

# SNOWPLOW

JULY-AUGUST 1976

OFFICIAL PUBLICATION OF THE MODEL  
RAILROADING YOUTH OF CANADA

Price 25 cents



# Clearance



Station HAMILTON YARD  
Train EXTRA 1243 East

JULY/AUG 1976

Orders for  
your train  
are

Best of Luck to each and every one of  
my Readers...

OK  
at

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Dispatcher

Dispatcher

Dispatcher

Dispatcher

J.C. EULL  
SNOWPLOW EDITOR

Operator

## SNOWPLOW

EDITOR: JOHN C EULL  
PUBLISHER: ALAN FOX  
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PRINTING: TONY ORRICK

### Cover:

Photograph of Merritton Station, taken just prior to  
closing, 1974, by R. Guitar

## THE MEMBER'S PAGE

Here's what some of our members are doing this summer:

Kevin Argue is unloading piggybacks at Mimico.

John Eull is back with the CNR as a mobile Checker.

Al Fox is repairing bicycles at a sports shop.

Rich Guitar is working as a grounds-keeper on an estate.

Bill Kennedy is back with the CNR as an operator.

Gord Midgley is back at Crown Life as a programmer. (Summer address: 75 Madison Ave, Toronto. Phone: (416) 967-9154)

Jeff Young is working for A&P, and he will be going into first year engineering at McMaster, Queens or Western some September.

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### So You Want To Be A Railroader

The following is certainly not a rules exam, but it is a quiz on how well you know your UCOR (Uniform Code of Operating Rules) book. Answers are on page .

- 1) Define:
  - a) Restricted Speed
  - b) Slow Speed
  - c) Medium Speed
  - d) Limited Speed
- 2) Rule 716:
  - a) Fill in the blanks. A train is superior to another train by \_\_\_\_\_, \_\_\_\_\_, or \_\_\_\_\_.
  - b) How are these conferred?
  - c) Which is superior?
- 3) What are the distances prescribed for protection by Rule 99, both within and outside ABS territory?
- 4) Rule 105: Fill in the blank. Unless otherwise provided by signal indication, trains or engines using other than a main track must proceed at \_\_\_\_\_ speed.
- 5) May different forms of train orders be combined in one?
- 6) What information in the following train order must be spelled out?:

Work Extra 1209  
clears extra 4600 West  
on eastward track  
between Jordan and Winona  
after fourteen ten 1410  
Extra 4600 West moving against  
the current of traffic  
Jordan to Winona.
- 7) May additions be made to the body of a train order after it has been made complete?
- 8) May additions be made to the address of a train order after it has been made complete?

## The Geography Of The Land

For a modeller to accurately represent the area he is modelling he must know something about the land which his railway will run. As with the water he must observe the type of formations and the topography represented in that area.

Ontario has three main classes of topography. They are: The Hudson's Bay Lowlands, The Canadian Shield, and The St. Lawrence Lowlands.

The Hudson's Bay Lowlands is an area of flat, swampy soil with row upon row of trees covering it.

The Canadian Shield in contrast is rocky and covered with many types of trees. It contains some of the oldest rocks in the world. The last glacier wiped it clean taking all its soil and depositing it down south.

The St. Lawrence Lowlands, the area in which most of us live, is hilly, sandy, and contains some of the best farmland because of the soil from the Canadian Shield.

The Niagra Escarpment being the most obvious natural feature in Southern Ontario was formed before the three ice ages occurred. It was formed by a great inland sea which deposited its suspended silt. The face of the escarpment was carved out by the combined action of glaciation and high rivers flowing parallel to it.

The last ice age gouged out the great lakes which were in turned filled with the melt water. At one time all the lakes were at a much higher level. The part which now comprises the lower part of the city of Hamilton is now on the beach left behind by the retreating Lake Iroquois. Although Lake Iroquois never made it as far as the escarpment it did leave a large sand bar through the middle of the city. The TH&B RWY follows the top of it through the east end of Hamilton. Bayview Junction is carved out of the side of it.

The rolling hills of Southern Ontario and Quebec are the result of the debris left behind by the glaciers and rivers that once flowed

When the railways were built, the builders often looked for the shortest, easiest route. Tunnels were expensive to build and where ever possible rock cuts were used instead.

River valleys were also used as an easy way to get around mountains.

