

THE MRYOC

MODEL RAILROADING YOUTH OF CANADA

ANNOUNCES:

THE
LAST-EVER (FOR A WHILE, ANYWAY)

NATIONAL IN
~~CONFERENCE~~

TORONTO

AUG 15
AUG 16
AUG 17
AUG 18?

73 ST. GEORGE, TORONTO, ONTARIO (SIR DANIEL WILSON RESIDENCE)

BANQUET, CONTESTS, SLIDES, TOURS

FOR INFORMATION, CALL:

MIKE VOELKER
497 6473

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7 WARDENCOURT DR.
AGINCOURT ONTARIO
M4T 3M8

MENTION THIS AD!

CONVENTION TIME IS ROLLING AROUND AGAIN AND THE TORONTO CONVENTION SEEMS TO BE FOLLOWING IN THE FOOTSTEPS OF THE FINE LONDON CONVENTION. (FOR DETAILS ON THE AUG. 15 - 17 CONVENTION, SEE ELSEWHERE IN THIS ISSUE). AT THE CONVENTION, OF COURSE, WE WILL BE AWARDING PRIZES IN OUR GREAT ARTICLE AND ORGANIZATIONAL CREST CONTESTS. HOWEVER TO DATE, ONLY A TOTAL OF THREE ENTRIES HAVE BEEN RECEIVED. WE WILL ACCEPT ENTRIES RIGHT UP UNTIL 2100 HOURS, AUGUST 15 TO GIVE EVERYONE A CHANCE TO PARTICIPATE. NEED WE REMIND YOU THAT THE PRIZES ARE THE ATHEARN "HO" OR CON-COR "N" SCALE FREIGHT CAR OF YOUR CHOICE AND A CREST AND TWO YEARS MEMBERSHIP RESPECTIVELY . . . YOU'RE ELIGIBLE AS LONG AS YOU'RE NOT MRYOC STAFF (OFFICERS, EDITORS, ET CETERA).

RHODES AND OTHER DIRTY THINGS

GEORGE REDBURN

DIRT ROADS, UNLIKE ASPHALT ROADS, SEEM TO ADD A LITTLE CHARACTER TO A RAIL - WAY SCENE, ESPECIALLY IF THE SCENE YOU'RE MODELLING IS THAT OF A RURAL OR SMALL TOWN SITUATION. ON MY LAYOUT, I'M TRYING TO CREATE A SMALL NORTHERN TOWN SCENE, SO I'VE DECIDED TO USE DIRT ROADS TO CONNECT THE DIFFERENT SETTLEMENTS.

THE ONLY SUITABLE METHOD I'VE FOUND OF SIMULATING DIRT ROADS IS TO FIRST CONSTRUCT THE BASE OF THE ROAD WITH PLASTER AND SMOOTH IT OUT AS MUCH AS POSSIBLE. THEN TAKE AN OLD HC (OR WHATEVER SCALE YOU'RE WORKING IN) VEHICLE AND RUN IT UP AND DOWN THE WET PLASTER TO CREATE THE APPEARANCE OF BEING WELL USED. THE NEXT STEP, AFTER THE PLASTER HAS DRIED, IS TO TAKE A DARK BROWN PAINT (I USED OLD HOUSE PAINT) AND PAINT THE COMPLETE ROAD. BEFORE THE PAINT HAS HAD A CHANCE TO DRY, SPRINKLE SOME FINELY SIFTED DIRT OVER THE PAINT AND SMOOTH WITH A FINGER. I'VE FOUND IF YOU LEAVE THE PAINT SHOWING IN SOME SPOTS, THIS WILL CREATE THE ILLUSION OF A WET OR DAMP AREA IN THE ROAD.

AFTER THE PAINT HAS HAD A CHANCE TO DRY, VEGETATION AND OTHER LITTLE GOODIES CAN BE ADDED ON AND AROUND THE ROAD.

OTHER THINGS THAT CAN BE MADE BY USING THE SAME METHOD IS A HIKING PATH, A GARDEN IN FRONT OF A HOUSE, OR A FARMERS FIELD. THE LIST IS ENDLESS.

MODELLING TIP:

MOST OF US HAVE HEARD OF TERMINAL STRIPS IN LAYOUT WIRING. BUT ALMOST NONE OF US, I HAZARD TO GUESS, USE THEM. BUT IF YOU KNOW WHERE TO GET THEM, THEY CAN COST YOU LESS THAN TWO BITS (EACH). AND THE FLEXIBILITY AND EASE OF TROUBLE - SHOOTING THAT THEY GIVE YOU MAKE THEM WELL WORTH THE INVESTMENT. FOR EXAMPLE, IF I FIND THAT AN ENGINE RUNS FORWARD IN BLOCK A OF MY IT RY., BUT IN REVERSE ELSEWHERE, THEN RATHER THAN GOING TO THE TRACK OR CONTROL PANEL AND UNSOLDERING THINGS, ALL I HAVE TO DO IS INTERCHANGE TWO WIRES AT THE APPROPRIATE TERMINALS.

ANOTHER THING WHICH WILL NEATEN AND SIMPLIFY YOUR WIRING IS THE USE OF TWISTED, PAIRED WIRES. TO MAKE THESE, ALL YOU HAVE TO DO IS CUT A LENGTH OF WIRE, BEND IT IN THE MIDDLE AND STICK THIS IN THE JAWS OF YOUR VARIABLE-SPEED DRILL. NOW SLOWLY PRESS THE TRIGGER AND HOLD THE OTHER END OF THE WIRES. THEY'LL TWIST TOGETHER AS TIGHTLY AS YOU WISH.

PHOTOGRAPHERS AND THEIR FEATS IN THE FALLS -

A REPORT ON THE NIAGARA FALLS MEET

BY JOHN C. EULL

HAD YOU NOT KNOWN BETTER, YOU PROBABLY WOULD HAVE THOUGHT THAT YOU HAD RUN INTO A DELEGATION GOING TO A PHOTOGRAPHERS' CONVENTION ON MAY 16'S 1925 (NIAGARA FALLS ARRIVAL) COTTONBALL . . . JOHN EULL HAD HIS NEW PENTAX IN HIS HOT LITTLE HANDS, MIKE PLUMB WAS GENTLY, BUT FIRMLY, HOLDING HIS CANON BY THE COCKING ARM, AND MIKE VOELKER WAS CAJESSING HIS MIRANDA (I ALWAYS WONDERED WHAT HER NAME WAS . . . G.M.). ONLY GORD MIDDLEY DIDN'T HAVE A CAMERA - BUT THEN THE EDITOR HAD HIS AGFA THERE, WHICH MADE UP FOR THE TURKEY'S OVERSIGHT. ON THE PLATFORM WERE KEVIN ARGUE (WITH HIS PENTAX), AL FOX (WHO HAD JUST FINISHED SHOOTING 20-000 PICTURES AROUND THE STATION WITH HIS ZENITE), GRAHAM FRAMPTON (THE LITTLE FELLOW WHO, WITH HIS ZENIT, WAS TO BE AT THE CENTRE OF THINGS ALL WEEKEND) AND RICH GUITAR - ANOTHER TRAITOR WITHOUT A CAMERA.

