

TRAX

NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

December - 2005

December, 2005 Meeting

The December meeting of the Sudbury Northern Railroad Club will be held at Trevor Ross's home on Tuesday, Dec. 13, 2005 at 7:30 PM. To reach Trevor's house drive out Hwy. 144 and turn right (north) onto Montee Principale at the flashing casino sign, then right (east) on Bonin street about a mile north. Trevor is at 550 Bonin, the fourth house on the left (north) side of the street. Phone number for anyone lost is 983 - 9602. Members should enter through the garage. The layout will be up and running by then and the train simulator will be available for members. Dave may have his modules out for the night.

November, 2005 Meeting

The November meeting was held over the two days of the Train Show as has become the custom. Details below in Club sections.

Meeting Schedule - 2006 Tentative

Jan.	Feb.	Mar.	Apr.	nothing scheduled
May,	June,	Sept.	..	nothing scheduled
Oct.			nothing scheduled
Nov.			<u>Train Show</u>
Dec.			nothing scheduled

SNRC Club News

Year End Thanks

As another year ends, the Sudbury Northern Railway Club takes this opportunity to thank those who, in the true spirit of club participation, stepped up and hosted meetings in 2005. Those individuals were: **Garth Harris; Dick & Richard Gattoni; Mike Svos; Wayne Cowen; Richard Lefebvre and Trevor Ross.** Thanks, guys, for your hospitality.

Club Dues

SNRC dues will be due in December. 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). As was the policy for 2005, members not having paid by the end of January, 2006 will find themselves missing on the membership list. The membership list will be mailed in February. Garth's address is:

Garth Harris
4436 Noel Crescent
Val Therese, ON
P3P 1S8

Train Show

There was a good turnout by members of the SNRC, several of

whom are also members of the Modular and N-Scale clubs. Richard Lefebvre of the Modular Club would like to thank those who helped in the set-up and tear-downs. In particular, Jean Pierre Melaye who was there for both. Peter Pentilla was sufficiently impressed that he joined the Modular Club after the weekend. Dale Wilson had his books for sale and reported sales were satisfying.

Modular News

Train Show

Richard Lefebvre reports that overall the attendance was down from last year, but sufficient to look after the overhead. A large expense this year not foreseen was the necessity of changing the posters to reflect the HoJo location. The plane and car guys were happy with the interest in their displays. Some out-of-towners showed up and were taken to see Mike Svos's and Doc's layouts. The folks from the "Temagami Station Enterprises"* failed to show up. (see below in "Hot Cinders.....") * See TRAX Apr. 2003

The weather wasn't the greatest and the various media in Sudbury are a huge disappointment in getting the word out. It seems that because the show makes a little money the Train Show is shunned like lepers. The Show provides the community with something a little different from the usual stick and ball/puck entertainments.

For next year's Train Show all club's members need to be putting on their thinking caps and coming up with ways to get the word out prior to the show. Contact TRAX if you have an idea.

NTRAK News

Train Show

From the Club: "The NTRAK modular layout was very busy during the Train Show. Thanks to the use of Digitrax DCC and radio throttles, trains were run by visitors the majority of both Saturday and Sunday. Two visitors even came back on Sunday to spend more time running trains again. Dave's impressive addition to the layout was great, and we hope to expand this branch line even farther next year."

Upcoming Events

Canadian Pacific Railway Christmas Train will be:

- in Sudbury, Monday, Dec. 5, 2005 @ 6 PM
- in Cartier, Monday, Dec. 5, 2005 @ 8 PM

These are the most recent CPR postings.

Rail News in General

Nickel Sub

SNRC's source of news, Al Melanson, says there is a possibility that INCo may take over the operation of the 10 mile Nickel Sub, from Sudbury to Creighton mine. This is the last remaining

operating trackage of the old Algoma Eastern Railway, just a mile or two short of its earlier terminus at the Gertrude mine (circa 1901), other than that at Espanola. Logistics are still being worked out at this time.