The area which I am modelling has very sandy soil with rocks that are very porous. To represent this I have found that wall plaster has a certain amount of sand in it and does the job well. For an area which has harder, less porous rock a plaster like Polyfilla could be used.

When carving the finishing touches on your rock it should be left to dry for a while so that it won't fall apart when you touch it. This will get rid of most of the water and allow you to carve more jagged lines.

**GEORGE REDBURN**

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### WATCH FOR THESE UPCOMING SS&S PRESS FEATURES

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AND

ONE THOUSAND THINGS TO DO WITH BENT RAIL JOINERS

## CNR's OLD COLOURS

I'm sorry, but any old green or any old yellow will not do for the old CNR paint scheme. Good mixtures are two parts Floquil coach green to one part reefer yellow and about 15 drops of boxcar red (or brown) to one ounce of reefer yellow. Now that we've got that straight, let's examine the permutations of the olive green and mustard yellow paint scheme.

Early freight cab units (the F3's and FA/FB1's) had gold rather than mustard yellow. The F3's were delivered all green except for a "rounded triangle" at the top of the nose and a rectangular gold band (which rounded off at the beginning of the nose curvature) about 50 cm high\*. This was soon modified to include an all yellow (gold) nose with a green "V". On all freight cab units this passes over (ie above) the number boards and below the headlight with a circular emblem beneath the point; the maximum width of the V-band was about 10 cm and it curves and narrows to a point. All freight B units only have the 50 cm yellow band along the bottom (and the accompanying narrow green band). Black numbers are centred in the 50 cm band and the name "Canadian National" is centred just above that band.

On passenger units, a 0.90 m black band (with a 5 cm yellow border above and below) covers the lower part of the unit and the rest of the unit is green with silver grills, a black roof and a yellow nose with green v-stripe. The body green and roof black are separated by a yellow stripe, perhaps a cm wide and, as on the freight units, the green and yellow areas are separated by a black band, estimated from pictures to be a cm wide. The V-band passes above the number boards on all passenger cabs and seems to maintain its width of 10 cm on the FPA2/4's and CPA16-5's whereas it gradually narrows on the FP9's. The circular emblem is below the point of the V on the GMD cabs whereas it is found between the two halves on the other units. The yellow name and number are found in the black band on passenger units.

Switchers are a much simpler case. All are black with the mustard yellow oval which contains the name at the top of the hood. Yellow numbers are to be found on either side of the headlights both front and rear on GM units while they are beneath the front headlight and beneath the windows on each side of the cab at the rear on Alco and MLW units; these numbers (on all units) are framed by a rectangular yellow box. On the cab side are large numbers and above these an angled square or a circular emblem (depending upon delivery date).

Roadswitchers are painted the basic olive green with the "curved triangle" at the top of the nose. SW120ORS's and GMD1's form a bit of an exception in that the area beneath their number-boards is a straight mustard yellow. The rear of the SW120ORS's follows the practice of the H12-44 roadswitchers: yellow above the battery boxes up to the number boards. A yellow curved V accents the nose of all other roadswitchers, with a circular emblem inside (this is also true of the front of the H12-44's). Yellow numbers are found beneath the side cab windows.

The location of the name band varies--CLC roadswitchers (except the H12-44's) have the name on the frame. SW120ORS's, RSC24's, GP7/9's, RS10/18's, H12-44's and the h24-66 all have the nameband about half-way up the hood. GMD1's, RS3's, RSC13's all have the

\*All dimensions are estimated from pictures.

yellow nameband at the top of the hood. You are referred to the photos and the pics in the X2200 CNR roster.

The GE 40, 63.6 and 72.7 tonne GE's are a special case which I shall not discuss here. You are referred to the Sept-Oct 1974 issue of Extra 2200 South for photos if you are interested in these units.

**JOHN EULL**

Modelling Tip:

Apparantly all CNR GP9's, RS18's (and GP7's and RS10's?) are equipped with steam lines and boiler controls for trailing units (or boiler cars). Thus, these units are perfectly at home on passenger trains either leading or trailing.

