

The Phoebe Snow

COMING EVENTS:

22 thru 30 April - Ye Editor will be visiting New York City, Montreal and Toronto during his Easter vacation - be ware!

28 and 29 April - Allegheny Region meet in Washington - contact Bengt Maken for details

anyday now (supposedly) - the missing Hotbox will arrive in your mailbox - I'll believe it when I see it

anyday now (also) - the HO and H scale convention cars from last summer's YAMR Convention in Toronto will emerge from the paint shops and be ready to visit member pikes - send in your reservations now

20 and 21 August - New England Region/Hudson Bay Region joint meet in Hamilton, Ontario

24 thru 26 August - YAMR National Convention in Chicago, Illinois

Gobbledygook from the Editor:

As you can see by the above timetable, there is some activity with in the YAMR, in spite of all outward appearances, specifically the Hotbox. With the continual fiascos that hit it, one seriously begins to wonder if it will ever reappear. Rumour has it that the September/October (1972) issue has been printed and was mailed out, only to be returned for "insufficient postage". Last report was that the HB was remailed and went via air mail to the officers of the YAMR. Keep the smelling salts handy, because when it does find its way into your mailbox, you'll probably enter a state of shock! We can only hope the future issues will be sent out a bit more efficiently. (See farther on about more HB news.)

There's a new face to the Phoebe This time around. Traded in our old (35 years) typewriter for a new (15 years) one. Personally, I like the new type face. Besides, it's is easier to fill up a 5 page essay with this larger type!

I'm not going to place any bets, but I'm almost positive that this issue will have more than the usual number of typographical errors, mainly because the time is 0130 and I'm tired. But the Phoebe must go thru (even if the HB doesn't!).

NRM etc: The Ignoble Drainage Ditch
by Phil Simonds

With sparkling clean lakes, rivers and streams modelled on almost every pike in the country, the polluted drainage ditch is ignored. Actually, these days the common ditch is far more prototypical than any other body of water. It can be seen in urban, rural or suburban communities. They are abundant in every part of the world.

In North America, most ditches are polluted with chemical waste. This can be an asset to the modeller in many ways. First it allows him to paint the "water" in almost any colour. Secondly the colour of the ditch reflects the industry dumping into it. An oil refinery, for instance, would make the water a shiny black.

It is also interesting to note that in many places a ditch will run alongside the railroad tracks. In this instance, it would serve as a catch-all for orders, flimsies or loose bits of freight, including remnants from a recent wreck. A drainage ditch modelled in this manner would include old ties, spikes, journal box parts and possibly even box car doors and/or axles.

Yards, fueling facilities and engine houses can also have run offs. These would also have their own special pollution. In this type of ditch, you could find diesel fuel, sand, cinders and even coal. Remember that in modelling these, the ditches would probably be found skirting the yards or running next to the fueling station.

Time of year is very important when modelling runoffs. Early in the spring or summer they will be larger, swifter and cleaner. Late in summer they are just a trickle or may dry up completely. At this time the best way to model them is by placing large dumps of cattails or reeds where the ditch should be and colouring the ground to represent the residue left behind. During the winter they may be frozen over or dirty enough so that only a thin surface layer of ice forms.

If any of the rest of you have any modelling suggestions about drainage ditches or anything else, please send them to Dale or myself (19 King Street; Tonawanda, NY 14150).

Long Island Division Info

Just a reminder to all you people on Long Island to contact Neal Matka (2360 York Street; East Meadow, NY 11514; 516/469-2098) and get involved with the LI Div's activities. Neal is off to a good start, but would like more people to join in the fun.

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Renewal Time

will soon beg here for those of you who have been subscribers to the Phoebe since the beginning. Next issue (#6) will be the last for those who have a red "x" in front of their names in the address.

