

Clearance



Station HAMILTON

JAN/FEB

1976

Train NO. 642

Orders for
your train
are

"No man can justly censure or condemn another, because indeed, no man truly knows another." -Sir Thomas Browne

"If a house be divided against itself, that house cannot stand." -St. Mark

If anything has struck me about the MRYOC in the past year or so, it has not been the fine modelling or the fun of recent meets but, rather, quite the contrary. The true spirit of the hobby, that modelling is fun, seems to have been lost. Dissention seems to be holding the organization together, not friendship.

In how many communities are people at odds? How many "in" groups are there and how many outcasts? How much talking behind other people's backs?*

I AM AS GUILTY AS THE REST OF YOU--I CAN- NOT DENY IT. But my case may be different from yours; at least I've started to rebuild my relationship with others. Have you done the same???

Christmas is the Season of Brotherhood; the New Year is a time for new starts. Let's get moving.

* I know of at least one member who refused to attend a meet because of such a state at the previous gathering.

OK
at

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J.C. EULL
SNOWPLOW EDITOR

Operator

SNOWPLOW

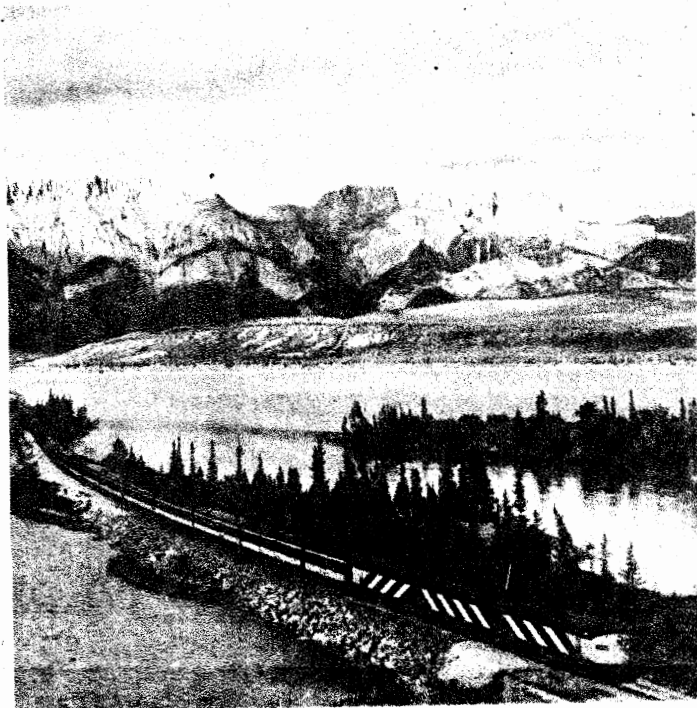
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OF INTEREST

1

While in Montreal, the editor, along with Jean Brisson, visited Mr. Dave Measely, a fine modeller very much involved with Juneco Scale Models (InterHobbies Distributors Reg'd, 172 Marguerites ave., Chateaugay, Que). He told them of many Canadian detail parts that Juneco intends to put out (although it was requested that we not mention them in the Snowplow). Dave, however, said that "The Canadian Modeller will be well looked after." Available now is the CNR wood-sheathed van kit (less trucks and couplers) for \$7.95. The CPR wood-sheathed van kit is also coming. Detail parts are of white metal castings of excellent quality and the rest of the kit is wood. These kits are very similar to the old Taylor kits.

We also understand that Juneco will be importing many US items (to sell at US prices!) through special arrangements with various manufacturers. We wish them success.



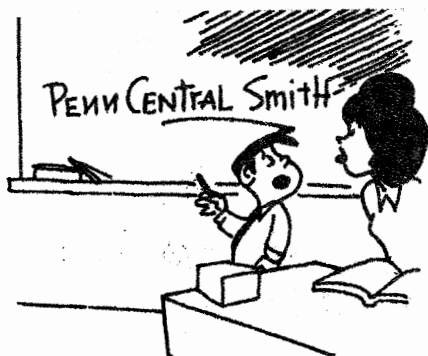
We understand that in response to the new DIESEL group, two other associations have been formed. They are:

- the Society for Termination of Electrically Applied Motive Power (STEAM)
- the Exponents of Locomotives Employing Current Technology of Reliability, Inexpensiveness and Capability (ELECTRIC)

WHO WILL BE NEXT?

