

# The

#3

# Phoebe Snow

Listed by:

official publication of the

WELCOMES FOR A (belatedly) MERRY CHRISTMAS and HAPPY NEW YEAR. I hope that you all enjoyed a happy holiday season and that the coming year will see the realization of all your hopes, dreams and aspirations, especially those which you've been hoping would come thru for several years.

Apologies are extended to all who were waiting for the Phoebe before Christmas. My schedule got screwed up by finals at school, which for some strange reasons were all scheduled on ONE day. (And you think you've got it bad.....) The February/March issue should come out as I plan it around 15th February.

One plus for the "lateness" of this issue is that it can test reaction to having the Phoebe come out such as 2200 South, that is, at the end of the cover date and being a record of events in the past weeks. This idea was brought to my attention by one of the few letters I receive from you people. The entire letter is the feature (and only) article in the "letters and other things that go bump in the night" section elsewhere in this issue.

That column ("Letters &c"), should appeal to all of you who want to say something but are scared about putting it into a formal article. If you've got something to say, send it in a letter to me and I'll print it. (Naturally, I'll still accept articles on anything.) I could care less if you're going to cut me down, praise (?) Miss Bank's handling (mishandling?) of the Hobson, congratulate Ralph on winning the election or whatever you want to.

ELECTION RESULTS are presented here for those of you who might not have heard about them via other means (specifically the NS which at this writing (03/01) has not appeared). The PRESIDENT went to PAULINE IDEASCI; HERBERT MURPHY assumes the responsibilities of the VICIE PRESIDENT; the VICE PRESIDENT came under the control of DAVE JOHNSON. The position of the SECRETARY is for the moment being held by JIMM BRISSEN. However, the defeated (by one vote) Terry Burke has demanded a recount etc. and what has happened since then, nobody knows. It is rumored that a recount was taken and that the results are now in Terry's favour.

FINANCIALLY, this region will be going ok if this shipment of black stencils (which I personally think look a lot better than the sick purple)....costing \$7.50....had not come in. But it did end with it a bill that had to be paid. So as if this writing, the New England Region is running a deficit. (Any contributions in the form of new subscriptions would be greatly appreciated.)

I have located a good logo of the Inland Empire Railroad's BEAVER SNOW and will use it on the next issue. (It would have gone on this issue if I had not made up the above Phoebe Snow logo ahead of time.) If anybody has any ideas on how to make a stencil of it (for tracing purposes), I'd be happy to hear them.

MOUNTAINS, MOUNTAINS, ETC. - Roads  
by Phil Simonds

No matter what era or locale you happen to be modelling, there is always one thing present that most model railroaders overlook: roads. The prototype world simply couldn't function without roads so they should be represented on everyone's pike. Basically, they can be broken down into four types:

dirt,  
gravel,  
asphalt and  
concrete.

Dirt roads are definitely the toughest to model. I have found no really easy way to model them effectively without a good deal of painstaking care. The basic problem with them is that the majority of them are ~~usually~~ quite unused and therefore are liable to be infested with plant growth. Being in general disused, there is almost always weeds, grass, bushes and sometimes small trees growing in the middle of them. In addition to this, they are usually rutted where the tires of cars and jeeps dig into the soft mud.

The only way I know of modelling them effectively is thru judicious use of plaster. Merely lay some down in a small narrow strip and begin contouring two small ruts in the side with your fingers or a long, thin stick. Usually it helps to run a small model car thru the wet plaster to help in the shaping and to gauge the distance between the two ruts. After this, sprinkle shredded lichen, pieces of small plants or dries sawdust to resemble plants. Make sure that you put the majority of these on the area between the two ruts as this area sees the least wear on a real dirt ~~is~~ road. Then colour the road with paint according to the type of colour you would ~~see~~ expect in the area that you are modelling, usually a muddy brown or black. Sometimes a little varnish or lacquer in the ruts helps to provide a wet or muddy look.

You can model gravel roads in about the same way only substituting ballast or crushed stones in place of the painting and plants. The most effective gravel is usually that which comes from crushed rocks near your home or the area that you are modelling.

A quick way to make a gravel road is by applying gravel to a piece of double-faced masking tape. Merely peel off one side of the tape and place it on your pike where you want the road to be. Then peel off the other side and apply the gravel there. If you are making curves with the tape, cut a small piece out of the direction to which it is ~~is~~ curving. This prevents the bunching and humping of tape when making a short radius curve. Shape the gravel with small ruts also and then press it into place. If a little more gravel is needed than that which can stick to the tape, simply mix any additional gravel with diluted glue.

Asphalt (asphalt) and concrete roads can be made in about the same manner also. The old tried and true method involved a subroadbed of a wood strip over which first wire and then plaster is placed.

A much simpler method involves only the use of some worn-out or used HO slot car track. This can be used to make a wonderful road in almost any scale. The only changes necessary to alter it into an effective concrete road is its painting and adding plaster to slope the sides. Be sure to paint in several large cracks as most roads of this type acquire many cracks from wear and tear plus the effects of weather. This is especially true in regions with snow fall and a wide range of temperatures.



Asphalt roads are generally of a granular mixture. Thus their design is basically the same as a gravel road. The only difference is the black tar which binds the gravel together.

While the procedure for creating them can be the same as for gravel roads, I have found that an adaption on the concrete method is much more realistic. However, instead of adding paints and plaster to the slot car track, sprinkle a coating of fine black ballast over it. I cannot stress the importance of using fine grained ballast. If commercial blast is not fine enough, grind it down further.

Well, now you know how to make a road so the question is where do you put it. Actually, it is better to know where to ut a road rather than how to build one, but this require an article in itself so watch for it in the future.

If anyone knows a different technique of road construction or any scenic method at all, please send it in to either Dale Madison or myself.

.....  
Letters.....

Mr. Madison:

I received a copy of your publication, the Phoebe Snow, recently and I wish to express thanks for such an excellent job. I hope that the Snow will continue in the light you have projected.

I would like to suggest, however, the addition of a "Letters to the Editor" column, if it is at all possible. Although I have only been a member since July, I feel this would enhance participation in your newsletter. Also, it would be adviseable to publish your letter on the 15th of the second month, rather than the first. This would make it more accurate and less of a "what's-to-come" guessing game for the two months it would cover.

Responding to your plea for articles, I feel that even though I am a novice member of the TAMR and the NER, I believe I have quite a few articles for your publication. Many phases of model railroading interest me, and I have experience at writing for newsletters.

I wish you, the Phoebe Snow, and the New England Region the best of luck.

Sincerely yours,

Robert C. Dowling Jr.  
11 Birchwood Drive  
Elmira, NY 12065

.....Comments.....

See how easy it is to have your idea incorporated into the Phoebe? Just say what's on your mind and I'll put your idea/suggestion to use. It's nice to know that somebody out there likes the Phoebe. Would be nice to hear from more of you and even to receive an article or two. I could care less if you're a professional writer or not, or whether you're a professional modeller, arranger, dreamer. We all dream, so why not dream up a history of your pike and its area?

That's all for now. Your comments would be greatly appreciated.