Toronto Convention Pix

Copies of the official group picture of the TAMRers who made it to the Toronto convention last summer can be had from the Editor. This is the shot taken by our GO Transit host, Mr. J.A. Brown, ~~xxxx~~ with the conventioners posed on the front of a GO Transit GP40TD. Cost 14:

- \$ 0.45 for a slide
- \$ 0.65 for a print (regular 11cm size)
- \$ 1.50 for a print (5 x 7 enlargement)

Toronto Convention Cars

After several months of being put together, painted and lettered, the convention cars for the Toronto convention are just about completed and will be sent on a tour of the TAMR "system" to any member requesting same. Both cars, one HO and one B scale, are heavyweight Pullman/reservations and thus should be at home on just about any pike. Colours are red and white, and the cars are NOT equipped with kadeem. Send in your reservations for these soon. You'll only have to pay for postage, and might not even have to pay for that depending upon how much of a generous mood convention chairman Phil Simonds is in. The real purpose of this is to foster more communication between the membership and compile some sort of photographic record of the travels of the TAMR much as the RMC people write up an article about the travels of their private car. So not only do we want these cars to visit the various pikes, but to be photographed on the pikes in some manner so that bits and pieces of the pike can be seen.

John Held (and the NB) Starving

A report from Belleville (NJ) indicates that Hotbox Editor John Held is reportedly in desperate need of a diet consisting of articles written by TAMRers in order to sustain the life of the NB. John's plight appears to be desperate and grows worse with each passing day. Help is urgently called for and can only come from Y O U! So send in all those thoughts, comments, criticisms and whatever else you have to John and contribute to the NB. As late as the NB is, the situation will not get better without the support of the membership and that support can best be manifested by writing an article about anything. John's address:

72 Bell Street; Belleville, NJ 07109

Speaking of which

~~xxxxxx of which~~

This issue of the Phoebe is largely my own doing again because nobody has sent in an article. The trickle that resulted in the last issue was most encouraging and gave me hope for the future. But that trickle has dried up and there's nothing on the horizon for the next issue, except for dependable Phil's scenery write-up. (Wouldn't an issue full of articles from the members be a good way to celebrate the completion of one year of Phoebe Snow's? I think so.)

NER/NER CONVENTION PLANNED FOR AUGUST!!!!!!
by John Bull

On the 20th and 21st of August there will be a joint NER/NER convention in Hamilton, Ontario. Why Hamilton? Well, it is readily accessible to both NER and NER members from just about all directions and while it is too close to Toronto to be a really big rail centre on its own, it is an ideal size for modelling. It is near the CN main-line through southern Ontario and has an interesting shortline in the Toronto, Hamilton and Buffalo Railway. We are hoping to arrange a couple of tours in Toronto as well as tours of the TH&S and CN here in Hamilton along with a tour of a model railroad club. Also in store are NER tape/slide clinics, guest speakers and bull sessions.

So how much is this all going to cost? \$10.75 is the answer. While this may seem steep, one must remember that we have to cover certain costs and if more people show up than expected the cost to each person would be lowered. Besides, the more, the merrier! Accommodations will be \$6.00 per night, three to a room, at the Sheraton Connaught. (Incidentally, our break-even figure is 12 people, but I know that we can get more than that from the NER alone!)

So come on and join in -- you'll be glad you did. (The editor will vouch for that statement based on his experience in Toronto last August.)

If you are wondering why the above two dates were chosen, the reason is this: we hope to be sending a delegation on to the national convention in Chicago and thus those going would arrive in the windy city with the day before the convention opening free. And everyone knows it's more fun to be in a city where you'll know people (in this case, people you met earlier in Hamilton).

For more details contact me at the following address:

254 Haddon Avenue, South
Hamilton, Ontario L8S 1Y1
Canada

Constitution, Elections and Merger

The editor has received a letter from Hudson Bay Region president (and TAMR secretary) Jean Brisson regarding a possible merger of the NER and NER which would result in a better organisation, newsletter and so on.

But before this could take place, the NER must develop a constitution of its own and have an elected president (at least).

Thus, nominations are being accepted in this office for the position of president of the New England Region.

Also, anybody interested on working on a constitution committee is invited to let the editor (and region representative) know his desires and intentions.

Nominations will close June 1st 1973. The list of nominees (plus biography) will appear in the June/July Echo along with ballots.