

# SNOWPLOW

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# ST. CATHARINES, ONTARIO WILL BE THE SITE OF THE M.R.Y.O.C. NATIONAL CONVENTION, '76. THE MUNIFICENT MONTAGE OF MASTERPICCE MODELLING! THE REAL RAMBUNCTIOUS RAILROADERS' REVEL!! THE YEARLY YEARNING OF YOUNGER YEOMEN !! AN OCCULAR OCCASION OF OUTRAGEOUS OPPULENCE !! A COMPULSORY CARNIVAL OF CANADIAN COLLEAGUES .!! THE CONVENTION WILL BE HELD THE WEEKEND OF AUG. 6,7,8, 1976 FOR INFORMATION CONTACT: R. GUITAR K. ARGUE A.Fox 101 LOWELL AVE. 133. JACOBSON AVE. ID BRIAN ST . ST. CATHARINES ST. CATHARINES ST. CATHARINGS MORE INFORMATION TO FOLLOW, INCLUDING ITINERARY & COST.

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# Development of the Subway

"The cities of the world have proved that mass transport and individual transport cannot mix successfully in urban areas." H.C.P.Havers, in <u>Underground Railways of the World</u>

Assuming the above to be true, what was the early transit commissioner to do to keep private and public transit apart? In London, England, due to politicians' objections to downtown ground level railway stations, the stations of the assorted carriers were arranged in a ring around the city. The first penetration into the core by a railway was also the worlds first subway, namely the Metropolitan. It was opened on January 10. 1863 and inspite of of an unbreathable atmosphere created by steam locomotives hauling the coaches, it was very well received. The line was equipt with three rails to handle standard and 7'(2.1m) gauge, the later being used by the Great Western at the time.

Naturally the Americans were not about to try something that had already been a proven success, and their first step was to decide that elevated railways would be better than subways. The first so-called monorail was built for the Philidelphia World's. fair of 1876. It ran over a large gulch on a triangular shaped track. Coaches were in three compartments; one on either side of of the track and one above. The locomotive was balanced precariously on top, balanced on either side by water tanks. Naturally this was not a smashing success, but it's promoter, General Stone, persevered, and a number of more conventional elevateds were i installed elsewhere.

London, however, still went underground, and several companies built competing linesall over the the place, each planned with no regard for future unification of the system; this has caused for countless headaches for London Transport today.

Over in Germany Werner von Siemens decided that it was time to invent the electric railway. In Berlin in 1879 he built a demonstation electric system, and a few small electric railways croppedin the British Isles.

Everyone in the London subways was so preoccupied with choking on fumes from steam locomotives that they couldn't admire the scenery. Von Siemens had invented the electric railway at a most opportune time. Britons were busy building their first deep Tube lines( as opposed to sub-surface lines that can be reached by stairs from the surface) and when the City and South London Tube was built, electricity was naturally used. Electifacation of existing lines came rapidly, as did the construction of electric tramways on the surface. London's first tram was was openned in 1898 and it was a grand total of 550m long. It was truly an international line; it was built by a German company who were agents for American manufacturers and had an Austrian engineer trained in France. Tramways were proving grounds for innovations introduced later on subways, for example, weldedrails were first used on tramways before being adopted years later for the subway. The modern subway motor was developed on streetcars.

Tunneling was a major problem for subway systems. Subsurface lines (those quite close to the surface) are mainly constructed by "cut and cover ". This involves digging a long

Cont on pages

# WORKING WITH PLASTIC

To most model railroaders, plastics and their manipulation are about as newfangled and unfamiliar as diesels to a steam buff. So here are some easy steps to becoming an expert in working with plastic.

There are basically three things you will want to do with plastic, namely: (1) Cut or shape it

(2) Glue it

(3) Make it looked as if it had never been cut, shaped orglued (1) CUTTING AND SHAPING:

There are only two tools really suitable for cutting plastic-an X-acto knife and an X-acto fine-tooth saw blade, or suitable equivalents\*. To trim off small ends, etc, use the knife. To cut through large areas such as sheet plastic for boxcar walls use the saw blade. When sawing, take it slowly; as you get to the end of your cut, ease un your pressure on the blade or you risk breaking off the last cm of your cut.

Beware of glib explanations in pseudo-modeller magazines on how to cut through sheet plastic in one swoop with a heated knife blade. It can't be done without a cut that, when scaled up, would look like it had been seared with a flame thrower. The same goes for making holes; use a fine drill, not a heated needle.