ANSWERS TO UCOR QUIZ:

- 1) a) Restricted Speed: A speed that will permit stopping within one-half the range of vision, in no case exceeding slow speed.  
b) Slow Speed: A speed not exceeding fifteen miles per hour.  
c) Medium Speed: A speed not exceeding thirty miles an hour.  
d) Limited Speed: A speed not exceeding forty-five miles an hour.
- 2) a) "A train is superior to another by right, class or direction.  
b) Right is conferred by train order; class and direction by time table.  
c) Right is superior to class or direction.
- 3) Outside ABS territory: "...When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back a sufficient distance to ensure full protection:  
In day time, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train... at least 1000 yards;  
at other times and places, if there is no down grade within one mile of its rear... at least 1500 yards;  
If there is a downgrade towards train within one mile of its rear... at least 2000 yards."  
Within ABS territory: "When a train stops under circumstances in which it may be overtaken by another train, with the protection of at least two block signals to the rear, protection against following trains will have been afforded when flagman has taken up a position on the ground at a point from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected."
- 4) Restricted
- 5) Yes
- 6) The information which must be repeated and spelled out in the form H is underlined.  
Work extra 1209  
clears Extra 4600 West  
on eastward track  
between Jordan and Winona  
after fourteen ten 1410.  
Extra 4600 West moving against  
the current of traffic  
Jordan to Winona
- 7) No!!!

## The T, G & B Horseshoe Curve

The turning of the sod of the Toronto, Grey and Bruce Railway at Weston, Ontario took place on Tuesday, October 5, 1869. Thus was the start of the T, G & B RWY, a narrow gauge railway running from Lake Huron to Toronto.

The choice of narrow gauge proved ill-advised and standard gauge was adopted, with conversion taking place from 1881 to 1883. On August 1, 1883 the railway was leased to the Ontario and Quebec Railway for 999 years. This leasing was part of a larger scheme and in 1884, the Ontario and Quebec, the Toronto Grey and Bruce and the Credit Valley Railway were leased in perpetuity to the Canadian Pacific Railway.

During the building of the T, G & B, one of the problems which faced the construction crews was the climbing of the Niagara Escarpment. Somewhere it had to rise off the floor of the extinct glacial Lake Algonquin to the upper plateaus of Grey and Bruce counties.

The route chosen went through the Villiage of Mono Road and thence onwards towards Caledon. This route crossed the Hamilton and Northwestern Railway at Cardwell Junction at an elevation of 221m above Lake Ontario. In the next 10km, the railway had to climb almost 120m to reach the top of the escarpment. To accomplish this feat, the railway had to use a horseshoe curve to obtain as short a distance yet as gentle a grade as possible.

When completed the horseshoe curve had a radius of 141m and climbed 26m yet traversed less than 0.4km.

The trip around the curve was mainly uneventful, but in 1907 one of the worst disasters happened on the curve. A train left Markdale on a September morning bound for the Exhibition at Toronto. The train was about an hour late and the crew was trying to make up some time. As the train entered the curve it suddenly left the track reducing the coaches to splinters.

The Orangeville to Bolton line, which included the curve, was a duplication of the Credit Valley mainline and was finally taken out in the early 1930's.

It is still possible to walk along the old roadbed to this very day. Not much imagination would be needed to picture the engines of the T, G & B as they blasted up the grade.

**George Redburn**

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## The Mount Washington Cog Railway

The time is 1833 and Sylvester Marsh, 30, is in Chicago. Chicago has only 300 people, so Marsh decides to stir things up a little and invents meat packing, thus becoming one of the most prosperous men in the city. He kept himself busy by inventing all sorts of meat packing appliances. After losing, then regaining, his fortune, he retired in 1855 to Jamaica Plain, Massachusetts.

Marsh visited Mount Washington, New Hampshire, a 6288 foot peak in the white mountains, which by virtue of its nice view had a hotel (Tip Top Lodge) located conveniently at the top. In 1852 he and a friend climbed the mountain, got lost in a severe storm and arrived at the lodge exhausted. Turning to his friend, he expounded "There must be a better way" or something like that. Here was a unique proposition--build the world's first mountain climbing railway.

The ascent was too long and steep to be worked by a funicular (cable-drawn) railway, even if it were broken into sections. He fiddled with a few ideas before settling upon the idea of a cog railway with a central cog rail into which a gear on a locomotive would fit, increasing adhesion up the slope tremendously.

Sometime in this period Marsh became acquainted with a Mr. Herrick Aiken of Franklin, N.H. Aiken had conceived of a cog railway up this self-same mountain, and had even built an operating model of the cog roadbed and an engine. Prominent railroadmen however told him that his idea stank and would never work.

