

Upcoming
events

JUNE 5
Nord Open
House

JUNE 12
Amsler Open
House

JUNE 18 &
19
Huntsville
Model Rail-
way Exposi-
tion

JUNE 21-26
NGRC
Overland
Park
Kansas

Backyard Railroaders

Issue # 6

JUNE 2011



“KANSAS CITY HERE I COME”
I HOPE OUR ROVING REPORTERS
IAN AND JOAN
HAVE A GREAT TIME AT THIS YEARS
GARDEN RAILROAD CONVENTION
WE WILL BE WAITING FOR THEIR
REPORT AND PHOTOS

A NICE STORY

An old man was sitting with his 25 year old son in the train.

The train was about to leave the station.

All passengers are settling down in their seat.

As the train started, the young man was filled with lots of joy and curiosity. He was sitting on the window side.

He put out one hand and feeling the passing air, he shouted, "Papa see all the trees are going behind". The old man smiled and admired his son's feelings. Beside the young man was one couple, sitting and listening to all the conversation between father and son. They were a little awkward with the attitude of the 25 year old behaving like a small child.

Suddenly the young man again shouted, "Papa see the pond and animals. Clouds are moving with the train".

The couple was watching the young man embarrassingly. Now it started raining and some of the water drops touched the young man's hand. He was filled with joy and he closed his eyes. He shouted again, "Papa it's raining, the water is touching me, see papa".

The couple couldn't help themselves and asked the old man, "Why don't you visit the Doctor and get treatment for your son?" The old man said, "Yes, we are coming from the hospital today: my son got his eyesight for the first time in his life">

NEVER LOOK DOWN ON ANYBODY UNLESS YOU ARE HELPING THEM UP.

York Central Railways Dining car recipe of the Month

Almond Fresh Berry Trifle

Take advantage of summer's berry bounty and assemble this super easy dessert.

2 cups Almond Fresh vanilla

1 tbsp. honey

2 wide strips orange peel

1 pinch salt

3 tbsp. cornstarch

1 tbsp. orange liqueur (optional)

1/2 small store bought angel food cake

2 cups mixture fresh berries, such as raspberries, blueberries, and sliced strawberries.

Simmer over medium heat:

1 1/2 cup Almond Fresh, honey, orange peels and salt. To remaining Almond Fresh, whisk in cornstarch until dissolved. Stir into heating mixtures. Bring mixture to a boil, stirring constantly. Reduce heat to low and stir?simmer for 1 minute. Remove from heat and add in orange liqueur. Pour into bowl, cover and refrigerate for up to 1 day. Just before serving, slice angel food cake into 1" cubes. Into parfait or large wine glasses, layer with 1/2 cup cake, 1/2 cup berries and 1/2 cup puddings.

Repeat. Garnish with fresh berries and srve.

Makes 4-5 servings.

THIS MONTHS ATTEMPT AT HUMOR

HEARD DURING REVIEW BEFORE RULES TEST

You may know who you are and what you are doing...

God may know who you are and what you are doing...

But if the Dispatcher does not know who you are and what you are doing -

Then you'd better be on very good terms with God.

What's the difference between a Conductor and a locomotive?

A locomotive stops whining when the

engine shuts down.

A father and son were down at the depot watching trains roll through. The boy turned to his father and said, "Dad, I want to grow up and be a Conductor!" His father looked down at him and grinned saying, "Son you can't be both."

When a cat is dropped, it always lands on its feet, and when toast is dropped it always lands with the buttered side down. I propose to strap buttered toast to the back of a cat: the two will hover, spinning inches above ground. With a giant buttered cat array, a high-speed monorail could easily link major cities.

DID YOU KNOW????????? **THE HORSESHOE CURVE WRECK**

By R. I. Kennedy

The troublesome steep grade and sharp horseshoe curve located north of Cardwell was to become the sight of the worst wreck in the history of the Bruce Branches. It was here on the morning of September 3, 1907, that a Special passenger train destined from Markdale to Toronto came to disaster.

This Special train originated early in the morning at Markdale leaving there at 7.34 a.m. and arriving at Orangeville at 8.55 after making eight stops. Destined for Toronto it was carrying passengers to the Canadian National Exhibition. It's four cars were hauled by engine 555 a high-drivered (69") *Ten-Wheeler* (4-6-0). At Orangeville, three coaches were added to the train, leaving there at 9.05 a.m. and arriving Caledon at 9.20 a.m. Shortly thereafter it started down the steep grade approaching the horseshoe curve where it came to grief, jumping the track, overturning the engine, and destroying four of the wooden cars. Seven people were killed and 114 injured (out of about 600) in the wreck, which was caused by high speed. Passengers would guess 50-60 mph prior to the wreck while eyewitnesses near the site estimated the speed as being too high for the curve at perhaps 35 mph. The engineer would later deny this, claiming to be doing 15 mph. (No event recorders back then!) Sectionmen working on the line felt the train was running far too fast for the curve and noted its

passing as 9.25 a.m. rather than the 9.32 slightly farther away as claimed by the engineer.