When shaping a solid lump of plastic, again use your X-acto knife. (I don't wish to sound like an X-acto salesman, but they are the best available.) and finish off with sandpaper. Fingernail sanding boards, with medium grit on one side and fine on the other, are ideal for sanding small parts. All you have to remember is to be gentle- a small piece of plastic is incredibly fragile.

One of the quirks of injection moulded styrene (commonly known as "plastic" to the unintiated) is that the moulding process is notorious for leaving flash, seams, and other moulding marks. Removing these turns a tacky-looking toy into a well-detailed model almost instantaneously. Again use an X-acto knife. For ridges along seams, especially those nasties that remain when a seam is glued together, hold the blade almost perpendicular to the seam, and <u>lightly</u> stroke along the seam (See diagram A). It may make a noise like chalk squeaking on a blackboard, but if your nerves can stand it it does a remarkable job. (To further finish seams, see section 3)

#### (2) GLUING:

All you have to remember is this-you don't glue plastic to plastic, you weld it. Always use polystyrene cement-which is neither a glue nor cement, but a solvent. Apply sparingly to both surfaces to be joined, if possible; the glue actually melts the plastic. When the two molten surfaces are pressed together, and <u>held together for about</u> one minute, the solvent dries and you are left with a weld-like joint that cannot be separated without damage to one or other of the two surfaces.

Gluing plastic to anything other than another piece of plastic is infinitely more difficult. Use epoxy adhesive (The kind that comes in two separate tubes and has to be mixed just prior to using) or one of the new miracle glues. Regarding the latter, I have a pagan disbelief in miracles, and hence prefer epoxy. Follow the manufacturer's instructions for use printed on the tube, and follow them exactly. They aren't there just to fill up empty space, they work.

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\*There are no suitable equivelents

Since the plastic "glue" is a solvent, if you spill some on a highly detailed outer surface of your model, eg. a riveted panel, you are S.O.L. (Ask your mother what that one means) The glue will eat the surface of the plastic and make your favorite switcher look like it has leprosy.

When "gluing" tiny details into place, it's not always feasible to put glue on both surfaces. Gluing just one will work, although the bond is not as strong. For tiny parts put a little puddle of glue on something flat and carefully dip the part to be glued into it. (See diagram B)

#### (3) FINISHING:

<u>Never</u> leave plastic unpainted; unpainted plastic looks amateurish and resembles neither wood nor metal. This, however, is a godsend because paint can be used to hide a myriad of imperfections(more about painting later).

To fill seams and other imperfections, and to build up new contours or shapes, use modelling putty such as "Squadron Green Putty", or a suitable equivelent\*. For instance, if you drilled a hole in a panel and the hole shouldn't be there, just daub a little putty over the hole and smooth it as best as you can with your finger or the tip of your X-acto knife. Then let it harden. When hard, the seam can be sanded. The finer the sandnaper you use, the smoother the finish you'll obtain. To match the smoothness of prototypical steel or varnished wood, you'll have to use very fine wet sandpaper. That may sound like a lot of trouble, but the result is so proféssional-looking you'll amaze yourself.

When building up contours with putty, apply a thin layer at a time because the stuff shrinks and sags if you apply too much at one time. (It says on the label that it doesn't, but don't believea word of it!)

If, when puttying a seam, you have obliterated some of the riveting details, there isn't much you can do to get them back, but you can make the best of it. Rescribe the panel lines right into the putty (it can take it) with the point of your knife, and sand off the remaining rivets on the panel. It won't look nearly so bad. (See diagram 3)

Finally, when painting or gluing, make sure that the surface is clean. Glue won't hold, and paint tends to blister if there is oil or sweat (from handling) on the surface, so wipe it off with a very weak solution of detergent and water.

I've tried to cover the basics, but if anyone has a specific problem with plastics, let me know and I'll answer it in the Snowplow (Just think, an Ann Landers column in the Snowplow!).

> **TONY ORRICK** 18Greenlaw Pl. St. Catharines, Ont.

#### Editor's Notes:

As Tony says, styrene is fantastically easy stuff to work with. For adding details to 'plastic' models, its the only way to go.

