

(the Phoebe Snow)

edited by:

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Well, here it is the second issue of the Phoebe Snow and already I'm behind my projected schedule. I had intended to have this sent out by this time (23rd October) but had delayed typing it up because I was waiting for the stationary store to get in a bundle of black ditto stencils to replace this sickening ~~black~~ purple. But alas, they seem to be perpetually out of black ditto stencils, even when I specially order them.

So, this purple will have to suffice. I did manage to pick up some red and green stencils and have used them above. I think it improves the Phoebe somewhat.

But what will really improve the Phoebe will be YOU. As I said in the first issue, this is going to be a terribly dull production if everything has to be written by myself. The response to date has not been particularly exciting. Every member of the New England Region has been sent a copy of the first issue, or will receive it along with this, the second, copy. I stated what my intentions were at that time and I shall not ~~repeat~~ repeat them.

There are more TAMR members from outside of the NER who are subscribing to the Phoebe than are NER members. I hope that ~~is~~ that is not an indication of how things will stay. Perhaps you forgot about it. It is possible. So while this copy is fresh in your mind, send in your subscription today.

At least do it by this time in December. This will be the last freebie issue you will receive. I know that sounds terribly money-mongerish, but it is simply economics. I am not a multi-billion-dollar conglomerate who could subsidize anything that does not make a profit (not that the NER is supposed to), far from it. I simply cannot afford to continually send copies of this publication to everybody. If there is a purple "X" next to your name in the address, you don't have to worry- your payment has been received and accredited to your name and you will receive future issues uninterrupted.

There are a lot of new members receiving this for the first time. To them I say welcome to not on the NER, but the TAMR. Enjoy yourself.

To the rest of you, I say what I have said previously. This is your paper. Make use of it. I welcome anything you care to send. Send it with the intent to have it printed here and it will be. That is a guarantee. Send in any comments, good AND bad, criticisms, thoughts.....ANYTHING!!!!!!! (Do I have to beg you?)

Soon as I put a new stencil into this machine, I'll conclude the saga of the Toronto Convention and print the first article submitted to the Phoebe Snow along with anything else that comes to mind.

To begin where I left off last time.

We returned to our Hotel (the Kind Eddy for those of you who don't remember or weren't there) in somewhat piecemeal fashion. I came home on the 2200 GO train from Mimico (adjacent to the Lakeshore clubhouse). In spite of the fact that our room was unused for just about all afternoon and evening, the maid(s) somehow managed NOT to make up our beds. I quick phone call to room (dis)service ~~phoned~~ somewhat straightened out that mix up. Then other members began to return to their respective rooms.

And of course, general mayhem then broke out. Ralph DeBlasi dropped a quarter into the bed vibrator and I had to sit thru 20 minutes of a vibrating bed. Tom Papadoas began his Antrak promo speech. Gary Tempo began to argue with me about the "finer" points of machine style politics (spelt C-h-i-c-a-g-o). Upstairs Bengt Måten was creating the usual discussion and disasters. I won't go into that because I never did find out what it was all about.

Ron Hicks, Phil Simmonds and Lloyd Neal sorta fell into bed and had a discussion about something or other, the precise topic of which escapes my memory at the present. And things settled down enough for us to go to sleep - or so we thought.

Bengt and Company got the super idea (at least that's what they thought it was) to go have a good time on Yonge Street. I must detour a bit here and explain that Yonge Street by day is fine. But by night, it gets a bit "raunchy" (to use a favourite word of Mr. DeBlasi). So where we had four (later five) TAMR members going out to see the sights of Yonge Street at 11:00 or thereabouts.

Later discussion revealed that there were some sights to see!!! It seems that Tom Devenny bought a rose and went around looking thru the windows of all of the restaurants trying to see what he could find with his rose. Well, he didn't find anything, but they sure found him! I didn't see it myself, but reliable persons (Steve Harper for example) later testified that five very attractive "ladies of the night" were most intrigued by his rose and came forward for a closer examination, and

Tom wasn't quite up to it I guess, for he quickly returned to the hotel - and bed. Tom Papadoas also did likewise (he was the fifth person to join the Yonge Street Expeditionary Force). Morning came too soon.

But it was a good morning. Somewhat cool, but with a very decent sun. Phil, Lloyd and myself trekked off to breakfast. We returned ~~to~~ and went to the Hunting Room where the days' activities were to be held. Already there was our first guest speaker of the day - Mr. J. A. Brown, Rail Operations Engineer for the Provincial (Ontario) Government and specifically its GO Transit operation.

Mr. Brown presented a very excellent slide show describing the operation of GO Transit. The development of GO was covered from its earliest beginnings thru to its opening day - in May of 1967 - and to its present day successful status. Mr. Brown also handed out plans of the GO equipment (stretched GP40's for power and unique lightweight cars for carrying people) so that we could all go home and create our own GO Transit's. I for one will get around to doing just that one of these days.

The Toronto Transit Commission put in an appearance. Messrs. William Hayward and Ted Wickson provided another amply illustrated presentation of the historical development of the TTC since its founding in 1921 with the amalgamation of the several street railway companies that were then in operation. The construction of Canada's first subway in 1954 under Yonge Street and later expansion with a branch under Bloor and Danforth Streets was detailed as were the present day operations.

It will be noted with relish by traction fans that the TTC has definitely decided to retain its streetcars in one form or another. What probably will happen is that the routes will be cut down to four trunk lines and new cars be ordered to replace the aging fleet of PCC's.