AFTER RECEIVING AN OFFER FROM A TAXICAB DRIVER TO TAKE ALL EIGHT OF US FOR 25 CENTS APIECE, WE ALL CRAMMED IN THE CAB--PROTECTING OUR CAMERAS, OF COURSE--AND HEADED FOR A LOCAL PIZZA PARLOUR FOR OUR USUAL FEAST. AS USUAL, THE POOR WAITRESSES WERE TOTALLY UNPREPARED . . . BUT WE GOT GOOD SERVICE AND LEFT OUR STANDARD TIP (A QUARTER PER PERSON). THE NEXT HIGHLIGHT WAS A RIDE ON A NIAGARA FALLS TRANSIT COMMISSION BUS AND OUR SECRETARY-TREASURER CELEBRATED THE OCCA - SSION BY TAKING A PICTURE (AND IT TURNED OUT BADLY -S.T.).

IMMEDIATELY UPON ARRIVAL AT THE FRAMPTONS' WE REACHED INTO OUR CAMERA BAGS AND PULLED OUT OUR TRIPODS, ELECTRONIC FLASHES AND CABLE RELEASES AND STARTED TAKING PICTURES OF EVERY MODEL IN SIGHT. LATER WE SETTLED INTO A SLIDE SHOW ... AND STILL LATER SOME OF OUR NUMBER EMBARKED ON A CONVERSATION THAT WOULD TAKE US WELL PAST THE WEE HOURS OF THE MORNING.

BUT GRAHAM INSISTED THAT WE ALL BE UP BY 0840 AND I QUITE FRANKLY CAN'T REMEMBER WHY IT WAS SO URGENT TO GET UP - ALL I CAN REMEMBER DOING IS RUNNING OUR HOST'S DUNDAS, DUNDAS WEST AND WELLAND RY. WHILE OTHERS RAN HIS FATHER'S BURLINGTON ROUTE (A RAILWAY WHICH STARTED OUT FROM THAT SUBURB OF HAMILTON AND GREW). AFTER EATING LUNCH DOWNTOWN WE HEADED OVER TO SEE PETE WATSON'S FINE HO LOGGING PIKE - A MODEL RAILWAY WHICH YOU MUST SEE IF YOU'RE IN THE AREA . . . NEEDLESS TO SAY, THE PHOTOGRAPHERS WERE IN THEIR GLORY.

THEN THE SEVEN OF US STARTED OFF ON THE BRISK HIKE DOWN TO THE C & O/PC MONTROSE YARD WHERE PERMISSION WAS SECURED AND WE PROCEEDED TO RAID THE PLACE FOR WEEDS WHICH MAKE GREAT MODEL TREES (AND WHAT ELSE???). BUT THE SOUND OF A HORN QUICKLY BROUGHT US BACK TO TRACKSIDE - AND A C & O FREIGHT APPEARED. AGAIN THE SHUTTER BUGS HAD A FIELD DAY AS THE TRAIN, WHICH WAS ON THE LAST LAP OF ITS DETROIT - BUFFALO RUN (VIA SOUTHERN ONTARIO), STOPPED FOR ORDERS.

AFTER EATING, WE HEADED TO THE TOURIST AREA TO TAKE IN THE SIGHTS (WHO SAYS WE WERE LOOKING AT THE HORSESHOE FALLS?). AFTER RIDING THE INCLINED RAILWAY AND TAKING OUR PICTURES WE SETTLED DOWN TO EVERYONE'S FAVOURITE ACTIVITY - GIRL WATCHING. BUT STILL THAT WASN'T ENOUGH, SO FIVE OF US SET OUT TO FIND SOME FE - MALE COMPANIONSHIP - BUT WE STRUCK OUT IN THE BAR AND HAD TO CONTENT OURSELVES PLAYING THE MACHINES (EULL, GUITAR AND MIDDLEY TRYING TO PROVE THEIR ABILITY ON A TENNIS SIMULATOR WHILE ARGUE AND FRAMPTON SETTLED THEIR DISPUTES WITH A TABLE HOCKEY GAME AND VOELKER TRIED TO LIVE UP TO HIS REPUTATION AS A 'PINBALL WIZARD' . BUT WE HAD TIME EXPOSURES (OF THE ILLUMINATED FALLS) TO TAKE AND GIRLS TO WATCH BEFORE OUR MIDNIGHT RIDE DEADLINE SO IT WAS BACK OUTSIDE.

BACK HOME AGAIN, IT WAS TIME FOR ANOTHER SLIDE SHOW, BUT WE CUT THIS ONE RELATIVELY SHORT AND WE WERE ALL IN BED BY 0230 (NOT AN MRYOC RECORD THOUGH - AT ST. CATHARINES, WE WERE ALL IN BED BY 0100 ONCE). CHURCH CALLED FOR SOME

SUNDAY MORNING, BUT THE OTHERS SLEPT.

TO MAKE THIS THE MOST SUCCESSFUL GATHERING EVER (NUMBERWISE), WARD PAYNE AND JEFF PIGDEN SHOWED UP TO PARTICIPATE IN THE VISIT TO BILL BOYLE'S EXCELLENT LAYOUT. HOME AGAIN FOR SUPPER, THEN WE PACKED IT IN - OBLIGATIONS ON THE PARTS OF MANY OF US AND 6060 RUNNING IN TORONTO. AT PRECISELY 2040 WE WERE ON OUR WAY...

P.S. WE WOULD LIKE TO THANK THE FRAMPTONS FOR PUTTING US UP (AND PUTTING UP WITH US). WE CAN CERTAINLY SAY THAT WE HAD A MOST INTERESTING TIME.

BILL C-180 -- CONSUMER PACKAGING AND LABELLING ACT

RECENTLY, I SENT A COPY OF THE ACCOMPANYING LETTER TO MY MEMBER OF PARLIAMENT, THE HONOURABLE L. M. ALEXANDER. MR. ALEXANDER FORWARDED THE LETTER TO THE MINISTER OF CONSUMER AND CORPORATE AFFAIRS, THE HONOURABLE ANDRE OUELLET, WHO SENT A LETTER AND COPY OF A MARCH 13, 1975 PRESS RELEASE IN REPLY. THESE IN TURN WERE FORWARDED TO ME BY MR. ALEXANDER.

