

' SNOWPLOW '

FALL/WINTER 1975

OFFICIAL PUBLICATION OF THE M.R.Y.O.C.

SEE PUBLISHERS COMMENTS ABOUT
THIS SPACE.



Clearance

CP Rail 

Station ABERDEEN

NOVEMBER

1975

Train EXTRA 403 WEST

Orders for
your train
are

As one might expect, I, as **editor**, was very disappointed with the number of entries to the article contest. You will find the prize-winning article in this issue--it was the only one submitted. Congratulations Jeff, we appreciate your support.

I won't go into a long sermon on the subject...Shall it suffice to say that the Snowplow is as good as each of you make it by your own contributions. Please...I do find it disconcerting to look in my files and only find enough articles to make up a single issue each time.

Jeff Young also submitted the only entry to the crest contest. In light of its similarity to the Ontario Rail symbol, the executive is considering its acceptance, however, arrangements are being made for getting the freight car which Jeff won in the article contest to him.

OK
at

Dispatcher

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J.C. EULL
SNOWPLOW EDITOR

Operator

SNOWPLOW

EDITOR: John C Eull

LAYOUTS: Alan Fox

PRINTING: Tony Orrick

This is the first issue of the Snowplow in its new form. This new form should offer several advantages over the previous one. We now may print an unlimited number of issues, meaning that the club may expand membership. A second advantage is that pictures may be published with the articles, which is convenient for articles like Jeff Young's, which deals with CN paint schemes.

When submitting pictures for articles or the cover, either prints or negatives are suitable. Slides aren't, as I haven't the slightest idea where to get a B&W print from one.

When submitting pictures for articles or the cover either B&W prints or negatives are suitable. Slides aren't. I haven't the slightest idea where to get a B&W print from one. As far as quality goes I'm not sure what sort of print comes out the best. The photo on page 11 has extremely low contrast. The one on page 2 has extremely high contrast. The picture at the top of page 4 is in between. Well, they were before they were printed. You can judge for yourself.

THE MEMBER'S PAGE

Vic and Charlie Watson have an interesting story to tell about their involvement in the Toronto Convention ... You see, they took a CPR freight train into Toronto (arriving around 2200) and then tried to find us on the St. George Campus. They ended up spending the night in front of Union Station and taking a CNR passenger home in the morning.

We are pleased to welcome Bill Kennedy Jr of 3055 Glencrest Rd, Apt 305, Burlington, to the fold--An avid railfan and modeller, Bill builds in HO and is an active member of the Hamilton Society of Model Railroaders. Bill is also a McMaster student, preparing for work on his MBA.

We understand that four fine vacations were had by George Redburn, Bill Kennedy, John Eull and Gord Midgley--In Northern Ontario, Wisconsin, Western Canada and Bermuda, respectively.

And*Best of Luck* to all our members in their academic pursuits this year.

The latest trend in the organization seems to be toward O Scale... Rich Guitar is seriously considering switching to O, while Gord Midgley and John Eull have recently joined O clubs (MRCOT and HSMR, respectively) (It gives an indication of how big the MRYOC is when 3 people constitute a 'trend'--Al)

George Redburn is now studying Civil Engineering Technology at Mohawk College of Applied Arts and Technology in Hamilton.

Jeff Pigden is back at Western and has a new address: 60 Windsor Ave (basement), London, Ont.

Finally, the MRYOC sent a respectable delegation to the recent Boomer's Auction in Guelph, Ont: Vic and Charlie Watson, Gord Midgely, George Redburn, Bill Kennedy, Mike Plumb and John Eull--Only Eull was too cheap to buy anything...



Good Intentions Dept: For 2 years now various people have wanted to publish this picture. Well, now it's published. It was taken somewhere in Hamilton during the 1973 Maple Leaf Region TAMR Convention, which was held there.