Marsh probably secured a great deal of help from Aiken and his model, but he continued to experiment on his own. In 1858 he had his own operating model built at a cost of \$150, with an engine powered by clockwork. All told, it was about eight feet long.

Marsh went to the state legislature to try and obtain a charter for his railroad, but the general opinion of the legislature was that Marsh might just as well build a railway to the moon. Thus encouraged, Marsh produced his model and amazed the officials as it chugged up and down a 25% grade. They learned that, most importantly, Marsh was going to pay for all this himself and thus swayed, gave him his charter.

Marsh continued to experiment. He applied for a patent on a cog engine, only to be turned down because there were about ten other similar patents. It seems that a fellow named Read of Belfast, Maine had built a model, the forerunner of Aiken's, back in 1836. It appears, thus, that Read invented the cog engine. (He also invented the tubular boiler for steam locomotives.

Marsh still had to design an engine that would descend, as well as climb a cog road. This he did and was awarded a patent. One was for the method of applying power to the rear wheels that greatly increased tractive effort. The other was the use of a ratchet which engaged which engaged with the locomotive's cog during the ascent preventing it from turning backwards, and thus ensuring that the locomotive would remain stationary in the event of a steam failure. It was disengaged during descent. The locomotives also had an arrangement in the cylinders so that when the steam was shut off, through a pile of stopcocks, the engine was eased down at about four miles an hour by the force of the air being compressed in the cylinders.

People still thought Marsh was crazy, but this only made him more determined. He built a larger model for \$500 with twenty feet

and a slope equal to that of Mt. Washington, 1800 feet to the mile. Marsh wrote: "The engine weighed 17 pounds, and I could put 50 pounds weight on the car and run it up and down the track in my office as often as I pleased". Marsh put up \$500 and investors impressed by his model put up another \$20,000.

In 1866 Marsh had a full scale loco constructed for about two thousand dollars. It was a rather crude affair, but it worked. The route was surveyed for the railway, and it ran along a natural ridge to the summit. Marsh hacked a clearing out of the forest at the mountain's base, and a road laid to the nearest railroad station. at Littleton, 25 miles distant, brought in all the men and supplies. The first locomotive was shipped as a kit from Boston to the base and assembled on the site. It was christened "Hero", but this lasted about as long as Boeing's attempt to have their 747's called "Super Jets", and some passerby was reminded by its upright boiler of a container for a certain table sauce and remarked "There's your peppersass" and the name Old Peppersass stuck.

Construction shuffled along in the summer of 1866 and a quarter mile of track was laid including a bridge over the Ammonoosuc River, all at a grade of 1700'/mile. A flat car for 40 passengers was constructed, and Old Peppersass was ready for its first test. A public demonstration was held, and everything went without a hitch.

Marsh's 1866 track was an improvement over previous cog tracks. The centre rail consisted of two strips of angle iron about four inches apart, bolted to the centre stringer and connected every four inches by wrought-iron bolts, into which played the teeth of the cog wheels of the engine and car. This was much better than the simple tooth rail planned.

By 1868 track had been laid to within 3/4 mile of the summit, including one section of trestle (the entire route was on a trestle) known as Jacob's Ladder at a grade of 37.46%. At this point the front of a passenger car is 14' above the rear. On July 3, 1869, the first train reached the summit. By this time, a second locomotive, George Stephenson, had been acquired and this made possible the operation of two trains simultaneously. The Mount Washington Cog Railway was complete, and has survived to this day with its old steam engine and equally old passenger cars.

Old Peppersass had been retired and placed on exhibition, but it was restored by men of the Boston and Maine. It was returned to the MWCR and was successfully tested on a run up the mountain. Several quarts of nuts had to be removed from the boiler as some squirrels had evidently made the relic their home. It was decided to let the locomotive have one last run up to Jacob's Ladder, and let it coast to the base to remain as a permanent exhibit. On July 20, 1929 a large crowd was assembled to hear the speeches and see the run. The engine made it up and started to descend, when evidently one of the teeth on the cog broke off. The engine began to gather momentum down the hill, and the hand brake had little effect. Four of the five on board jumped in time to the rocks below, including one photographer who stayed on until almost the last minute endeavouring to get the last shot of the engine, but Daniel P. Rossiter, a representative of the Boston and Maine plunged with the engine to his death at the foot of Jacob's Ladder. The pieces of the engine were collected and assembled, and today it stands as an outdoor exhibit at the foot of the line.