Yes, even in N scale. I've actually added a fair bit of detail to locomotives with styrene. The principle is fairly simple: just laminate the sheets together until you have a slightly oversize nart. Then get out your file and/or sandpaper and bring it fown to the proper size. If you make a mistake, then just add another piece and start filing again. Bell Brackets in N scale? Yes, they're entirely possible with this method- just don't drop it on the floor. (Now I've got to figure out a way to make the censored bell)



#### Con't from page 2

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ditch, itying up traffic, building the tunnel in the ditch, tying up more traffic, and finally filling in the whole thing. The Tube tunnel is much deeper and usually has to be reached by elevator. It is built in areas where widely varying ground contours make a sub-surface line an impossibility. It is built through the use of a tunneling device which drills out a nice whole and deposits the debris behind itself where it is removed by a conveyer belt.

By now the subway looks pretty much like we know it today; and nothing basic changed in the next while (except perhaps and modernized cars and remote control turnouts and the like).

STEVE HAYMAN

# SHIP RAILWAYS

People have had ideas for moving **ships** over land as a distance expedient since the days of the Greeks. Ships as large as 50m by6m were moved from the Ionian to the Agean sea and vice versa across the Isthmus of Corinth in the south of Greece as early as 427BC(430in Newfoundland). This was done by a ship railway probably composed of parallel stone blocks with longitudinal grooves cut into them. The railway was abandoned with the decline of Greece's commercial supremacy after about four hundred years(not bad...).

Noone exploited this principle again until about 1438 AD when the Venetians dragged thirty galleys from the Adige to Lake Garda(about 120km inland). These were hauled by one thousand oxen, which in turn were assisted by windlasses(winches) going up slopes. The method's most spectacular application came fifteen years later when Soleiman Pasha, who was laying siege to Constantinople, avoided a chain stretched across the Hellesport to stop him by moving his fleet across a pennisula over greased timber ways laid on trestles in a single night into an area beneath the city.

Britain had a rather extensive network of ship railways in the early nineteenth century. Boats on the Bude Canal were moved up and down several slopes. Small flanged wheels were affixed to the vesses, and the boats were lifted up a double set of tracks by an endless chain(similar to car washes) powered by water.

The States had a large network of railways, portage railways and canals that made it possible to travel by boat from Philadelphia Pittsburgh--periodically the boats were loaded onto flatcars for sections of the journey. The Allegenhey Portage Railroad had ten rope-operated inclines connected by locomotive-worked level sections. The line was 59km long, and two stationary 26kw engines provided the power ateeach incline, each of which had a grade of about7-10%. The whole thing was abandoned taken over by the Pennsylvania Railroad and in favour of the PRR's line around the horseshoe curve.

It was promosed to build a ship railway instead of the Suez canal but inspite of claims of superiority made by its proponents, it was abandoned in favour of a canal. This would appear to be a blow to the ship railway enthusiasts, but they were undaunted and a fellow named Captain Eads proposed a ship railway across the Isthmus of Tehuantepec in Southern Mexico. The Mexican government gave him the go-ahead to choose any route he desired on the condition that work begin in 2years and be complete in 12. He was granted a right-of-way .8km wide , plus an extra .8km for stations. It would have been 180 km long and cost \$75,000,000. The only grade was to be 1 in 100 for 12 miles. Baldwin proposed to supply locomotives similar to some in use in Brazil, and an artist's rendering makes them to be out doubleended 0-28-0's. In spite of strong Brtiish support, the proposal died.

Ead's scheme evidently inspired the Candaian government, which passed an act to build a ship railway acress the Isthmus of Chignecto in Nova Scotia connecting the Bay of Fundy and the Gulf of St. Lawrence, to save vessels the circuitous 800km route around Nova Scotia. For years plans for a canal had been kicked back and forth, but had been defeated for monetary and construction difficulties, particularly in light of the world-record tides in the Bay. The government in 1886 set up the Chignecto Marine Transport Company Railway. Roadbed was to consist of two parallel standard-gauge tracks on 5.4m centres. The line would be dead straight(due to problems in turning which usually neccessitated the use of a huge turntable, or floating the

Con't on page 10

## TURNOUT CONSTRUCTION

In planning the Shlikta System, one of the primary thoughts in mind was the spiralling costs of turnouts all the required to complete the new extension from Shtoonk to Loftus, Onderdonk, Abswitch and the new terminal at Epoxy. I reciewed several articles in the subject in the commercial press, and arrived at a modified method which is rather easy and reasonably quick once you get the hang of it.

