

TRAX

NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

November - 2005

November, 2005 Meeting

As has become the custom in recent years the November meeting of the SNRC will take place over the two days of the Train Show. All members of the SNRC are encouraged to attend and donate a few minutes of time helping to make the show a success. (Please see Trevor Ross's request below) Please let friends and relatives know, particularly those with children, to bring them and themselves to the show. Let's get some new blood exposed to, and interested in, the various aspects of the train hobby, whether it be modelling, photography, videography etc.

Members of all clubs should make an extra effort to contact their model railroader (and rail interest) friends and let them know about the show. This will be a perfect opportunity to get together and chew the fat.

Trevor Ross has put some Train Show information on the website: www.sudburymodelrailroading.com

October, 2005 Meeting

October's meeting of the SNRC was held at Richard Lefebvre's on Tuesday, Oct. 11, at 7:30 PM. George Klem made a last appearance with the SNRC as he will move the first Saturday following the meeting to the smoggy south. (Mississauga) The meeting was well attended, with some faces that have been absent for a while. Does this mean they will be re-upping in 2006?

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

SNRC Club News

Club Dues

Not too soon to mention that SNRC dues will be due in December. So far as is known dues will remain at \$10 and are to be paid to Garth Harris. Garth will take cash, cheque (made out to Sudbury Northern Railroad Club), or your first born so long as they aren't in jail or Cecil Facer. As was the policy for 2005, members not having paid by the end of January, 2006 will find themselves

off the membership list. This year this situation resulted in membership dropping from 31 to 15. The membership list will be mailed in February.

Train Show

Please see "November Meeting" above.

Back to the Future

TRAX has been brought kicking and screaming into the techno age. Trevor Ross has toiled long and hard to bring this years issue's (so far) of TRAX into the [sudburymodelrailroading](http://sudburymodelrailroading.com) website. As TRAX is compiled on a dinosaur 386 computer this was quite a feat. Great work, Trevor.

Modular News

Train Show

The Sudbury Modular Railroad Club will be hosting the 8th Annual Train Show (see "Upcoming Events" for details).

NTRAK News

Train Show

The NTRAK club is looking for volunteers to help them run trains during the show so that they are available to talk to visitors and answer questions. Come out and run trains - for an hour or for the whole day. Contact Trevor Ross at (705) 983-9602 (evenings); (705) 682-8346 (daytime cell phone) or e-mail at: trevor@tjrcadd.com. Everyone is welcome. If you are thinking about getting started in the hobby this is the best place to start - no experience necessary.

Upcoming Events

8th Annual Train Show..... Nov. 5 & 6, 2005

The 8th Annual Train Show will be held Nov. 5th and 6th at the Howard Johnston Hotel on Brady Street, Sudbury. Hours are 11:00 AM - 5:00 PM, Saturday, Nov. 5 and 11:00 AM - 4:00 PM, Sunday, Nov. 6. Admission is \$5 Adult, \$3 Child and \$10 Family, regardless of size. Admissions are good for the whole weekend.

This years show will have HO and N scale modular layouts; the airplane guys; the slot cars and vendors. Vendors will be represented by Hobby Depot and Dale Wilson.

Rail News in General

Evolving Locomotives

General Electric Transportation Systems has recently unveiled its new "Evolution Series" locomotive. After working for six years and spending US \$200 million the sum total is a 12 cylinder diesel

prime mover that produces the same 4,400 hp that the previous 16 cylinder produces, along with improved fuel consumption and 40% reduced emissions. One of the key features of the engine is an improved cooling system since heat loss is a major contributor to lowered fuel efficiency. The control systems have also been improved with centralized "smart" displays which tell the engineer only what he needs to know.

Specifications for the freight locomotive are:

Dimensions.....	75 ft. x 15 ft.
Weight.....	415,000 lbs. (207.5 tons)
Speed.....	75 mph
Horsepower.....	4,400
Tractive Effort.....	166,000 lbs.
Adhesion.....	35 percent
Braking.....	117,000 lbs.
Capacity - fuel.....	5,000 gal.
" " " - lube oil.....	450 gal.
" " " - coolant.....	water - 400 gal.

The Evolution is at present only in the freight configuration but a passenger version is under development.

Earlier in March the Union Pacific Railroad began two years of testing the Evo. Three units pulled out of UP's North Platte, Nebraska yard with a 7,312 foot long 7,500 ton train and assaulted the Sherman Hill, well known to rail watchers as the former haunt of Big Boys, Challengers and Centennials. The "Hill" is 8,000 feet above sea level and highest point on the transcontinental. GE personnel, along for the test, reported they went up the hill with no problem, going up part way on one locomotive until they caught a slower train in front of them. Reports are that the locos are performing well, spending considerable time at Run 8.

Rumours are that CN are looking to purchase, or have purchased some of the Evos. Keep an eye out for them.

From the Distant Past

This article appeared in a Manitoulin newspaper during the last week of May, 1913 and concerns the completion of the concrete piers built to support the Algoma Eastern Railway bridge into Little Current, connecting Goat Island with the main Island.

Piers Dedicated

"A unique ceremony took place on Saturday evening when the men working on the piers dedicated their completion. For months past Mr. Chas. Hillman, has had a Brass Band composed of workmen training for the occasion. A huge picture of the bridge painted by Mr. Gray, was last week placed in Turner's window.

On Saturday evening the workmen marched down Robinson Street to the dock, led by the band dressed in fantastic costumes. Mr. Hillman on the little drum was particularly effective. On reaching the dock they halted and flanked by a pair of donkeys, representing Goats, several stirring tunes were played. All then went aboard the tug, Crow, and sailed around the piers serenading them and carrying their flag. After which the return was made to town and after marching back to Mr. Wm. Astles house they were treated to ice cream, down town.

It was as attractive as a 1st. of July Celebration. An immense crowd gathered on the street to see the procession.

No wonder an "immense crowd" gathered on the street. Where else would you see rough and tumble construction guys dressed in costumes playing in a brass band, serenading slabs of concrete and then going for ice cream. And what is the significance of the donkeys standing in for goats. Aren't goats weird enough on their own? We have to wonder at what point liquid refreshments became part of the equation.

On the Lighter Side

This joke came courtesy of friends in the Cobalt area.

A man is walking through the house with a fly swatter. His wife asks him if he has been successful. "Yes" he responds "I got three males and two females". When his wife asks him how he knows the sex of the flies he replies "The three males were on a beer can and the two females were on the phone".

Members are reminded that the Editor is only passing this joke on and is not responsible for any smacks to the back of male heads.

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Take a youngster train-watching today.

SEND YOUR TRAX TO ANYONE WHO MIGHT BE INTERESTED IN THE TRAIN SHOW

TRAX is early this month so that it may be sent to out-of-towners.