

## TRAX

### NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

July - 2005

#### May, 2005 Meeting

The SNRC meeting at Mike Svos's was well attended. The main accomplishment of the evening was cleaning all of Mike's trackage. Those in attendance, (including the track gang) thank Mike for holding the meeting and supplying all the great treats.

#### September, 2005 Meeting

Details in September "TRAX"

#### Meeting Schedule - 2005 Tentative

Jan. ....	Art Taylor declined; works nights
Feb. ....	Garth Harris held February meeting
Mar. ....	nothing scheduled
Apr. ....	Dick/Richard Gattoni held meeting
May ....	Mike Svos held meeting
June ....	nothing scheduled
Sept. ....	Wayne Cowen
Oct. ....	Richard Lefebvre
Nov. ....	<u>Train Show</u>
Dec. ....	Trevor Ross (tentative)

#### Club News

##### New Website

Trevor Ross of the SNRC and the Modular club has started a website at the location: [www.sudburymodelrailroading.com](http://www.sudburymodelrailroading.com). Trevor has included areas dedicated to the SNRC, the Modular club, the N-scale club and some other links. Trevor indicates it is still a work in progress and welcomes any input members may have and can be reached at his e-mail address: [trevor@tjrcadd.com](mailto:trevor@tjrcadd.com). Let's try to help this site grow.

##### New "TRAX" Column

A recent statistic states that 30% of carload traffic originates on short line railways. What is defined as "carload" traffic is not explained, but is most likely products from something like the Glad plant in Orangeville. This month will be the first of occasional articles on short line railways in Ontario and elsewhere.

##### What's Hiding in Plain Site?

Anyone know what the orangey-looking oldtimer parked over the fence from the IGA on Lorne Street is? Sort of along the lines of an RS2, but the Editor is no expert at loco identification.

### Modular News

The Modular Club, as of the issuing of this newsletter, has not received a decision on whether it will get the 2007 NFR convention.

### Upcoming Events

Train Show Nov. 5 & 6, 2005

### Rail News in General

#### Grand Visions

Earlier in TRAX ("File Under Daydreams", 12/04 TRAX) a plan to build a railway from northern British Columbia through the Yukon and into Alaska was described. Now from a recent Financial Post business article comes further detail. Governor Frank Murkowski of Alaska and Yukon's Premier Dennis Fentie have signed a memorandum of understanding on the project. Five years ago a commission was put in place to study the feasibility of building this 1,500 kilometre rail line. The current projected cost of this railway is US\$6 billion.

Murkowski is bullish on building the railway as well as a natural gas pipeline from Alaska through British Columbia, Alberta and on to Chicago. The governor says that much of the marginal commercial timber, copper, gold and 478 million barrels of natural gas liquids have been "trapped" due to the lack of transportation facilities for the last thirty years.

#### Conflicting Views on the Prince

Rob Ritchie, chief executive of the Canadian Pacific Railway is bearish on the prospects of the port of Prince Rupert expanding to accommodate the rapidly expanding container traffic from Asia (read "China") to the west coast of North America. Ritchie says that he doesn't believe that a "huge amount of public money should go into Prince Rupert at the expense of Vancouver". If memory serves, a huge amount of public money, or it's equivalent in land, went into the coffers of the CPR during its nascent years.

Likely Ritchie is jealous of the fact that rival CNR is the only rail line into Prince Rupert and that the well constructed line is one of few to the West Coast not presently clogged with traffic. Prince Rupert is also about one day's sailing closer to major Chinese ports than Vancouver.

#### Down Easters Get Their Share

During the period in which Prince Rupert gets it's port facilities up to 500,000 containers per year capacity, ports on the east coast are benefiting from the logjam at West Coast ports, particularly Delta Port, the largest container terminal at Vancouver. Shipping to Vancouver from Shanghai or Hong Kong takes two weeks while freight through the Panama Canal to Halifax takes about a month. Many shippers are skipping the West Coast in favour of Halifax and Montreal. Another route that may prove an even bigger threat is China to the North American East Coast by way of

the Suez Canal. This route, to Halifax, takes three weeks.

A rail route from the American East Coast which has languished for many years is the St. Lawrence and Atlantic railway from Portland, Maine through Island Pond and on to the CN system. About five years ago this line was weed covered and in need of much maintenance.

#### Not Sunk Yet

A recent jump in stock prices has CP Ships Ltd. rethinking an offer from Seaspan Container Lines for a US\$1.2 billion takeover. Seaspan is backed by China Shipping Group. CP Ships' fleet of 79 vessels are mostly smaller ships not well suited to the Asian traffic and are more suited to the trans-Atlantic business, a market with marginal profit potential.

#### Finally, A Success for Bombardier, and it Doesn't Have Wings

From its Thunder Bay plant, formerly Hawker-Sideley, Bombardier delivered the first BiLevel (GO style) car to Albuquerque, New Mexico's Rail Runner Express service. This new commuter rail will operate along a 75 kilometer line which is intended to pro-actively deal with urban sprawl and gridlock in the Albuquerque area.