Right-of-way maintenance men had their own speedy method of

descending the grade: The slide board. It was a piece of metal-reinforced wood about three feet by one, and it fitted over the central cog rail. Two friction brakes were also provided. Only the staff were permitted to use these as they were extremely dangerous. The slide board was the only feasible method for workers to go home at quitting time, and were used up until 1930. At that time, a few fatal accidents caused their banishment forever. Two minutes and forty-five seconds was the record for the 6300 foot descent.

The Boston and Maine started a scheme in 1910 to build an electric railway to the base, circling the mountain many times in a spiral. The two million dollar project also entailed the construction of a hotel at the summit but public pressure stopped the scheme before it got anywhere.

A hurricane in 1938 wiped out a lot of trestle including much of Jacob's Ladder but the new owner, Col. Henry Teague, quickly located capital and had the railroad running again in five weeks.

In 1949 an engine, disabled by the breaking of a rack gear, plunged 1000 feet down the tracks, but the passengers were left back uphill. The cars, which are pushed ahead of the engine both ways, have their own breaks and are never permanently coupled to the engine for safety reasons. Since the Peppersass incident, more safety features have been added, some of which dig into the roadbed to stop a runaway locomotive. The one in 1949 was safely stopped by this method.

Little else has changed to the present day. The line still uses 100 year old engines and cars, and the trip up is well worth the modest price. I am told the view is great from the top, but it was very foggy the day I went up. There is a museum and restaurant and weather observatory. It's a great place to visit. Don't miss it if you can.

For you modellers, Fleishmann makes cog railway sets in N and HO, but the locomotives are a far cry from those of the MWCR, which look like Shays with the boiler tilted forward to keep water in the right place on the grades.

**STEVE HAYMAN**



For those modellers tired of shiny plastic cars and/or dullcoat, try weathering. This photo reveals the effects of weather and spillage on a TH&B covered hopper. (Photo by Mike Voelker)

## **. The Discovery Of The Southwest Passage**

What Richard LaGuitar hated about Fort Bayview's Chief Factor Gordon MacMidgley was his common propensity to the unfair sex. He was a debauchee who wanted every woman in the country for himself, leaving none for LaGuitar. The natives of the area called MacMidgley "Gotchies", which meant, "Man who likes to touch silk underwear".

LaGuitar was bored. Bored with MacMidgley, bored with Bayview, bored with meticulously shining the lens on his photo-trapping machine. When he finally got the chance he was glad to get out and look for the elusive Southwest passage to London. Disaster-prone, he didn't get far-not until he met George Redfeather.

"What you need," the native told him, "is woman."

Redfeather certainly was the most sociable, kind, and sensible native LaGuitar had ever met. He had eight wives, each as big as tanks, and everyone of them loaded down with goods and gear.

"Woman," Redfeather explained, "were made for work. One of them can do the work of two men. They can pitch a tent, make and mend clothing, and keep you warm at night." LaGuitar was estatic. Not only would he have help in finding the elusive passage but he would also have woman of his very own.

On his departer, in August 1975, Chief Factor MacMidgley gave LaGuitar no seven-gun salute. Instead, the eight wives of Redfeather led off at a brisk five miles a day. By the time the days had begun to shorten, LaGuitar had got used to the ladies. An obedient photo-trapper all his life, he was content to let Redfeather take charge.

They were to find the Thames River and follow it in search of London. Once he had found London, LaGuitar was to make contact with the natives and try to entice them to come down to the bay to trade photos. He was also to find out who really writes Steve Hayman's articles.

They walked westward over bleak hills, gathering dry moss to make fires, feasting when they had luck shooting cows or pigs, at other times starving or taking fish from the innumerable roadside ditches. All during the fall they walked west.

In November they turned south, the woman grunting under loads of wood collected in the woodlots along the way. These would be used for making snowshoes when the snow set in.

Finally after taking a detour around the unfriendly village of Cambridge-Galt, LaGuitar took an old native trail called the Hwy 401 to the Thames River. Here some friendly natives rented LaGuitar and his party snowshoes for the last run down the Thames to London.

On arriving in London, LaGuitar located the natives crowding around the CN station. After distributing a Snowplow to each of the savages and borrowing a lipstick from one of the wives of Redfeather, LaGuitar left his mark on the CN station... "Richard LaGuitar, from Fond du Lac, by land, the ninth of January, one thousand nine hundred and seventy six."

