

S N () W I L () W



M A P L E L E A F
R E G I O N

Please return to :

Richard Guitax, Chairman Correspondence Exchange Committee
183 Jacobson Ave.
St. Catharines Ontario
Canada L2T 3A6

Name
Nom

Address
Adresse

Apt.

City
Ville

Province

Postal Code
Code Postal

Scale

Gauge

Period

Le temps

Is there any one in particular you would like to correspond with, or some interest you have that you would like to correspond about? I will provide an address.

Y-a'il quelqu'un qui voudrait un correspondant? Il me fera plaisir de vous envoyer une adresse.

Are you a railfan?

Aimez-vous les trains et le ^{voies} ~~train~~ ferrées?

Any Comments?

Voulez vous ajouter une idée?

CLEARANCE

STATION

Fort Erie

January 25 1974

As you can probably see from the wonderful start of this editorial I do not feel very calm at this writing. I have just finished editing the Snowplow and now I write my column.

First off, GET INVOLVED. Anybody can sit and vegetate but it takes a person with some sense and feelings to do something. If you have an idea for a kink, a request or even a gripe PUT IT ON PAPER. The region is you and if you don't support it its existence is useless.

Secondly, GET INVOLVED. John, George and Richard have gone to great lengths to ease your involvement. The rundown of their system is described in 'Running Extra' on another page.

Thirdly, all letters to the editor, ads, problems, reader services or otherwise will be well considered for publication as we are relatively short of material at the moment.

Finally, you all have an out to getting to know one another. On March 22, 23, and 24th a divisional meet is being held in St. Catharines. At the present these who attend are requested to bring a sleeping-bag and yourself. Breakfast, if you sleep, will be provided. There will be two possible layout tours during the meet. As well there will be hobbyshop visits and local rail facilities tours.

Now that region business is settled, on to the TAMR. I would like to know who had the original idea for the TAMR, it was brilliant, not perfect, but brilliant. I received a copy of the Constitution of the TAMR, beautiful is all I can say. It was an epitome of double-talk. Why? What is so difficult about putting a constitution into simple plain english so that members can save a fifty dollar lawyers fee and still know what is going on in the TAMR. This suggestion goes out to the president, Mike, and to those of you on the CRC; forget the double-talk unless it is absolutely necessary.

As a final note, to all of you who submit articles or ads, please type. Written articles or ads are hard for myself to decipher and difficult to judge for spacing and placement. On other pages are sample ads and suggestions for articles. All submitted material need not be copies of these samples as they are merely guides.

Operator

Pisden

Running Extra: X403W at Aberdeen---A Report from the MLR Secretary-Treasurer

John C. Bull

The emergency meeting in Hamilton drew seven members: George Redburn, Mike Voelker, Richard Guitar, Gordon Midgley, Jeff Pigden, Mike Plumb, and this reporter. The latter five were actively involved in the decision-making and Mike Voelker submitted a personal white paper.

The following decisions were made: Mike Plumb was reaffirmed as President, the author as Secretary-Treasurer; Mike Voelker was appointed Vice-President, Gordon Midgley Auditor and Jeff Pigden Editor. A Publisher, however, is still needed; anyone who can fulfill this need is asked to contact the President (34 Rockwyn Crescent, London N5W 1S9). It was also decided that the Snowplow should assume a schedule of quarterly publication for the immediate future and that it should emphasize modeling for, after all, this is the Teen Association of Model Railroading.

Furthermore, it was generally agreed that there should be more of an emphasis on the regional organizations in the TAMR, thus the MLR will be embarking on a participation program. George Redburn (97 Belmont Avenue, Hamilton L8L 7S2) is the chairman of the Car Interchange Committee (CIC) for those who wish to trade rolling stock; Richard Guitar (133 Jacobson Avenue, St. Catharines L2T 3A6) is in charge of the Correspondence Exchange Committee (CEX) and this reporter is the chairman of the Prototype Information Exchange Committee (PIX--formerly Photo Exchange Committee). Those interested in joining the above committees should contact the respective chairman. A complete review of these committees will be found in the next issue of the Snowplow. It should also be noted that a Constitution Review Committee will soon be established--those wishing to join should contact the President.

Regarding finances, a complete financial report will also be found in the next issue. Advertisements should be sent to the Editor--the rates are \$2.00 for an eighth-page ad, \$3.00 for a quarter-page, \$5.00 for a half-page and 10.00 for a full page ad. Those who have not joined the region are asked to send the dues (\$1.25 annually) to the Secretary-Treasurer at 254 Haddon Avenue South, Hamilton L8S 1Y1; members are asked to notify the author of the date of expiration of their membership as the region records are incomplete in this regard. All cheques should be made payable to John C. Bull.

Finally, may I offer a word of advice--the only way to get something worthwhile out of this organization is to participate. Thus I suggest that you contact Richard, George and myself as soon as possible. May the new year be one of health and prosperity.

(ed note--ads should be sent to me at 3130 Black Creek Rd. Stevensville L0S 1S0)

History and Other Trivia

by Richard Guitar

First of all I'd like to welcome you to my new column. It will contain some of the more comical of events in Canadian Railroad History.

It was the year 1837. It was just outside of Lapairie, P.Q. A new locomotive had just arrived from Scotland with its engineer. Her name was the Dorchester. It was about midnight when the young engineer opened the throttle to start her off. It didn't move. A more experienced engineer from the 'US' suggested adding fuel and water.

After steaming up, it roared along at 20 miles per hour. It is interesting to note that to fuel this loco the fireman had to throw bunks of cordwood down the smokestack. I dove off into a swamp some years later and the Railway itself went bankrupt and was taken over by the Grand Trunk.