TO QUOTE FROM MR. OUELLET'S LETTER (DATED JULY 3, 1975),

"THE GOVERNMENT POLICY IS THAT BILINGUAL LABELLING SHOULD, AS A GENERAL PRACTICE, BE MANDATORY FOR CONSUMER PRODUCTS, BOTH DOMESTIC AND IMPORTED WHICH ARE SUBJECT TO FEDERAL LABELLING LEGISLATION. THE CONSUMER PACKAGING AND LABELLING REGULATIONS FOLLOW THE ANNOUNCED POLICY BY REQUIRING MANDATORY INFORMATION, THE IDENTITY OF THE PRODUCT AND THE QUANTITY TO BE SHOWN IN A BILINGUAL FORM ON THE LABELS OF CONSUMER PREPACKAGED PRODUCTS."

THE PRESS RELEASE ADDED:

"THE ACT AND REGULATIONS WERE PROCLAIMED IN MARCH 1974 WITH REGULATIONS RELATING TO NON-FOOD ITEMS TO TAKE EFFECT SEPTEMBER 1975 AND THOSE RELATING TO FOOD ITEMS TO TAKE EFFECT MARCH 1976.

"THE CURRENT AMENDMENTS WILL DEAL WITH CERTAIN FORMS OF VISIBLE PACKAGING FOR NON-FOOD ITEMS WHERE THE IDENTITY AND NUMBER OF ARTICLES IN THE PACKAGE ARE CLEARLY VISIBLE TO THE PURCHASER AND THEREFORE SHOULD NOT REQUIRE IDENTITY AND QUANTITY LABELLING.

"AMENDMENTS WILL ALSO BE MADE TO THE BILINGUAL REQUIREMENTS ON SOME SPECIAL ITEMS AND TO THE REQUIREMENT FOR DECLARATION OF NET QUANTITY IN BOTH CANADIAN AND METRIC UNITS (*METRIC UNITS ARE CANADIAN* - JCE) ON CERTAIN SMALL ITEMS."

ON THE FOLLOWING PAGE, ONE FOUND THIS STATEMENT:

"THE COMMON NAME AND NET QUANTITY WILL NOT BE REQUIRED TO BE SHOWN ON THE LABEL OF A PREPACKAGED NON-FOOD ITEM WHICH IS SOLD BY COUNT AND CONSISTS OF A SINGLE ARTICLE THAT HAS A PICTORIAL REPRESENTATION WHICH PORTRAYS THE ARTICLE IN AN ACCURATE MANNER ON THE PRINCIPAL DISPLAY PANEL."

I WOULD THINK THAT THIS APPLIES IN SOME FORM OR ANOTHER TO MODEL KITS . . . BUT I GET THE IMPRESSION THAT THE LAW COULD BE APPLIED EITHER WAY (AFTER ALL, IS YOUR NEW BUILDING CLASSIFIED AS A "SINGLE ARTICLE" BEFORE IT IS ASSEMBLED OR AFTERWARDS?). I WOULD SUGGEST THAT YOU WRITE YOUR M.P. IN REGARD TO THIS. I THINK THAT THE ACCOMPANYING LETTER SUMMARIZES THE SITUATION RATHER WELL.

JOHN C. EULL

The Honourable
Member of Parliament for.....
House of Commons,
Ottawa, Ontario.

Dear Sir:

I am writing to protest certain sections of bill C-180, specifically as it applies to the sale of scale model railroad, airplane, boat and plastic kits and related accessories, miniature figures, model paints, decals, and the like. I have several reasons for feeling that an exemption should be granted to these and related goods.

1. There is little need to demand bilingual packaging of scale model kits on the grounds that the purchaser may not know what he is buying, as the packaging always includes an illustration of the enclosed subject... -either a photograph or a colour drawing.
2. Many manufacturers now package their kits in see-through type packaging, such as plastic bags, clear vacuum-formed wrappers, etc. Such clarity of display makes any written description superfluous.
3. Many manufacturers, while not providing strictly bilingual labeling, do use multi-lingual or pictographic instructions and descriptive literature in their kits.
4. There is only one manufacturer providing plastic model kits in Canada. (Aurora Products, Rexdale, Ont.). All other kits are produced abroad. A total of 193 plastic scale model kit manufacturers in 17 countries are listed in the 1973 edition of Model and Allied Publication Ltd.'s Scale Plastic Kits of the World. These manufacturers export an extremely small percentage of their output to Canada. To take an example, Japan, probably the world's Largest producer of model kits, exports only about 10% of its production. Of this 10% only a very very small fraction comes to Canada. The figure for manufacturers in, say, Czechoslovakia or the Netherlands would be smaller yet. It would be unrealistic to expect one of these companies to redesign its packaging to provide English/French labeling for the sake of the miniscule Canadian market. They will simply cease to bother to export to Canada.
5. Similarly, it is unrealistic to expect an importer to repackage model kits. Considering the relatively small amount of kits imported into Canada in relation to, for example, foodstuffs or other consumer goods, it would inflate the price disproportionately. All indications are that the large importing companies will simply drop foreign model kits from their inventories. For the many small retailers who import kits directly from foreign manufacturers it would be impossible to even contemplate repackaging their merchandise.
6. It is evident then that the only effect that strict application of bill C-180 to scale models and their accessories will be to drive 95% of them from the market. This will deprive those who enjoy this hobby of their materials, and it will no doubt drive many retail suppliers of such material from business.

For the above reasons, and others which space prevents me from mentioning here, it is requested that you assist us in persuading the Minister of Consumer and Corporate Affairs to grant scale models and modelling materials exemption from bill C-180.

Signed.....

JUNE 6, 1975

EDITOR,
SNOWPLOW

I WOULD LIKE TO RESPOND TO A LETTER IN THE SNOWPLOW BY GEORGE REDBURN. GEORGE MADE SOME EXCELLENT COMMENTS WHICH BEAR REPEATING.

EVEN THOUGH THE TAMR WAS NOT WHAT EVERYONE WANTED IT TO BE, IT DID BRING SOME PEOPLE TOGETHER AND DID PROVIDE SOME ENTERTAINING (IF NOT DOWNRIGHT AMUSING) TIMES. I STILL CONSIDER THE TAMR NATIONAL (INTERNATIONAL?) CONVENTION HELD IN TORONTO IN 1972 TO HAVE BEEN ONE OF THE MOST SUCCESSFUL WE EVER HAD. AND IT WAS UNDER THE NAME OF THE TAMR THAT ONE JEAN BRISSON BEGAN THE INCEPTION OF WHAT WAS TO BE THEN KNOWN AS THE MAPLE LEAF REGION AND WHAT WAS TO EVOLVE INTO THE MRYOC.

