

TRAX

NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

April, 2004

November, 2003 Meeting

The November, 2003 meeting of the SNRC was held at the Train Show, (see below)

April, 2004 Meeting

The Gattonis have volunteered to host the April, 2004 meeting of the Sudbury Northern Railroad (SNRC) on Tuesday, April 13, 2004, at 7:30 PM. Instructions to reach their house at 1341 Roy Street in Sudbury are: Driving east on Lasalle Blvd. from Notre Dame Ave., Roy Street is just before the Shopping Center, turn left (north) and travel about two blocks. Gattoni's are on the left side. Go in the side door as usual. Phone number is 566-7650 if you get lost. Former SNRC member Art Davies will be coming up to the meeting, providing we don't get another late blizzard.

Meeting Schedule - 2004

All months in 2004 are open. (also see below)

Year-End Thanks

At the end of the year the members of the Sudbury Northern Railroad Club take this opportunity to sincerely thank all the usual suspects who have hosted SNRC meetings during 2003.

Those who have hosted meetings in 2003 are:

Brian Buss..... January, 2003  
Garth Harris..... February, 2003  
Dick & Richard Gattoni..... March, 2003  
Dave Karen..... April, 2003  
Mike Svos..... May, 2003  
Richard Lefebvre..... June, 2003  
Wayne Cowen..... September, 2003  
Dick Schell..... October, 2003

A special thanks goes to Richard and Anita Lefebvre for hosting the barbecue on Saturday, June 14.

Train Show

The 6th Annual Train Show held at the Holiday Inn, Nov. 1st & 2nd was well attended by Sudbury Northern Railroad Club members.

Richard Lefebvre reports that the Show was a success again and thanks all those who helped make it so. New at the show was representation from Capreol's Northern Ontario Railroad and Heritage Museum. When the Editor was lurking by the stand on Saturday there were several visitors keeping Doug Frozel busy with questions and reminiscences.

What do members think of last year's arrangement, with the plane guys in the "back room"?

Richard mentioned recently that some changes will take place

at this year's show, including a display by Mr. Johnson from Corbeil who will show the Railinks 1 1/2 scale equipment.

How about those airplane guys? There's a tremendous amount of skill required to build the models and as much to fly them. Remote control pilots say the tricky part is operating the controls when the plane is flying away from you and then turns back as everything is in mirror image.

Gearheads from the train side had to be impressed with some of the power plants. I was told that some of the engines used in competition turn up to 28,000 RPM, about 10 to 15 times faster than a passenger car engine, and last about a weekend before they are junk. The two plane clubs will be back this year.

#### New Members

Two new members of SNRC signed up at the train show. They are:  
Jim Robinson - 1017 Meadowside Ave., Sudbury, P3A 4J6 566-4940  
Art Taylor - 4415 Elmview Dr., Hanmer, P3P 1B4 969 3463

#### Upcoming Events

Kitchener Model Train Show..... Mar. 28..... (519) 787-3280  
Kitchener-Guelph 40 Layout Show.... Apr. 3..... (519) 658-4417  
Woodstock Model Train Show..... Apr. 25..... (519) 787-3280  
Midland District Railroad Club..... May 15..... (705) 526-2697  
"Tracks to London", Niagara Frontier Region, NMRA show will be in London, Apr. 23-25. Richard Lefebvre (566-7839) for details.

#### Pay Up or Tony Soprano Will Be Around To Break Your Legs

Sudbury Northern Railroad Club dues for 2004 are now up for renewal. Garth Harris is current treasurer and will take your ten bucks in cash or a cheque. Cheques may also be mailed to:

Garth Harris  
4436 Noel Cr.  
Val Therese, ON  
P3P 1S8

Any questions will be answered by Garth at (705) 969-8158. The sooner all dues are paid, the sooner a membership list with member's addresses and phone numbers, can be mailed.

#### Other News

There are several news items/stuff passed on by members that have stacked up in the files awaiting a meeting, and hence, a newsletter. "TRAX" editor apologizes if items are misquoted.

#### Clickety-clack Eliminated

Al Melanson reports that the structure put up on the CPR just west of Montee Principale in Azilda is to detect flat spotted wheels, or anything unusually noisy as trains pass the sensors which are placed on either side of the track. Apparently by the time the signal is transmitted to a control center the engineer will be in Sudbury, if eastbound, and measures taken there.