Modelling Tip:

If you want pictures of locomotives in the "old - new" CNR paint scheme, you had better act fast--at the rate the railway is repainting, it may be difficult to find what you want in a year or so...



"But that IS my name!
Mom worked for Central
and Pop worked for Pennsy."

THE MEMBER'S PAGE

Attendance at the most recent meet in St. Catharines was somewhat diminished because John Eull was in Montreal and Mike Plumb in Calgary. We understand that both had fine trips.

People at the meet, however, discovered that Kevin Arque now has his benchwork up and has started laying track around the room Mike.

Mike Plumb now has a new phone number: (519)455-0512...But he will only have that number until June when (after completion of his Grade 13) he shall move out to Calgary where he shall get into real estate development. All of us wish you the greatest success, Mike.

And John Eull has changed the name and concept of his layout again. His N Scaleswitching Mike is now the Hamilton Terminals Railway and is based upon a specific area in the steel city.

Apparently, before the editor changed, he and Steve H were considering an association between the Ilderton Pacific and the Industrial Terminals. The proposed slogan: "Ship It with IP-IT!"

Meanwhile, Steve Hayman reports that he has started on new benchwork for his SS&S system. When complete, the length of his mainline will be about 3 scale km.

Speaking of long runs, the Hamilton Society of Model Railroaders has started on a completely new two rail DC railroad. The mainline length there will be 4.5 to 5 scale km.

Although he has not been greatly involved in modelling of late, Jean Brisson has built a finely scenicked N Scale Diorama.

Finally, during the middle of February, Bill Kennedy took off for the States to chase East Broad Top Steam in the snow.

NEW MEMBERS

PETER SHEWCHENKO
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St. Catharines, Ont.
L2R 3P1

TONY ORRICK
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St. Catharines, Ont.
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WAYNE SPECTOR
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Winnipeg, Manitoba
R3N 0R7

WHEN AND WHERE IS THE NEXT MEET GOING TO BE HELD???
WE NEED A HOST, FAST...

Canada has over half of the world's fresh water supply contained within its boundaries. Even though we boast on having so much water in the forms of lakes, ponds, rivers, streams, etc., few modellers take the time or trouble to accurately model them. To realistically represent the above features you have to observe the real thing or do some reading on the subject. If a modeller knew what a river or stream had gone through to be what it is today, he would certainly be more careful in representing them.

A river is often described as passing through successive stages of development, from youth to maturity to old age. In youth, rivers occupy steep-sided V-shaped valleys. Erosion is rapid, and such features as rapids, waterfalls, and lakes are often apparent. In maturity, or middle age, when erosion has proceeded farther, the valleys are broad and gentler in slope, and rivers have begun to meander. In old age, valleys are very broad, and rivers are sluggish. Canada has no old rivers, but many mature rivers such as the Saskatchewan River, which has old age tendencies. This is due to the topography of the area in which it flows. Most rivers in Canada are young, being formed after the last ice age.

Young rivers and streams come in many forms. One such form is a misfit river. This is a river which seems to appear to be too small to have carved out the valley through which it flows. The valley is usually a river valley of some long ago extinct river that once flowed as a result of the melting ice sheets. A few examples that I know of in Southern Ontario are: Redhill Creek, Stoney Creek, Twelve Mile Creek.

Another type of river or stream is the disappearing stream. These are streams which seem to appear or disappear out of nowhere. This is the result of the stream running over cracked or layered bedrock where the water seeps through and continues underground.

Most lakes and ponds in this country were created by the advancing ice sheets gouging out depressions, and these huge depressions being filled with the melt water as the ice retreated. All of the Great Lakes formed this way. (Note that what is now Lake Ontario was once a much larger lake, Lake Iroquois is, I believe, the name. This accounts for the Niagara Escarpment-- at one time, the waters were to this point--Ed.)

