

TRAX

NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

October - 2005

October, 2005 Meeting

Richard Lefebvre has volunteered to host the October, 2005 meeting of the Sudbury Northern Railroad (SNRC) on Tuesday, October 11, 2005, at 7:30 PM. To get to Richard's house at 136 Levesque Street, head out towards Coniston on Hwy. 17 East. Turn right at the first set of lights past Falconbridge Road, (Tim Horton's is on the south-west corner), onto Levesque Street. Richard's phone number is 566-7839.

September, 2005 Meeting

September's meeting of the SNRC was held at Wayne Cowen's on Tuesday, Sept. 13, at 7:30 PM. Among those in attendance was long-time member Jim McCrae. This time Wayne's railway proved to be relatively trouble free, except for an occasional derailment behind the furnace.

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 - held meeting
Oct.	.....	Richard Lefebvre
Nov.	.....	<u>Train Show</u>
Dec.	.....	Trevor Ross (tentative)

Club News

Train Show

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. As of Sept 23rd nothing has been reported to TRAX.

Member to the Smoggy South

George Klem, for many years associated with the SNRC and a model railroader, will be leaving the Sudbury area to live in Mississauga. George says he is down there for medical reasons so often that it makes more sense to relocate there. George has his priorities in order as he has already joined a railway club in the area. Wayne Cowen, on behalf of the SNRC, wished George "bon

voyage". Keep in touch George.

Good to see ya

Club members were pleased to see long time member Jim McCrae at the September meeting. Jim says he is getting close to Run 8.

Modular News

Train Show

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

Fall Colour Steam Train Rides - South Simcoe Railway will operate the first three weekends in October from its station in Tottenham. Ride through the Beeton Creek valley, passing under the CPR line along the way. For details (905) 936-5815 or www.steamtrain.com

Rail News in General

Not Like Today's Chinese Crap

An article recently in the Peterborough "Examiner" tells the story of a railway safe discarded from the Havelock CPR station. The owners of Havelock's Station Restaurant were advised that the safe from the former station was discarded with other garbage 100 metres down the track in Havelock. Always looking for railroad memorabilia, the owners, the Miniotis investigated. Apparently someone had attempted to open the safe while it was discarded as there was some burning of the outer back shell and a 15 cm. hole which terminated at the steel lining.

The safe was marked Canadian Pacific Railway and was made by J & J Taylor, an old Canadian safe-making company. Although 1855 was etched into the handle it is likely this date is a patent date as the Canadian Pacific Railway didn't exist until much later. The Havelock station, which closed in the early 1990's, was located on the former Ontario and Quebec Railway, built in the early 1880's. Some of the O & Q's trackage from Toronto and through the Peterborough area still exists today, but the Ontario and Quebec Railway still exists on paper and annual meeting notices are often seen in the financial sections of Toronto newspapers.

Stephen Miniotis, son of the restaurant owner, said that he observed a lady back up to the safe with a van and attempt to load it. When a local tow truck operator went with local men to pick up the safe he reported that the safe was "quite a lift" and he estimated its weight at about a tonne and a half. The safe is about a metre by a metre by a metre.

A 76 year old local says he thinks that the most "treasure" that might be in the safe would be about \$40, an amount kept as a flower fund. Likely, he says, the CPR cleaned it out when they pulled out of town.

The restaurant is offering a free dinner to anyone who can open the safe. A local locksmith spent five hours working on the safe, but all he had to show for his efforts was a growling stomach. Where are the Oceans Eleven guys when you need them??

Trainwatcher's Delight

A recent article in the business section of the National Post described the various plans by industry in the New Orleans-Houston Gulf Coast area to cope with the upcoming hurricane Rita. Among the refineries and chemical plants was mentioned rail traffic in the area. It was said that Union Pacific has 200 daily trains in the Houston area while Burlington Northern Santa Fe have 40. Looks like a good place to set up and watch a few trains, just make sure not to catch the eye of agents of the United States of Paranoia.

Hobby Stuff

Perusal of the latest Lee Valley Tools Ltd. will have any amateur "Tim the Toolman" drooling with envy. Amongst the many saws, planes and router bits are some useful tools for the hobbyist. Many of the specialized tools could easily find use in a model railroader's tool box.

