

Phoebe Snow

If It's Not One Thing...

Once again the TAMR finds itself in the throngs of a deepening crisis. This, you will note, is the same crisis that we have been confronted with for one full year: non-receipt of HB's by the membership. The membership has not received even one HB since August 1972.

Why? Mainly because of noncooperation and inaction by certain key personnel. Mike Bonk (Ed.), Dick Wagie (Pub.) and Mike Garretson (Circ, Mgr) are to be cited for noncooperation and inaction with regardst to the preparation and distribution of the Sept/Oct 1972 issue.

After Bonk was removed as editor, by Pres. Ralph DeBlasi in a rare execution of the power of the presidency (to be redundant) he refused to cooperate by forwarding the HB file to the new editor, John Held. Thus, there was a time lag of several months before work could begin on the Nov/Dec 1972 issue.

When work on the same was at last able to be begun, in late winter 1973, John Held decided that the Nov/Dec '72 issue would be combined with the Jan/Feb and Mar/Apr 1973 into a triple sized, 60 page catch up issue.

After the catch up issue was completed, John began to compile the May/June issue, which was printed by a local NYC printing firm and has been or will be mailed.

That brings us to the Jul/Aug issue. A memorandum from Jean Brisson (TAMR Sec.) dictates that this issue will be compiled from the Jul/Aug issues of the regional publications!! A strange move, but one that does have some merit in that it will expose all members to all regional publications, not just their own, the ones they subscribe to or the ones they receive free. John Held has final say in the matter and has not agreed to such a move. Thus, the Jul/Aug HB will be a regular issue.

Where are all these issues now? The Sept/Oct issue was mailed by Garretson lost in the mail, returned to Garretson and remailed. The catch up issue is at the publisher, Chapman College, in California. The May/June issue should be mailed by now. Keep watching your mail boys and see. Maybe, just maybe, we'll receive it one of these days,

--Dale

The Phoebe Snow is a production of the NEW ENGLAND Region of the Teen Association of Model Railroading. Contributions are solicited. Editor and NER Representative: Dale Madison, 342 Shepard Avenue; Kenmore, New York 14217

The Anderson + Eastern Tennessee RR

by Rodger Hyman

As requested by the editor (although some time ago, I'm afraid) I am going to give a brief history of the Anderson and Eastern Tennessee Railroad. The A&ET is owned and operated by me--- Roger Hyman. I live in Pittsford NY, I'm 16 and will be a junior at Pittsford Mendon High School in September. I have been a model railroader for about three years and have been in the TAMR for a year. The A&ET is a 4'x8' N scale layout in my basement.

The A&ET is located in East Tennessee, from the North Carolina border to the area just slightly west of Anderson County, Tennessee. It also runs north into southeastern Kentucky and south to Chattanooga. The A&ET's main business office is in Knoxville. The A&ET has interchanges with the Southern and Louisville & Nashville railroads, so there is a lot of equipment from these roads. The towns modeled on my pike are the growing city of Hickston, and the smaller towns of Marysville, Pine Ridge and Oak Hill (all fictional names).

As with the prototype railroads freight provides most of the A&ET's revenue. The passenger service is extensive running three trains daily to all major points and at least one or two a day to the smaller ones. The A&ET is still independent of Amtrak (as is the Southern RR in real life).

I have my own herald, as well as my own paint schemes for all A&ET equipment. I haven't quite gotten around to repainting everything yet; but actually that's being prototypical when you consider the fact that there are still a lot of NYC, GN Pennsy, Burlington and other old schemes running around! The name Anderson and Eastern Tennessee comes from the fact that the RR is supposed to operate in East Tennessee and my home town of Oak Ridge is in Anderson County.

You too can have a name for your railroad and you can have fun devising a herald and paint scheme of your own, also. In my next article I'll go into detail about how I went about choosing mine and how you can do it too.

Until then, happy railroading!

The Ontario Northland Railroad

by George Radburn

You board the train at North Bay and look at your time table and you realize that you are about to take a trip on the famous Polar Bear Express. After a small delay the train moves out and as each mile passes by and the train heads north the distance between towns seems to get longer. A lone osprey circles overhead while two Cree children wave to the passing train. But this is not a story about the Ontario Northland Railway, this is a story about the Ontario Northland Railroad, an HO scale layout located in my basement.

