

TRAX

NEWSLETTER OF THE SUDBURY NORTHERN RAILROAD

April - 2006

April, 2006 Meeting

The Gattonis have volunteered to host the April, 2006 meeting of the Sudbury Northern Railroad (SNRC) on **Tuesday**, April 11, 2006, at 7:30 PM. Instructions to reach their house at 1341 Roy Street in Sudbury are: Driving east on Lasalle Blvd. from Notre Dame Ave., Roy Street is just before the Shopping Center, turn left (north) and travel about two blocks. Gattoni's are on the left side. Go in the side door and down the stairs as usual. Phone number is 566-7650 if you get lost.

March, 2006 Meeting

Garth Harris held the March, 2006 meeting of the Sudbury Northern Railroad Club, which was fairly well attended. Trains were run over the layout with the usual incidents. The members of the SNRC thank Garth for his hospitality and for the treats.

Meeting Schedule - 2006

Jan. Al Melanson - held meeting
Feb. nothing held
Mar. Garth Harris - held meeting
Apr. **Dick/Richard Gattoni**
May - **Mike Svos**
Sept **Richard Lefebvre**
Oct. nothing scheduled
Nov. Train Show
Dec. nothing scheduled

Upcoming Events (see below for further details)

Sudbury Modular exhibits at Pioneer Manor..... May 14 & 15, 2006
Midland Railway Club 18th Annual Train Show..... May 27 & 28, 2006
Train Show - Sudbury - Nov. 4th & 5th (more details later)

SNRC Club News

Where in the World is Albert

Richard Lefebvre tells TRAX that very long time member Albert Delongchamp is now living in Sudbury with his daughter. Richard will get an address for us so that we might send Albert a card or letter to let him know the boys are thinking of him. Albert has had his pilot's license revoked so he is no longer able to get out to the meetings.

Switching Layout Ideas

The following item came from an 1884 newspaper and the particulars will not be news for modellers.

"Interesting to Engineers" In the following manner two trains on a single-track railroad can pass each other at a point where

there is a single siding, which is too short to hold either of the trains. The engine of train No. 1, together with as many cars as the siding will hold, backs in on the siding, leaving the remainder of the cars on the main track. Train No. 2 starts up and runs by the siding up to the point where the remaining cars of train No. 1 are left standing on the main track. The main line is then clear for that portion of train No. 1 which is on the siding. The engineer of train No. 1 pulls his cars out from the siding on to the main track and stops at a convenient distance from train No. 2 to give the latter a chance to operate. Train No. 2 couples on the remaining cars of train No. 1, and sets those on the siding. Train No. 2 then goes on its way, and train No. 1, taking up the remainder of its cars, does likewise. By a repetition of this movement, the two trains might pass, although each train had sixty cars and the siding held but six, and the cars would all be in the same consecutive order."

It can be imagined that this might not have been a pleasing event for the crew on the ground during a winter blizzard.

Lambs Back in the Fold

Doug Frozel, Box 701, Capreol, POM 1N0, 858-2906 and Dave Karen, 2041 Madison Ave., Sudbury, P3A 2P7, 560-5972 have signed up for 2006; please add their names, etc. to tour membership lists.

Modular Club News

NFR Convention Nixed

Richard Lefebvre informs TRAX that the Modular Club will not be holding the NFR convention in 2007. The parent organization will not submit to having the general public attend any of the displays or other parts of the event. There was some discussion at the SNRC meeting regarding the near sighted approach taken by the organization. With the average age of modellers increasing every year and the extremely poor attendance at last year's convention in Belleville (75 attendees, of which 11 came from the Sudbury club, from a catchment area of several million) it would seem puzzling that potential new members are being shunned.

Midland Train Show

Five members of the club will be going to the Midland Train Show at the end of May and will be setting up an N-scale modular layout. There are plans for 17 operating layouts at the show which will be held at the Midland Sports and Recreation Centre on King St. in Midland. There will be 60, count em', 60 tables of vendors, with collectibles, photos, memorabilia, etc. Admission, \$5 adults, \$4 seniors and \$2 for children. Possibly some one in either the Modular or the SNRC who is proficient on the computer could make up a notice concerning the Sudbury Train Show and pass them out at the Midland show.

New Books, New Books

While not exactly a new book, "Railways of Canada", is an interesting book to watch for in used book stores. This "Railways of Canada" is a Coles Canadian Collection reprint of J.M. and Edward Trout's 1871 edition. The subtitle of the book pretty much sums up the book "shewing (sic) the progress, mileage, cost of construction, the stocks, bonds, traffic, earnings, expenses and organization of the railways of the Dominion and also a sketch of the difficulties incident to transportation in Canada in the pre-railroad days".

