



# THE "CANADIAN"

[www.caorm.org](http://www.caorm.org)



SPRING 2011 ISSUE #35

## IN THIS ISSUE: BALLOT RESULTS MEMBERS RESPONSES EXECUTIVE PLAN



CPR 2816 rolls through town  
on Peter Gilbertson's layout.  
Peter Gilbertson photo.

a quarterly publication of the "Canadian Association of Railway Modellers"



## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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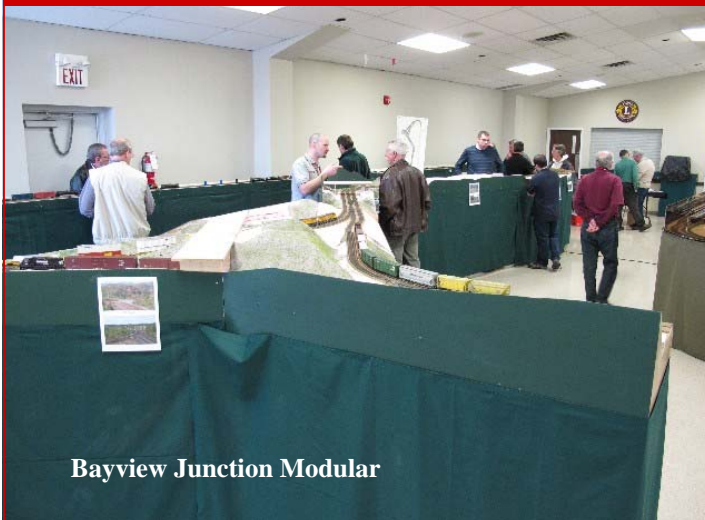
This has been an interesting 3 months as I have received your votes and comments on the ballot distributed with the last issue. As we move forward to a resolution of the questions which were posed, I have utilized a good portion of this issue to share with you not only the results of the ballot, but many of the thoughts which were expressed by your fellow members. At the moment this is about as close as we can get to having a national dialogue. There were many good comments and I urge you to take the time to read through them.

I have also published the *preliminary* Executive Plan. There are many details to this Plan which have not been worked out and which may still prove to be unworkable in practice or indeed, unacceptable to the Members. It needs to be treated as a start, and not a finish. As with all proposals, the Executive welcomes your comments. Please forward them to me at [johnjohnston@sourcecable.net](mailto:johnjohnston@sourcecable.net) or [editor@caorm.org](mailto:editor@caorm.org)

John Johnston, Editor

## LAYOUTS AT THE COPETOWN SHOW

Photos by David King and Peter Moffett



Bayview Junction Modular



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S Scale Workshop



Port Rowan



# CHAIRMAN'S REPORT

Here we are closing in on our next convention for CARM in Ottawa Ontario. The name of the convention is Trains and Tulips. This is appropriate as our nation's capital city has both a rich history of trains and great displays of tulips for your enjoyment. The National Capital Chapter of CARM is hosting the convention and has some great clinics, layouts, tours and other events planned to help you enjoy the weekend. If you haven't registered for the convention now is the time to do so.

The second big news for CARM is the result of the ballot that was included in the last issue of The Canadian. John has written in other sections of this newsletter and is covering these results. The direction for CARM is mixed with the top two choices being close, take your time and read through this information. There are similarities in these choices and some differences so it is going to take some work and time to figure out all of the details required to fulfill the direction chosen.

The third item that I would like you to think about is attending is our AGM, annual general meeting, that will be taking place on Sunday May 22nd, 2011 at Algonquin College in the morning before the tours have a chance to depart. This meeting will have a longer time allotment of two hours unlike the one hour meetings we have had in the past. This should allow us to present a plan and timeline for the future direction of CARM. It should also allow for more questions and answers. Just in case this is not enough time for the meeting I will be making myself available after the meeting for more un-official conversation. This meeting ties in well with having the single largest activity with the most number of CARM members to attend so please try and attend as the AGM is most successful when well attended.

As a final note for my writings I would like to give you a short update of my own layout, the Colorado and Wyoming Railway, CWRy, in O scale 30" narrow gauge or On30 for those that are narrow minded like myself. I have now obtained the wood need to start building one of my major structures, the lumber mill. This lumber will occupy an foot print area of three feet by two feet with a notch in it to fit the outside corner of a wall. I suspect this building will take me awhile as it is a scratch built structure taken from my own drawings. The basic structure will be post and beam with a raised main floor and plenty of detail. To follow the progress of this structure and other aspects of my railway check out my website at [www.kingerland.com/modelrr.html](http://www.kingerland.com/modelrr.html).

Until next issue or when we meet in Ottawa, stay on the track! David

## A Call for Image Submissions for the 2012 CARM Calendar

If you have an image that you would like to submit to us for use in the 2012 CARM calendar please read the following. We need 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes. These images need to be in sharp focus for most of the image, well light, well composed and of interest. Images should have a minimum resolution of 2000 pixels in width and 1300 pixels in height, landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. To submit an image for consideration follow these steps.

1. Submit a small JPG image (less than 100kb in size) for consideration to [chair@caorm.org](mailto:chair@caorm.org)
2. Obtain all of the information about the image including
  - a. Location
  - b. Date
  - c. Photographer
  - d. Camera stats
  - e. Owner of items in the scene
  - f. description of scene
3. Once accepted send the large file as a JPG, RAW, TIFF, etc.



# RESULTS OF THE VOTE

There are several conclusions that can be drawn from the outcomes of this vote. Firstly, CARM Members remain engaged in the future of the organization. Roughly 30% of you responded to the ballot which is an excellent return and our thanks to those of you who took the time. Secondly, there is a wide gap between those who wish to see the organization continue unchanged and those who believe a change is necessary. Just fewer than 80% of you voted for change within the organization. What is less clear is what that change should entail. There were two significant pluralities. 34% of you favoured a move to the Internet, while almost 46% of you favoured a partnership with Canadian Railway Modeller as well as a move towards greater Internet usage.

I have laid out the results in three Sections: [Results of the Vote](#): [Comments from Members](#): [Proposed Plan by the Executive Board](#)

## Section 1: Results of the Vote

Total Votes Cast:	119		
Option #1: Continue CARM in its Present Format:	16 votes	13.5%	
Option #2: Shut CARM Down:	1 vote	.01%	
Option #3: Continue CARM as Internet Org.	40 votes	34%	
Option #4: Partner with CRM	54 votes	45.5%	
Option #5: Alternative Vision	8 votes	7%	

A large number of members shared their thoughts with me and here is a synopsis of some of the ideas that were shared.

# MEMBERS RESPONSES

**Response #1:** "I am wondering if it would be possible to combine Options 3 &4. Those who are happy with the Internet idea could pay a smaller membership and use it. Those who like things in hard copy could pay the extra and *their membership* would include a subscription to CRM." .....Craig Webb

**Response #2:** "My feeling is to continue CARM in some form, the easiest form, be it online or on paper. Partnerships can be, are trying." .....Ron Montgomery

**Response #3:** "Mr. Tunney is correct when he states that CARM is for those individuals who model Canadian railways. While I understand and sympathize with your philosophy that CARM should be for Canadian modellers.....I have never thought of CARM as a Canadian SIG. I opt for a joint venture with CRM. It seems mutually beneficial and would, I believe, accommodate both philosophies. Our culture is navigating some unfamiliar and difficult times, especially as it relates to our long held ideas and values. CARM + CRM will give us a more vital and viable organization." .....Ken White

**Response #4:** "The setting up of what has turned out to be a parallel organization to the NMRA was well intended, but clearly has turned out to be a duplication of an organization, that, with all its warts, has been around for 75 years and has endured. With the benefit of hindsight, CARM aimed at the individual hobbyist, instead of targeting the existing clubs who are all struggling with membership, accommodation, model

show, model standards, and insurance issues. In targeting the individual modeller, CARM has been unable to provide real value added to the average individual modeller. Yes there is a website, a good newsletter, and a nice calendar, but these are all items the individual can get from other places. In short there is no real incentive to belong to CARM other than the belief that one is supporting something that is benefitting the hobby. CARM has been unable to distinguish itself or sell its value added. As to the questions currently before its membership, here are my views:

1: Should CARM continue as it is? No, the handwriting is on the wall.

2: Should CARM shut down?: No, I don't think it should. The CARM team has done a lot of work for the benefit of the Canadian railway modeller, of which in my view the most important is to set an ongoing bar for a higher standard of railway modelling as promulgated in its newsletters, its Copetown show and its conventions, and the evident layout standards of many of its members. For this they should be most highly commended. They have absolutely nothing to blame themselves for. I would like to pay tribute here to the countless hours the CARM team has put in to offer something to the hobby. I am sure that they would all have preferred to spend the time on their own layouts, but they chose to invest a good deal of it in trying to better the hobby. Whatever happens, they deserve every Canadian modeller's thanks for their efforts to improve the model, as it were.