V
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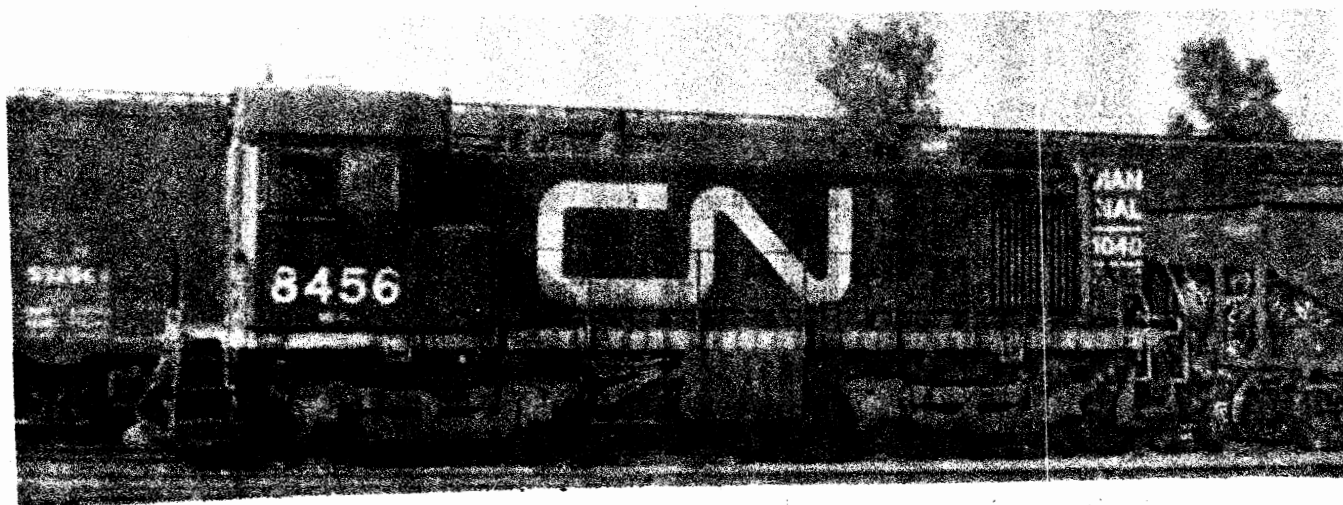
CN Modelling Made Easier

Many modellers seem to ignore Canadian National as far as modelling is concerned. For those of you who dislike painting ready-to-run equipment, or who haven't considered it, this article might be of assistance.

In 1961 CN introduced their black/white/orange paint scheme. Two versions appeared. The first, for freight locomotives (yard and roadswitchers) was basically a black paint scheme; only the ends were painted orange. A white stripe was added along the runningboards, as well as white numbers and a white logo. Cab units had (and have) alternating black and white panels extending from behind the cab door. (Actually, the first black band begins just in front of the ladder leading up to the cab; these slope upward and to the rear at an angle of 45°) with a black roof beginning above the radiator grill and extending around the cab windows. The nose is orange and it goes past the cab door to meet the first black band. The trucks, underframe and non-cab end are black. The white logo is located on the nose, and the white numbers are found in the last black panel at the back of the engine.

In 1973 the paint scheme was modified to put the diagonal stripes on most road units. While there seems to be no change in the passenger units, the freight cab units (notably the F7Au's) have had the following changes made: All of the engines forward of the cab door (including the roof) is now orange and the alternating black and white bands extend right up to the ladder then abruptly end (in effect, being 'chopped off'). The white number now appears in the first black band behind the cab. Yard engines and light GMDL roadswitchers are in a permutation of the "old new scheme" (for freight power). They retain the black hood with the "Wet Noodle" on it and the orange nose. But the cab is now also orange and the numbers (on the cab) are white (as before). The SW1200RS' are painted like the yard switchers and the GMDL's are like the SW1200RS' except for the fact that the short hood is also orange. All other roadswitchers follow the scheme introduced on the M420's: an orange cab and short hood with stripes running along the long hood in the direction away from the cab. The ends are orange and have a yellow reflective stripe along the running boards (or along the bottom of the carbody in the case of F units).