**George Redburn**

## BOOK REVIEW

The Railways of Canada by JM & Edw. Trout.

Reprinted by Coles Publishing, 1970. Original Edition published by The Monetary Times, 1871. Paperback, 213 pages. Price \$2.95

In the days before the Penn Central, before the Burlington Northern, before the Black Mesa and Lake Powell, before the Ilderton Pacific and yes, even before the Canadian National, Canada was overflowing with small and large railways, most of which have since disappeared. The monetary Times, a weekly financial newspaper, undertook to collate information about all of the Dominion's railways under a single cover. Coles has reprinted this book as part of their Canadianna collection.

The book is chock full of trivia about 46 lines, some of which were only proposed at the time of writing. Each railway is described in detail as to route, owners, rolling stock, revenues and the like. Railways that are projected or under construction are identified as such, with particulars as to route, length and financing. Three interesting chapters are devoted to early railway charters, the early days of transportation in Canada and progress of railway construction. Thirty pages are devoted to the Grand Trunk, fourteen to the Great Western and lesser amounts to other lines depending on importance. A nice touch are the advertisements that have been reproduced from the original edition for various locomotive works, spike manufacturers, toolmakers and others.

If you are interested in railway history, you should own this book. The modeller can say "what if..." and derive a model railway based upon the information in this book. Whatever happened to the Stanstead, Shefford and Chambly or the Richmond, Melbourne & Missisquoi Valley????

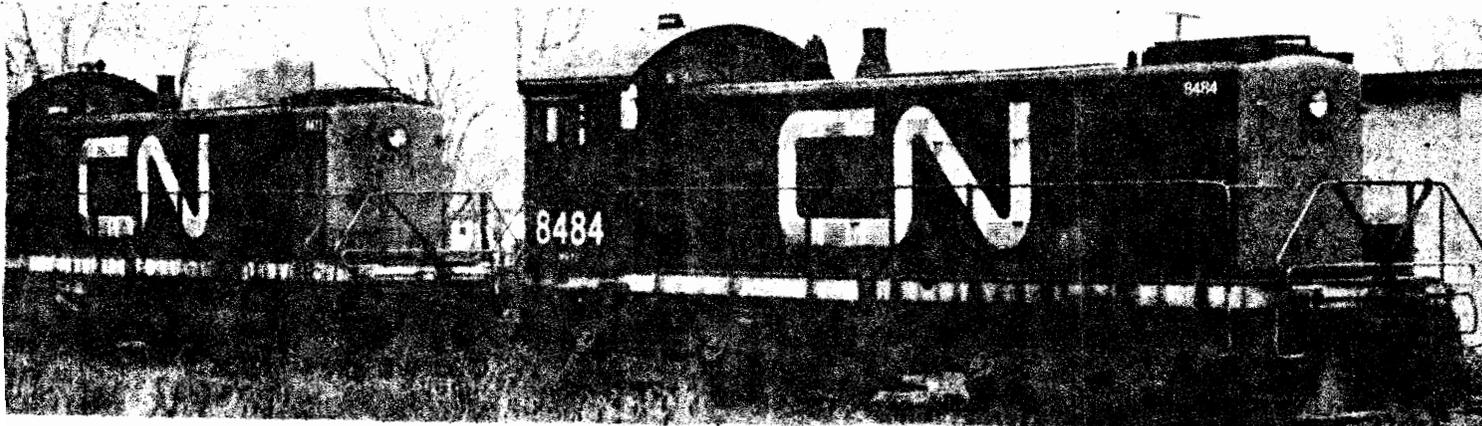
**STEVE HAYMAN**

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### FAREWELL OLD FRIENDS:

Sunday 13 June was a sad day in the annals of the MRYOC... On that day Niagara Falls-London (Ont) freight train 547 had four extra units mid-train--Merritton -based S3's 8455, 8484, 8473 and 8496 made their last trip, to London Reclamation Yards...

As far as we know, only one MRYOC member was on hand to witness the sad event, but he said it for all of us as 547 left Parkdale Yd, Hamilton..."Farewell, Old Friends..."



## THE LONDON MEET

London was the site of Steve Hayman's Victoria-Day meet, which, despite somewhat last-minute notification, had the biggest turnout of any meet in MRYOC history.