3: Should CARM continue as a stand-alone internet organization? Well, yes, it could - but would there be a "value-added", considering the volume of information already there and the labour-intensive nature of running a comprehensive website and forum? I think that might be questionable, for the reasons already pointed out by CARM itself.

4: Should CARM ally itself with the *Canadian Railway Modeller*? The CRM would provide the news, and the membership fee would be adjusted to include a subscription to the magazine. Well, the members would have to decide on that, but to me it is a form of forced bundling, and I am not sure it would produce a new flood of members.

5: Yes, I do believe an alternative vision should be looked at. As I see it, the CARM chapters have not been successful at supplanting the local model railway clubs, who continue to struggle to put on the traditional model railway shows that are still so much enjoyed in the community. So I believe CARM should recalibrate itself to aim at the model railway clubs and their issues. The clubs are all struggling with membership, accommodation, local show co-ordination, modelling standard and insurance issues. A national clearing house to address these seems to me to be a viable "value-added" indeed. Would the model railway clubs be interested? As I see it, it would surely be worth it to ask them.

It could be that CARM will then find its real reason for being, its "raison d'être". .....Charles Cooper

**Response #5:** "NMRA Canada/CARM union. This is happening at the division level, maybe it should be explored at the National level again." .....Walter Reid

**Response #6:** "If anything has to happen, CARM should continue in some format and the most likely format is the internet, #3. As a lot of people have seen, the online magazine, Model Railroad Hobbyist, is 100% internet and is totally funded by advertisers and distributed quarterly. I propose that we do something similar with one difference. Charge a small membership fee as part of the screening process. By doing you generate some funds for operating. I am a member of a weathering forum and the fee is \$10 a year." .....Ralph Renzetti

**Response #7:** "Although option 3 is the cheapest, there will still be operating costs and it has been my experience that something that costs nothing is valued as, well, nothing. So I would suggest option 3 with a dues modifier and funds to cover an annual Summary and Calendar. This would then allow for contact with those who do not internet these days.

#### Alternate Structure

- O Internet based Association
- O Annual dues of \$25 (\$60 for 3 years) Possibly a student membership at reduced cost as well as a family?
- O Membership quarterly newsletter electronically issued
- O All services, both current and future would be offered electronically save one, the Calendar.
- O Publicity i.e. ads in CMR or other publications would come from annual fees and donations.
- O Calendar and annual report would be the only hard copy sent to members of register, say in the month of November of

each year.

O Election of Pres, Sec, Treasurer may still be required for legal issues. Necessary signatures etc could be handled by Adobe Certified documents or some other encryption method.

O Finances would be the one issue that would need hands on people and possibly the best bet would be to keep that process as a PayPal account with a commercial Visa / MasterCard etc. attachment.

O Site would be managed by a team of people, much as we are now, with the webmaster being the final authority for the site.

O Members forum, photo library, how to section, model building articles, all the neat stuff about our hobby would be carried either on the site or as links to member's sites.

Membership drives at shows such as the one in Edmonton would be handled by volunteers with any specific costs paid by CARM.

So, let me give my thoughts for consideration:

Going internet is wise since it will allow many people to do little jobs via the on-line process. Charging a nominal fee, say \$25 per year would allow for payment by the association for publicity and sundry items. Paying for a membership would also put a measured value on the membership, something that is real and IMHO necessary. Payments and donations would be secured electronically either by transfer, PayPal, credit card all to the association's PayPal account (or some other secure financial system). Members would have access to some special areas (things that would be the 'value added' part of the association - still thinking on what they would be however it is important to have this type of content). Members forum would allow sharing of ideas, questions and process - value added to membership. Photo section to display members accomplishments, convention data (if there is one), prototype equipment etc. Project section would be similar to articles but offer specific how to data for a particular item i.e. transforming one car to another, getting DCC correct, stuff like that. Links to other resources could be included. Once a year one publication - the Calendar with 13 months AND the annual report included as a cover. (the expense from membership dues)

If we are to survive as an organization and to expand within Canada, it will be necessary to build a broader membership (no news there) and maybe the internet is the correct venue for the times. Also, by going electronic, we take some of the load from the current charter members and allow for it to be spread across the country to both individuals and chapters." .....Clyde Rigsby

**Response #8:** "I would like Option 3 BUT a dedicated webmaster/moderator will be needed. As well I would like to see members be able to interact - like a forum i.e.; Trainboard, Railwire etc. With topics like Trackwork, Wiring, photos, CARM Chapter assistance. We cannot let this great Canadian Modelling Perspective die." .....Stephen Jurkus

**Response #9:** "We need to get away from the printed newsletter, option 3. CRM is looking at the same issues. CRM is a single person, is CARM ready to take it over when Morgan retires? I would like to see more details of #3 or I would like

to see us approach CRO, I think this is a better fit for the future. They are beginning to add modelling to their monthly reports (make them printable). Maybe put all three energies together." .....Tom Barber

**Response #10:** "ESTABLISH CARM AS A STAND ALONE INTERNET ORGANIZATION. CARM would migrate to the Internet at the earliest opportunity. Dues would be maintained to ensure a quality web presence. CARM would negotiate a partnership with Canadian Railway Modeler to build an improved web presence for both CARM and the magazine. All current services would be offered electronically, with dues-paying members given access to premium sections of the combined CARM/CRM website." .....Tom Marsh

**Response #11:** "CARM has had a wonderful launch since its inception. It is now at a crossroad and must decide which course of action it MUST take in order to continue with its success. This dilemma is no different than that of any new company or organization after the glitter fades a bit. Let's not panic. (As I see it, all 4 options presented will spell the eventual death of CARM.) What has to be done is that a complete marketing plan be drawn up, scrutinized then implemented. The most important short term issue that has to be addressed is the recruitment of a promotion manager, supported by a committee of knowledgeable persons in the field of marketing. I am prepared to sit on such a committee to develop the marketing plan and implementation. Again let's not panic. We are not the first group to face this situation. If we become proactive, we will grow. If we do any action without knowing exactly why, we will most probably become extinct." .....Gerry Dubé

**Response #12:** "CARM would migrate to the internet ASAP. Dues would be reduced but NOT eliminated. Schedule an election of officers for 2012. An annual Treasurers report placed on members CARM site. At least one meeting per year with the Chapter Chairmen" .....Bill Bradford

**Response #13:** "I believe CARM should continue, via internet, and, if financially feasible, with the Canadian. If it is in conjunction with CRM, even better, I already subscribe. the issue of Canadian Modellers vs. modellers of Canada should not be an issue IMHO. The links with the Canadian Historical groups are inherently strong, as we tend to model the past! I am located in Montreal, a member of a modest yet active club, and I enjoy seeing what other modellers across Canada are doing. The annual Convention is one means of doing that. I appreciate the differences between the Victoria modellers and the Toronto groups. I will be at Trains & Tulips in Ottawa, and intend to be at Regina as well. I have not missed one yet! I recognize the effort that running an organization is, and the demands an up to date website entails, and I very much appreciate the efforts of the current executive." .....Ian MacLeod

**Response #14:** Newsletter available on line, available to those who have internet access, password provided via email, with a printed version available to those who request it, as internet option may not be easily available. Dues should remain the same, to cover additional internet costs, shows etc. Go ahead and schedule Election for 2012. If their is to be a merger, it should be with NMRA Canada." .....Steve Handke

**Response #15:** "I am a CARM member living in South Porcupine, On. I first want to thank you very much for all the hard work you have done in this organization. I was at the last National Convention with my wife and we very much enjoyed ourselves. Our organization may not be large in numbers, but I believe this is only short term. I believe Canada needs its own group like this to have a cohesive voice in product manufacturing, and to get all Canadian model railroaders together in this land. I voted to keep on - keeping on, but I could be in favour of the last choice as well. I am 61 and have not a great affection for the "net" although I can use it. My hobby mags go back to the 1950's and knowing the way computers evolve and change, none of the present day E-mags will be available that long. I still get useful info out of the old magazines including the NMRA ones. Regardless of where our group ends up I wish to thank all the executive for their hard and well done work!". .....Carman Locke

**Response #16:** I read Charles Cooper's comments re the survey. I too would favour Option #5. My reasons: A layout registry concept would add personal/club recognition. To be included and or invited would raise the ante hence adding value to the member/participant. Maybe we should look at the British or European model and how they operate. Many of their shows have commercial sponsors, select layouts to ensure variety from show to show. In my opinion there is nothing worse for the hobby than attending two or three or more shows in a given district and seeing the same collection of layouts at each.

The awarding of "shields" for several categories I believe has merit and instills pride of possession. We are Canadian and we are unique so lets develop our own show model by looking at what others are doing and adopting those that work. If we are successful we might be able to invite some out of country layouts and have them sponsored. This is a wonderful hobby so let us not give up on selling its merits.

