

TRAX

April 2009

The Sudbury Model Railroaders Newsletter

Hot Cinders in My Shorts

Viewpoint from the Editor

Welcome to the April TRAX newsletter. As everyone read a couple months back in the newsletter, Richard recently moved to a new house. As part of that move, he did some cleaning out of model railroad stuff. One of those items was a collection of Model Railroader magazines. Richard was looking for a new home for them, so I offered to take them off his hands. I just wanted to make this known to everyone. If anyone is looking for a past Model Railroader article let me know. I have copies of all issues from the early 1970's onward, and would be happy to provide anyone with the article they are looking for. There are also a number of duplicates from the year 2000 onward. If anyone is looking for an issue that they are missing let me know. Any duplicates that are left over will be used at a future train show as handouts at the door or WGH table.

Trevor Ross
Editor – TRAX Newsletter

Future Museum Layout

From Dale Wilson



Attached are two images of Don Lacoste's layout that was donated to the Capreol museum.

It's currently in storage pending construction of a new building so the museum can expand.



The Museum is always looking for new members. There are a lot of projects on the wish list, and the museum needs support to make them a reality. The best way to support the museum is to become a member.

Club Car

Local Club News

April 2009 Meeting

Mike Svov has volunteered to host the April meeting on Tuesday April 14, 2009. To get to Mike's house at 85 Gladys St., Garson, turn left (west) onto Maley Drive from Falconbridge Hwy. As you head from Sudbury to Garson. Turn right (north) from Maley onto Old Falconbridge Road, and left (west) onto Gladys Road. Mike's house is at the top of the hill on the right (east side). If lost phone Mike at 566-5593.

March 2009 Meeting

Thanks to Richard Gattoni for hosting the March 2009 meeting. A large number of people attended the meeting, many who were new individuals. We hope to see them come out again.

Meeting Schedule 2009

All meetings are held on the 2nd Tuesday of the month at 7:30 p.m. unless noted otherwise.

<u>Month</u>	<u>Host</u>	<u>Date</u>
April	Mike Svov	April 14, 2009
May	Al and Jackie Melanson	May 12, 2009
June	Richard Lefebvre	June 9, 2009
July, August	Summer Break	
September	Volunteer Needed	
October	Volunteer Needed	
November	Train Show	
December	Trevor Ross	

Volunteers are needed to host future meetings. If you are interested in hosting a meeting then please contact Mike Svov (566-5593) or Trevor Ross (983-9602).

Meeting co-ordinator:

Mike Svov (566-5593)

SNRC treasurer:

Garth Harris (969-8678)

Upcoming Events

The 2009 annual National Model Railroad Association (NMRA) Regional convention takes place April 17, 18, and 19 in Woodstock.

The 2009 Midland Train show is on May 23rd and 24th at the North Simcoe Sports and Recreation Centre. We have no plans to attend this show with the modular layout.

The Careol Train Show takes place on August 1st and 2nd at the Capreol Arena.

The Muskoka Train Show takes place on August 8th and 9th in Bracebridge. We will be taking the N Scale modular layout to this show. We are looking for more club members to come along and attend this show with us. In order to properly operate the layout and interact with the show visitors, we require multiple individuals. The layout has 4 mainline trains running at all times, plus any additional trains that are running as extras. We like to allow visitors to run trains, but can only do that if there are enough individuals to help supervise things. Just ask Richard what happens when you get 4 young engineers at the throttle with only one person supervising! ☺

Letter to the Editor

Author's name withheld by request.

Recent articles in TRAX have mentioned campaigns, apparently by politically motivated individuals, to have the CPR tracks removed from downtown Sudbury. It would be interesting to consider this cautionary tale. In a small southern Ontario town a developer wished to build a number of homes on some abandoned rail lands, about ten acres in area. The property in question had been left as it had been after the railway line was closed, with only the removal of the rails and some minor infrastructure. On the municipalities balance sheet the property was a liability, more so as the years passed and evolving environmental rules came into force increasing the potential cleanup costs. The developer, over the course of a summer, removed thousands of tons of soil and rehabilitated the area in preparation for construction of homes. At that point the municipality, finding the property suddenly more attractive, raised the development fees, which resulted in the developer abandoning the site.

Before the Sudbury rail yards are remotely ready for construction of homes or businesses considerable environmental evaluation would be required, beginning with a Phase I environmental assessment. Some of the issues that would be discovered after more than 126 years of railway activity would be the many and varied cargos; minerals of nickel, copper, lead and zinc to mention a few; petroleum products, and the heavy metals associated with coal and coal ashes that may have leached into the ground. Secondary assessments would require the drilling of test wells around the perimeter of the approximate 150 acres to determine the boundaries of any potential leachate plumes.

Cleanup would be prohibitively expensive, one estimate possibly being as high as \$100 million. Depending on where the main line could possibly be re-located, the abandoned sections of right-of-way would, under today's environmental regulations, not be useable as a Rails-to-Trails path and would likely be fenced and off-limits to recreational users to protect against any possible liability issues. Finally, the cost of relocating the CPR main line around Sudbury, while still possibly retaining the Sault Branch would be astronomically expensive. Not only that, it would set a precedent for other cities and municipalities to demand the same treatment. Remember, the railway was here first!

A main bone of contention for many years has been the Elm Street crossing. A subway would be a far more cost effective way to deal with what is generally a lesser problem now that highway bypasses re-route the majority of heavy truck traffic away from the city core.

Anyone living in the Sudbury area for some time will remember other pipe dreams such as the wind generator at Coniston, the Sudbury 2001 angora goat farm fiasco, the methanol plant, previous mining excellence programs and the dithering on building a roadway parallel to the Kingsway which has now been effectively killed by housing along the Westmount Avenue area.

How could a project of this magnitude ever be considered when such simple problems such as the deplorable condition of the Martindale Avenue and Kelly Lake Road rail crossings, which have existed in this condition for years, cannot be addressed?

Off the Rails

From Al Melanson

One of life's little lessons in railroading. This is supposedly a true story, and is too good not to share.

The Senior Road Foreman of Engines (RFE) for a local railroad (he originally railroaded for C&O) related an incident which occurred many years ago, when a freight train lost its brakes and ran away while descending a mountain in rural Appalachia. The train derailed, but the crew survived.

At the formal investigation which followed, the superintendent asked the conductor, who had been riding in the caboose at the rear of the train, "When did you first realize that your train was a "run-away"? The old conductor replied, "Well, Sir, we knew we was in trouble when we saw the engineer and head brakeman standing by the track, waving to us as we went by them!"

The Dispatcher's Office

The Fine Print and Administrative Items

Newsletter Subscriptions

The TRAX newsletter is available in electronic and hard copy mailed versions.

The hard copy mailed version costs \$10 per year (included in SNRC dues). To subscribe contact Trevor Ross at 983-9602.

The electronic version is **free**. To subscribe e-mail trax@sudbuymodelrailroading.com

Newsletter Content

I am always looking for content for upcoming newsletters. If you are interested in contributing any model railroad related articles, news, or information please forward them to me at trevor@tjrcadd.com or give me a call (983-9602).

Website

You can find additional local model railroad news, events, and information online at www.sudburymodelrailroading.com

Take a youngster train watching today!