In representing water on your layout, one of the most unrealistic looking materials to use is real water. I've found the best material to be liquid plastic, which could be had at most hardware stores ($\frac{1}{2}$ pint \$1.25 at Canadian Tire). This is brushed on in layers, allowing each layer to dry, until the desired depth is reached.

On my recent trip this past summer to James Bay, I discovered that the water in the North Country is much darker than the water down south; it looks almost as if oil had been spilled in it. This is due to a high concentration of minerals dissolved in the water. In modeling this phenomenon, I've found the more layers of liquid plastic that are added, the darker the water will seem.

Because of the large amount of water available, vegetation grows in profusion around bodies of water. This is also true of rivers or streams that flow in or around populated areas (unless of course they have become sterile because of man's interference). The more vegetation placed around the lake or river, the better the water will stand out.

George Redburn

Ever since I've discovered the Ontario Northland Railway, I've had the urge to ride their mixed train to Moosonee. Finally, this past summer, I had the opportunity to do just that. The following are just a few of the many things that made an impression on me, riding the train and talking to the people.

Toronto is where the trip starts as you board the CNR/ONT train "The Northland". Most of this part of the trip is uneventful because it is at night and most of the people are fast asleep. The only sound in the pitch dark outside is the occasional sound of the horn for a railway crossing.

When the train stops at North Bay you realize that this is no ordinary train ride. North Bay is the point at which the train leaves CNR tracks in favour of those of the ONT. With the change in territory there is also a change in crews...

It is two in the morning... all the lights in the car are put on, then the sweeper comes to clean the car out. Finally, the conductor comes around, waking everyone (if they are not already awake) and checking all tickets. This last act sometimes proves to be very hard, if not dangerous, because most of the passengers have been to the bar car and are now sleeping off all the beer that they had previously consumed.

Cochrane is where you finally leave the Northland and step into the mixed train bound for Moosonee. Most passengers are Cree Indians bound for some point along the line. Others are canoeists, campers, trappers or tourists who are riding for their own special reasons.

As the train crawls along, the rocky topography of the shield country gives way to the flat, snady Hudson's Bay Lowland. On both sides are row upon row of trees. There are no wires on poles to hide your view. Occasionally, you come into a clearing where a single house stands with all its inhabitants on the porch waving madly at the passing train. At a few settlements the train will stop to deliver a package or switch a few cars. Once, while approaching Coral Rapids, the train came to a stop in the middle of nowhere and two men and a canoe climbed aboard. Trains will stop anywhere for anyone and it is said that ONT crews will do anything for a case of beer.

Throughout the entire trip, laughter could be heard up and down the car. It was not one of those phoney laughs so often heard in the cities, but an honest-to-goodness laugh. At first I could not understand how people who live in a state of depression all their lives could laugh like that. Then I looked out the window and saw the beautiful land that is theirs and compared it to the land that is mine. My question had been answered.

I arrived back in Toronto some four days later after a train ride that is like no other and from a land that is calling me back.

George Redburn

Those in the city do not often realize what the real Canada is like. It is the Bay of Fundy tides, the pastoral Eastern Townships of Quebec, the endless forests and many lakes of the Canadian Shield, the golden wheatfields of the prairies, a cold river rushing through the Rockies, the sun setting in the west over the Pacific Ocean... Really, one cannot adequately describe it. If you have the chance, get on a train and ride it--you'll be a better Canadian for it.

JCE

HAMILTON IV SATIRE

The Location: CNR Station, Hamilton.

The Occasion: Another weird, wild and wonderful MRYOC meet.

As we are dragged kicking and screaming into the building(they won't give us our bottles...from the Brewer's Retail across the street), the editor has just discovered that he is talking to the CNR Passenger Sales Representative for Metro Hamilton...

Ed: ...yes, we could use 6750, the last FPA2 on the system, to run a through train Hamilton to Montreal-- no need to stop in Toronto... It'd take all the business away from the airlines... Pay for itself overnight...

Mr. CN: I don't think the market is quite as large as you think it is and even if it was, we would not have the equipment to provide the service...