The originators of CARM should take a bow for your efforts and your continued foresight." ....Larry Murphy

**Response #17:** "I enjoyed reading the latest CANADIAN, it started me thinking about ideas for CARM's future. It occurred to me after reading the Ottawa Convention programme featuring speakers on the historical aspects of our hobby. Would it be to CARM's benefit if more emphasis was focused on this aspect. Our role is said to be "focus on Canadian railroading ". If so, could we not lead the way for Canadian modellers to learn more details of the many now non-existent railroads that served our early settlements and resource industries. Now referred to as ghost railways, a knowledge of their history and trackage could be an incentive for the neophyte or old hands planning their next layout. It might be possible to ask members knowledgeable in such ghost lines to submit articles including the routes.

Possibly, CARM could make it clear that model railroaders are actually custodians of Canadian rail history and by creating a moment in the life of either a ghost or a current day line, they allow others to view a valuable image of Canadian rail history." .....Robert Hollywood

**Response #18:** I just voted for option 3 in the CARM ballot. I did not do this because I particularly like the idea of CARM as an internet organization. I did it because I feel it is inevitable. We live in a very large country and there are not many of us. Worse, the number of people in the hobby is declining as the population ages and there are few young people interest in it. We simply cannot afford to duplicate the efforts of other organizations. The CRC program was an example of this. Another has been having a CARM convention close to a NMRA convention. This happened last year in Toronto where there was an NMRA convention in Winnipeg a week later and also in Victoria in 2007 where there was an NMRA convention in Prince George and a prototype modellers meet in Bellingham within a few weeks. Travel across Canada is expensive and it is rarely practical to attend two conventions within 12 months or even within 2 years.

I would like to see CARM support local activities and continue with the conventions by partnering with other organizations when possible. For example, if the NMRA is having a regional convention in Canada, join them rather than competing with them. As for our internet presence, I do not have any wonderful ideas as to how it should look. That will be up to others with more knowledge than myself. However, I feel strongly that we should not rely on volunteers to maintain our web site. Pay somebody to do the job and keep it up to date.

These are my personal opinions and do not necessarily reflect those of anyone else here on Vancouver Island (where I am the out going president of the local chapter). I wish you success in sorting out all the opinions that you must be receiving and in setting CARM on a new road to the future.....Denis MacWilliams

**Response #19:** Operate as an internet organization but with an elected executive. Charge dues as we do now or perhaps ranging from free to the full amount based on basic access to full access to articles, photos and other areas. I'm willing to pay the full amount as I believe we will get even more articles and many more members. I can easily see hundreds of members or more just on Vancouver Island alone ranging from kids to seniors. That's what it's all about isn't it, to have fun and promote the hobby. Our local train shows will blossom with all this additional promotion and interest, as it will now be affordable to join a national RR group for all family members. The dues will help pay for the internet costs and someone to run it. You will find many more people may stand for the executive as well as it will shrink the size of our country considerably, hopefully eliminating this east/west split. CARM is too important to lose and the electronic way is probably our future. I don't mind if you print his letter in the next CARM magazine.....Sterling Stump.

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# PROPOSED PLAN

The Executive has concluded after reviewing the submissions of many of you, and discussing the issues, that there are three (3) key goals that are required to ensure the future success of CARM.

- 1: Continue to maintain a strong focus and voice for Canadian modellers and Canadian railroading and partner with other organizations which share this view.
- 2: Act as an information clearing house for material that affects Canadian modellers, Canadian model railroad clubs, Canadian model railroad shows, and Canadian railroads.
- 3: Provide the tools for Canadian modellers to maintain contact with each other through, National Conventions, local Chapters, Internet tools, train show attendance, and a newsletter (e-based).

The crux of any Plan is how to implement it and a timetable for that implementation. In the short period between the results of the vote being tabulated and this deadline for this newsletter, the Executive has prepared some *preliminary* plans. It is our hope to flesh these out prior to the Convention in Ottawa and place them before the membership at the annual meeting for discussion. Based on input that we will receive from you, and the input that we receive in Ottawa at the Annual General Meeting a Final Implementation Plan will be published in the Summer Issue of The Canadian to be voted upon by the Membership.

There are several issues which were raised and which have been omitted from the plan and in the interest of transparency and addressing member's submissions I will address each.

- 1: Merger with NMRA Canada. The NMRA is a respected organization and is available to anyone to join. Individuals who believe that the NMRA serves their needs better than CARM will, simply put, leave CARM and join the NMRA. No action is required on our part.
- 2: Hold an election of officers. Several members suggested that this proposal be implemented. The Executive discussed this and are not opposed to the concept of open elections, possibly in conjunction with the 2012 Convention. The issue which the Executive did discuss was that in a small organization such as CARM, the Executive positions, and the "working" positions have been one and the same. To date we have had no positions whose only role was "political". We reached no conclusion on this matter, however, we felt that the membership needs to fully discuss this concept and either separate the Executive from the "working" positions or indicate to people running for the Executive that they will be expected to take on one of the tasks such as newsletter, or webmaster. Philosophically we are in agreement with the proposal, but practically, we are not certain how it would work.

CARM has currently imbedded the policy role in the Membership which is why when we are making a major policy shift we take the pulse of the Membership through a ballot on that particular issue. The prime example being the issue we are currently dealing with. This was one of the fundamental tenets behind the creation of CARM.

- 3: The Canadian Railroad Craftsman program has met with very little participation. It is currently unstaffed and as a result we are not recommending its continuance and so its omission from the Plan is deliberate.

## THE PLAN

CARM will continue to strive to meet its stated goals:

- To inspire
- To foster fellowship among railway modellers throughout Canada
- To provide a forum for the exchange of ideas and skills
- To promote the hobby of railway modelling in Canada
- To be inclusive of all scales and interests
- To work in co-operation with other organizations

It will accomplish this by:

- 1: Implementing a plan to become an Internet based organization by July 1, 2012.
- 2: Continue to provide a printed newsletter up to the Spring Issue of 2012 and commencing with the Summer Issue of 2012 proceed to issue an e-newsletter. With the commencement of the e-newsletter CARM will examine the potential of increasing the annual number of newsletter issues.
- 3: Work in co-operation with Canadian Railway Modeler to meet the needs of Canadian railway modellers. Provide CRM with the necessary information to publish a page of CARM News which would contain Chapter and Meet information. Work in co-operation with CRM to create and maintain either a joint or complementary websites.
- 4: Publish in a password protected area of the website a membership list with contact information approved by the individual member to enable contact between local members.
- 5: Create a Club Registry where Clubs could advertise their presence and provide contact information for prospective members. This registry would also allow Clubs to exchange information on issues of importance to them such as: rents, insurance, shows, newsletters, hobby shop discounts, and any other items which would be of interest to them.
- 6: Create a Modular Layout Registry where modular layouts could provide information on their size, scale, etc. and their willingness to travel to participate in train

shows. Modular layouts and train shows play an important role in promoting the hobby and providing a means to bring them together is a valuable tool we can provide.

- 7: Create a database of Canadian railroad photographs. Many of our members are also railfans and we all know of fellow modellers/railfans whose photos have simply disappeared, particularly after their passing. Hopefully, members will be willing to share their photos with us and we can provide a repository for them that will allow them to be shared and saved for posterity.
- 8: Provide a means on the Internet of maintaining contact between individual members, and clubs. In the past we have tried a Yahoo Group Mailing List and a Forum. Both of them met with mixed success. The Forum is highly labour intensive and subject to spam attacks and unless there was an overwhelming response from the Members that they would participate is not a direction we would recommend again. We are recommending that we continue the Yahoo Group Mailing List and in the foreseeable future use it as our primary communications tool.
- 9: We would continue to issue a Calendar each year containing member layouts and Canadian rail photos.
- 10: Dues would be set at \$20 per year per member. This breaks down to \$10 per year per Member to create the Calendar and mail it out. \$5 per year per Member for costs associated with a web presence and operating costs. \$5 per year per Member for Chapter activities. Members who have paid dues beyond June 2012 will be given the choice of receiving a refund or having their membership extended on a pro-rata basis. A n y Member who has currently paid the \$36 charge and wishes to move immediately to an Internet based Membership, receiving an e-newsletter will have their Membership extended on a pro-rata basis.
- 11: Create a comprehensive list of model railroad shows and events across Canada. There are currently numerous sites where some of these events are listed; we

are looking at creating a "one stop shopping" list encompassing all related events across the country. We believe we have responded to the issues which were raised by the Membership. There is clearly more detail that can be added around some of these issues, however, we expect that to occur through the dialogue that will surely ensue.

- 12: Continue to support the growth and development of Chapters across the country.
- 13: Continue to support the holding annually of a convention of Canadian railway modellers.