Old Scheme for Yard Switchers



To the beginning model railroader this would seem near impossible to reproduce in miniature. First the choice of paint—be sure that your paint **does** not attack the surface which you are painting. For passenger locomotives I prefer a glossy paint to represent the cleaned surface of the equipment. Testors and Humbrol give satisfactory results. (I use Floquil-JCE) Paint the orange and white first, mask the surface, then paint the remainder black. Don't forget to paint the handrails white at the steps. Several coats of white and orange may be necessary; it depends on the surface underneath. For freight engines, I prefer a flat colour.

The shade of orange on both freight and passenger units has been the centre of much heated discussion by modellers. Each claims, of course, to have the most accurate mixture. I don't think even CN knows what the shade is. (And it seems to change—JCE) I like a mixture of Polly-S Fire Red and International Orange. For the black, any brand will do. (I understand one part Floquil Reefer Orange to one part Caboose Red is also good—JCE) If you can find the paints in spray form, it gives even better results with the maximum of detail. If you possess an airbrush, you can spray any paint you want by adding thinner.

As for decals, several companies make them. In HO Beavercraft, Pacific



New scheme for Road Units. Note stripes on second unit.

Pike, Herald King, Champion and Walthers; Pacific Pike makes excellent ones. Letraset also makes dry transfer for HO equipment. Personally, I use Herald King stripes, Letraset logos and Champion Numberboard decals. But this all depends personal preferences.

As a finishing touch you might add detail parts such as Canadian GMD numberboards (as appropriate), air and signal hoses, bells, spark arrestors and a crew*. Weather the units with rust, dust, grime, mud or whatever you want.

As a final note, it may be a good idea if you take several photos of the engine you are trying to model. After all, the more detailed, the more CN it is. And the more CN the better.

*See John's "Mish-Mash" in the July /Aug '74 Snowplow.

Coming Up— Bill Kennedy and John C. Eull are painting a number of engines in the old CN Green and Yellow. They hope to have an article on it, complete with paint formulas, in the next issue of the Snowplow.

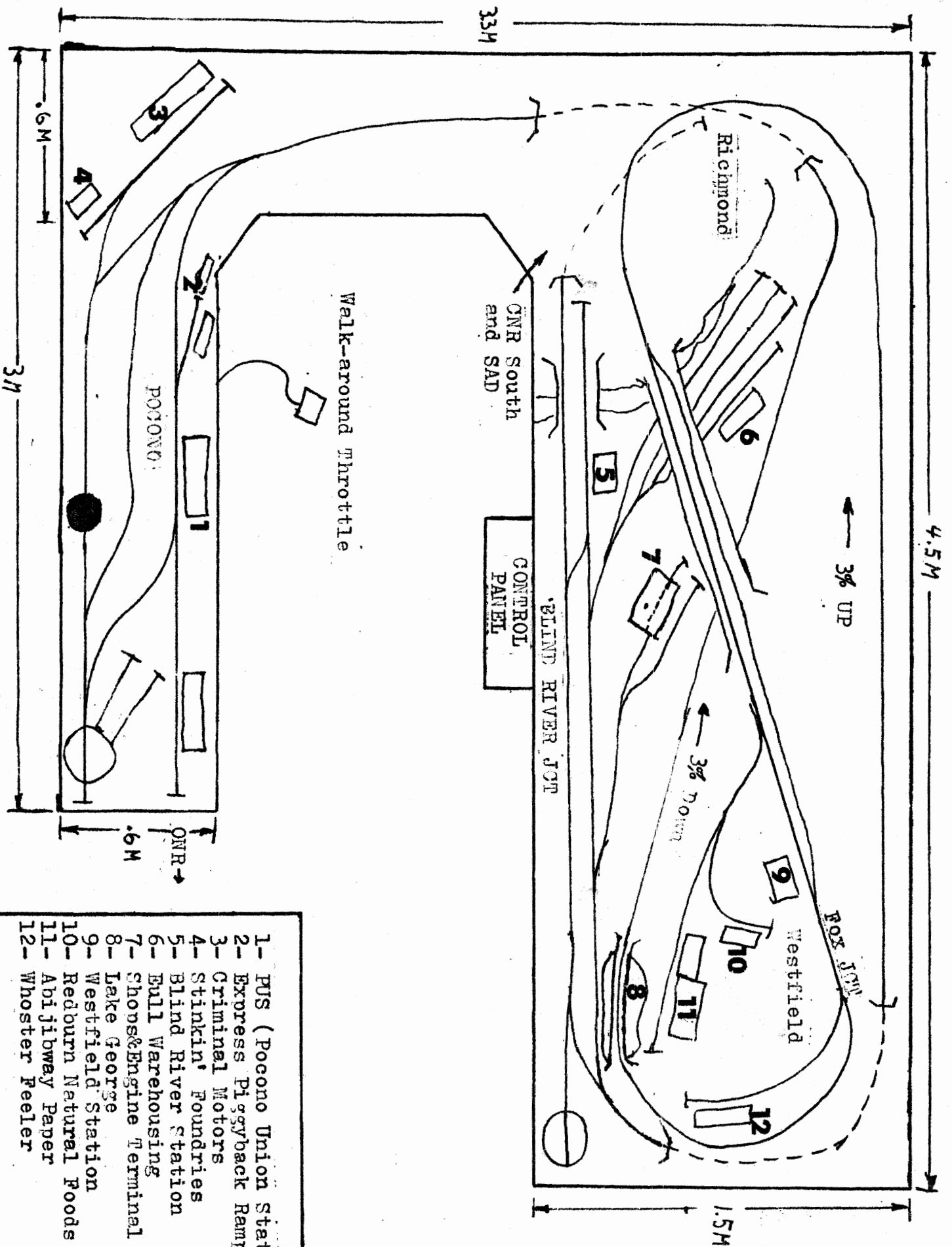
Jeff Young (winner)