#### Road Trip

Mike Svos, Richard Lefebvre and Graham Toppazini took in the Piedmont Division Train Show in the Cobb Center at Marietta, Georgia on March 13/14. Marietta is just to the north-west of Atlanta. Mike says there were 150 vendors and the hot items this year are the larger scales, Lionel (Dick Gattoni take note!) and outdoor stuff is very popular at present. An observation made was that HO interest is dropping off and N-scale is almost dead. They stopped at a few shops along the way and note that this trend extends even as far north as Buffalo.

Also just off I-75 Mike and the boys visited the railway museum in Kennesaw, Georgia and saw the famed 4-4-0 "General" of Civil War fame, built in 1855. The engine is still operable and last ran in 1962.

Mike also mentioned something about Hooters. I can't remember if it was the restaurant or an owl convention, better clarify it with him.

#### Modular Doings

The Modular club has been quite busy while the SNRC has been dozing. The club set up in the new exhibition hall at Science North from Dec. 18-31. The club now has an interior 18-foot yard where eight trains may be staged. The yard is accessed from Garth Harris's module.

The club also set up in the entrance lobby at Christ the King and was well received by the residents who often came several times to view the activity and reminisce.

Richard Lefebvre says the Modular club is about 16 members, about half have modules. Members are encouraged to join the SNRC as well. Dues are \$20 up front and \$10 a year. (and they do stuff!!)

#### Quote of the Day

Barbara Amiel, wife of displaced person, Lord Black, commenting on shareholders dissatisfaction with Black, and others, handling of their Hollinger investments is reported to have said: "Who do they think they are? Do they think they own the company?" Yup, Babs, even if it's just a small piece.

#### Hot Cinders in my Shorts - Viewpoint from the Editor

##### Ding Dong, the Witch is Gone

Favourite self-professed rail-guy for Editor to bash, David Collenette, former Federal transport minister, has been banished and has been replaced by a slippery used car salesman. From worser to worserer!

##### Where's My Axe?

Hunter Harrison, new CEO at Canadian National Railway Co. has had a successful year opening his pay envelope. His 2003 salary and bonus increased 115% to US \$2.53-million. I guess he's well worth the big bucks as CN's profit in 2003 was \$1.01-billion, up from \$800-million in 2002. Now, if CN could just spend find some spare

patterned on the 4-4-0 American wheel arrangement and pulling a consist which included tender and passenger car reached an average speed of 142.78 miles/hour in two directions over a measured mile.

The project, which has been kept under wraps for over ten years, was the brain-child of Mexican billionaire Mentecato de Abril.

Some of the details of the project were explained in the article. In order to add some authenticity to the project it had been decided early in the project to lend as much realism in design appearance as possible. One of the early planning difficulties was to solve imbalances of the reciprocating drivers at the projected speeds and the limiting 300 strokes per minute of the steam cylinders. There appeared to be an upper limit to wheel diameter that would satisfy this limit both from an engineering and from an aesthetic standpoint. The solution was ingenious. The drive cylinders would remain in place and be non-functional. A central cylinder mounted inside the frame and as low as possible would connect to gears that could as much as double the rpm of the driving axles. Computer modelling showed this arrangement, with the use of high tech materials, would allow stable operation up to a theoretical 180 mph before physical limitations (harmonics, sympathetic vibrations) would begin to encroach on safe operation.

Calculated requirements of generating sufficient steam volume ruled out conventional coal or oil fired tubular boilers. Once again an elegant solution was devised. A liquid natural gas industrial flash boiler was shoehorned into the tender and the LNG tank and water supply was located low in the dummy boiler casing adding to locomotive stability.

A limited amount of wind tunnel work resulted in some unnoticeable cosmetic modifications to the consist, notably design of the tender to provide a redirecting of air flow over the passenger car by shaping the tender tank covers into a spoiler-like configuration. The passenger car was constructed of lightweight materials, mostly aluminum and fiberglass, with a conventional frame and wheelsets to keep the center of gravity low.

After exhaustive trials, which turned up very few glitches, a run was made on the record. On the first runs, speeds of up to 149 mph were reached but limitations of the flash boilers resulted in the official measured 142 mph over the required mile. The engineer at the throttle related that the consist was stable at speed. Later examination of the recorded telemetry confirmed his opinion as well as the predictions of the development team.

At this time it is not known whether any further attempts will be made, the record being safe until someone with the requisite \$13,000,000 (U.S.) steps up to replicate the challenge.

SNRC Meeting Coordinator: Mike Svos - (705) 566-5593  
SNRC Treasurer: Garth Harris - (705) 969-8158  
SNRC "TRAX" Editor: Al Stacey - (705) 855-9849

Take a youngster train-watching today.