

## TRAX

### NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

September - 2005

#### September, 2005 Meeting

September's meeting of the SNRC will be held at Wayne Cowen's on Sept. 13, at 7:30 PM.; 1232 Evergreen Court. To reach Wayne's home drive up Highway 69 north, past where you would turn off to Garth Harris's, around the corner past the Pizza Hut towards Hanmer. Turn right (south) at the third street on the right from the Pizza Hut (St. Mary) and left (east) on the first street (Evergreen). Wayne is first house on the left, on the corner. Wayne's phone number is (705) 969-4955 for any lost souls.

#### 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

Anyone having any "TRAX" items regarding the Train Show in November is asked to let the Editor know. Who will be showing, doing or peddling? The October TRAX will be sent to the North Bay and other clubs if addresses and contacts can be provided. See below for snail mailing, electron mailing and phoning.

#### Modular News

Anyone having any "Modular" items regarding the Train Show in November is asked to let the Editor know. Who will be showing, doing or peddling? The October TRAX will be sent to the North Bay and other clubs if addresses and contacts can be provided. See below for snail mailing, electron mailing and phoning.

#### Upcoming Events

Train Show Nov. 5 & 6, 2005

#### Rail News in General

### Troubles for CN; Ver. 5.1

Forty-three of 140 cars of a CN freight derailed from its rail line adjacent to Lake Wabamun, 65 kilometres west of Edmonton, Alberta. News reports initially said the ruptured cars contained bunker fuel, but later it was found that other chemicals were seeping into the lake. Unfortunately for CN the whole exercise turned into a colossal public relations nightmare. Residents who had cottages on the lake were outraged when CN put its priorities into repairing the track, at the same time scouring across North America for oil containment booms as it had used up its own. Scientists say that the bunker oil doesn't float so its hard to guess what extra booms will accomplish.

The saving grace for CN seems to be the fact that none of the federal or provincial agencies seems to have the will or the guts to put CN's feet to the fire. Mustn't upset a major tax producer.

### Troubles for CN; Ver. 5.2

Almost at the same time as the derailment at Lake Wabamun another CN freight derailed about 30 kilometres north of Squamish, B.C sending nine cars, eight with lumber and one with sodium hydroxide into the Cheakamus River. Sodium hydroxide is the pure form of lye; commonly used by low-life bad guys to dispose of bodies. The headline in the newspaper, if not for the tragic consequences to fish etc., was almost comical; "Freight train cars fall into B.C. canyon". Sort of reminds you of a tipsy drunk just falling off the curb.

### Troubles for CN; Ver. 5.3

A truck driver was killed recently at the Dow Chemical plant in Fort Saskatchewan when his rig was T-boned by a CN switcher. The accident is still under investigation at this time.

### CP Ships Redux

More suitors have come out from behind the curtains to court CP Ships Ltd. There have been so many offers that a program is needed to keep track. Along with the Chinese there have been offers from A.P. Moller-Maersk of Denmark and Geneva based MSC. CP continues to sit tight, not too much of a problem when its shares gained 4 1/2%, driving its value up to \$2 billion. CP Ships Ltd., with 81 ships, broke away from Canadian Pacific in 2001.

### Crack Open the Atlas

A recent article in the National Post listed the ten great rail trips, which are listed below in random order:

- (1) Bergensbanen: Norwegian train is highest main-line rail route between two cities (not identified) in Europe.

- (2) Indian-Pacific: Sydney, Australia to Perth, Australia, 4,352 kilometers with a 478 kilometer straight section. (Run 9 needs to be invented!)
- (3) Vienna-Venice: across the Alpe, go in the spring.
- (4) Eurostar: London to gay Paris
- (5) Nozomi: Kyoto to Fukuoka at 260 kilometers per hour, try keeping your sushi down.
- (6) Pacific Starlight: from Seattle to the City of Angels at a lazy pace.
- (7) Southwest Chief: City of Angels to Chi-town nearly along Route 66.
- (8) Sunset Limited: Los Angeles to Orlando, last coast to coast train in the U.S.
- (9) Rovos Rail: excursions around South Africa including Victoria Falls, Zimbabwe to Dar-es-Salaam, Tanzania. (Keep all body parts inside the coach!)
- (10) Trans-Siberian: Beijing, China to Moscow, takes a week.

The list seems to have an American bias as three of the ten are out of Los Angeles. What about the Rocky Mountaineer. Or, see below re: Via Canada. Any readers have suggestions for better trips?

#### VIA Sells Out

Another recent article ("Reinventing Via as high-end tourism", National Post, July 9, 2005) details Via Rail Canada's business plan and philosophy for the immediate future. Rather than an alternative to the bus for those who wish to cross the country relatively cheaply, Via is leaning toward their idea of an ocean cruise on rails.

Prices given for a round trip full-fare senior's ticket between Toronto and Edmonton at the end of July is priced at \$939 for "comfort class", whatever that is, and \$2,300 for a sleeper. A rounder, booked in advance, on Air Canada is \$506.48, everything included.

National Geographic has rated the western journey on Via to be one of the top five rail trips in the world.

Steve Del Bosco, v.p. of marketing for Via says that they don't make any money during the winter months but make up for it during the summer touring months. He says: "We do it in the season where we can attract the most passengers at the highest rate". Nice to see that all those fine folks visiting from Japan and Germany are subsidizing our passenger services, such as they are.

#### From the Distant Past

This interesting article is taken from the July 29, 1883 issue of the "Manitoba Daily Free Press", a Winnipeg newspaper. The article is reproduced word for word from the paper's "Railway News" column.

" - A passenger on a Canadian Southern train, which was running at full speed,

jumped from his seat the other morning about 3 a.m., ran to the platform, and jumped off. The train was stopped, and when backing to pick up the fragments, was met by the lost man, and he was taken on board almost uninjured. He gave his name as E.A. Cimery, a locomotive fireman on the Grand Rapids and Indiana Road, and said that he had been asleep and dreamed that he was in the cab and that the engineer had shouted to him to jump."

Which goes to prove that railway men were tough in those days! The Canada Southern Railway ran, generally, from Niagara Falls to Amherstburg with connections to Detroit and Chicago. The early history of the company and its subsequent takeovers, mergers etc. is well chronicled in "Canada Southern Country", by Robert D. Tennant, Jr., available from Boston Mills Press.

### New Books

For something a little different "Endless Tracks in the Woods", by James A. Young and Jerry D. Budy is recommended. The "tracks" in the title, however, are not those of locomotives but of logging machinery.

The book explains the history of tracked machinery in harvesting the forest. The earliest machine was the Lombard log hauler. The first model was essentially a locomotive with bulldozer-type endless treads on each side in place of wheels, with steering by a set of sleighs controlled by a leading horse. Later models were provided with a tiller in front of the boiler where a second operator steered the machine. Not likely an enviable job in the dead of winter.

The book details the evolution of early steam, gasoline and diesel tractors as well as the earliest attempts at what we now know as bulldozers. Early logging trucks are also shown.

There are probably over a thousand photographs of machinery at work, mostly handling the giant logs of the American north-west. Some of the photos showing early logging trucks loaded with logs that are probably eight feet in diameter boggle the mind.

Although not specifically a railway book, there is a lot of material for modellers. A kit-bashed Lombard would make an interesting addition to a early twentieth century logging layout.

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Take a youngster train-watching today.