Mike Plumb and Steve Hayman went to the Downtown London CN Station (Possessor of the original CN Tower) in late afternoon to meet the first of the arrivals, Gord Midgley, Kevin Argue and Graham Frampton. Three trains later, at 2050, they arrived.

Mike, Steve, Gord, Kevin and Graham then piled into Mike's car and headed off to the GMD plant just outside London. The ever-practical Steve led the group through the darkness across a farmer's field (on foot) to reach the plant. While they were looking at the engines awaiting shipment, with canvass shroud to cover the ventilators, Mike Plumb shouted "Let's steal a locomotive!" forcing a hasty return.

At 0130 Richard Guitar and Al Fox, who were on time despite Al, were met by a delegation from Steve's house. Back at the Hayman residence everyone said Hi, then Graham presented a short slide show. Following the slides a table hockey game (about No. 5 gauge) was unearthed, then individual and team games were held until about 0300.

After a banquet-sized breakfast by Mrs. Hayman, all walked over to the CN Station to meet Mike Voelker, who arrived around 1125. Then the host led the group on a walking tour of London's hobby shops.

First stop was General Marine (not an officer) a store which sells pleasure boats and model railroad equipment. Almost all took advantage of the store's incredibly cheap decals. The group then went to Harveys for lunch. The next hobby shop was Shaw's Hobbies, which deals primarily in N scale. Shaw's Hobbies was followed by the Olden Tymes Junk Store, which combines used magazines and photographic equipment with used railroad equipment.

The last hobby shop was Dundas<sup>9</sup> Hobbies, which has a little of everything, including a new member, John McCoomb.

At Dundas Hobbies the members were informed that the area around the GMD plant was inhabited by wild dogs, so fierce that even local canine control officers couldn't control them. It appeared that the thought of tangling with a pack of railfans on their way to see new engines scared the dogs off the night before.

After the hobby shops, the group made its way to CPR Quebec St. Photos were taken of every conceivable detail, but the group, not having releases, departed quickly. Now tired, the group headed to Steve's house, led by a marching quartet formed by Steve, Richard, Al and Mike V.

After arrival at Steve's John, the new member, left for his supper and all amused themselves until it was time to head to Mother's for supper. After eating, George, Mike V and Al Fox showed Slides, and Al Fox and the NFB showed movies.

Sunday Mrs. Hayman provided another feast, then hockey and badminton amused the members until 1300, when Mr. Hayman drove the members to the layout of Mr. Al Howlett. After an operating session, Mr. Howlett gave a clinic on building with styrene.

Around 1600 Graham departed, then at 1700 all of the members, 9 people, piled into Mike P's smallish car and returned to the

Hayman home for Kentucky Fried Chicken. After dinner Steve, Gord Al and Richard remained, while the others left, purportedly to bowl, to train-watch in St. Thomas.

On Monday goodbyes were said and everyone shuffled off home on their various trains.

## MR YOC NATIONAL CONVENTION '76

IF YOU ARE COMING, WE MUST HAVE ADVANCE NOTIFICATION, OR WE CAN'T GUARANTEE A ROOM! ALSO, WHEN YOU CALL IN ADVANCE, TELL US WHEN AND WHERE YOU WILL ARRIVE,

SO WE CAN ARRANGE TO MEET YOU.

HOTEL FEE: \$6.50 per night with student card: \$9.70 per night  
CONVENTION ~~HOTEL~~ FEE: - \$7.00, INCLUDING:

- 1.) BREAKFASTS AND ONE DINNER
- 2.) 'GOODIES' AT THE RESIDENCE
- 3.) TRANSPORTATION

ITINERARY: - TOUR OF FORT ERIE YARD & SHOPS, AT LEAST TWO LAYOUT TOURS, VISITS TO NIAGARA CENTRAL AND CHERRY STREET STATION HOBBY SHOPS.

FOR FURTHER DETAILS, CONTACT:

AL FOX  
101 LOWELL AVE.  
ST. CATHARINES  
L2R 2E3  
684.1463

RICHARD GUITAR  
133 JACOBSON AVE.  
ST. CATHARINES  
L2T 3A6  
684.5264

GORDON MIDGLEY  
10 BRIAN STREET  
ST. CATHARINES  
685.8853

MAP TO FOLLOW FOR THOSE DRIVING.