The BiLevel has become quite a success story, with cars in operation in Washington, Miami, Dallas, Seattle, Vancouver and four California regions. Recently 22 were delivered to Montreal and 20 more for GO, which now has a total of 395.

The bilevel design was as a result of increasing passenger traffic in the Toronto area and the restrictions in station platform length to not more than 10 car lengths. The tapered ends shape of the cars is a result of matching floor heights between cars and also to allow installation of pantographs in the event of any line electrification. The centre section of all cars is identical, but some cars are cab control cars which allow the locomotive to push rather than pull the train.

While the original design and profile has been around for nearly 30 years many improvements have evolved. For example, the first cars had riveted outer skins, today's models reap the benefits of advances in aluminum welding and extrusion techniques.

#### Short Line News

##### Cando Contracting Ltd.

Amongst those 15 to 20 short line companies operating in Ontario can be counted the operations of the Cando Contracting Ltd., based out of Brandon, Man. This company was started in 1978 to recover materials from abandoned railways and grew to an operator of several short line railways as well as a foundry employing lost foam casting. In the 1990's the company expanded its rail services by providing industrial rail maintenance and switching. The company is 40% owned by the employees and has a profit sharing program, a huge incentive to provide the best possible service to the customer. The rail operations of the company include:

- Athabaska Northern Railway Company, established in 2000 (reporting mark ANY) which is wholly owned by Cando and operates 202 miles of railway with 12 locos in Alberta, serving amongst its customers the Fort McMurray area.

- Central Manitoba Railway Company, established in 1999 (reporting mark CEMR) which is wholly owned by Cando and operates about 135 miles in Manitoba.

- Orangeville Brampton Railway (reporting mark OBRY) a 55 km. shortline which Cando operates in partnership with the town of Orangeville, rail customers and CP Rail. The Credit Valley Explorer tour train runs this July and August from Orangeville to Forks of the Credit operating sightseeing and supper trains.

- Barrie Collingwood Railway, established in 1998 (reporting mark BCRY) is operated by Cando Contracting Ltd. The 46 mile shortline runs between Barrie and Collingwood over the former CN/Grand Trunk/Northern Railway/Ontario, Simcoe and Huron Union Railway trackage which had arrived in Collingwood in 1855. The town of Collingwood and city of Barrie own the trackage and property. In 2004 Cando spent \$300,000 in major track refurbishment which has allowed increased track speeds and capacities.

Cando can build track into any customer which is located near the rail line, and if this is not a possibility the company will provide truck service from the plant to its team track.

#### Marginally Useful Short Line Fact

The loco which hauled the Timber Train out of Mattawa has a new home. After the bank foreclosed on the Timber Train's \$400K debt the loco ended up on the shortline St. Thomas & Eastern Railway as #3582.

#### From the Distant Past

Continuing on the with a look at railway disasters from the past, this month's topic will be "re-occurring themes". Read enough newspapers from the late 1800's and one will discover variations of the same story appear with regularity. One of these is the "child on the tracks" story. Although it is quite likely that these events occurred, the similarity makes one question the facts. The following newspaper article is copied from the Manitoulin "Expositor" from July 9, 1898 word for word.

#### **MIRACULOUS ESCAPE**

A little girl scarcely three years old wandered from her home and was playing on the C.P.R. track near Chelmsford this week when a C.P.R. freight train came tearing along at full speed. Breathlessly the engineer stood at his post and did his utmost to stop before the child should be crushed under the wheels. Stop he could not. The child continued its play regardless of the approaching danger. As with a

flash the monstrous engine knocked the little girl down and she lay between the rails while the train of eighteen cars went tearing over her. As soon as the train was brought to a stand still the trainmen went back to pick up her mangled body but to their surprise they found the little tot had got up and was dodging along as fast as she could to catch up to the train. The child was uninjured farther than a little bruise on the back of the head where the cow-catcher of the engine had struck her.

### New Books

A new book just out is "Overalls to Scrubs", by Dr. William R. Pellow and tells how Pellow, a railroader from Chapleau, born in 1930, turned to medicine after an eventful railway career. At present the book is available at Black Cat Too on Durham Street. Black Cat Too generally is a supporter of local books, something that can't always be said of Cole's and Chapters.

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

#### Train Show Vagrants

A number of individuals have made intention of joining the SNRC, and possibly the other model railway clubs, at past November Train Shows while under the influence of the bright lights and the camaraderie of the Sudbury clubs. Unfortunately when the initial euphoria wears off the intendees are missing in action. Earlier in the year one such person had a massive memory failure when asked to step up to the plate and hold a meeting, causing confusion and frustration for our genial Meeting Coordinator. Unless some concrete commitment is offered it seems reasonable to put these individuals on a passing track. SNRC has always been inclusive, but not for flakes.

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