(Additional information by J C Eull)



Old scheme for road units

VOTE



Pocono Sub

THE POCONO SUB

The Pocono Sub, my fifth railroad, was begun three years ago. Since that time numerous changes have taken place. For instance, it has switched from continuous running to point-to-point, and industries are scattered across the layout, while they used to be concentrated at Blind River.

The line begins at a place just north of Barrie, called Blind River Jct. From there it heads up a 3% grade to Richmond, just a station, and goes through Westfield, a major town and industrial centre. Also at Westfield is Fox Jct, where a branch runs to Shannonville. The mainline continues down a 3% grade to Pocono, the northern terminal, which services several industries and connects with the northbound interchange track of the ONR of George Redburn.

At Blind River Jct Kenner St Yard are interchanges with the Shaughnessy and Delisle of Gord Midgely and the CNR Blind River sub of Ward Payne. Also at Kenner St. are the engine facilities and shops. At each end of the line is a turntable.

The line was built on open frame trackwork with a homosote base. Scenery is wire screen with texture paints, coloured with tempera paints. (Texture paint is a type of plaster)

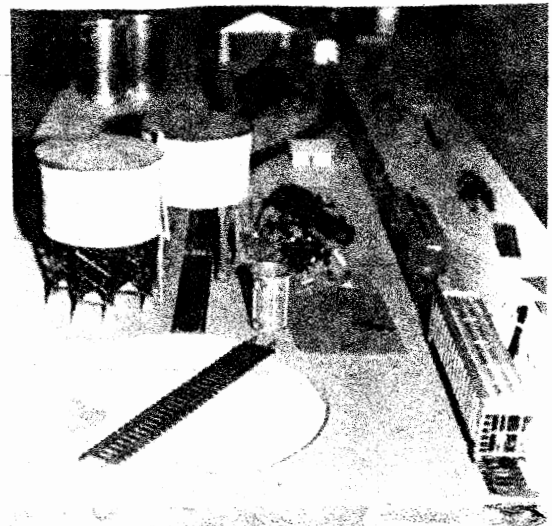
Power is provided by a Model Rectifier Corp. Dual power unit, which provides two cab control for the line. Also there is a walkaround throttle at Pocono, scratchbuilt.