**Do you want to have your voice heard on these changes at the Annual General Meeting?**

**Can't attend?**

**Email the Editor at  
johnjohnston@sourcecable.net  
Or  
editor@caorm.org**

**I will provide a Report to the Membership that contains the views of all of you who respond.**

**Provide your views on each recommendation, in favour or against.**

**Report will be posted on website for Membership viewing**



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## Osborn Model Kits

Osborn Model kits is proud to present a **new line of HO railroad products**. The product is based on a Canadian theme.



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or visit one of the many hobby shops that carry our products

# TRAINS AND TULIPS



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## UPDATES

Visit our website  
[www.caorm.org/2011\\_ottawa](http://www.caorm.org/2011_ottawa)

## ACTIVITIES

Meet & Greet  
Workshops & Clinics  
Train Show  
Layout Tours  
Venue Tours  
Vendors  
Modelling Competition  
Banquet

## VISIT OTTAWA

Partners Program  
Museum Tours  
Art Gallery Tours  
Rideau Canal  
Parliament Hill  
The Market Hill  
Sparks St. Pedestrian Mall  
National Arts Centre  
Prime Minister's Home  
100,000 Tulips



# OTTAWA 2011

## "TRAINS & Tulips"

The Canadian Railway Convention

[www.caorm.org](http://www.caorm.org)

May 20, 21 & 22, 2011

Algonquin College Residence & Conference Centre

1385 Woodroffe Avenue, Ottawa, Ontario, K2G 1V8, Canada



### Registration Form: Part 1: General Information

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ CARM Membership # : \_\_\_\_\_

City: \_\_\_\_\_ Province/State: \_\_\_\_\_

Postal/Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Phone Number: (\_\_\_\_) \_\_\_\_\_ Email Address: \_\_\_\_\_

### Part 2: Primary Registrant

Tag Name (First & Last): \_\_\_\_\_ (postmarked by March 20, 2011) \$ 85.00

(after date of March 20, 2011) \$105.00 \_\_\_\_\_

**Note:** Preferred rate only up to **midnight March 20, 2011**

### Part 3: Additional Registrants (Must be immediate family & same address only please)

Tag Name (First & Last): \_\_\_\_\_ (postmarked by March 20, 2011) \$ 15.00

(after date of March 20, 2011) \$ 25.00 \_\_\_\_\_

Tag Name (First & Last): \_\_\_\_\_ (postmarked by March 20, 2011) \$ 15.00

(after date of March 20, 2011) \$ 25.00 \_\_\_\_\_

### Part 4: Prototype & Museum Tours/Clinic Advance Registration

Tour #1: OC Transpo 'O' Train Maintenance Shops - Sat. May 21, 10-12am # \_\_\_ X \$ 20 = \_\_\_\_\_

Tour #2: Museum of Science & Tech/Bytown Streetcar '696' - Sat. May 21, 1-4pm # \_\_\_ X \$ 20 = \_\_\_\_\_

Tour #3: Smiths Falls Railway Museum of East. Ont.- Sun. May 22, 10-3:30pm # \_\_\_ X \$ 45 = \_\_\_\_\_

Clinic: Background Painting with Chris Lyon - **Advance Registration Required** # \_\_\_ X \$ 60 = \_\_\_\_\_

[materials need to be bought & prepared ahead of clinic - see Convention Handbook]

Bring Forward the Total Registration Costs from Page 1: \$ \_\_\_\_\_

### Part 5: Convention Banquet & Lunch Options

Convention Banquet: Buffet Dinner + Speaker, Saturday, May 21 # of meals \_\_\_\_\_ X \$40 = \_\_\_\_\_

Indicate numbers and choices: \_\_\_\_\_ Hip of Beef OR \_\_\_\_\_ Vegetarian

Lunch Option: Bag Lunch (for Sunday, May 22 Smiths Falls Museum Trip)

(Bag Lunch includes one sandwich, veggies + dip, dessert, beverage)

# of bag lunches \_\_\_\_\_ X \$9 = \_\_\_\_\_

Indicate sandwich choice: \_\_\_\_\_ Ham \_\_\_\_\_ Turkey \_\_\_\_\_ Egg OR \_\_\_\_\_ Vegetarian

Indicate beverage choice: \_\_\_\_\_ Juice OR \_\_\_\_\_ Bottled water

Daily Continental Breakfasts: are included for those registered/staying in the Algonquin Residence.

### Part 6: Partner's Programme Events [ 'N/C' = No Charge ]

Day 1: Saturday, May 21: Participants depart @ 0900h; return @1800h: Daily Bus fee # \_\_\_\_\_ X \$ 10 = \_\_\_\_\_

National Art Gallery - Admission & Tour -10:00 -11:30am # \_\_\_\_\_ X \$ 9 = \_\_\_\_\_

Time for lunch at the Rideau Centre

Parliament Buildings - Centre Block Guided Tour - 2:00 - 3:30pm # \_\_\_\_\_ X N/C

Rideau Canal Boat Cruise - Guided Tour on the Canal - 4:30 - 5:45pm # \_\_\_\_\_ X \$14 = \_\_\_\_\_

Day 2: Sunday, May 22: Participants depart @ 0900h; return @ 1800h: Daily Bus fee # \_\_\_\_\_ X \$ 10 = \_\_\_\_\_

Ottawa Sight-Seeing Excursion - Double Decker Bus Tour of Ottawa - 10-11am # \_\_\_\_\_ X \$26 = \_\_\_\_\_

Shopping at the Byward Market & Rideau Centre, including time for lunch

Museum of Civilization - Admission/Self-Guided Tour - 2:00-4:00pm # \_\_\_\_\_ X \$12 = \_\_\_\_\_

Tour of World Famous Tulips - Dows Lake & Queen Elizabeth Driveway 4:00-5:30pm

(If sunny - walking tour or if rainy - drive-by bus tour - weather dependent) # \_\_\_\_\_ X N/C

### Part 7: Convention Wear Store

Please indicate colour, size and quantity choice below:

Short-sleeved polo shirt: black w/white logo: Qty: \_\_\_\_\_ X \$40 = \_\_\_\_\_

NOTE: 2XL & 3XL are \$45.00 S M L XL 2XL 3XL X \$45 = \_\_\_\_\_

Short-sleeved polo shirt: white w/ black logo: Qty: \_\_\_\_\_ X \$40 = \_\_\_\_\_

NOTE: 2XL & 3XL are \$45.00 S M L XL 2XL 3XL X \$45 = \_\_\_\_\_

Long-sleeved denim shirt: w/ white logo: Qty: \_\_\_\_\_ X \$55 = \_\_\_\_\_

NOTE: 2XL & 3XL are \$60.00 S M L XL 2XL 3XL X \$60 = \_\_\_\_\_

### Part 8: Display Items You Are Bringing

I plan to bring: \_\_\_\_\_ Structure models \_\_\_\_\_ Rolling Stock models \_\_\_\_\_ Photographs \_\_\_\_\_ Other

Please describe in the space below the nature of the items you are bringing for display:

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Part 9: Convention Costs Total: (Add all dollar values from Parts 2 to 7 above) \$ \_\_\_\_\_

Registrations must be received no later than **May 12<sup>th</sup>, 2011**. After May 12<sup>th</sup>, 2011, registrations will only be accepted at the convention. Send your payment by cheque or money order in Canadian or US funds from Part 9, payable to the "Canadian Railway Convention", and mail to: **Canadian Railway Convention, Walter Reid, CARM Convention Registrar, 2219 Council Ring Rd., Mississauga, ON, L5L 1C6, Canada**

# Registration Form Details

Please fill out all information located on the Registration Form Part 1. If you have an Email address please include this information as it is our preferred method of contact when sending out registration confirmations and other information. If an Email address is not included or is invalid information will be sent by 'snail mail'.

In **Part 2** please complete the name to be shown on your name badge.

In **Part 3** please add any additional registrations for other members of your immediate family that live at the same address.

In **Part 4** are the three Prototype/Museum tours & Background Painting clinic which have restricted numbers. Priority will be given to CARM members with other attendees on a first come first served basis. Updates will be pasted on the convention website.

In **Part 5** please indicate your requirements from the options available and indicate any special dietary requirements so we can advise the caterer and determine if they can be met. A cafeteria is available during the convention and other food outlets are available in the College Square shopping centre adjacent to Algonquin campus. Continental breakfast is available to those staying in the college residence the cost for which is included in the room rental.

In **Part 6** please indicate your Partner's choices. If your Partner wishes to join a tour mid way or leave a tour early as there is an OC Transpo service from the Rideau Centre to Algonquin College via Route 95 Baseline or Fallowfield or Barrhaven.

In **Part 7** please place your order – cut off date 20<sup>th</sup> April 2011. No additional shirts will be available at the convention. The committee cannot give assurance as to the fit of the stated sizes.

In **Part 8** please indicate in some detail items you are bringing for display. A secure area will be provided but we need to know how much space is required.