Armed with a pair of #6 turnouts from which I wished to make duplicates, I began. Obtain a scrap piece of wood about 3"by 12", or whatever size is needed to comfortably hold the turnout you are conying. Get some 3/16" square brass tubing(you won't need more than a foot) and saw it up with your razor saw or Moto-tool or your teeth into pieces about 4" long, plus about a half dozen or so that are 3/8" long. Size is not especially crucial. Mix up some eboxy and spread it along the bottom of about six of these pieces. Take your commercial turnout and turn it upside down on your piece of wood. Working at the point and of the turnout, slide one block up against each side of each of the two rails so that the turnout is suspended above the work:



### MAKE SURE YOU UNDERSTAND HOW THIS WORKS, AND THAT YOU HAVE INSTALLED THE BLOCKS EPOXY SIDE DOWN

Perform a similar feet at the end of the curved stock rail and straight stock rail at the other end of the board. It will come in handy if the end of the block is flush with the end of the rail. Ensure that the blocks are snug against the railhead. Leave the turnout in position until the enoxy has dried, and then remove it (unless you are a Thumbs type and have managed to glue the turnout to the blocks instead of the blocks to the wood.). Admire your work.

Just so we have all our terminology straight about the parts of a turnout:



Now proceed to the frog area. Re-install the turnout, and apply some more enoxy to a few more blocks. Take one block and put it on the wood so that it is touching one of the frog rails on the inside of the V that they form. Keeping it flat against one rail, slide it forward until one corner on the opposite side of the block touches the other rail. Leave it there. Now, just like you did at the ends of the other rails, support the ends of the frog rails with other blocks. Let it harden, remove the turnout and admire your work,

Put it back in again, and add the blocks shown. Some will have to be placed into an approximate position before the turnout is replaced, and after it is, moved up tight against the railhead by being pushed with a pencil working through the ties.



Blocks A and B should both touch rails in a similar manner to that of the one t the frog. The ends of blocks C and D should extend right to the joint of the closude and wing rails. Don't enoxy anything near the points. Keep everything tight against the rail.

After the epoxy has hardened, remove the turnout. Cut a piece of rail to the length of the straight stock rail, and if it is the correct length its ends will be flush with the ends of the blocks(not terribly evident in the above diagram). Bend another piece of rail slightly and then force it into the slots for the curved stock rail. The blocks along the curved rails should be of the longer type to hold the rail's curve better. Cut it to length if it isn't already. Cut a straight closure rail to the same length as the one on your other turnout and install it. Bend a piece of rail to the approximate radius of the curved closure rail, cut it to the same length as the one in the turnout you are copying. Make sure the piece will stay at the right radius of its own accord, as because of space limitations you may not be able to have a pair of blocks at the point end of the closure rail, and if the rail straightens out it will be out of gauge when the turnout is mounted. Install it.

Cut two pieces the length of the frog rails. Using a mill file (preferably one at least 8" long and 3/4" wide.), clamp half of one frog rail in a vise and file the other end to about half the total frog angle, checking it periodically against the prototype turnout. When it looks about right, do the same to the other rail but file it on the OPPOSITE side as the first one. When they both look about right try them in your jig and see if they fit, making sure the railheads are flush with each other. Correct any irregularities with more filing. It doesn't need to be a perfect fit. All this filing may be a pain, so you may care to use a Dremel high speed steel cutter, or tungsten carbide cutter. You can solder the rails together in the jig, but be careful not to get any solder on the blocks or you will have a permanent assembly of blocks and frog. Once it fits leave it in the jig.

Take each stock rail from the jig and file away the base of the rail (don't get carried away doing this or you'll take the railhead with it) along where the point rail will strike it. Check your assembled turnout for approximate position of the filing. Be sure to take all away the base up to a point directly inder the head. MAKE SURE YOU'RE FILING ON THE CORRECT SIDE OF THE RAIL-THE INSIDE:

Replace the stock rails, closure rails and frog in the jig Obtain some prefabricated ties, or cut your own from stripwood. 1/8"byl/16" is about right for HO. Chuck them in a jar of stain (I use creosotemy turnouts smell like the real thing) until they are fully saturated, or are just the right shade for your tastes. Don't taste them.

After your ties have soaked and dried, prepare a large batch of epoxy and spread a thin coat along the bases of all the rails in the jig. Quickly apply the ties, making sure that their ends are collinear on the straight side(unless you are modelling some sort of cheap shortline that can't afford to do this). Put another piece of scrap lumber over the whole thing, carefully turn it over and pile weights on the whole thing.top of. Let it sit until the epoxy hardens, and CAREFULLY remove it from the jig. Admire your work.