The line is divided into 14 blocks. A separate pack is used for the switch machines. Power for the CTC signals is provided by a third pack.

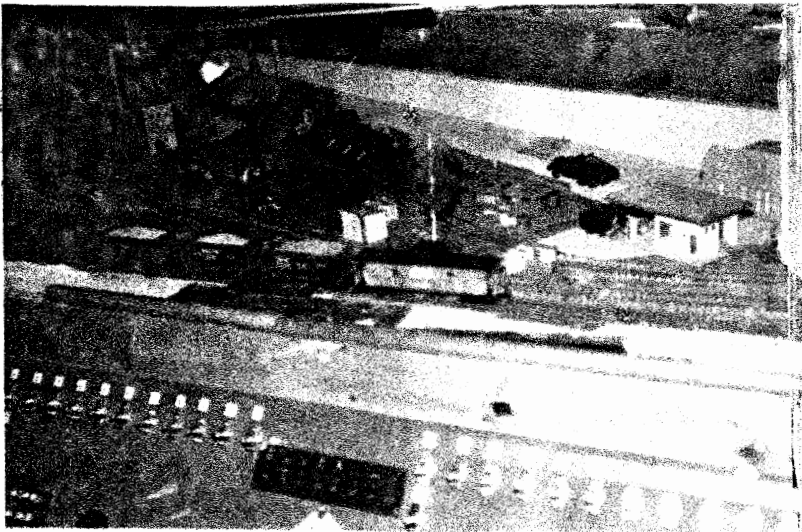
Motive power at the present in use consists of a Train Miniature FA-FB set, a Bachman GP-40, an SW-1200 (Called a 1500), a GP-35, a GP-7 and an FDC, all in CN colours. There are two cabooses, a private car and approximately 20 assorted freight cars.

The period is the present. With the help of Al Fox, several towns are appearing, as well as details such as people. New equipment may soon be added to the motive power, and some track expansion is being considered.

Richard Guitar



This is a view of Pocono looking south from the ONR interchange track.



Shot of Kenner Street Yard. Track sloping down in background is line to Pocono.

HAMILTON IV

Hamilton was the site of another Thanksgiving Weekend meet which began with the arrival of Gordon Midgely, Mike Plumb and Mike Voelker on our favorite train, the Cottonball. They were greeted by George Redburn and John Eull, and the fun and festivities began...

When the gang arrived, they discovered that Eull had cornered a gentleman in a sport jacket and was having a discussion about passenger train service. As they joined in the visitors discovered that they were speaking to Mr. Dave Phillips of CN Passenger Sales--the discussion continued for over an hour, before Mr. Phillips excused himself-- He wanted to go home and have dinner...

The first scheduled activity was the visit to the Hamilton Society of Model Railroaders' Algoma Northern Railway. There the MRYOC members had an opportunity to see an O scale in transition-- conversion of the layout from three-rail AC to two-rail DC current being in full swing. One and all had the opportunity to attempt to run the three-rail (As a club member, I can attest to the fact that no maintenance has been done on the old layout since we started the new division--JCE) --an experience which is hard to repeat these days.

After three most interesting hours, we left the club and went home to Mother's for our usual pizzas. We then headed up "the mountain" to do a little night photography--mostly of the city (although we did get some interesting shots of people). 0300 was the time of arrival at the host's house: we talked for a while, then went to bed.

Up at 1130, Mike P, Mike V, and John C headed out to a camera store before going out to Bayview. Bill Kennedy had picked up Gordon M and we joined George R out there. Alas we saw only one train before Bill decided to take Gord and Mike P over

to a hobbyshop and George, Mike V and John headed back to the Eull residence after rescuing Rich Guitar from the grasp of the CNR. After putting Gordon on his bus home at 1620, we went out to eat, then sat down to wait for Kevin Argue to arrive. He did so around 1930, while Bill, John, and Rich were at mass and by 2100 we had a slide show going. We hit Mother's around 0300 and then took in the THB Aberdeen Yard at night...