Finally please complete **Part 9** and mail the registration form and your cheque in Canadian or American funds payable to **Canadian Railway Convention** to the address on the Registration form.

Don't delay – do it NOW It will take just as long to complete if you procrastinate !!

## Convention Cancellation Policy

Cancellations must be received at the Mississauga address by 20<sup>th</sup> April 2011 for a full refund, by 14<sup>th</sup> May 2011 for a full refund minus any food, convention wear that were pre-ordered and Chris Lyon clinic.. There will be NO REFUNDS after 14<sup>th</sup> May 2011. Any refunds will be issued after the convention. Algonquin cancellation policy will apply for accommodation cancellations.

## Special Note: Background Painting with Chris Lyon

This is a double length clinic, participants will be provided with a 2' x 4' blue masonite panel and a brush which they will use at the clinic and take with them at its conclusion. Paint will be provided. DON'T wear your best suit! Cut off date for this clinic is 10<sup>th</sup> May 2011.

## Accommodations

Accommodation in the student residence (across the parking lot from the main venue) is in two bedroom suites, each bedroom with a queen sized bed, shared washroom and kitchenette at a rate of \$85.00 + tax per night for the entire suite.

Bookings must be made direct with Algonquin (613)727-7698 or 1(866)921-5793

Email accommodations@algonquincollege.com Please refer to reservation code 40753. Cut off date 20<sup>th</sup> April 2011.

For those wishing a longer stay in Ottawa accommodation is available at the preferred rate prior to and after the Convention. Additional charge may be made for bookings made after cut off date

# Clinics at the Ottawa Convention

There are 15 confirmed clinics as well as the HO Trekkers who will be building scenery on their HO modules throughout the convention. There are 4 classrooms available each capable of holding approx 35 people. A standard time slot will be one hour but some clinics may be longer. All presenters are prepared to conduct two sessions, either same day or subsequent day. **A full description of each clinic was published in the Winter Issue of The Canadian.**

## PROTOTYPE/HISTORICAL

**The Brockville, Westport & Seldom See Money presented by Bob Moore :** A Trip Up The Line In Historic Photos And Maps.

**The Canada and Atlantic presented by Ron Newby:** A look at the history of the Canada Atlantic Rwy. and a railfan tour of the western division, then and now.

**Historical Ottawa from a Railways Perspective presented by Bob Meldrum:** A slide presentation showing steam and early diesels of both the CNR and the CPR around Ottawa.

## OPERATIONS

**Planning for Operations presented by Doug Matheson:** How to get ready to introduce operations on your layout (applies regardless of method chosen (car cards, computers, etc).

**A Car Card Operating System using a Microsoft Access 97 Database presented by Bruce Leckie:** Bruce Leckie developed this system this clinic will include a Power Point tour of the Sheridan and Bruce Lake Railway.

**Automated Freight Car Forwarding: Roundtable Presentation:** A roundtable on the pros and cons of the different methods available to automate car movements.

**Lessons Learned Working on the Prototype presented by Michel Boucher:** Michel Boucher explains how to add prototype actions to your operations to increase the level of realism in your Model Railway operations.

## SCENERY BUILDING

**Background Painting presented by Chris Lyon:** This is an extra charge clinic limited to 20 participants each session that will take a double time slot. The clinic will cost \$60 for materials that participants will keep. Those wishing to attend must pre-pay during registration (please see the registration form). If both sessions are full, money will be refunded at the convention. A 2x4 backdrop board, paint and brushes will be provided to each participant. Participants will each be creating a backdrop that they can take home with them. Chris will provide group and personal assistance to each participant as the clinic progresses.

**Realistic Asphalt Roads and Pine Trees presented by Jean-Francois Chapat:** This is two mini-clinics. He will teach you to create realistic roads with naturally formed cracks; true Canadian streets having seen many winters. The pine tree portion will teach you to create your own forest, but at a fraction of the cost.

**Building Mountains presented by Bob Farquhar:** Bob Farquhar covers making rock molds using latex rubber; preparing the Hydrocal plaster; applying the molds; blending the molds to existing rocks and finally the colouring of the rocks and adding high-lights.

**Modelling Sedimentary Rock presented by Normand Levert:** Normand Levert will show how to simulate sedimentary rock, such as limestone, using broken ceiling tiles.

**Scenery for Lightweight Modules: Weekend long demonstration.** HOTRAK will be operating at the convention train show and they have agreed to scenick a couple of modules over the course of the weekend. Convention attendees are welcome to watch and ask questions as they do so.

## MODEL BUILDING

**Live Steam Model Railroading presented by John Stewart:** John will give an overview of live steaming.

**Introduction to Airbrushing presented by Brian Earl:** This clinic will discuss everything you need to consider up to the actual spraying of paint. Brian Earl has been a professional model railway painter for many years.

**Detailing & Weathering Diesels presented by Larry Lanctot:** Larry Lanctot has been detailing diesel locomotives for many years and has recently developed a quick and easy way to weather them using chalks that doesn't require sealing afterwards and provides great results.

**Decoders, Lights and Sound presented by Jacques Thuot:** Jacques is a master at squeezing decoders, speakers and LEDs into small engines with great results.

**Lighting Applications for Trackside Structures presented by Gilbert Lacroix:** Gilbert Lacroix will cover power supplies for various types of lighting.

# Layout Tours at the Ottawa Convention

## **Boston and Maine – Western Route:**

**Host: Mike Hamer: Open Saturday**

Mike's Western Route of the B&M depicts the fictitious town of North Dover. The layout incorporates an active interchange with the Maine Central Railroad which has been granted trackage rights through the town. His layout is completely scenicked to a high degree. Mike is in the initial planning phase for an extension which will run 41 linear feet along the walls of his crew lounge. He has been building countless craftsman structures in preparation for this new shortline. Mike's layout was featured in Model Railroader's 2001 Track Planning Issue and was the cover story for their Great Model Railroads 2004 Issue.

Scale: HO Size: 11x13 feet

Prototype: B&M with Maine Central Interchange

Locale: Southeastern New Hampshire

Period: Late 50's – Early 60's

Layout style: single-level with surround staging, full valence, lighting Layout height: 48 inches

Track: Micro Engineering code 70 and 83 flextrack

Length of mainline: 27 visible + 40 staging = 67 feet total

Power system: Digitrax DCC

Operations: Switch lists, two man crews

Typical Operating Crew: 1 to 3

## **Canada Southern Railway (CASO):**

**Host: John Mitchell Open Sunday Only**

The Canada Southern represents the NYC high speed double main track through South Western Ontario in the mid-fifties. The upper level models the Windsor yard and icing facilities, the Detroit passenger terminal, the Detroit River Tunnel and the branch to the Heinz cannery in Leamington. The lower level represents the small south western Ontario town of West Lorne and the major buildings in the division point at St. Thomas, along with its yard. A branch off the helix represents the C&O secondary mainline to Chatham (a small yard) and then to Sarnia, where there where there will be a car float operation across the St. Clair River. In addition, the CPR mainline through Chatham is also represented, which then flows into Toronto Staging. The layout is prototypical and operations oriented. Two other railroads are modelled. The Pere Marquette (C&O) is represented by symbol freights and locals running on their own trackage from Detroit to St. Thomas, while CPR passenger trains use the Detroit River Tunnel during the course of their Toronto/Detroit/Chicago routes. Extensive staging is in place to handle this traffic.

Scale: HO Size: 23x43 feet

Prototype: CASO (NYC), C&O, CPR

Locale: Detroit to St. Thomas Ontario

Period: mid 50's

Layout style: Double level shelf with double track helix

Track: Micro Engineering 55, 70, 83; Atlas 83 and 100 (in staging) Turnouts: ME code 83 and 70, Atlas 83, Peco 75 and 100 (in staging)

Length of mainline: 180+ feet of mainline and branch, 50 ft

staging, 90 ft in helix

Power system: Digitrax DCC

Operations: ProTrak computerized switch lists, dispatcher

Operating Crew: 8 to 12

## **Canadian Northern Railway:**

**Host: Tom Hood Open: TBD**

It's the summer of 1948, and "steam is supreme" on Tommy's Canadian Northern Railway depicting the line between Hochelaga in the east to French River in the west with a branchline to Prince Edward on Lake Ontario.

When Tommy's house was under construction, he asked the contractor to dig "below" the garage area for extra basement space. The resultant area allowed for a huge passenger terminal, a vast engine servicing facility, an immense classification yard and a large urban city. While following the trains, don't overlook some of the classy model railroad scenes abundant along the line. Visitors will find a wonderful marshland area modelled by Tommy's friend Carl Swail. There is large, rugged mountain area nicknamed "Brokeback Mountain" by some visiting operators due to the narrow aiseways nearby where operators must squeeze to pass by each other! A gorgeous "high bridge" scene captures the magnificence of the region and a superbly detailed curved trestle bridge attracts attention at the entrance to the railroad room. When you visit Tommy's Canadian Northern Railway, you are visiting one of the region's largest home model railroads.