It is built around all four walls of a square room. There are three towns with which the line does its business. They are Moosonee, Frazerdale and Ottertail Creek. The first two are named after the ones on the prototype line, while the third is named after a small town in northern Saskatchewan.

The roads main revenue is iron ore which is mined and hauled

from the Steep Rock Mines by the lines modern and up-to-date fleet of diesels. The diesels are not the same as used on the prototype, but I feel this makes the railroad more my invention.

Steam has long vanished from the line with the exception of one last Mike which is used mostly for local work or the odd fan trip when the local TAMR members get together.

The Algoma Central Shortline is a small mining road which interchanges with the ONR at Frazerdale. The ACS connects south with the Upper Canada Railway owned by George Johnson and Dale Horton and with the Canadian Central Railway owned by John Eull. These two lines twice a week bring north the needs necessary for survival during the long Canadian winters. The ONR in turn sends iron ore south to keep the steel mills in the industrial belt going.

At the moment the rail capacity at Frazerdale is being increased so that now the town will be even busier train-wise.

The scenery on the layout is only half complete with only a few pine trees growing here and there. Most of the scenery is done by my dad who is also the road's vice-president.

The control is two cab operation on the mainline, with a separate control for the Moosonee yards. A dispatchers office has been set up but at the moment it is only used for giving out train orders.

If anyone is ever in the Hamilton, Ontario area feel free to drop by. (typist note: I've had the opportunity to visit the ONR and I think it is really worth the trip- PS)

The following people's subscriptions have expired. Please send in your renewal (\$1.00), to either Phil or Dale.

- Steve Ford
- Phil Simonds
- Vincent Rice
- Bob Polasky
- Ralph DeBlasi
- Steve Harper

The following person's subscription will expire with the next issue.

Jean Brisson

You may have wondered why the typing in this issue is a little better than usual. The fact is that Dale has worn his typewriter to a nub and so he asked me to type this issue. Any complaints or other comments should be sent to Phil Simonds, 19 King St., Tonawanda, New York 14150.

((The real reason is that I (Dale) have contracted mononucleosis, a severe viral infection, appendicitis and who knows what else and have turned over all Phoebe Snow business to Phil on a permanent basis. Please be sure to renew if your name is above, and, ~~al~~ as ~~wa~~ always, SEND IN ARTICLES! Thank you.))

MM etc.

by Phil Simonds

Take A Closer Look

Those of you who can remember my first article in the Mountains, Molehills, etc. column will remember that I promised not to tout scenery methods and techniques so much as to get you (the readers) to take a good look around you.

The real trick to making good scenery is not faultless rock carving or building a precisely scale city. A modeler can have only mediocre talent and still make his scenery look almost as good as John Allen's. The trick is to notice trends in the formation and creation of things. That is the most important thing in making scenery- not a sack full of hydrocal or the talent to copy Rembrantg, just the ability to notice your surroundings.

Take for example the molding of a mountain. I would say that the majority of mountains found on pikes around North America are either basalt cliffs devoid of all vegetation or rolling hills covered completely with trees. This is rarely true, especially in the Northeast. The Adirondacks and Whiteface mountains are excellent examples of really great looking mountains. Most people however would consider them difficult to model. All one needs to remember is that the larger pines and the few hardwood trees are found near the base. Smaller pines dominate closer to the top and almost to the peak lichen and moss are found. At the the very peak there is just granite, gneiss and marble.

Well, I could cite more examples, but that is what this column is for. I suggest that you try writing a column, too or at least send in a few articles. Again I ask you to send any comments about this column or anything I write to me.

Lookin' Ahead

I'm purposely holding back on the Chicago and Hamilton conventions so as to present a full convention issue next Phoebe. One thing I would like to comment on is the fact that Phil was our only rep. at the HBR/NER convention in Hamilton. It is really bad when a jointly sponsored convention can produce only one NER member, particularly when there were 7 times as many HBR members.

Now there are two more joint conventions coming up- one in St. Cathrines, Ontario and one in the Buffalo area. A few more NER members present would certainly help any future gatherings. If you don't like the location of our sites just arrange for your own regional convention. Watch for future issues for more information.

Yes, Virginia, there IS a Hotbox. Mine arrived the day after I gave this to Phil for typing. John quite explicitly states the present situations as they stand. If you have any opinion on the TAMR and/or the HB, send them to John. The elections are coming up - make yourself heard either by running or supporting a coalition or candidate and by VOTING.