After four hours of sleep, it was out to Bayview for an hour (in which we saw six trains) before we rushed over to Burlington Station to put Mike V on his train. We saw three more trains, then left Mike P in the care of the CNR and headed up to the Halton County Radial Railway (Electric Railway Museum), stopping at Guelph Junction along the way (and seeing a wb CPR freight). Although it was interesting to examine the restored equipment, the gang probably found the opportunity to assist museum personnel lay track (spiking and all) the most interesting part of the visit... Two hours were spent there and then JCE, RG, BK, and KA headed over to the Aberfoyle Flea Market to see the fine O scale layout built there by Frank Dubery and Chuck Bard-- it just has to be seen to be believed... An hour there brought us to 1600, and not having eaten, we decided to head back to Bayview and eat at a nearby Restaurant. We had twenty minutes to spare before heading down to Hamilton CNR station so we waited and saw two passenger trains and a couple of freights. A quick drive took us down to the station and the fourth Hamilton gathering was over.

SPECIAL THANKS TO THE EULLS AND THE HSMR MEMBERS ARE IN ORDER FOR PUTTING US UP, AND PUTTING UP WITH US-- WE REALLY APPRECIATE IT.

JCEull

NOW...
FROM THE SAME PEOPLE WHO DIDN'T BRING YOU
THE GODFATHER PART II
FRENCH CONNECTION II
THE SD-40-2
AND
3.141592

THE SHOP FOREMAN'S TROUBLE SHOOTING CLINIC
PART II

(ANOTHER FEATURE FROM THE SS&S PRESS)

Q: Dear Brain: Can you give me any of your world-famous tips? How much do you pay for these questions?

A: Try collecting lots and lots of those little metal bottle caps. Paint each of them in your choice of colours (I recommend a combination of fluorescent pink, boxcar red, yellow and reefer white). Now, turn them all upside down and nail them to the floor. When you walk over them it will give a SENSATION of walking over little metal bottle caps turned upside down and nailed to the floor. Also you might try going down to the CPR with your crowbar and removing a few spikes. I prefer the ones on the outside of the left-hand rail. Now go home and use these as telephone poles in O scale. You didn't get any money for your question because you didn't sign it. You also wouldn't get anything if you did.

Q: Do you know of an easy way to weather freight cars?

GM, Toronto.

A: I have used the following method with absolutely no success. Get your airbrush. Make up a mixture of sawdust, turpentine, CN big sky blue and some epoxy. Spray this over your freight cars and then heat them in the oven at 230°C for half an hour. I guarantee that these cars will look quite unique.

Q: Why is it called a boxcar?

JCE, Hamilton.

A: Why is what called a boxcar?

Q: Why is a boxcar called a boxcar?

JCE, Hamilton.

A: Oh. There are several schools of thought on this matter, and I will attempt to outline them.

1) An extremely small group headquartered in the Niagara Peninsula believes that the name originated

from the box-like shape of the cars. This, obviously, is ridiculous. If they were going to name freight cars after their shape, a boxcar would be a parallelepiped car.

2) A somewhat larger group of misinformed modellers in London headed by a man named Prune believe that the boxcar received its name because a Mr. Alex Van Box invented it. Yet another misconception. Is it not true that H. Finklehopperschwartz invented the insulated flatcar? Yet it is definitely not called a Finklehopperschwartz car. (Although the author understands HF would like it that way)

3) The correct view, and coincidentally the one held by this author, is that after the painting of the first as-yet-unnamed car in a sort of brown, someone noticed how much the colour resembled Floquil's boxcar red paint.

I trust this answers your question.

Q: This is not a question, but I would just like to say how much I appreciate the articles written by the SS&S Press as they are extremely informative and filled a needed gap in the MRYOC.

Steve Hayman, London, Ont.

A: Huh?

Q: Who makes Associated Hobby Manufacturers freight cars?