Cut some short pieces of rail to serve as wing rails and guard rails, Checking their lengths against your prefab turnout. Put the appropriate flares in their ends(compare with the other turnout) and epoxy them to the ties, checking for clearnace with your NMRA gauge. If the gap is too great, it may be neccessary to file away part of the base.

All we need now are some points, and this is the most teditus port of the production, filing them. Cut some rail to the appropriate length and slowly file it away (or fastly) until when placed in a line with the appropriate closure rail the point fits snugly against the stock rail. Again, you can use your Moto-Tool to speed work. One of the points should be curved to match the opposite stock rail Check gauge all along it with your NMRA gauge. If the gauge is too narrow( build in HON3-A1) more material must be removed from the point. If jt's too wide, throw that point out and start again. Both points can be joined to their respective closure rails with a rail joiner widened slightly on the point of a screwdriver side . It should fit very tighly on the closure side, and could be soldered. Slip the points in. As for providing a mechanism to actuate the points, you could slip a double-length tie in betweentwo other ties. near the end of the point. Drive a small (very ) screw into this touching each point on the inside -- make sure that when you do this that one of the points is in the OPEN position, otherwise you won't be able to move it at all. Apply a drop of epoxy to each to secure it to the point. Don't put too much on or it could foul wheel movement throught thearea. After the epoxy hardens, the points should moce back and forth properly. Admire your work. Start another one. As for wiring the turnout, I leave it up to you. I'm not about

to give everything away. Anyone who thinks this method stinks or can offer suggestions for improvements is invited to write. Turnouts work out to a little over a buck each this way.

work out to a little over a buck each this way. STEVE HAYMAN c/o The Shlkta System 994 Maitland Ave N5Y 2X6

APPENDIX, OR, WHAT I FORGOT TO SAY EARLIER:

Be sure that your master turnout is of the same rail code as the rail you intend to use. I made a code 70 (rail .070" high) jig and absentmindedly tried to construct a code 100 turnout in it--after I managed to force the rails into the jig and get everything glued, it was all out of gauge due to the difference in width between the two rail types.

The V of the frog can be filled with epoxy for appearances if the solder dops not look convincing enough. Functionally it does nothing.

EDITOR'S(IDIOT'S) NOTES:

You may care to refer to the Feb 1976 issue of Model Railroader which had an article on scratchbuilding N gauge turnouts or the Aug 1972(?) MR which covered turnout building in detail.

You should also refer to NMRA Standards, particularly RP12 which covers turnouts(in any NMRA directory)

Con't from page 6

whole 'train' around in a lagoon on a large raft) and 27.4km long with a maximum gradient of .2%. Motive power was to be Canadian Locomotive and Engine Company 0-8-0's, two to each ship. At the terminals, power presses would raise each vessel forty feet

At the terminals, power presses would raise each vessel forty feet on a supporting cradle, and thence the vessel and cradle, resting on wheels, would be moved hyraulically to the railway. Ships up to 1000 tonnes could be moved. Total time for the whole operation(raising, transporting and lowering would be about 2 hours.

Work began in 1888, was suspended in 1891, was begun again by a new company, but eventually it died through fatal complications.Only a few remains of this system can be seen today.

A more ambitious scheme was proposed, this time to link Lake Huron and Lake Ontario via ship railway from Collingwood to Toro to. The Ontario Ship Railway Company was formed in 1892 to construct a tripletrack line over the 106,45km distance, but it encountered no more success than the Chignecto Company.

Nowadays a form of ship railway is used at the Panama Cabal. Power "mules" on rails adjacent to the canal tow vessels through the canal at a leisurely 3km/hr. In Canada a marine railway exists in Ontario on the Severn River System. Pleasure boats are loaded onto what looks like an overgrown auto rack car while it is submerged, at either end. Once the vessels have been secured, the car is pulled up the hill by a long cable, which also brakes the vehicles as it travels downhill. The gradient is quite steep, but the roadbed otherwise looks conventional. The vertical displacement of water at this site was too great to consider using a lock, and this method also serves to keep lampreys out of the upper system.