It was necessary to flag the regular passenger train following them. A special train came from Orangeville to bring medical help.

It was said that the crew had gone to Owen Sound the night before, (to turn the engine and for repairs,) and that they had been seen freely drinking liquor at an establishment there. The left Owen Sound at 3.20 a.m. for Markdale, leaving there with the passenger train at 7.34 a.m. Later, a witness who walked with the engineer and conductor from the hotel in Markdale where they had breakfast, testified they were sober.

The run to Orangeville was said to have been made at such a high rate of speed that two men got off the train there, convinced it would be wrecked.

Engineer George Hodge (age 23) and conductor Matthew Grimes (age 31) were arrested and charged with criminal negligence. At a Coroner's jury evidence was presented that the engineer had not run a passenger train before brining their train from Parkdale the day before. Further that he had only been an engineer since January, having five years experience as a fireman. He had run freight trains over the line and was aware of the curve. He admitted ignorance of a bulletin posted about the running of trains down the grade, something he was required to know about. Grimes had been a conductor for three years with nine years total experience, presumably six years as a brakeman. He denied the train was running too fast.

His brakeman were Arthur Hudson age 27 with 12 years service braking and switching, who stated there had been no fast running at any time: and Arthur Haid, 22 with only two months seniority, who also stated they were not speeding.

The jury returned a verdict of guilty against the two men for causing the wreck by running the train at excessive and dangerous speed. The CPR was faulted for putting incompetent and inexperienced men in charge of the passenger train over such a rugged line.

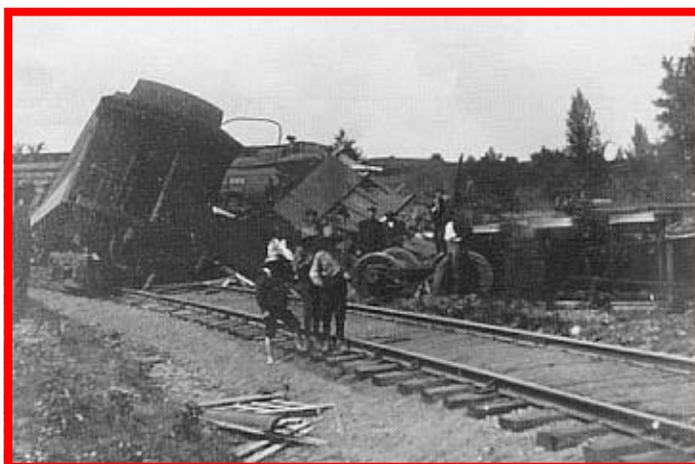
NOTE: The grade is four and a half miles long averaging 1.8%, but reaching 2% for 6/10th of a mile. There is a horseshoe curve of 11 and 12 degrees on a 462 foot radius on this grade.

In spite of the verdict by the Coroner's jury, at a criminal trial in November 1907, incredibly, both were found not guilty! This did not stop the lawsuits, it was another year before the CPR was finished with the matter when they lost the last case in which a passenger (D. Stewart) was awarded \$11,500, a large amount in those days when even death's were paid out at a much lower figure. Clearly, the engineer did not have his train under control. This may have been due to his inexperience, not having run a passenger train before. It may even have been caused by his falling asleep at the throttle, due to the lack of any rest, after taking the engine to Owen Sound the night before. What became of the engineer is not known, however conductor Grimes returned to work and lived to a very old age.





A "High Ten-Wheeler" similar to the 555. Shown here in 1930's leaving Lambton shop track. Believed to be heading for North Toronto Station, possibly to handle a passenger train heading up the Horse-shoe grade.