GR, Hamilton.

A: Hell, I don't know. Don't ask me these hard questions.

PS: You might want to purchase a copy of the SS&S Press book, The AHM Freight Car Spotters Guide, which should answer your question.

Note: The author has for sale some HO Freight cars which have been weathered by a new process. Cheap.

A Report On Toronto

I suppose things are never done normally in the MRYOC. The Hamilton Convention is probably the only model railroad convention that has ever been held during a railway strike. London was atypical in that everything went right. And this year's Toronto Convention was apparently held against the wishes of the University of Toronto...

Why would I say that we had U of T against us? Because of the problems that organizers Gord Midgely and Mike Voelker had with accommodations--each time they called up the university, they got a different story... Five days before the big event we were definitely staying at the St. George Campus downtown. Thursday night we weren't staying anywhere. Accommodation at Scarborough College was hastily arranged Friday, but it would cost us each \$3.00 more per night than expected...

Gord Midgely, John Eull and Bill Kennedy met for lunch that day and then the former went back to work and the latter two continued their look around Toronto before meeting Rich Guitar, Al Fox and Kevin Argue at Union Station around 1530. We then took off in three directions-- the St. Catharines Division to two different camera stores while the fellows from the head of the bay set off on a photo-trapping expedition to CN Toronto Yard. Bruce (?) (Thanks John. All you gave me was a blank space with a name scribbled on it.--Al) and the five of us reassembled at Union three hours later when we met Mike Plumb, and George Redburn arrived thirty-seven minutes later...

But there was no sign of the Turkey--we suspected that he had tried to make it out to SC, but we couldn't confirm it. Perhaps he had been gobbled up by some monster out in the wilds of East Metro.

With no one else to blame for our misfortune (Mike Voelker had taken this convenient time to develop tonsillitis--we trust you're now feeling much better, Mike), a lynch mob was forming... The only thing which probably saved Gord was the fact that we all went out to eat and couldn't tear ourselves away from a good meal.

It turned out that Gord had finally gotten a place for us to stay (Scarborough College) and that he had not been gobbled up and regurgitated by a bear, but rather by the transit system... Not trusting him to get us out there by the TTC (Midgely has been known to change buses when he sees a pretty girl--it happened on the way to the MRCOT...) he and three others went in Bill's car while Bruce (?) the MRCOT... he and three others went in Bill's car while Bruce (?) (There he is again--Al) and John led the remainder of the gang by transit...

Somehow we got there (the expert woodsman, A.G.R. not being with us), but upon arrival we were greeted by the announcement that the projector bulb had burnt out so there could be no slide show... we settled down to bull-sessions until the early hours of the morning...

Friday had been a cloudy day, but Saturday dawned sunny and we were in good spirits (No, not those kind of spirits...) as we struck out for the Model Railroad Club of Toronto (MRCOT). After a buffet lunch, we spent the afternoon running that fine Central Ontario Railway--staying until 1880 and thereby being late for dinner (the author being the main culprit in this regard). The

Convention Banquet was held at a Steak 'N' Burger, after which we struck out for SC. Those who had taken the bus the previous night got a drive and the others took the TTC.

Many of the other people staying at SC were in Toronto for a track marathon. Their banquet was also held Saturday night, so we had one building to ourselves, and we set up a slide show constituting primarily of slides from the collections of Bill Kennedy and Art Taylor. We also took advantage of the opportunity to set up a mainline in one of the hallways, running between Al's and Kevin's rooms--needless to say, we got a few incredulous looks when the runners returned. Joke and Bull sessions continuing until 0300 or so.

Sunday was a partly cloudy day and like the previous twodays, the temperature was around 300(Kelvin-27°C). Around 1030, Rich and I set off on the twenty minute walk to "town" and mass while the others went downtown to get a few pictures. With 6060 leaving on the Toronto Circle Excursion at 1300, RMG and JCE probably set a record for getting down to union from Scarborough, 50 minutes, where upon we filled out a very strange release (all they told Rich to do was sign it, nevermind filling it out, and then we ran out of the office with it without the TTR asking for a copy ... remarkable) before watching her leave.