Ed: Oh, don't worry about that, I've written my MP and he'll take care of things right away...

(The Naturalist, who has been watching girls up to this time, suddenly has his attention diverted by the arrival of the Cottonball... Within seconds, Mr. CN is surrounded on all sides...)

Sonic: Oh, I love riding the Cottonball--it's always so crowded and liable to break down--it's a great way to meet girls...

Fruitcake: Crowded? My car wasn't crowded...

Ed: Com'on Sonic, it wasn't crowded -- it only appeared that way 'cause everyone was trying to get away from Midgely and they couldn't all get out the door at once...

Turkey: Where's the coke machine?...

Fruitcake: ...And CN should run more 6060 Excursions into London...

(Eventually Mr. CN manages to get free and runs for his life. The gang then risks their lives, as well as their cameras, as they go for a drive with the editor... Somehow they finally manage to get to Ma's Pizza and Jug establishment... Later the editor insists on going to take time exposures...)

Turkey: I've got to take a leak...

Ed: Serves you right for drinking all that coke...

Turkey: If you don't stop, I'm going to do it all over your camera.

(The editor immediately slams on the brakes and all clamour out to make their contribution to the acidity of the earth... Back in the car...)

Someone: Sonic, did you shit in the car?

Sonic: ...No...

Fruitcake: It's on his shoe!

Ed: Well, stick your foot out the window-- I still want to find the perfect location for these pictures...

So, as we leave our antiheroes, Ed. is madly driving through the streets of steel city with Fed (Sonic) hanging his foot outside the window... Fruitcake is telling another dirty joke and Turkey is heard to ask..."Where's a coke machine?..."

"Lord Almighty, she was a killer!"

This is how one old-timer who had worked for the Canadian Pacific Railway described the Big Hill--a dangerous 12.9 km stretch of track in the mountains of eastern British Columbia. This section was built in 1884, when both time and money were running out for the railway. The line was laid in a break-neck descent from the top of Kicking-Horse Pass to Field Station, dropping 45m to the km.

Originally intended as a temporary route until more time was available and the working wages lower, it was in use for 25 years and was said to make or break the men who piloted the trains over it. In winter work was often done in howling blizzards and temperatures as low as 30 or 40 degrees below zero. There was a constant threat of rockslides, snowslides, stalling trains, but worst of all there was the danger of runaway trains. Over the years it became a mark of honour to work the hill and survive.

The choice of Kicking Horse Pass as the route through the Rockies was made in 1881 when the administration of the railway was taken over by a private company. After studying maps made of the numerous surveys made in the ten previous years it was decided to go by the Bow Pass (Kicking Horse). Even though very little was known about the pass, it was known to be the shortest route and close enough to the United States to keep the American lines out of Canada.

For the purpose of exploring and surveying the pass, Major A B Rogers, a 52 year-old, hard-drinking, tobacco-chewing engineer was chosen. His profanity earned him the nickname "Hell's Bells Rogers". When the builders came through in 1884 it was found that to build the line according to Rogers' surveys the railway would have to cross several huge boulder slides, pass under an immense glacier and tunnel through over 400m of solid rock. Although this route would conform to the original 2.2% gradient called for in the contract, it would take the railway almost a year to reach the other side, all the while adding to the cost of the project. It was decided to build a temporary line down the staggering drop from the summit to the Kicking Horse Valley, even though this would mean an extremely dangerous gradient of about 4.4%.

While climbing the hill, engineers rode the wood-burning engines with one hand on the gear bar, the other on the sand valve while the brakeman used an axe-handle to set the hand brakes. To haul a 15 car train up the hill from Field would require four 140 ton engines, two in the front and two in the back acting as pushers. Even then, spinning wheels caused a train to stall and the sound of the whistle echoed through the mountains until an extra pusher was sent.

More frequently, the trip down was the exciting part of the trip. At the top of the hill the brakeman would get off and walk along side the train keeping an eye out for heating brakes and sliding wheels, two of the main causes for runaway trains. Three safety switches, each manned by a switch tender, were set in the mainline and were never opened until the engineer signalled he was coming down at the prescribed speed of eight miles an hour or less. If he signalled that he had a runaway, the train was turned onto one of the spurs laid up the mountainside where wrecks could take place without hindering traffic."