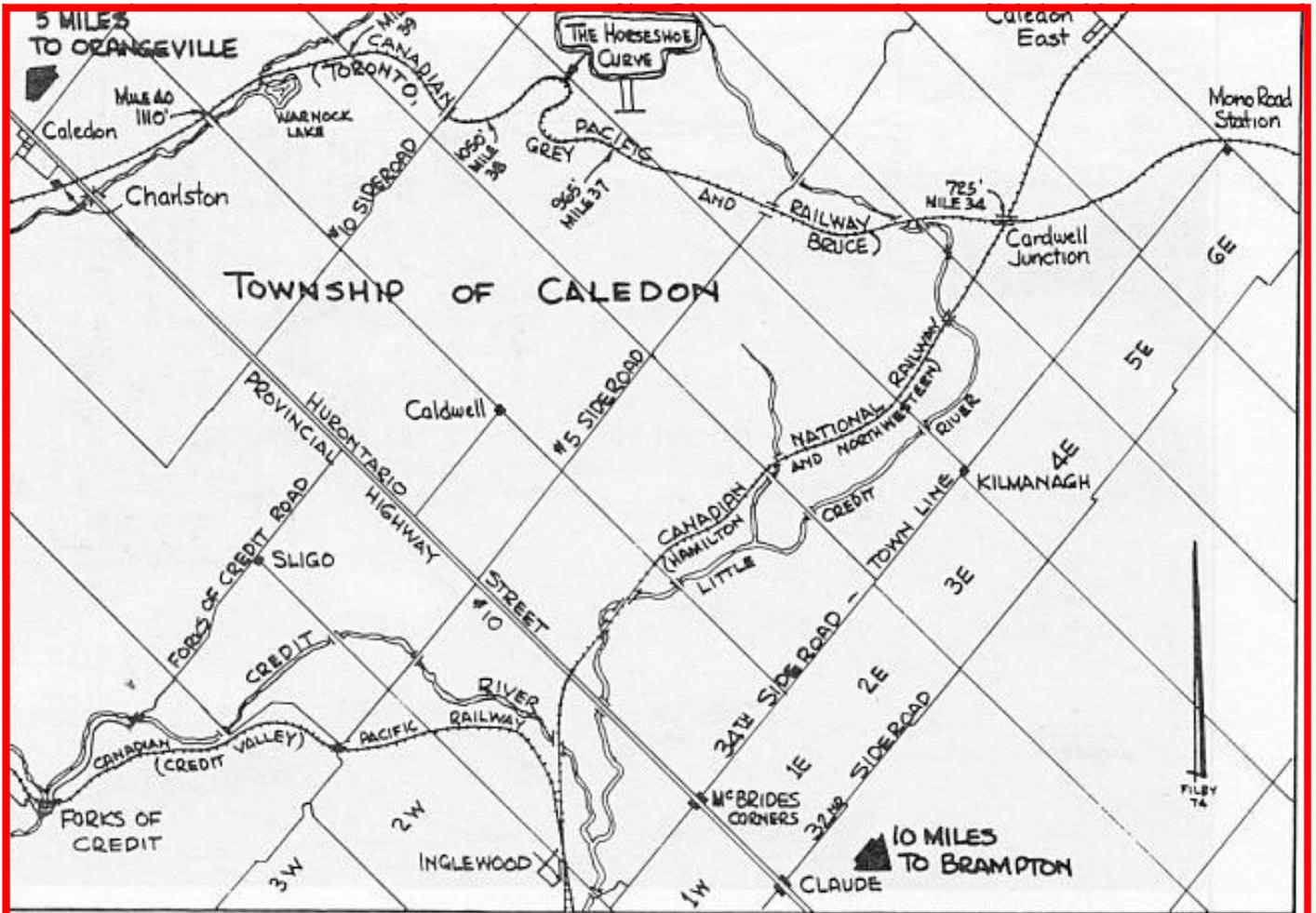


Top left—555 lays wrecked on its side, while much of the wooden passenger equipment is destroyed

Bottom left— Train consisted of combine 1650 and six coaches of which 133, 534 and 880 were destroyed.

Top right— The wreck attracts many onlookers.

Bottom right— The cleanup attracts even more!



Horse Shoe curve Toronto Grey & Bruce June 16/74



Caledon Horseshoe
View north from Escarpment Rd.
Nov. 1950 RJ Sandusky



Abandoned Horseshoe Curve



Caledon Horseshoe Curve, upper end looking east
Nov. 1951, RJ Sandusky

Sorry this months newsletter is so short. We had no meet in May so no photos. The month of May was cool and wet and to top it off, all the trees came out in leaf, and along with the leaves came their flowers and then their keys. It was clean up after clean up, and even today June 4th we had rain and more tree debris.

I had Earl and his Grandson come down on Wednesday, so I finally had a train running for the first time this year. As does everyone, I have a bit of repair to do, but with a bad knee it's difficult to get into tight places especially with my size.

Brian Davis is also having trouble getting started due to the wetness, maybe July.

I hope everyone else is now able to run, and we can look forward to a great summer. I hope the long range forecast for above normal temperatures doesn't mean it will be too hot to be outside.

Next month's newsletter should have lots of photos from both the Nord and Amsler Open Houses.



NO ROOM FOR A
GARDEN RAILROAD
NO PROBLEM
JUST BUILD A LAYOUT LIKE
THIS
YOU MIGHT GET
A LITTLE DIZZY

This is for Roger so he doesn't forget what it looks like, his is in for repair.