The gang reassembled for lunch and a ride on the TTC "Tour Line Tram", a Peter Witte streetcar which is 53 years old and used for downtown sight-seeing. People were then out in their trains and the MRYOC National Convention was over.

Special thanks are due to Gord Midgely and Mike Voelker for organizing a fun convention under difficult circumstances. We really appreciate it guys.

J C Eull

ELECTIONS

The 1976 elections for the MRYOC are not going so well. Our first problem was a postal strike which held up the nominations. All three of them. Even after an unannounced extension was decided upon, no extra nominations were received. By the end of the month they should be sent out to all members. Voting should be closed around the middle of the month, and a winner will be immediately declared. Note the singular. Mike Voelker is secretary again by acclamation. Specific dates will be forwarded with the platforms. Hopefully every member will exercise their prerogative to vote.

PLEASE VOTE

Let's Do Something With Those Boxcars

When one is modelling the early sixties (As I am on my IT Ry) and when the freight car fleet is made up of boxcars (to the tune of 50%) and refrigerators (another 33%), all 12.2 m cars have a tendency to look alike. In spite of the pain taken to decal them for two major Canadian lines. Something more is needed—and although a bit anachronistic, I've taken the steps to modernizing cars and assigning them to specific services by the colours of their doors.

On the CNR, CY class 2.7 m door boxcars (575-577000 series) are assigned to paper service (only). These cars are indicated by a yellow door. Many of the cars had the wider doors added and were, at the same time, rebuilt to the new AAR standards of shortened ladders and no roofwalks.

The first step in this plastic car conversion, then, is to remove the roofwalk and to file its supports down to the level of the roof. Next, take your modelling knife in hand and cut a nick in each side of the ladder going up to the roof, a little above the fourth rung up (An exception to this procedure is the ladder by the brake wheel). Bring your knife down the side of the car, scraping a bit of the ladder off each time. Be careful not to damage any other details, such as the rivets at the car ends, once you have gotten off as much as you safely can, get out your file or sandpaper and smooth it off. All this requires is a little careful cutting and filing—remember that when you are doing the ridged car end (Again, not the brake wheel ladder, only the other one.) .

And that's it! If you are painting and decalling the car, now is the time to do so. If not, just touch up the areas where you have done the cutting. If you are modelling a CY class car, don't forget to paint the side doors yellow. This procedure can, of course, also be followed for other classes of boxcars which are being modernized, including out-side braced wooden boxcars.

It should be noted that many cars no longer have roofwalks, but the

ladders are still at full height. These cars are very easy to model just remove the roofwalk and fill in the holes. Such prototype cars often have "Caution No Roofwalk" painted at the bottom of the ladders. Unless you are extremely good at small lettering, however, I would suggest that you simply paint the yellow block in between two of the lower rungs.

Another assigned car which is worth mentioning is the BS class 12.2 m double door boxcar (specifically 580-584999). These cars have the doors painted green and are assigned to lumber service out of Edmonton. All assigned boxcars should, of course, be promptly returned to your interchange track and not loaded.

JC Eull



Publishers Comment.

TO ALL MEMBERS:

We have made an effort to provide you with a photo page for our newsletter in order that we can show our model and layouts to our fellow members.

However, despite the fact I have asked for help I do not seem to be getting photos from you the members. If our photo page is to continue we will need the cooperation of all our members. I am not really asking much because part of being a model railroader and railfan, is taking pictures, and almost everyone in the group has a camera. So come on guys lets get out there and take those pictures and mail them or the film to me as soon as possible

Kevin J. Arcue

Photo Page Editor

Mail fotos or film to

K.J. Arcue

10 Brian Ave

St. Catharines

Ont.

L3T-3H6

P.S. They will be returned when
forwarded!

Cover Photo - Two of the last 5 remaining
on C.N. pictured at Pt. Corborne
These are now on the scrap line
Photo by K.J. ARCUE