Scale: HO Size: 70'x28'

Prototype: Canadian Northern

Locale: Ontario

Period: Summer 1948

Layout Style: Single and double decked continuous climb

Track: Handlaid code 70

Turnouts: All handlaid (over 130 of them)

Length of Mainline: "Too long to measure!"

Power System: LenzDCC

Operations: RailOp system

Typical Operating Crew: Minimum 6

## **Canadian Northern, Leitrim Sub**

**Host: Bill Noel Open Sun**

The Canadian Northern, Leitrim Sub is a tri-level continuous U shaped layout situated in the foothills of a Canadian mountain range. It is totally freelanced, designed for both continuous running and for operations, utilizing a convoluted loop of about 100 feet of single track mainline with a couple of branch lines. The layout contains several fictitious towns, industries and businesses served by both CN and CP. The layout has one central interchange yard from which 4 of the 7 daily trains originate and terminate. Workers and townspeople are transported through the mountainous terrain to the several towns and industries by way of CP RDCs. The construction of the layout was started in Nov of 2007 and though now fully operational, it is only, at this time, about 85% scenicked with many more details in the works. When this layout was started, Bill was a complete novice at



model railroading. Over the past 3 years with the help and expertise of Hotrak members, and especially the "HO Trekker" crew, Bill has been constantly learning new skills while the layout continues to evolve into an interesting and good looking layout.

Scale: HO Size: 11' X 22'

Track: Code 100 flex

Prototype: CN and CP

Locale: Fictitious

Length of Mainline: 100 + feet

Period: 1970 -90

Layout Style: Tri level, continuous convoluted loop

Power system: Digitrax DCC

Operations: Switch lists, 1 man crews

Operating crew: Varies, up to 3 trains at a time plus yard duties

### **Clearwater Valley Railway Co.**

**Host: Ron Newby Open Saturday and Sunday**

Ron's layout depicts a struggling narrow gauge line serving local industries and the logging industry in the Thompson/Okanagan Valley of British Columbia. There are three towns depicted on the layout, Mosquito Flats, Clearwater, and Mara. Mosquito Flats is at the northern end of the modeled portion of the railway and interchanges with the outside world via the Canadian Northern Railway. Clearwater boasts a few industries and Mara is the Southern terminus of the line. The Okanagan Lumber Company currently has a connection with the CVR near Adams Lake.

The layout was started in November 2007 and all the track work is done except for the branch going to the Okanagan Valley Lumber Camp #4. Even though the scenery has been started most of the layout still consists of "pink mountains and valleys. While most of the layout consists of pink foam mountains and valleys, there is a little scenery done at Mara and Clearwater. His cardboard building mockups are "craftsman quality" with the use of computer generated graphics. The painted backdrop is completed around the layout. While the layout is freelanced, the layout is designed for operations. Car cards are used to create switch lists.

Scale: On30 Size: 16'-10" x 10'-7"

Prototype: Freelanced

Locale: Thompson/Okanagan Valley (British Columbia)

Period: 1929

Layout Style: Single Level, point to point with option for continuous running.

Track: Handlaid code 70

Length of Mainline: 49 feet

Power System: Digitrax DCC

Operations: Car Cards and Switch lists

Typical Operating Crew: 1-4

### **Colorado & Southern**

**Host: Grant Knowles Open: Saturday**

Grant's Colorado and Southern Railroad depicts portions of the C&S empire as it penetrated the mountains west of Denver and into the South Park valley. Follow the diminutive 2-6-0's and 2-8-0's as they ply their consists out of Denver to the division point at Como. Here the trains are assembled for the run up the Clear Creek leading to Forks Creek and on to the mining regions of Black Hawk and Central City. The

scenery is breath taking as the trains weave up the canyon following the Clear Creek and crossing numerous bridges of all descriptions. Onward from Black Hawk, the railroad passes through the infamous Alpine Tunnel before descending into Jefferson, on the South Park and then back into Como. The railroad has been an ongoing 20 year project which Grant expects to finish in the next 2 before moving to larger quarters! The railroad is built around the wall in it's own 10' x 22' room on traditional open grid bench work with hand laid track on a Homasote/plywood base. The tortoise powered turnouts, both stub and point, were hand laid in place. Most structures are scratch built replicating specific C&S prototypes and have earned NMRA Achievement Program awards. Regular operating sessions are held with nominally 3 crews who are kept busy managing car movements through train orders and car cards. Grant recently made the transition to DCC with the installation of a Roco wireless DCC system.

Scale: HO Size: 10'X18'

Prototype: Colorado & Southern narrow gauge

Locale: Colorado

Length of Mainline: 50 feet

Period: 1935

Layout Style: U shaped dogbone

Power system: Roco wireless DCC

Operations: Train orders and car cards

Operating crew: 3 crews

### **CPR Lyndonville Sub/B&M Connecticut River Line**

**Host: Dave Primeau Open Saturday and Sunday**

Dave's layout represents the CPR Lyndonville Subdivision and a part of the B&M Connecticut River line ca 1957. The line runs from Newport, Vermont just below the Quebec border, to White River Junction, Vermont about 100 miles to the south. There are four stations on the layout. They are Newport, on Lake Memphremagog just below the Canadian border, followed by St.Johnsbury, where the Maine Central RR and St.Johnsbury & Lamoille County RR meet with the CPR. Continuing south, next is Wells River, where the CPR rail ends and the B&M takes over. Finally, we arrive at White River Junction where the Central Vermont makes its appearance. The layout is complete with scenery and signature structures. Operators use a timetable that reflects the activity of 1957.

Scale: HO Size: 28x14 feet overall plus staging

Prototype: CPR and B&M with SJ&LC, MeC, and CV in supporting roles

Locale: Northeastern Vermont

Period: October 1957

Layout style: Along the walls walk-in, hidden staging

Track: Code 100 and Code 75 mix from various sources

Length of mainline: 80 feet linear mainline

Power system: MRC Wireless DCC

Operations: Timetable and train order, car cards and way-bills, dispatcher and fast clock

Operating Crew: 6 to 9

### **Delaware and Hudson Adirondack Branch**

**Host: Michel Boucher Open Sunday**

Michel's layout depicts the operations of the Adirondack Branch in the state of New York from Saratoga to Sanford Lake. Saratoga and points south are represented by staging,

Corinth, North Creek and Sanford Lake are all modeled on the layout, Warrensburg and Barton Mines are hidden staging. Principal traffic is generated by the two paper mills at Corinth and Warrensburg and their supporting pulpwood reloads at North Creek and Sanford Lake, and National Lead at Sanford Lake and Barton Mines. Significant other traffic is generated by the numerous online industries at the three principal centers modeled. The current layout has a consistent high degree of finish with the physical scenery, buildings, and accessories placing the viewer into the time and place depicted. Rolling stock and motive power reflect the prototype during the modeled time. Michel's true forte however is operations; modeling the flow of traffic, balancing the number of cars to the capacity of the industries, scheduling trains to make operation possible, pleasant under most circumstances, challenging occasionally. Be sure to pay attention to the train schedules and supporting documentation during your visit. His layout was the cover article for a recent Railroad Model Craftsman magazine issue.

Scale: HO Size: 25x30 feet overall, 80 feet along walls  
Prototype: D&H, Saratoga to North Creek NY with extension to Sanford Lake

Locale: New York state

Period: 1975

Track: Code 100 for operating reliability

Length of mainline: 221 feet linear mainline

Power system: LENZ DCC, all sound equipped

Operations: Car cards, dispatcher, telephone system, fast clock

Typical Operating Crew: 4 to 8

### **Generic UK**

**Hosts: Tony & Kathy Withers Open Saturday and Sunday**

This is a British layout of 4mm to the foot, 00 scale. It is very loosely based on the British Rail Southern region but with station and junction names based on the layout builders e.g. Charing Cross Withersville. The rolling stock is a mixture of Southern Region rolling stock from 1950's to present day plus a number of famous British trains/locomotives from other regions e.g. *The Flying Scotsman* and *Mallard*.

The layout was primarily designed for continuous automated running controlled by software on a PC and comprises 7 loops that can run trains independently. The DCC system used allows the operation of more than one train per loop. Six of the loops are contained within the main area of the layout with the seventh exiting one corner of the main area traversing 60 feet along the basement walls to enter a recess containing the return loop. This return loop area has been modeled on the Harry Potter movies with a Hogsmeade Station, the Hogwarts Express train and a scratch-built Hogwarts School.

The centre of the main area contains a goods yard that is operated manually. The goods yard contains a self-indexing Fleischmann turntable and a Heljan DCC driven container crane. The layout contains a hidden fiddle yard with a capacity of eight trains and nine single locomotives.