There was never an incident involving passenger trains in all the years that trains ran the Big Hill. With work trains, however, it was a different story. The very first Work train down the Big Hill ran away, plunging into the river below and killing three men.

Many men literally jumped for their lives. Once, when an engine pulling a van got out of control just past the first safety switch, the engineer paused only long enough to slam the gears into reverse and set the whistle blasting, then he and the fireman leaned through the open cab window. Just above another switch the van broke loose and with brakes set came to a stop. The engine ran up into a spur, stopped momentarily at the end, then under a full head of steam ran backwards down the steep incline, crashing into the parked van reducing it to splinters. It then derailed a tender-truck before coming to a stop.

As a writer of the day put it, "It was counted a dull day when something as original as it was startling didn't happen." Fitting this description was the often-told story about engineer "Dad" Ames, who lost a 36 tonne snowplow, complete with the crew, on the hill. As Ames began the trip from Field, clouds of snow flung back against the cab window soon hindered his view and after a short distance he sensed that something was amiss. Opening the window Ames looked out and to his surprise saw that the plow was gone from the front of the engine. Backing to Field he and the fireman kept a look out for the lost snowplow. They found no sign of either the plow nor the crew. With some volunteers, Ames once again started up the hill. Before long, they spotted the missing plow 90 m below at the river's edge. When the snowplow was finally reached they found the crew inside, badly shaken but unhurt; cursing their fate. How a snowplow almost as big as a boxcar could break loose and leave the track without the engineer knowing it was a mystery often discussed but never solved.

To Engineer Jimmy Fidler, who had taken one of the first passenger trains into Calgary from the East, went the doubtful honour of riding a runaway train the length of the hill. Typical of the boisterous, devil-may-care men who went to work on the Mountain Division, when a light engine got away from him on the hill and neither brakes nor sand had any effect, he threw all caution to the winds and decided to have a joy ride. Shouting to the terrified fireman, "Here goes for Field" he repeatedly gave four blasts of the whistle to let the switch-tender know he wanted the mainline. Blowing a continuous succession of signals, Fidler tore down the track.

When he finally came to a stop at Field, Fidler found himself the man of the hour. Not only was he the first man to ride a runaway the length of the hill, but in doing so he had broken all time records—17 minutes compared to the previous 42.

The temporary line on the hill was finally abandoned when the Spiral Tunnels were drilled through Cathedral and Ogden Mountains. From then on then on this section of the Mountain Division was a different kind of railway. Gone were the safety switches and the spur lines, the whistle blasts that shrilled "runaway", the hair-raising rides. Today the old line on the hill forms part of the Trans-Canada highway between the summit and Field.

George Redburn

THE SS&S PROUDLY TAKES YOU ON A TOUR OF ONE OF THE COUNTRY'S LEAST OUTSTANDING MODEL RAILWAYS:

THE ARKONA BRANTFORD CLIFTON DELHI EMBRO FOREST GODERICH HARRIETS-
VILLE ILBERTON JUNCTION KOMOKA LONDON MOSSLEY NILESTOWN OTTERVILLE
PETROLIA QUEENSTON RAVENSWOOD ST. THOMAS UNION VIENNA WELLAND EXETER
YORK & ZURICH CONNECTING RAILWAY

OWNED AND OPERATED BY WESELY KLEPPLE AND THE SLIKTA SYSTEM

Wosely has many interesting modelling tips for you so we now turn this article over to him...