BUT IT IS DISCOURAGING TO KNOW THAT THE MLR WAS REALLY NO DIFFERENT THAN ANY OTHER REGION IN THE TAMR IN SPITE OF OUTWARD APPEARANCES TO THE CONTRARY. IT WAS AROUND FOR THE GOOD TIMES ONLY. WHEN THINGS STARTED TO FALL APART, HOTBOXES BECAME AS RARE AS 40 ¢ GAS (OR EVEN 55 ¢ GAS) WHERE WAS EVERYBODY? SAME PLACE EVERYONE ELSE IN THE TAMR WAS - OFF HAVING A GOOD TIME. NOT WANTING TO GET TIED DOWN OR AT LEAST INVOLVED WITH SOMETHING THAT ONCE WAS A VIABLE ORGANIZATION AND WAS HAVING SOME DIFFICULTIES, PEOPLE PACKED THEIR TOYS INTO THEIR SUITCASES AND WENT HOME.

(THIS MAY SOUND LIKE SOUR GRAPES, BUT IT'S REALLY NOT. IT'S A STATEMENT ABOUT THE STATE OF AFFAIRS OF WESTERN SOCIETY.)

TO THOSE WHO SAW THE TAMR AS A DEAD (OR DYING) HORSE, I CAN TELL YOU THAT WE DID NOT SUCCUMB. SURE WE HAVE MORE THAN ENOUGH APATHETIC PERSONS, BUT THEN WHO DOES NOT. BUT WE ALSO HAVE SOME PEOPLE WHO ARE WILLING TO PUT UP WITH SOME INCONVENIENCES, WHO DO CARE AND ARE WILLING TO DO A LITTLE (MAYBE A LOT) OF WORK TO SET THINGS BACK ON A TRUE COURSE. PEOPLE WHO ARE INTERESTED IN MORE THAN A GOOD TIME. THE HOTBOX IS COMING OUT ON A REGULAR BASIS, WE HAVE STRAIGHTENED OUT OUR RECORDS, WE (BY THE TIME YOU READ THIS) HAVE HAD AN ELECTION. WE ARE BACK ON OUR FEET AND GETTING BACK TO DOING WHAT WE WERE SUPPOSED TO ALL ALONG.

WE WILL STILL ACCEPT MEMBERSHIPS FROM ANYWHERE, ANYONE. THE EUROPEAN REGION WHICH STARTED THE MOVEMENT TOWARDS SEVERING RELATIONS WITH THE TAMR IS ONCE AGAIN A FULLY FUNCTIONING AND RECOGNIZED REGION. CARE TO JOIN THEM?

INCIDENTALLY, WE AREN'T THE ONLY ONES WITH INTERNAL PROBLEMS. I PAID MY DUES FOR THE SNOWPLOW IN FEBRUARY AND STILL HAVEN'T RECEIVED ONE ISSUE. WHAT'S YOUR EXPLANATION?

DALE MADISON
TAMR PRESIDENT AND SECRETARY
342 SHEPARD AVENUE
KENMORE, NEW YORK 14217

ED. NOTE: THE SITUATION HAS NOW BEEN STRAIGHTENED OUT AND MR. MADISON SHOULD HAVE RECEIVED ALL THE BACK ISSUES HE IS ENTITLED TO.

IN HASTY RESPONSE TO MR. MADISON'S LETTER ABOVE:

THE MRYOC HAS NOT HAD ANY ORGANIZATIONAL DIFFICULTIES (TO THE BEST OF MY KNOWLEDGE ANYWAY) SINCE THE BEGINNING OF 1974 OR PERHAPS EVEN AS EARLY AS 1973. THE REASON FOR THE TROUBLE PRIOR TO THAT DATE, WAS THAT THE MOST ACTIVE MEMBERS, NOTABLY JOHN C. EULL AND JEAN BRISSON MADE ATTEMPTS TO RAISE THE TAMR OUT OF THE DOLDRUMS OF THE POST-CHICAGO CONVENTION PERIOD. THEREFORE, FINDING IT HOPELESS TO TRY TO RESURRECT THE INDIFFERENT AND FOR THE MOST PART APATHETIC MASS OF 200, EULL, ALONG WITH A FEW OTHER MLR MEMBERS, FOCUSSED THEIR INTENTION ON THE THEN-FLOUNDERING MLR. IT WAS A CASE OF SELF PRESERVATION. HENCE MR. MADISON CANNOT SAY WITH FULL CERTAINTY THAT THE MLR WAS AS TOTALLY APATHETIC AS WAS A GREAT MAJORITY OF THE OLD TAMR.

THE DIFFICULTY MR. MADISON WAS HAVING WITH RECEIVING HIS ISSUES LIES SOMEWHERE BETWEEN HIS HOME AND THE RESIDENCE OF THE PUBLISHER OF THE 'SNOWPLOW'. EITHER THE PUBLISHER FORGOT TO MAIL THEM, OR, MORE LIKELY, THE POST OFFICE SIMPLY NEGLECTED TO DELIVER, AND SOME MAIL CLERK SOMEWHERE IS ENJOYING THE SP AT DALE'S EXPENSE. AFTER ALL, DALE, IT'S THE CANADIAN POST OFFICE THAT IS HAVING ORGANIZATIONAL DIFFICULTIES, NOT US.

MIKE VOELKER
SECRETARY-TREASURER, MRYOC

THE MEMBERS' PAGE:

WHO'S BEEN DOING WHAT THIS SUMMER DEPARTMENT: JOHN EULL IS WORKING FOR MC MASTER UNIVERSITY 'NEUTRON AND SOLID STATE PHYSICS GROUP' AS A GENERAL JOE-BOY: CLEANING UP, ASSEMBLING ELECTRONIC EQUIPMENT, SORTING PAPERS, ETC

RICH GUITAR IS ATTENDING BROCK UNIVERSITY IN ST. CATHARINES IN PREPARATION FOR FULL-TIME STUDIES IN SEPTEMBER.

GORD MIDGLEY IS AGAIN IN TORONTO, WORKING FOR CROWN LIFE INSURANCE WRITING COMPUTER PROGRAMMES.

MIKE PLUMB IS WORKING AT MC DONALD'S.

GEORGE REDBURN IS WORKING FOR THE CANADIAN POST OFFICE AS A LETTER CARRIER.