The layout is fully sceniced including people and animals with all buildings on the layout being illuminated as are the two stations, city and goods yard area with the ability to remotely enable/disable the lighting in the various areas. A number of background sounds (city, station, track, church bells and waterfall) can also be remotely enabled/disabled

plus an automated station announcer for the main station triggered by approaching trains.

The scenery includes a movie drive-in with a working LCD screen plus a decoder controlled motorized windmill. Colour video cameras are installed in the cab of some of the locomotives as well as a number of static cameras.

Scale: 4mm to the foot OO Scale

Track: Peco Code 100

Size: 20' x 12' rectangle plus 80' L

Prototype: Generic UK

Locale: Southern England: Withersville, Fern Hamlet, Nesbitt Junction

Main Line Length: 44 feet each loop in main area & 164 feet in 7th loop

Period: 1950-Present Day

Power system: Zimo DCC that includes occupancy detection modules

Operations: 7 loops under computer automation

Operating crew: 1 or 2 for manual goods yard operation

### **Great Western**

**Host: Brian Earl Open Saturday/Sunday**

Brian's Great Western Railway depicts a fictitious route between the cities of Westport and Millhaven. The town of Dorchester is a Division Point where motive power and cabooses are changed. Other towns on the line are Marysville and Sevenoaks. The GW interchanges with the Copper Mountain Railroad (Alvan Bower owner) and The Tidewater System (the late Tony Chinery) at Dorchester. The Rideau Power Company operates unit coal trains between its coal mine at Sevenoaks and its Generating Station at Millhaven Junction. Due to trackwork and mechanical difficulties (i.e. a wreck) both the CNR and the CPR operate over the GWR.

Railfans at Dorchester will see a variety of passenger and freight trains, both through and locals. The GWR owns a locomotive rebuilding and maintenance facility which has contracts with many North American railroads. Repaired locomotives are tested on GWR trains.

While the majority of the scenery is complete, some additional detailing, e.g. track ballast, more trees, etc still need to be completed. A well known professional model painter in N-scale, Brian will be sharing his talents in a clinic he will be delivering at the convention on the basics of using an airbrush to paint model railroad equipment.

Scale: N Size: 25.5' x 12.5'

Prototype: Freelance with CN and CP influences

Locale: Eastern Canada

Period: 50's to 70's, depending on mood of the operator

Layout style: Walk-in folded dogbone

Track: Peco flextrack

Length of mainline: 150 feet

Power system: Lenz DCC

Operations: Computer car forwarding using ShipIt programme

Typical Operating Crew: Can accommodate up to 6

### **Lyn Valley & North Western**

**Host: James VanBlitterswyk Open Monday**

James' Lyn Valley & North Western is a freelanced railroad depicting CN's western Canadian run through the Rocky Mountains. Operations start in the main yard at the edge of

the foothills of Alberta and quickly transition into the spectacular scenic vistas of the Rocky Mountains. Trains cross a number of large bridges across deep canyons on their way through the mountains to end in a seaside port on the other side. Half of the layout is still under construction but most of the mountainous region has been fully scenicked and features over 500 plaster rock molds on one of the two peninsulas coming out into the center of the layout room. Another interesting feature is the real life switch stand James has incorporated into operating one of the mainline switches.

Scale: HO Size: 25×26 feet  
Prototype: Freelanced CN  
Locale: Western Canada  
Period: late 1980's to 2000  
Track: handmade #4 to #12 turnouts  
Length of mainline: 235 feet  
Power system: Digitrax DCC  
Operations: Switch Lists 2 man crews  
Typical Operating Crew: 1 to 8

### **Lyon Valley Northern**

**Host: Chris Lyon Open Sunday**

The Lyon Valley Northern is a freelanced layout which depicts a western theme based on Montana/Alberta landscapes. The year is 2006. This is Chris' newest layout after moving to Ottawa. It provides an opportunity for model railway hobbyists to experience the full range of operation of a modern North American rail network. Unit trains, mixed and way freights, as well as passenger service allow crews to travel the double track mainlines; classify rolling stock in yards and deliver and pick up goods at industries: mines, mills, factories, warehouses, distribution centers, elevators and storage tanks. Scenery is complete. Visitors will witness firsthand Chris's creative backdrop painting techniques which serve to pull this expansive layout together in fine fashion.

Scale: HO Size: 25×26 feet  
Prototype: Freelanced CN/BNSF  
Locale: Montana to Alberta  
Period: Modern Era  
Track: Peco Code 75  
Length of mainline: 80 feet  
Power system: Digitrax DCC  
Operations: Train Orders  
Typical Operating Crew: 10

### **Madeleinesburg Sub**

**Host: Fred Adams Open Saturday**

The Madeleinesburg Sub is designed around the towns of Palmerston and Listowel, Ontario in late August of 1958, at the end of steam operations in Palmerston. For almost 100 years, Palmerston was a hub of activity for southwestern Ontario CN operations. Large manifest freight trains would arrive in Palmerston in the early morning and the 600' plus transfer shed would load & unload LCL freight to points along the route from Palmerston to the communities of Owen Sound, Southampton, Durham, Listowel, Kincardine and all points in between. Fred's layout occupies a 25' X 28' room with the three extremities of the routing operating as staging yards. Palmerston had three entrances one from the east – Guelph, to the north – Owen Sound, Durham and Southampton and south to Listowel, from there west to Kin-

cardine or south to Stratford. Fred has been building the layout since 2007, and has been slowly, but diligently getting operations and construction completed. Many of the background buildings are kit-bashed plastic kits with numerous craftsman kits either built or under construction for the closer portions of the layout. To keep authenticity, Fred has used ballast from the pits in Durham, where CN and CP took their ballast, and all the gravel for the roads is from a short distance from his grandparent's farm between Listowel and Palmerston. Even some of the earth on the fields is, or will be from the farm. Much has to be done, but everything is operational using car cards as the system.

Scale: HO Size: 25×28 feet  
Prototype: CN  
Locale: Palmerston & Listowel, Ontario  
Period: August 1958  
Track: Peco & Atlas Code 100  
Length of mainline: 119 feet  
Power system: Digitrax DCC  
Operations: Car cards  
Typical Operating Crew: 4 to 5

### **Northland RR**

**Host: Doug Matheson Open Monday 10:00 – 1:00**

Located about halfway between Manotick and Kemptville the Northland RR will be of greatest interest to those headed south from Ottawa after the convention. The Northland RR is a freelanced road that stretched from Ottawa to Crown Point on Georgian Bay, the portion of interest here is the Muskoka Subdivision. The subdivision ran from Huntsville to Crown Point and contained the large marble and slate quarries as well as the main tourist destinations. After 6 years of construction, the Northland is just now reaching the state of being able to be operated. The basic track plan of point to loop supports a small number of operators running moderate sized (12-15 cars) narrow gauge trains in an un-hurried fashion. The Garden of the Magic Carpet Made of Steel is meant in part as a surreal impression of the Muskoka Lakes country. It is heavily influenced by classical Chinese gardening concepts including the principles of enclosure, forced views, and the ideals of gathering and separating. In addition, the notions of penjing (dwarf trees or bonsai) and jia shan (rockeries) helped to shape the usage of flora and stone. The somber foreboding of the heavy forest and ancient rocks of the Canadian Shield is the predominant garden theme. The railroad also hosts some of the most modern up to date standard gauge equipment but in 1:29 scale.

Scale: Fn3 Size: 3/4 acre  
Prototype: Freelanced  
Locale: Muskoka Lakes  
Period: 1920's  
Length of mainline: 500 feet  
Power system: Battery & Live Steam

### **Ontario L 'Original Railway**

**Host: Bill Meek Open Saturday**

The 25 mile Ontario L'Original Railway is the inspiration for Bill's model shortline operation. The former CN Vankleek Subdivision serves the communities of Hawkesbury, L'Original, and Dalkieth. In Vankleek Hill, the crew boards the Portia and Champlain, two GP9s once owned by the Cartier and later the Goderich-Exeter Railways, for the

morning run south to the wye at Glen Robertson to exchange their consist with the CN train arriving from Coteau Junction, east of Montreal. The six day a week operation is carried out at a leisurely pace, travelling no more than 10 to 15 miles per hour. Bill's model of the OLOR reflects the laid back, country style of the prototype. The completed scenery along the track from the Glen to Hawkesbury features a tree-lined rail line through rolling hills, fields, farm scene, and the 417 overpass. The layout provides enough tracks to simulate typical drops and lifts, including the unusual prototype manoeuvre of backing the train from Hawkesbury the 7 km east into the IVACO Rolling Mills in L'Orignal. The plant, which is the focal point of the layout, certainly dominates the scene.