STEVE HAYMAN

le speeding bulitt	eventually run out of fuels. Their electrification is not so pr	as the electrification of trains. These are considerations for the future. If we are going t	present services something is going to have to be don	system is in a mess. Wost equipment on Canadian Na Railways is between 20 and 40 years old. The newest equipm	the notorious Turbo Train. It was developed in 1968 by I	Aircraft. There have been fires, broken-down motor	everything else that could prossibly go wrong with it has do Some of the ecumonat was cold to Antrak and three	original trains are now running between Montreal and Toroni	Montreal and Ottawa. In the meantime, United Aircrai	gotten out of the Turbo's production	Ridership has, as is well known, fallen off drastically	Canadian is the Canadian Pacific's train and probably the	of the two going transcontinental trains, the other being Ca	National's Super Continental. Often it is said that the	would ride more often if there were more services bu	problems are great.	Passenger Service is uneconomic. The railways are being to put money into a nerennially locing proposition. Yet t	companies (Canadian National, Canadian Pacific, Do	Atlantic, Ontario Northland, Algoma Central, British Col	Railways, Toronto-Hamilton-and-Buffalo, Penn Central, Slave Lake Dailway, Northern Alberta Dailway, and the D	North-Shore and Labrador) have to compete on a free mar	new equipment. None of them have infinite financial backing	Canadian National, the government line, is operated on a for horis The second that it has done as much is the fold compose	udates the react that it has done sumerim the relation of the outpet of the suicide is the suici	government if it hadn't. There is for this reason far more	awareness of CN as compared to other companies. I	Columbia Railways and Untario Northland which are own	Provincial governitients uper are un une same vasis. These companies are kept efficient by the profit motive.	force them to bear huge losses on passenger service their n	will disappear because there will be no way of making a	inevitable criticism from the public for wasting money.	Canadian National and Canadian Pacific together rec \$114.732.648 as a contribution from the federal governm	THAT INTER THE THE THE THE THE THE THE THE
faster than th		The LRC (Light Rapid Comfortable), a new passenger train	eated by a Canadian Consortium, subsidized by the federal	vernment, is a promising new piece of equipment. The power art is targely conventional so maintenance isn't entirely	familiar to crews. A new suspension sytem promises faster	eeds. 30 per cent faster, over existing tracks.	even the Japanese Bulitt can't match that claim. It had to	auce it s speed from 100 miles per nour down to 120 because is a normaling the hell out of it's specially built track.	Will the Canadian railways buy this marvel? No, but Amtrak will.	mtrak is the federally operated passenger service in the United	ates). It may help our balance of payments, but not our	leaguered passengers. Min: do uno unont to procence service? Say what you may, trains	a over long distances, cheaper to operate than any other mode	transit: they make less noise and are less polluting, producing	ne if they are run by electricity (assuming a non-polluting source	electricity) and are probably the most comfortable means of	avel around. They are cheaper however, only as long as trains are	The train is a definite alternative to STOL (short take off and	nding) aircraft. STOL's will, like any other aircraft, make noise and	aste fuel. Now that the energy hysteria is over many people no	iliways are the only form of transportation that can be freed	impletely from it. Busses can be electrified but are not practical	; the moment. It might be prossible to string overhead wires on	ghways, but some modern options in cars will ge made useless. It immonotials in mony cases to use vour AM-FM car radio under	impossible in mary cases to use your Any-1 w can a do a second second research and the second se	To t lectrify busses calls for using twice as much wire as trains.	ne wire to carry current, and one to return it (ground wire). These	uses, due to restrictions in technology, must use what is called throat Ormant Direct Ormant electricity lonses power over long	intect. Cultrein. Direct Current ciecu inity roocce porter area area istances, and require frequent booster stations. Trains are large	nough to make use of Alternating Current. This type of power can	e transmitted over longer distances with far less power loss. Buses, at least gasoline or diesel buses, have the advantage of	eing able to go to more places because they don't require tracks.	lied caline anicabai na abai ana mini a anica ana

passenger loss covered, it would be within reach of a profit. The CPR's passener loss equals  $10^{3/n}$  of it net income for 1974 . When talking about the CPR. I mean the railway's profits, not the income, and is asked, or rathe ordered, to give an extra  $10^{\eta_0}$  in massive profits earned by Canadian Pacific Limited, the holding company that owns the CPR, CP Air, CP Investment, and several charity. This charity, passenger service, is one the Canadian people want. But don't want to pay for. The fights against petitions other companies. CPR already pays 50% income tax on nel It seems reasonable that if we want a company to provide to stop passenger trains are proof of this.



a service, we should be willing to pay for it. The most direct way to do this is to raise rates but that would drive passengers away. This results in a vicious circle. The railways won't improve service until We should be content to take on the responsibility for all losses profits appear, and passengers won't ride until service improves. railways suffer, and give them an incentive to improve service.