MIKE VOELKER IS AGAIN WORKING FOR THE ONTARIO GOVERNMENT IN THE EMPLOYEE BENEFITS OFFICE.

THE BAD JOB SITUATION HAS CAUGHT UP WITH KEVIN ARGUE AND AL FOX WHO HAVE BEEN UNABLE TO FIND WORK.

STEVE HAYMAN . . . WE DON'T KNOW IF HE'S ANYTHING OF NOTE, BUT HE REPORTS THAT HIS TYCO F7 A NOW RUNS IN BOTH DIRECTIONS. AND BECAUSE OF NATIONAL ACCLAIM (UPROAR ?) THAT THE IP RY. HAS RAISED, THE HO N2.5 SS&S RY SUBSIDIARY HAS ANNOUNCED EXPANSION PLANS TO IDLERTON JCT. WHERE IT WILL MEET THE SS & S.

GEORGE REDBURN IS WORKING ON A NEW WING FOR HIS PIKE - NORTH BAY YARD.

MIKE PLUMB'S PACIFIC NATIONAL RY. HAS BEEN DISMANTLED BECAUSE OF A LACK OF TIME AND A THREAT OF MOVING TO A NEW HOUSE.

ADDITIONS AND CORRECTIONS: (OLD) MERRITTON STATION IN ST. CATHARINES HAS NOT NOT BEEN RAZED. IT IS STILL THERE, ALTHOUGH NOT IN USE.

THAT COMMENT BY JOHN EULL WITH THE INTERJECTION LAST ISSUE SHOULD HAVE READ "... AND I THANK GOD (WHO? - G.M.) I'M THROUGH."

A-REASONABLY-OFFICIAL MAILING LIST:

KEVIN ARGUE
10 BRIAN ST.
ST. CATHARINES, ONTARIO
L2T 3H6

H. R. MAC MILLAN
12 QUEEN ST.
TRENTON, ONTARIO
K8V 4X3

JEAN BRISSON
3101 LAPOINTE BLVD.
MONTREAL, P.Q.
H1L 5M4

DALE MADISON
342 SHEPARD AVE.
KENMORE, NEW YORK
14217

BOB CARDWELL
845 KING ST.
REGINA, SASKATCHEWAN
S4T 4E2

RICHARD MAY
1298 SPRINGBANK AVE.
LONDON, ONTARIO
N6K 1G8

JOHN C. EULL
254 HADDON AVE. S.
HAMILTON, ONTARIO
L8S 1Y1

GORDON MIDGLEY
59 ST. GEORGE ST.
TORONTO, ONTARIO
M5S 2E6

ALAN FOX
101 LOWELL AVE.
ST. CATHARINES, ONTARIO

JEFF PIGDEN
3430 BLACK CREEK RD.
STEVENSVILLE, ONTARIO
L0S 1S0

GRAHAM FRAMPTON
7041 WOODINGTON RD.
NIAGARA FALLS, ONTARIO
L2J 2C5

MIKE PLUMB
34 ROCKWYN CRESC.
LONDON, ONTARIO
N5W 1S9

RICHARD GUITAR
133 JACOBSON AVE.
ST. CATHARINES, ONTARIO
L2T 3A6

GEORGE REDBURN
97 BELMONT AVE.
HAMILTON, ONTARIO
L8L 7M2

STEVE HAYMAN
994 MAITLAND ST.
LONDON, ONTARIO
N5Y 2X6

MIKE VOELKER
7 WARDENCOURT DR.
AGINCOURT, ONTARIO
M1T 3M8

JOHN HELD
72 BELL ST.
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07109

JEFF YOUNG
44 MC GILL ST.
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CHARLIE WATSON
44 BEVERLY STREET
GALT-CAMBRIDGE, ONTARIO

GARY TEMPCO
404 SOUTH DOGWOOD, APT. C
AWASSO, OKLAHOMA

VICTOR WATSON
44 BEVERLY STREET
GALT-CAMBRIDGE, ONTARIO

AT LAST
ANOTHER SHLIKTA SHTOONK & SPRAZITZ RY.
PUBLIC SERVICE
PUBLICATION

THE
SHOP FOREMAN'S TROUBLE SHOOTING B.S. CLINIC
ETC.

MOST QUESTIONS SENT IN TO THE SS&S RY. WILL BE CONSIDERED FOR PUBLICATION UNLESS ACCOMPANIED BY MONEY IN WHICH CASE THEY WILL BE GIVEN SPECIAL CONSIDERATION FOR PUBLICATION. ALL REPLIES ARE KEPT PARTIALLY CONFIDENTIAL.

Q: DEAR STEVE: WOULD IT BE POSSIBLE TO CONNECT A PFM SOUND SYSTEM WITH AUTO -
MATIC CENTRALIZED HIGH-GAIN LOW-FIDELITY INPUT-OUTPUT QUADROPHONIC INDOOR-
OUTDOOR ALL-PURPOSE REVERB SPEAKERS TO A TAT-IV TRANSISTOR THROTTLE EQUIPPED
WITH MEDIUM-RANGE MICRO-SENSITIVE SELF-CONTAINED FEEDBACK ISOLATION AND AN
ALL-INCLUSIVE LIGHT-SENSITIVE BIO-DEGRADABLE CAPACITOR DISCHARGE LIGHT-EMI-
TTING-DIODE TRACK OCCUPANCY DETECTOR?

M.P., LONDON, ONTARIO

A: IT MIGHT BE FUN TO TRY.

Q: I ACCIDENTALLY RENT SOME N SCALE RAIL JOINERS. WHAT SHOULD I DO TO
STRAIGHTEN THEM?

J.C.E., HAMILTON, ONTARIO

A: THIS IS TOO MUCH TO ANSWER IN A SINGLE COLUMN. BUY A COPY OF MY SS&S
PUBL. BOOK NAMED "HOW TO REPAIR RAIL JOINERS FOR FUN AND PROFIT" PAGE 11

Q: WHERE CAN I GET SOME INTERIOR DETAIL PARTS FOR MY HO SCALE PLASTIC PENN
CENTRAL TANK CAR?

R. G., ST. CATHARINES, ONTARIO

A: I KNOW OF NO NORTH AMERICAN CASTINGS OF THE TYPE YOU DESIRE. HOWEVER, SOME
WERE MADE IN ENGLAND RECENTLY UNDER THE TRADE NAME OF 'INDET', AND OF COURSE
THEY ARE OO INSTEAD OF HO, HOWEVER SOME SKILFUL FILING AND NO ONE WOULD KNOW
THE DIFFERENCE. YOU MIGHT TRY TO CONVERT SOME SS&S CASTINGS INC. LOST-WAX
COVERED HOPPER CASTINGS, BUT THEY ARE BURLINGTON NORTHERN PROTOTYPE. I
UNDERSTAND SS&S HAS A GREAT SURPLUS OF THESE CASTINGS AS INITIAL SALES WERE
NOT QUITE AS EXPECTED.