The book covers about 50 Canadian railways as well as thumbnail sketches of about two dozen of the earliest railway charters, including such forerunners as the Cobourg Railroad Company incorporated in 1834. There are, at the front and back of the book, several pages of advertisements for railway suppliers, amongst them Baldwin, Rhode Island Locomotive Works, Hinckley & Williams Locomotive Works as well as James Crossen's Cobourg Car Company which built a lot of the early CPR rolling stock.

Those familiar with Ontario railway history and railway history will recognize many of the usual suspects in the various railway organizations, along with a few surprises. Anson G.P. Dodge, who was largely involved in the Georgian Bay Lumber Company and who had minor mining interests in the Sudbury area shows up in the Sault St. Marie Railway. The SSM Ry was projected in 1871 to run 280 miles from a rail connection at Bracebridge to Sault Ste. Marie.

Harry Abbott, a major participant in building the CPR Algoma branch and the main line north-west of Sudbury is mentioned as the builder of the portion of the Canada Central Railway from Brockville to Carleton Place prior to 1870.

Probably the most detailed railway is the Northern Railway, which was mentioned in an earlier TRAX with regard to the "burning locomotive story". Numbers of locomotives, rolling stock, locomotive mileages run and all the expenses and revenues are detailed. Beginning in 1860, when data is shown for board feet of lumber carried, until 1870, the last year with data, the Northern increased from 8 million to 117 million feet carried. Undoubtedly this was reflected in a healthy operating ratio averaging about 60%. CPR should be so lucky today!

From the Distant Past

Dan Dunn

Anyone who has read Florence Howey's "Pioneering on the CPR" may recall her mention of Dan Dunn's boarding house in Sudbury during the very early days of the village. Dan Dunn appears to have been an interesting character, one of those larger than life individuals who were involved in the CPR railway construction days.

Dunn was born around 1846 and first shows up in early January, 1881 as a walking boss on the Canada Central Railway Western Extension. The Western Extension was the continuation of the Canada Central from Pembroke westward to its legislated terminus at or near Lake Nipissing. Duncan McIntyre, a principal stockholder of

the Canada Central, was the contractor for the Extension and James Worthington was his manager of construction.

While the railway was working its way westerly in the Deux Rivieres area some of the shovellers working near Kelly's Bay decided they were going strike, and as well, cause all of the navvies to join them. With this in mind four ringleaders, Philip Saucier, Augustus Saucier, John Duguise and Baptiste Belanger, went down the track to where the gravel train was working. They ordered the men to quit and most of them complied, going off to their shanties. Some joined the strikers and they set off down the line to shut down all of the construction. As they moved westward the throng grew, taking on the appearance of a celebration with shouting and cheering.

Unfortunately the plan hit a snag. Dan Dunn had heard of their approach and made preparations to receive them. A newspaper report says that "He attacked them so fiercely that they turned tail and made for Deux Rivieres, apparently completely abandoning their enterprise". This was not to be the end of the affair, as the Company thought it necessary to make an example of the four ringleaders. Warrants were issued and Dunn, along with John Stinson, "the popular track master*", a few engineers and firemen arrested the four ringleaders and after some swift frontier-style justice they ended up in the Pembroke jail.

As the construction of the CPR continued on from the Callander terminus of the Canada Central Railway the enterprising Dunn seems to have been busy establishing boarding houses at convenient locations, Sudbury Junction where the CPR staff had temporary headquarters, and later at Pogamasing. Members of the Ottawa Valley Press Association reported late in 1884 that Dunn, who had a railway contract in the vicinity of Pogamasing, had a boarding house where "one of the equipments is an organ".

In 1885 after his involvement with CPR construction Dunn and one of the Murrays of Murray Mine fame took the time out to sue the CPR for failing to pay them for railway ties which Dunn and Murray had made.

1890 found Dunn completing a 28 mile railway in British Columbia. Unfortunately Dunn's illustrious railway career was cut short in October, 1891 when a quarrel with a man in Michigan resulted in Dunn being shot through the heart at the young age of forty-five.

* John Stinson, of whom the location of Stinson east of Wahnapiatae is named, can be seen in Omer Lavallee's "Van Horne's Road" on page 111, photo 179 on the pilot of an ex-Canada Central locomotive and is noted as "Big Jack" Stinson. A rather imposing figure.

SNRC Meeting Coordinator: Mike Svos - (705) 566-5593
SNRC Treasurer: Garth Harris - (705) 969-8158
SNRC "TRAX" Editor: Al Stacey - (705) 855-9849
Deadline for submissions to TRAX, the 15th of the month.

Take a youngster train-watching today.