Why not pay the railways a subsidy per ticket sold, enough to make it profitable to carry that passenger. This should be enough of a profit to give the railways incentive to improve service. We must and improve service. Finally, the expenditure is so large that the also spend money on new equipment because we are close to the passenger cars. This is for three reasons. The first is that the old money they may never get back, if the government backs out of the point where we are going to have to buy a whole new fleet of fleet is rapidly wearing out. The second is new, modern equipment is required to increase speeds and cut station to station times, companies cannot be expected to put out money on a service, scheme I mentioned before. The third problem may be alleviated if the government signed a binding contract to support the system, with the railways.

We can take over the entire system as the government of the United States had done also. This would require more money than the other programme, because it would require another it is an expensive and unnecessary separation of services. That is Canada by not starting a new organization which would have to build itself up for a number of years until the administration settles bureaucracy to be maintained by the federal government. A think Amtrak, the federally owned American passenger company, is on terrible terms with some US railroads because of the way they operate their trains. The Atchison, Topeka and Santa Fe, one of the largest roads in the US, won't allow Amtrak the right to use it's old train names such as the **Super Chief** because Amtrak runs them so poorly. Another large rail-road, the Illinois Central, has done the same thing for the same reasons. Amtrak is improving slowly. They are buying new equipment, adding more trains lafter cutting them by 2/3 originally) and improving schedules. But the US has put up with horrendous service for nearly 5 years. This could be avoided in frieght and passenger operations in two different companies.

The way the government does finally do it, and they will have to then government intervention will be only for a short time, until the railways have built up their passenger departments enough to nandle the load. The companies are in no position to improve sevice we want the service we should be prepared to pay for it at a rate eventually, will most likely depend on the political climate, and upon whether or not people start riding the trains again. If that happens, because it looses money, and has lost money since the 1930s. It that will make it profitable for the railways to provide it.

The LRC at Bayview Junction, Hamilton, John C. Full

RICHARD GUITAR

# PRESIDENT'S MESSAGE

For those of you who received your last Snoplow and possibly saw Richard Guitar's name name stroked out as new head of Public Relations there is an an explantion. It is simply when **I** became President I appointed people to jobs and eliminated other jobs. I was responsible for appointing Richard to the job of Public Relations howeverhe did not have a chance to give his response before the Snowplow went out. Richard's decision is that he will decline the offer and take it easy for a while and concentrating on University.work. But to every to every problem there is a solution, and upon hearing recommendations from various sources and hearing what a good PR man he is for another group, I have selected Peter Shewchenko (of St.Catharines) to be new head of Public Relations. I am sure Pete will do an excellent job of making our group known and bring in new interested members.

At this time I would also like to give you some unfortunate news I have received. John Eull has sent to me his letter of resignation thereby stepping down as Snowplow Editor. Attempts have been made by myself and a few other members to persuade John to stay on however his mind is made up. I regret unfortunately that I mustaccept his letter of resignation. John has done an excellent job editing and preparing the Snowplow during the past few years. It will be most difficult in finding a replacement that can carry on as good a job as he has done. John will stay on long enough to prepare the July-August issue and help find a replacement.

#### PUBLISHER'S APOLOGY

As is fairly obvious, this issue is late. I realize that this causes ulcers among our snow-bound members in Elsmere Island, who rely on the Snowplow to inform them of club activities. Of course, our more urban members also experience nausea when two months pass and no magazine appears.

I apologize. When I assumed the office of publisher, I had hoped to maintain the publishing schedule adhered to by Gord Midgley. Now I realized that the task was more massive than I had originally thought. Because of this the entire club has suffered.

I have now jettisonned the time-consuming frills which have bogged down publishing due to conflicts with my myriad other activities. Now I am confident that the Snowplow will be published on schedule; that is, at the end of the deadline month. Therefore, you may look forward to receiving the July/August Snowplow at the and of July.

Alan Fox

#### Cover:

Top Photo: CP 2-8-2, taken by Mike Voelker Bottom Photo: Taken on the layout of Frank Lawrence by John Eull. Rear Cover: Passenger Train on George Redburn's ONT layout, Taken by George Redburn ( Top and Centre photo) Bottom photo: Road Switcher awaiting orders on R. Guitar's layout, taken by George Redburn