Q: WHO MAKES Z N3 PLASTIC HEISLERS PAINTED IN CP RAIL COLOURS?

R.M., LONDON, ONTARIO

A: SOME WERE ONCE IMPORTED PAINTED IN PC COLOURS AND IF YOU RAN THESE BACK -
WARDS AND UPSIDE DOWN THEY MIGHT LOOK LIKE THEY WERE LETTERED FOR CP. THEY
WOULD PROBABLY FOOL G.M. ANYWAY.

TRIVIA:

I COULDN'T BELIEVE MY EYES ON THE TRIP BACK FROM NIAGARA FALLS - A PILE OF GRA -
VEL ABOUT 0.3 M IN HEIGHT AT THE END OF A SPUR AS A BUMPER . . . THERE'S A
PROTOTYPE FOR EVERYTHING.

- JOHN C. EULL

(A FEW MONTHS AGO, I WROTE AN ARTICLE ON THE LITTLE-KNOWN STORY OF THE MRYOC NATIONAL DREAM. THE FOLLOWING ARTICLE IS YET ANOTHER LITTLE-KNOWN STORY WHICH HAS BEEN LOST IN HISTORY'S ENDLESS FILES. THIS IS THE STORY OF THE GOVERNOR AND COMPANY OF ADVENTURERS OF CANADA TRADING INTO BURLINGTON BAY, KNOWN AS THE BURLINGTON BAY PHOTO TRADING CO.)

MONSIEUR LA GUITAR AND HIS FAITHFUL COMPANION GEORGE REDFEATHER WERE IMPRESSED WITH THE DIVERSITY OF CANADA. THERE WAS ALWAYS SOMETHING GREAT GOING ON. FIRST THERE WAS THE GREAT REBELLION OF 1834. THEN THERE WAS THE GREAT HALF-BREED UPRISING IN 1885. AND IN 1904, THE GREAT BOOST TO POLITICS WHEN ALFRID THE NUT BURNED DOWN THE PARLIAMENT BUILDINGS.

HOWEVER, THE TWO RENEGADES WERE NOT IN CANADA FOR DIVERSITY, THEY HAD AN IDEA. BETWEEN THEMSELVES, THE IDEA WAS A WAY FROM GETTING OUT OF PAYING THEIR DUES TO THE MRYOC, BUT THEY TOLD THE MRYOC EXECUTIVE THAT IT WAS A WAY TO MAKE FORTUNES IN PHOTOS, AND OUTSMART THE TAMR TO THE SOUTH.

KING RICHARD I WAS A SHORT, HEAVY SET MAN WITH BLACK EYES AND A BLACK MOP OF HAIR TO MATCH. RICHARD LISTENED INTENTLY AS LA GUITAR STATED HIS IDEA. BY-PASS TORONTO TO GET TO THE PHOTO COUNTRY. THE BURLINGTON BAY ROUTE IS MUCH SAFER. THEY COULD SAIL WEST AND SET UP TRIPODS AT THE BAY.

"TRIPODS", THE KING SAID.

"AND", LA GUITAR CONTINUED, "A SHORTER ROUTE TO LONDON".

THE KING BRIGHTENED. LONDON HAD BEEN KNOWN FOR ITS WILD CONVENTIONS AND THERE WAS NOTHING KING RICHARD LIKED MORE THAN WILD CONVENTIONS.

THE KING APPROVED. PHOTOS AND PLEASURE - IT WAS ALL TOO IRRESISTABLE. BESIDES, THE ORGANIZATION'S TREASURY COULD USE A LITTLE HELP. EVER SINCE THE SNOWFLOW STARTED PRINTING A PHOTO PAGE, THE TREASURY HAD BEEN IN WANT OF CASH.

"GIVE THESE MEN A SET OF KADEE COUPLERS, EACH", THE KING ORDERED, "AND TAKE THEM TO OUR DEAR AND ENTIRELY BELOVED EDITOR, JOHN E. FEULL".

FEULL WAS BROKE. HE HAD JUST BOUGHT A NEW CAMERA, WHICH LEFT HIM FINANCIALLY DEPRESSED. BUT IF CAPITAL COULD BE RAISED THE WHOLE IDEA WOULD BE A SUCCESS. ONCE THE COMPANY WAS FORMED IT MIGHT RATE A TRADING MONOPOLY.

KING RICHARD WAS GENEROUS WITH SUCH PATENTS. ONLY LAST MONTH HE OFFERED ONE TO A MAN WHOSE SPECIALTY WAS TO SWALLOW A 1.5 LITRE PEPSI IN A SINGLE GULP. YES, IF SOLVENT BACKERS COULD BE FOUND, RICHARD WOULD CERTAINLY GRANT THEM A CHARTER.

IT WAS MARCH, 1969, WHEN A BAND OF ADVENTURERS BOARDED THE COTTONBALL AT ST. CATHARINES AND HEADED FOR THE HEAD OF THE LAKE. IT WAS LATE SEPTEMBER (THE TRAIN WAS LATE, AS USUAL) WHEN THEY REACHED THE WESTERN EXTREMITY OF BURLINGTON BAY. WINTER WAS ALMOST UPON THEM AND THERE WAS WORK TO BE DONE. LA GUITAR, THE VETERAN WOODSMAN, PUT THE MEN OF THE MRYOC TO WORK ON A PALISADED FORT, AND NAMED IT FORT BAYVIEW. THE MRYOC HAD TOUCHED THE FRINGES OF THE RICHEST TRAIN COUNTRY IN NORTH AMERICA. THE NEXT SPRING THE COMPANY OF ADVENTURERS SET OFF FOR ST. CATHARINES WITH A TRAINLOAD OF PICTURES. THE ADVENTURERS' RETURN WAS DESCRIBED IN THE SNOWFLOW:

"LAST SATURDAY NIGHT (AUGUST 9, 1970) THE COTTONBALL CAME IN FROM THE FOND DU LAC (HEAD OF THE LAKE). I HAVE ENDEAVOURED TO FIND THE PROCEEDS OF THEIR

BACK ACROSS THE BORDER. IN THEIR CONFUSION, THEY EVEN LEFT BEHIND VERMANDE, THEIR FELLOW COUNTRYMAN, WHO MEETLY SURRENDERED WHEN GUITAR'S CAR CAME UPON THE SCENE.