Hunter Bags A Good One

Hunter Harrison, CEO of Canadian National Railway Co., was recently interviewed at Prince Rupert, British Columbia where he stated that the opening of the new port there in mid-2007* will contribute to the long-term growth of CNR. CN is said to be the best performing railway in North America and forecasts for 2006 are for a revenue growth of 5% to 6%. * see TRAX July, 2005

CN expects to spend about \$150 million next year, much of it on extending sidings to accommodate the longer trains of today. On the other hand Canadian Pacific is spending, for the size of the railway, a proportionally much higher \$825 million, mostly for infrastructure.

CN's third quarter earnings were up 19% even in spite of higher fuel costs, train derailments, higher Canadian dollar and hurricane damage to its Gulf Coast operations.

Now if they could spend a few bucks on wash racks!!

From the Distant Past

Railway Weather Signals

Every so often when looking through the "Trains of the World" sort of books that are invariably on the bargain bin at the book store the reader will come across something that seems somewhat unbelievable, at the least. Quite often the story of the railwayman doing double duty as weatherman turns up. Recently the following article was discovered in the April 3, 1884 Toronto "Mail" newspaper. The article was entitled "Railway Weather Signals" and described the actual process as it was to be put into practice.

The reporter visited the Observatory where meteorologist Lieutenant Gordon explained the process. Three foot discs would be attached to each side of baggage cars on express trains. A white disc representing the sun (not yellow?) is the signal for fine weather, a black disc with a white crescent means showers and a black disc with white star is a signal for rainy weather. Railways running east, west and north (relative to Toronto) will be called "signal routes".

Gordon said that representatives from the Grand Trunk; Canadian Pacific; Ontario and Quebec; Canada Atlantic; Northern and the North Shore (Que.) were on board for the project. Apparently the scheme had been tried in Kansas for a year or so and found to be satisfactory. Some of the scheduled railway companies and their respective "weather" trains were:

Canadian Pacific: on the morning express from Montreal and Ottawa respectively and one on the Ottawa and Brockville division.

Toronto & Nipissing: signal daily each way

Northern and North-Western: on express between Toronto and

Collingwood, and between Hamilton
and Gravenhust
Grand Trunk (Main Line): signals on trains running between
Toronto and Belleville and Toronto
and Stratford.

Although the basic idea sounds fine, practical operation would likely have been of marginal success. First of all, the trains would have only been visible to farms adjoining the railways, those a concession away would have been out of luck. Secondly, not too many farmers in the days of real horsepower, mixed farms and twice a day milkings would have been able to afford the time to hang over the fence chewing on a blade of timothy waiting for the train to possibly pass by on time. What about winter when most farmers of the period hunkered down waiting for spring planting?

Maybe an idea for anyone who models old time steam.

Hot Cinders in My Shorts. Viewpoint From the Editor

A month or so prior to the Train Show the Editor had an opportunity to spend a few minutes looking over the Temagami Ontario Northland Railway station which has had an extensive renovation. The Smerdons who are represented as "Temagami Station Enterprises Limited" have largely been behind the million dollar-plus renovation are also engaged in a new business of producing laser-cut HO scale models of buildings for the model railway hobbyist. This was reported in a previous TRAX* as part of a ramble to the Temiskaming Shores area. (see TRAX, Apr., 2003)

Apparently modellers from the Timmins area are coming down to help with the renovation process. I had mentioned that the Sudbury Modular Railroad Club was holding the Train Show in Sudbury on Nov. 5th and 6th and that it might be beneficial for the Smerdon's to attend and get a feel for how many modellers were in the Sudbury area, press the flesh and maybe rent a table and show off some of the laser-cut models. Possibly, as well, get a feel for what modellers are interested in and what price range they would be comfortable with. E-Mail addresses, Richard Lefebvre's phone number and the November issue of TRAX were sent to hopefully generate some interest in the Train Show. As well, they were to E-mail contact people in Timmins who the SMRC would be able to notify and invite.

As of the date of this TRAX not a peep has been heard from these folks. It makes one wonder how they expect to be successful with a business when an invitation, handed to them on a platter so to speak, doesn't warrant even the slightest of reply or interest.

SNRC Meeting Coordinator: Mike Svos - (705) 566-5593
SNRC Treasurer: Garth Harris - (705) 969-8158
SNRC "TRAX" Editor: Al Stacey - (705) 855-9849
Articles, comments, letters - cachetesoro@hotmail.com

Take a youngster train-watching today.