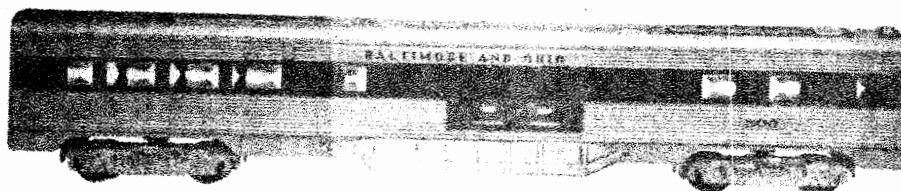
The ABETC. connects virtually every point of non-significance in Southern Ontario including The One and Only Ilderton Pacific. We have several unusual methods in which you may be interested. Firstly, all the couplers are mounted on the tops of the cars as this makes it easier to walk between coupled freight cars and it provides a nifty little bridge for brakemen walking along the roofwalks. All wheel-sets have flanges on the outside of the rail and this provides a nice challenge for our turnout builders. Plays hell with interchange, though. We haven't quite got that one straightened out, yet. We run everything, including F's and E's and FA's long end first--the engineer gets to keep a closewatch on his train, and isn't that what he's there for?

Our passenger fleet is most innovative. Dome cars have the dome below the car. The passengers enjoy looking at our magnificent track-work and whenever we go over a bridge they can see that it is there. and also have a magnificent view of the river below. Observation cars are pushed ahead of the engine. You can get excellent pictures of grade crossing accidents this way.

All our steam powered switchers--mostly of the 0-3-0 and 0-5-0 variety--are provided with long tenders obtained from a dozen 4-8-8-4's we purchased used from some bigshot outfit in the states. The articulateds have been converted to tank engines with the tanks removed from the 0-3-0's and 0-5-0's. Since they don't go too far on one charge we have water tanks and coal towers about every 100m. One man is positioned at each spot and has been trained to throw coal & water into the tanks as they move past.

The ABETC. is also the world's only possessor of a nuclear power-

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A Final Word

I would like to thank those who have helped me during this year. Among these is Gordon Midgley, whom I have recommended for a Happy Hooper award, in recognition of 2 years of service publishing the Snowplow. I feel we are now prepared to expand in all directions, and hope that those who carry on agree with me and make the Model Railroading Youth of Canada, a truly national club.

The officers I have left behind are John C. Eull, Editor, Alan Fox, Publisher, Imperial Grand Poohbah, Head of Public Relations, Heinz-Michael Voelker, Treasurer (elected), George Redburn, Correspondence and Car Exchange. The office of Vice President is inactive due to a lack of something to do.

There is no constitution, and I am against having one. They create argument of no use, and I feel we are better to let the club find its own direction, and let the laws come as we need them. Finally, please write to the Snowplow, make your views known. Right now a clique exists, there is nothing coming in from outside southern Ontario. We are becoming a regional group. If you have something to say, tell us.




MESSAGE FROM THE PRESIDENT

MRYOC STAFF:

President; Kevin Argue
 Secretary-Treasurer: Mike Voelker

SNOWFLOW:

Editor: John C. Eull
 Publisher: Alan Fox
 Photography Editor: Kevin Argue
 Public Relations: ~~Richard Gaiter~~

Note: The post of Imperial Grand Poohbah is eliminated, with the duties going to the Editor of Snowplow.

SECRETARY-TREASURER'S REPORT

It's time once again for Uncle Money to make an appearance on the pages of the new! improved! Snowplow. Without going into great detail, our expenses, since November, \$3.00. After that cheque goes through (it was to pay for photopage-SP covers) the total expense is about \$3.25. We have some renewals, and some new members, totally: \$3.50.

Watch in the next issue for a questionnaire as to some personal info. I am trying to get a member profile column going for the information of our membership. I'll use me as a guinea pig:

Name&Address: Mike Voelker, 7 Wardencourt Drive, Agincourt, Ont. M1T 3M8
 Present Address: 165 St. George Street, Toronto, Ont, M5R 2M2
 Telephone: (416) 924 5867
 Date of Birth: 28 March '65
 Road Name: Pharaigue Provincial Railway Company
 Gauge: HO
 Equipment: Steam, Diesel, Electric, Passenger, Freight.
 State of Layout: Operational, under construction
 Prototype Line: Serman Federal Railway
 Other Interests: Photography, Women, Passing School, Aircraft.

I would very much appreciate a sudden flood of this info right away.

But until next time, start sniffing some dedicated young new members. We old vets are getting near retirement age!

MIKE VOELKER