One item that looks handy are restorer's clamps. The photo in the catalog shows them being used to hold the handle of a coffee cup on while it is being glued. Four inch long clamp arms are attached to a small beam, about 3/16" in diameter and 8" long. The clamp arms slide on the beam and the pressure exerted can be from feather-touch to around 11 pounds. Each beam has a small jaw, about 1/2" by 3/4". Connectors can extend the beam length in multiples of 8 or 3 inches. Parts for a set of three clamps is \$16.95.

Phone Lee Valley at 1-800-267-8767 or fax at 1-800-668-1807 and they will assign you a customer number and send a catalog. Ask for a tool catalog and a hardware catalog.

Places to Ramble To

The former railway station in Harriston, Ontario has been turned into a first class railway heritage site. Local volunteers spent countless hours restoring the interior of the station, particularly the high ceilinged waiting room which had been hidden for years by a false ceiling.

There is an extensive collection of railroad memorabilia of every description. Local volunteers are still cataloguing much of material on hand and that donated by former railroaders.

The docent on duty recently, a lady well into her autumn years, said that when she was a young lady attending high school in a small town nearby, they used to go to Toronto to take in a play. Nothing unusual about that. Except, they went to Toronto, saw the play, and came back the same day. And, they went by train, making a connection in Harriston going down and coming back. Today,

even by car, to accomplish the same thing would be quite a hump. Without a car you are out of luck, there are no buses through that neck of the woods.

Harriston is a sleepy town, as are many in the area, time and economies having passed them by, but well worth a look to see surviving stations, old railway grades and the ever-present "Station Street".

From the Distant Past

With all the doom and gloom these days, astronomical gasoline prices, hurricanes being blamed for everything imaginable, the following item will bring a chuckle. It is largely taken from the original Jan. 16, 1932 Sudbury "Star" verbatim.

Bruin Breaks Cage on Train Grabbing Baggage Man By Pants

Willisville, Jan. 16 - (Special) -
"While many of his relatives are reposing peacefully in the wilds of the forest, Ted, the black cub bear, which was well known to all who visited Green's Camps last summer, is basking in the sun in his new home in the Cincinnati Zoological Gardens according to word received here from J.W. Tait, who last summer was one of Ted's warmest friends, and who asked that he be sent to the Zoo.

Ted was boxed in December by Mr. Green and his brother-in-law E.E. Hewitt, in what was considered a cage strong enough to keep a lion in captivity. The bear, however, did not like being "taken for a ride" and showed his utter disgust by breaking open in the baggage car shortly after leaving Espanola. He then "put the run" on the baggage car man, taking out a piece of his trouser's seat, after which he opened a box of soap, but upon tasting the a bar, climbed back into the cage more disgusted than ever. Eventually he was returned in the same car to Espanola, and the cage was reinforced with iron bands at a blacksmith shop, and Ted was started on his journey a second time, being fed and watered on the way by trainmen. An export permit, costing 60 cents, entitled him to admission to the land of stars and stripes".

The remainder of the article details Ted's new home at the zoo and Tait's surprise when he found how much the cub had grown since the last time he had seen him in September of 1931.

Hot Cinders in My Shorts - Viewpoint From the Editor

A recent article in the "Northern Life" entitled "CPR approached to relocate downtown tracks" goes a long way to explain how out of touch our politicians are with reality. Members of the

Downtown Village Development Corporation, along with city officials, met with CPR representatives to discuss the possibility of moving the railyards from the downtown core. Essentially the CPR people said "Nice to meet you, we'll think about it and get back to you."

One of the most telling lines in the article was Councillor Lynne Reynolds statement that "She didn't know the Sudbury rail yards are a vital link to the entire CPR network of rail lines in Canada". It just boggles the mind to think that people who are concerned about our interests don't have the foggiest clue about the industries in the areas they represent. The railway is a giant elephant that is, and has been, in our midst for nearly 122 years.

A quick look at a topographical map or a search of GoogleEarth shows that the options to reroute the CPR out of Sudbury would be a difficult and expensive proposition.

The second point to be made is that no amount of prettification of the downtown core will change the fact that the centre of the Universe is now at the corner of the Kingsway and Barrydowne. A trip downtown is an exercise in dodging panhandlers, especially outside the Royal Bank on Durham Street where they sit with hang-dog expressions looking for a cut of the 20 spot you just rescued from the money machine.

The bottom line is that, thankfully for railfans, the CPR and others will continue to trundle through town for some time to come.

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Take a youngster train-watching today.