THE INVASION HAD BEEN REPELLED. *A FINE DAY IN THE HISTORY OF CANADIAN MODEL RAILROADING.* OUR POSITION HAD BEEN SECURED. *MR. YOC'S MEN HAD DONE THE JOB WELL.*

(ED. NOTE: BASICALLY THIS TALE IS TRUE; ALTHOUGH SOME OF THE FACTS HAVE BEEN CHANGED TO MAKE A MORE ENTERTAINING STORY.)

CN 165 AT AGINCOURT: SECRETARY TREASURER'S REPORT

NIAGARA FALLS MEET

JUST A SUMMARY OF THE TALKS THAT WENT ON IN THE BUSINESS SECTION OF THE MEET IN THE HONEYMOON CAPITAL OF THE WORLD (WHY IS IT CALLED THAT ???). A REPORT ON THE OTHER EVENTS APPEARS ELSEWHERE IN THIS ISSUE.

RESULTS OF THE GENERAL ASSEMBLY:

- 1) DUE TO THE UNCERTAINTY OF POTENTIAL ATTENDANCE, IT WAS DECIDED THAT THE MONTREAL MEET BE POSTPONED (SHELVED, I BELIEVE, WAS THE TERM USED).
- 2) DUE TO THE LOGISTICS PROBLEM OF PUBLISHING MORE THAN 30 ISSUES OF THE SNOW - PLOW (U. OF T. IS GETTING SUSPICIOUS OF MIDGLEY'S MIDNIGHT KEYPUNCHING SESSIONS) AND THE IMMENSE DISTANCES AND COSTS INVOLVED TO INDIVIDUAL MEMBERS TO ATTEND THE "SMALLER" MEETS, THE MRYOC WILL POSTPONE INDEFINITELY A PREVIOUSLY PLANNED MEMBERSHIP DRIVE. IF THE DRIVE DOES TAKE PLACE, IT SHALL BE RESTRICTED TO AN AREA BOUNDED BY THE U.S. - CANADIAN BORDER TO THE SOUTH AND WEST, A LINE DRAWN FROM THE SOUTHERN TIP OF GEORGIAN BAY TO THE NORTH, AND THE ONTARIO - QUEBEC BORDER TO THE EAST. BUT THERE EXISTS A BREACH IN THIS MAP IN THE FORM OF MONTREAL AND SURROUNDING SUBURBS. IT WAS ALSO STATED THE MRYOC MEMBERS OUTSIDE THE AREA WHO DO JOIN ARE ENCOURAGED TO FORM THEIR OWN REGIONAL CLUBS TO HELP THE MODELLERS IN THEIR AREA AND TO ENCOURAGE GATHERINGS SUCH AS THE SOUTHERN ONTARIO CHAPTER HAS BEEN DOING. THE SECONDARY AND CATALYST REASON FOR THE "CLOSED BORDER" MOVE WAS THE FACT THAT THE MRYOC SEEMS TO BE HEADING IN THAT GENERAL DIRECTION ANYWAY. (ARE YOU LISTENING, SASKATCHEWAN ???)
- 3) THE DUES HAVE OFFICIALLY BEEN RAISED TO \$1.50 PER YEAR. THE INFREQUENT PHOTOPAGE WILL APPEAR LESS INFREQUENTLY WITH THE BOOST.
- 4) A MOTION WAS PRESENTED BY THE PRESIDENT THAT THE POST OF PRESIDENT BE ABOLISHED. AFTER THE BODY OF THE MEETING, THE MOTION WAS DEFEATED.

TO THE MATTER OF MONEY: WE HAVE A TOTAL OF \$50.00 + IN A NEW BANK: THE BANK OF NOVA SCOTIA, AT VICTORIA PARK AND ELLESMERE. WE ALSO HAVE A SET OF FINANCIAL RECORDS, SOMETHING THIS REGION HAS NEEDED FOR A VERY LONG TIME.

MEMBERSHIPS NEW AND DUE: WELCOME PLEASE ALAN "20 TH CENTURY AL" FOX OF 101 LOWELL AVENUE IN ST. CATHARINES, AND THE TEAM OF ALBERT AND WALTER, BETTER KNOWN TO THEIR PARENTS AS VICTOR AND CHARLES WATSON OF 44 BEVERLY STREET, CAMBRIDGE - GALT. ALSO WELCOME A VETERAN FROM THE HUDSON BAY REGION DAYS, GARY TEMPCO, 404 SOUTH DOGWOOD, APT. C, AWASSO, OKLAHOMA. WE HAVE RECEIVED HIS RENEWAL AFTER WAITING ALMOST A YEAR AND A HALF.

NOW THE BAD NEWS: MEMBERSHIPS FALLEN DUE: GEORGE REDBURN, JUNE /75, DOUG JOHNSON, AUGUST /75, GORDON MIDGLEY, SEPTEMBER /75, JOHN EULL, SEPTEMBER /75 AND BOB CARDWELL, SEPTEMBER /75.

SEE YOU ALL IN TORONTO

SNOWPLOW
EXCLUSIVE:

M.R.Y.O.C. FORCES TURN BACK AMERICAN INVASION

(SNOWPLOW WIRE SERVICES)

HAMILTON--JUNE, 1975

IT WAS AN ORDINARY WEDNESDAY NIGHT WHEN JOHN EULL CALLED GEORGE REDBURN. BUT IT WASN'T YOUR NORMAL "LET'S GET TOGETHER THIS WEEKEND" CALL - THERE WAS A NOTE OF URGENCY IN THE EDITOR'S VOICE . . . AND IMMEDIATELY HE HAD GEORGE'S SUPPORT.

THE GRAVITY OF THE SITUATION WAS SOON REVEALED - J.C.E. HAD LEARNED THAT A GROUP OF AMERICAN RAILFANS WOULD BE ATTACKING ON THE WEEKEND . . . THEIR GOAL: TO RECAPTURE CANADA FOR THE TAMR. REPORTEDLY THEY WOULD BE STAYING AT THE HOME OF SOMEONE WHO HAD BEEN SYMPATHETIC TO THE CAUSE - THAT INDIVIDUAL LIVING NEAR ABERDEEN YARD AND MC MASTER UNIVERSITY.

DISCUSSIONS WITH PREMIER GUITAR BROUGHT THE ST. CATHARINES DIVISION INTO ACTION. EULL WOULD BE GIVEN THE TASK OF WATCHING THE INVADERS FRIDAY NIGHT AND SATURDAY MORNING, ARGUE, GUITAR AND REDBURN WOULD BE THERE TO HELP HIM TURN THE YANKS BACK.

