~~the~~ CNR 4-8-4 northern 6213 is on display, for a bit of frivolity, eating, girl watching (lots to do in that department!) and model rr watching.

Lakeshore Model Railroad Club

was next on the agenda. We boarded the GO Train at the Ex and a short seven minutes later were discharged at Mimico Station, just down the street from the lakeshore club car. The short walk was accomplished without difficulty and after a brief stopover in the club car (which was vandalized, tho not too extensively, the day before our arrival) we were on our way again to visit various member layouts of the LMRC. After having the tour de grande of the model railroads in the western end of Metro Toronto, we returned to our hotel via GO Transit.

And there

I am going to stop my rundown of the convention. Why? Well, simply because maybe some of you don't want to hear about it, or perhaps I am going about it in the wrong way or something else along that same line. I'll sit back and see what sort of feedback I get - if any. (I hope there will be some.) I plan on continuing it in the next issue, modified to meet the requests (requests) of those who write me their comments and thoughts.

Also,

I want to make two requests. One, if you went to the Convention and took pictures or slides of things which we did, in which TAMR members are visible, please send a copy of same to me. We are trying to compile as much of a complete photographic record of our activities as possible. We will also submit photo(s) to Model Railroader for their use (they wrote and asked us for some pix, so we'll send them some). I personally want to get copies for my collection.

Second, does anybody have a "large" (3"x5") sign of the Onesto Snow emblem from the Lackawanna or Erie Lackawanna Railroads? I want to get a larger copy than the one on my '55 DL&W timetable to use for the masthead of the Phoebe.

Obviously, that does it for this first issue. Please send me your comments and \$1.