After the TTC concluded, the actual member activities began. The photo contest, switching contest, members' slide show, auctions of prizes won or magazines confiscated from Bengt, and so on were run off. I personally do not remember exactly all that happened during that afternoon. Perhaps we can get Steve Harper to give us the details of the photo contest. Phil called off the switching contest as it seemed that nobody could crack his devilishly designed switching challenge. One thing that was definitely found out at the Convention was that NMRA tape/slide clinics leave a lot to be desired - especially if the ones we saw were any indication.

Actually, the time was well spent. Mostly it was everybody doing whatever interested him the most as the contests were run simultaneously. Members got to know each other, some for the first time - and that I feel was the whole purpose of the Convention: to get to actually physically meet someone who was just a signature or name. All appeared to enjoy it.

The Banquet was next on the agenda. Whatever it was (I do not remember), it was good. Desert was peach melba - which I found to be delicious. Steve Harper gave us a word of encouragement before digging in himself.

Afterwards it was off to the Model Railroad Club of Toronto via PCC car. I must admit that I wasn't all that enthused about visiting an O scale layout - even if it was "the best" one around. But, I was extremely pleasantly surprised. Not only did I have a good time, but I actually began to wonder if I shouldn't take my N scale equipment (which I had just gotten in a swap of my HO going and N coming) for O scale. The MRCT will make anyone see what the attraction of O scale is.

All too soon the evening drew to a close, as the Convention itself did the following day. We were up by 0900 and assembled down at Union Station to begin our tour of GO Transit. Unfortunately, Steve Harper and Tom Donovan had to leave that morning to return to Rochester and thence to Philadelphia. Tom Papadeas and I saw them off on the CP/T&B Dayliner for Buffalo.

The GO Train arrived and we were off for Lickering - on a commuter train in an urban area going 80 mph. Beat that here in the states!! And a smooth ride also! After the 15 minute layover at Lickering (22 miles east of Toronto) we were off for Mimico (7 miles west of Toronto) on the same train. Mimico station is adjacent to GO's Willowbrook Maintenance Depot - the target of ourselves.

We were lucky and had three locos in and a good complement of cars. Photographs were eagerly taken of anything and everything. Nothing escaped the viewfinder of TAMR cameras. We made the most of our hour. Just before we left we all gathered together on the front of GO GP40TC 9800 for the official TAMR 1972 Toronto Convention photograph - a fitting end to a most enjoyable time.

Back onto the GO Train and we were deposited swiftly and comfortably back at Union Station. And there, the Convention officially closed. Most members immediately returned to the King Eddy and began gathering their clothes, souvenirs, prizes, thoughts, ideas together and sobered themselves up for the ultimate return to home - wherever that might have been.

It is somewhat vague as to how everybody left. Tom Papadeas and Gary Tarpeo stayed an extra day and then flew to Chicago. Lloyd Neal and John Hold drove back to Buffalo with me, stopping to see Niagara Falls on the way. Ben left for Ottawa. Phil and Ron CN'ed it back to the Falls where Phil's parents picked them

up. Lloyd and John were picked up at my place to stay the night at Phil's before flying out the next morning.

And that is the end of what I have to say about the Convention. I believe that I can safely say that a good time was had by all. While I have not been to previous TAMR conventions, those who were said that the Toronto get together was the best yet.

What about next year? Bob Polasky is itching for either Detroit or Chicago. Both places would make a good place, but I personally think that future conventions should be held in the western portion of this country or Canada. All conventions thus far have been held in the eastern portion: St Louis, New York and Toronto. Perhaps it is time to have one in the south of plains or west coast.

It is with great pleasure that the Phoenix Saw presents to its readership the first article submitted for publication:

MOUNTAINS, HOLEHILLS, ETC.
by Phillip Simonds

The first thing many of you will see when you see this column will be, "What good will scenery do me? I don't even have the trackage in." You may then say something to the effect that there just isn't enough building scenery to warrant a whole column. If you asked either of these questions, I suggest you put down your milk and cookies and read on.

If you have ever seen my own ~~K&A~~ K&A, you will notice that I don't have any scenery either. This is because I'm always tearing up my track plans trying to hit a closer medium between what I can model and what I want. One thing I did do in every pike I ever made is to provide for the scenery before I started to build the layout. Neglect this planning and you are sure to have a maze of uninteresting trackage which is bound for an early grave.

Ron Hock's New York, New Haven and Buffalo has a problem similar to this. He has fully half of his pike enclosed in a sort of box on top of his pike. He runs trackage inside and on top of the box. When you look up from Buffalo, you immediately see New Haven Terminal forty feet above it. This leaves a person with an unsettling feeling of something not quite right. Being that he is modeling a particular type of urban surroundings there isn't much you can do with it unless the entire pike undergoes a major change.

This column will not deal so much on which is the best method to make mountains, roads, streams, lakes, etc. Instead I shall write about why you should put that mountain there, how it should look a certain way and the way it will effect the rest of the scenery. For this job, I shall need your help. Write any interesting techniques or effects you have found. Tell the rest of us about any peculiarity you have found in the terrain around your home. Tell us of your experiences with scenery. Send it to me and I'll put it in this column or send in a separate article.

Remember, without scenery there wouldn't be a prototype, so any modeller who forgets it isn't being realistic.

Well, that will do it for this issue. I've covered all I set out to. I received this one article and used it, just like I said I would. The next issue has nothing planned, so it will be an excellent opportunity for you to let the rest of us know about some neat trick you developed, or the history of your pike, or anything else you want to say. But above all, remember: this is your paper. All I do is the typing.

See you next time!