FRIDAY EVENING ONLY TIM VERMANDE OF THE GREAT LAKES REGION SHOWED UP . . . HOPING TO ENTICE THE OTHERS ONWARD, EULL SHOWED HIM CNR STUART ST. YARD - THIS DISCOVERY ("THIS IS A GOOD SPOT") WOULD BE RELAYED TO THE HOTBOX EDITOR'S COLLEAGUES THE NEXT DAY AND OUR FEARLESS PLUMBER WAS SURE THAT THIS WOULD PROMPT THE INVADERS TO OVER-EXTEND THEMSELVES; HE WAS WILLING TO STAKE HIS REPUTATION AS A CHESS PLAYER ON IT.

SATURDAY DAWNED CLOUDY, TEMPERATURE AROUND 12 DEGREES. LATEST INFORMATION REVEALED THAT THE ALLEGHENY REGION GUERRILLAS WOULD BYPASS ABERDEEN AND HEAD RIGHT FOR BAYVIEW. IT WAS THERE (AT 1015) THAT THE FIRST SKIRMISH OCCURRED ... THE YANKS GOT THE BETTER OF US AND WE RETREATED TO TORONTO.

BUT WE DID NOT SIMPLY FALL BACK - ON THE WAY WE RESORTED TO TACTICAL WARFARE, THROWING THE INVADERS INTO CONFUSION WHEN GUITAR TOOK OUR CAR DOWN THE Q.E.W. TOWARDS NIAGARA FALLS (INSTEAD OF GOING DIRECTLY TO TORONTO). NONETHELESS THEY STUMBLED ON, TO SPADINA - WHERE WE ENGAGED THEM AGAIN.

THE CNR SHOP EMPLOYEES HAD NEVER SEEN ANYTHING LIKE IT: COUNTLESS SHOTS WERE TAKEN AND MANY CANNISTERS REPLACED; ZENITES, PENTAXES, KOTEXES AND CANONS BLAZED AWAY . . . THE RESULT: A VICTORY FOR MR. YOC.

BOLSTERED BY CNR CAFETERIA FOOD, WE MOVED ON TO CPR TORONTO YARD . . . SHOWING OUR WEAKNESSES, WE DROVE THROUGH THE CITY TO GIRLWATCH - AND TO OUR AMAZEMENT FOUND THAT THE YANKS HAD BEATEN US THERE . . . WE HAD OUR BACKS TO THE WALL - IF THEY WON EVEN A MINOR VICTORY THEY MIGHT TRY TO MOVE ON TO MONTREAL AND TAKE M.L.W..

BUT BEFORE WE COULD EVEN DRAW OUR CAMERAS, THEY BROKE RANKS AND RAN - STRAIGHT TO AN AMERICAN-STYLE HAMBURGER JOINT WHERE THE ULTIMATE BATTLE WAS FOUGHT, THE HIGHLIGHT BEING "SHARKNOSE DE BLASI" VERSUS "QUICK-CHANGE KEVIN".

AGONY'S MEN THEN PANICKED AND RAN NORTH INSTEAD OF SOUTH. TWENTY DEGREE TEMPERATURES MUST HAVE SEEMED TOO COLD TO THEM AND THEY SOON REVERSED DIRECTION. MEANWHILE WE HAD PICKED UP REINFORCEMENTS AT WEST TORONTO (IN THE FORM OF MIDGLEY AND FRAMPTON) AND WE SET OFF TO FLUSH THEM OUT.

BUT THEY HAD RETREATED TO BAYVIEW WHERE THEY RESTED UNTIL DUSK BEFORE FLEEING

VOYAGE, AND UNDERSTAND THEY WERE ENVIRONED WITH WINTER FOR ABOUT FOUR MONTHS BUT SURVIVED BY THE BUILDING OF A LOG CABIN. THEY CARRIED PROVISIONS ON SHORE AND BREWD ALE AND BEERE AND PROVIDED AGAINST THE COLD WITH WORK. THEY REPORT THE NATIVES TO BE CIVILL AND SAY TRAINS ARE VERY PLENTYFUL."

NEW WEALTH FROM A NEW LAND CONSOLIDATED THE ENTERPRISE. KING RICHARD SIGNED THE CHARTER GRANTING SWEEPING IMPERIAL POWERS. THE COMPANY WAS NAMED THE COMPANY OF ADVENTURERS OF CANADA TRADING INTO BURLINGTON BAY.

THE PHOTO TRADE WAS PURSUED AS VIGOROUSLY AS TIME AND DISTANCE WOULD PERMIT. THE TAMR TO THE SOUTH REALIZED THAT THEY WERE BEATEN OUT OF A GOOD THING AND TRIED TO LAY SIEGE TO FORT BAYVIEW. THE AMERICAN EXPEDITION WAS QUICKLY PUT DOWN BY THE SWIFT ACTION OF TWO TRADERS BY THE NAME OF JEAN MC BRISSON AND JOHN LA EULL. THERE WERE MANY SUCH INCIDENTS BUT WERE ALL PUT DOWN BY THE SKILL AND RESOURCEFULNESS OF THE NORTHERN PHOTO TRADERS.

EVENTUALLY, THE FIGHTING SETTLED DOWN AND THE LONG LIFE OF THE BURLINGTON BAY PHOTO TRADING CO. BEGAN.

(AUTHOR'S NOTE: I WOULD LIKE TO THANK THE BURLINGTON BAY CO., BRISSON LOCO - MOTIVE WORKS AND THE CARDWELL SNOWSHOE ASSOCIATION FOR THE USE OF THEIR PUBLIC ARCHIVES.)

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* TORONTO CONVENTION *
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DATE: AUGUST 15, 16, 17

ARRIVAL TIME: FRIDAY EVENING (PLEASE ARRANGE WITH EITHER MIKE VOELKER OR GORDON MIDGLEY)

CONVENTION FEE: \$20.00 - \$25.00, BASED ON THE FOLLOWING BREAKDOWN:
ACCOMODATION - \$12.00 \$6. PER NIGHT, SINGLE ROOM)
TRANSIT FARES - 3.00
BANQUET - 5.00
PRIZES - 2.00

\$22.00

THE ABOVE ARE SUBJECT TO CHANGE (NONE ARE LIKELY TO GO UP)

TENTATIVE SCHEDULE: FRIDAY NIGHT - MEETING PEOPLE
SLIDE SHOW
SATURDAY - HOBBY SHOPS (NORTH YORK AND GEORGE'S)
THE MODEL RAILROAD CLUB OF TORONTO (O SCALE)
BANQUET
BUSINESS MEETING
BULL#2%* SESSION
SUNDAY - HOBBY SHOP (YES - IT IS OPEN)
TOUR TRAM
RAILFANNING AT THE WEST TORONTO DIAMOND