Old Bits:

CPR D-10 class 4-6-0 #1040 had a loose angle-cock.

400,000 washers were used in building the Quebec, North-shore and Labrador Railway. It runs from Sept-Îles, Quebec 360 miles to Shefferville, Labrador.

Angus MacDougall served as windsniffer at Table Rock Newfoundland on the Newfoundland Railroad.

The Whitehorse and Yukon

The Whitepass and Yukon Route uses bulldozers to plow its lines. It is the only railway in Canada which has never requested or received financial aid from the government.

This issues comments came from the books Canada's Railways, Railroad Magazine and Railroad Model Craftsmen. (The Spelling is courtesy of Richard.)ed.

FOR SALE:

H Scale

I pay postage.

John C. Full

254 Haddon Avenue South
Hamilton, Ontario L3S 1Y1

BN C-636 (hardly used)	\$10.00
CP C-424 (maroon)	10.00
GP RS-2 (kadee couplers, maroon)	10.00
UP RCC-2, EMD SD-45 demo dummy	5.00
14 cars (kadee couplers)	25.00
6 cars; parts (trucks, frames, bodies)	15.00
kadee parts, gauge, uncouplers	20.00
many locl parts including motors	20.00
Flex, sectional track	10.00
2 rapido type electric uncouplers	22.00
5 manual turnouts, parts	10.00
12 remote control switches, buttons	30.00
Aurora power pack	5.00
HR6 Modelpack 602 (hardly used)	30.00
12 DPD's, other electrical switches, wire	20.00
HR Jan '63-Oct '73 (ex. Mar '72; 69 issues)	15.00
RMC Aug '69-Oct '72 (ex. May '70; 43 issues)	10.00
7 Kalbach books; Locol, the diesel	13.00
310.00 off if sold to one person	
Patrolman Mini VHF (railroad) receiver	20.00
14 chess books, 6 bridge books; value \$35	15.00

Writing For Publication

J. C. Pigden

When writing for publication it is important to be definite. An article which deals with abstractions is not likely to be published unless the intended readership has a working understanding of the terms discussed.

Another point to remember is to discuss practical possibilities. An article which deals totally with theoretical potential and does nothing towards applications is useless. It can never be used until a follow-up article is provided which directs the theoretical towards the practical.

Finally, be honest. An article which contains exaggerations, untrue information or misquotes is asking for trouble for the author. Someone may already have your idea in use and be able to state from experience information which contradicts your story.

But don't let the above paragraphs scare you off. If you have an honest idea, suggestion or grievance then put it down on paper and send it to me. All articles which have a valid point will be published.

Now, let's put some of these points to work. The following article was submitted by the Auditor, if he will excuse me, for publication.

CARD OPERATIONS ON THE S.A.D. BELT LINE

My Shaughnessy and Delisle Belt Line was planned with switching as the main form of operation. As such, a good method of determining car destination was needed. John Eull and I developed the following system which has proved to be very satisfactory.

One filing card (3"x5") is made up for each piece of rolling stock. At the top of each card is the type of car, its roadname and number. Down the left side of the card is a list of all destinations for that car. A paper clip is then attached to the card so that it points to one element of the list. These cards are then shuffled and several cards are then chosen at random. These cards must then be moved to their destination (indicated by the paper clip) in as few moves as possible. When they have been spotted at their industry, the paper clip is moved to the next destination on the list and the card is returned to the pile. Several difficulties will be encountered such as 1) what happens to cars already spotted at an industry? (Mine go to the nearest interchange track) and 2) what if 2 cars are chosen at the same time to go to an industry (mine hold 1 car, second car goes to nearest yard track). A lot of fun can be gained from this system and incidentally, minimizing the number of moves is not as easy as you might think!

If you have any questions (eg. what am I talking about), please write.

It is noticeable from the style of writing and the comments that this article was written in a semi-joking manner. This is one method of presenting the material. The other is a very straight no-nonsense manner which is not too well received in publications. This cannot be taken as a standard because there are some editors who prefer the former style while others prefer the later.

The article is a good demonstration of the points mentioned before. The first paragraph deals with the subject's "raison d'etre" which is to improve operations on the S.A.D. The first part of the second paragraph deals with the theoretics of the operation. The next section deals with implementing the idea. The final section deals with some of the possible problems which may be encountered while utilizing this idea.

This article, through its style and structure, is open for consideration by both experienced modellers and beginners alike. It is a pleasure to read and is easy to understand because of its direct presentation of ideas.

One point I might add concerning the card system. The list of locations would be even more realistic if they were placed in an identifiable order. One such possibility is a box car. It may go to interchange as a start. It then moves to an industry using imported materials. It is then moved to an industry using a by-product of the original process and so on down to export back onto interchange service.

ONTARIO NORTHLAND

"OPENING ONTARIO'S NORTHLAND"

RR

PRESIDENT: GEORGE REDBURN

HEAD OFFICE: 97 BELMONT AVENUE

HAMILTON ONTARIO L8L7M2

COME AND RIDE A POLAR BEAR. WRITE US.

This ad for George's layout is the best that I have received for publication. It is simple, easy to reproduce, and it looks like a real railroad ad. It states clearly the name of the railroad, gives the owner a railroad title, uses the owner's residence as head office, and includes a railroad-like slogan.

All ads need not be like this one. Another ad may suggest the addition of scenery as "The B.C.D. has discovered that the world is not flat. See the scenery if it ever is completed." This ad may be altered by the addition of the owner's name as president and his home address as the location of the newly discovered terrain. An ad of this type covers about one quarter of a page and costs two dollars. An inexpensive way of supporting your Snowplow.