Scale: HO Size: 10x16 feet

Prototype: Ontario L'Orignal Railway and CNR interchange

Locale: Eastern Ontario

Period: late 90's

Layout style: Single level staging loop with interchange-to-point shortline

Track: Atlas code 100 flextrack

Length of mainline: 40 feet visible, 10 feet staging

Power system: DCC (Digitrax)

Operations: Switch lists

Typical Operating Crew: 4 to 6 (in two man crews)

### **Rio Grande Southern**

**Host: Bill Scobie Open Saturday and Sunday**

As you step down into the layout room you are presented with the an all encompassing view of the Rio Grand Southern's engines struggling to move freight up the high line from Ophir towards the summit, the sound of the lead engine reverberates off the mountain walls, nearly drowning out the helper on the tail end. Bill is modelling 66 miles of the RGS from Ridgeway and the interchange with the Denver and Rio Grand Western to Rico, halfway to it's eventual end point. The layout includes Placerville on the San Miguel River, Vanadium and its mining complex, Vance Junction; the branch line to Pandora, Lizard Head and ifs snow shed covered wye, Telluride, trout lake Ophir and finally Rico. 500 feet of torturous travel to arrive across the aisle!

The layout features many fine running locomotives, most sound equipped to pull strings of authentic freight cars past the finely scratch and kit built structures appearing in the wilderness. Recent efforts have resulted in the appearance of thousands of trees along parts of the route.

Scale: Sn3 Size: 30 x 50 feet

Prototype: Rio Grande Southern

Locale: Ridgeway to Rico

Period: Warm weather of 1940

Track: Handlaid

Length of mainline: 500 feet of mainline

Power system: Lenz DCC with sound

Operations: Rail Op operation

Typical Operating Crew: 5-10

### **St. Francis Valley Railroad**

**Host: Dave Venables Open Sunday from 9am to 12 noon**

The SFV represents a portion of the railway system that might have existed in the summer of 1965 between Montreal and Portland, Maine. Trains 393 and 394 run between Montreal and Portland using SFV tracks from Sorel to Sher-

brooke with power provided on a shared basis between SFV and CNR. These trains are the major sources for the traffic handled within SFV territory. The other entry point to the SFV is through the Orford Mountain Railway (another railroad that actually did exist) which, on the layout, runs from North Troy to join the SFV at Orford Junction, near Richmond. The layout has major yards at Sorel, Drummondville, Richmond, Sherbrooke and North Troy. There are over 60 spotting locations (including the yards) where cars are delivered and picked up. Smaller towns and industries are served by a variety of local trains running out of Richmond and Drummondville. Traffic for all the freight trains is determined by computer-generated orders. A dispatcher controls the flow of traffic and assigns throttle power. Passengers are served by local service running between Richmond and Sorel, and by CNR's Atlantic running through SFV territory between Montreal and the east coast.

Scale: N Size: 22x12 feet

Prototype: St. Francis Valley

Locale: Quebec's Eastern Townships

Period: Summer 1965

Track: Handlaid Code 55

Length of mainline: 140 feet

Power system: DC

Operations: Dispatcher

Typical Operating Crew: 6

### **Wakefield Valley Railway**

**Host: Geoff Chase Open: TBD**

The *Wakefield Valley Railway* (WVRy) is a fictitious line that runs north from downtown Ottawa (at Lebreton Flats) through Hull, Quebec to Maniwaki, following the Gatineau River, and south to Barrhaven. It is based on the idea that the Canadian Pacific's track and freight operations north from Ottawa were handed over to a responsible group of entrepreneurs who saw the value in keeping trains running.

The main yard and facilities are at Lebreton Flats. Off-line interchanges occur through Chelsea Junction (a staging area representing West Quebec via the *North Pontiac Railway*, and east from Hull via the *Quebec Gatineau Railway*) and at South Ottawa (connecting to the east and west via *CN* and *CP* trains). Freight service is the main focus, but some operating sessions include commuter service or passenger runs. Major industries include EB Eddy in Hull (paper products), and Jerry's Quarry at Farm Point, just south of Wakefield (gravel, and granite slabs). Key activities in the near future will focus on completing scenery, some new buildings (plaster and laser kits), upgrading and weathering rolling stock and locomotives, and of course, continuing to enjoy the operating sessions. I hope the structures won't take as long as my recently completed scratch built station (for Maniwaki) which is from a 1966 Model Railroader article.

Scale: HO Size: 17 x 29 feet

Prototype: Canadian Pacific

Locale: Ottawa/Hull along the Gatineau River

Period: mid 1990's

Track: Code 70 & 80

Length of mainline: 100 feet of mainline

Power system: Digitrax DCC

Operations: Car card & waybills

Typical Operating Crew: 4 to 6

# COMING EVENTS



## 2011 CARM NATIONAL CONVENTION

**Ottawa, Ontario: May 20 to May 23, Algonquin College Residence & Conference Centre. 1385 Woodroffe Ave, Ottawa, ON, K2G 1V8. Meet 'n' Greet, workshops, clinics (model and prototype), layout tours, non-rail tours, train show and vendors, displays and modelling contests, banquet, good but inexpensive accommodation in nearby residence. Open to CARM members and all railroaders and model railroaders. For information [www.caorm.org/2011\\_ottawa](http://www.caorm.org/2011_ottawa) or Mike Hind [hind\\_mike@yahoo.ca](mailto:hind_mike@yahoo.ca) or 613-821-3741 or Mike Hind, PO Box 108, #2681 Derby St, Metcalfe, ON, K0A 2P0**

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## 2012 CARM NATIONAL CONVENTION Regina, Saskatchewan

**Ontario, Holland Centre, April 17: CARM Ontario Midwestern Chapter Spring Semi-Annual Business Meeting. Grey Central Railway Club, Participation Lodge boardroom, 684136 Side Road 30 (5 minutes northeast of Holland Centre on Side Road 30, in basement of nursing home). Business meeting for members, Less formality ... more sharing of ideas. Switching challenge on portable switching layout bought from Grey Central. Info: CARM: [www.caorm.org](http://www.caorm.org) Steve Hoshel [shoshel@omniglobe.ca](mailto:shoshel@omniglobe.ca)**

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**British Columbia, Vernon, May 14:** Vernon Spring Swap Meet at the refurbished CPR station, Paddlewheel Park, Okanagan Landing. 10AM to 5PM. Admission: Adult \$5 (CARM &/or NMRA members \$4), kids under 12 free when accompanied by an adult, Information Eldie Jamieson ([eldie@shaw.ca](mailto:eldie@shaw.ca) 250-545-0177) or Hugh Clarke ([hughclarke@shaw.ca](mailto:hughclarke@shaw.ca) 250-545-3900).

**Ontario, Innerkip, April 30:** S Scale Open House 10am till 5pm, it is located on road 29 ( old DRUMBO road). Maple lake park lot 43 my fire number is 806201, a sign will be stand on the road side. No Fee. My tel. 519-469-3695, E-mail is [hankw.1933@hotmail.com](mailto:hankw.1933@hotmail.com)

**Ontario, Newcastle, April 16:** Soper Valley Model Railroad Association Newcastle Model Railroad Flea Market, St. Francis of Assisi Church, 214 King Avenue East. 9am to 3 pm. New and used model railroad supplies. Fare \$2. Info: Ron Radcliffe [rjr.kse@sympatico.ca](mailto:rjr.kse@sympatico.ca) 905-987-3099

**Ontario, Schomberg, April 16:** Narrow Gauge Madness Gang 6th Annual Ontario Narrow Gauge Show. Schomberg Community Hall, 325 Main St. 10am to 4pm. Narrow Gauge layouts, manufacturers, dealers, workshops, demonstrations, model & photo contests, lunch counter. Canada's only exclusively narrow gauge show. Fare \$10 advance \$15 at the door. Info: Christopher Creighton 905-939-0694 or [narrow-gaugeontario@hotmail.com](mailto:narrow-gaugeontario@hotmail.com)

**Ontario, Woodstock, April 17:** Woodstock Model Train Show. 10am to 3 pm. Oxford Auditorium and Mutual/Market Buildings, Woodstock Fairground, 875 Nellis Street. Over 170 vendor tables, operating layouts, lunch counter. Fare: Adults \$5, children under 12 free with adult, parking free. Info: 519-426-8875 M-F before 8 pm. [www.woodstocktrainshow.blogspot.com](http://www.woodstocktrainshow.blogspot.com) or Ian Ward [toy-show@kwic.com](mailto:toy-show@kwic.com)

**Alberta, Calgary, April 16 & 17:** Supertrain 2011. Subway Soccer Centre 7000-48th Street, Calgary. 9am to 5pm Adults \$10, Ages 6-12 \$5, Under 6 free. Calgary Model Railway Society presents Canada's biggest and best annual model train show. Over 60,000 square feet of layouts, displays, hobby shops, manufacturers, railroad art, photos, clinics, live demos, ride on trains, Lionel, garden railroads, Lego, Thomas play area, and much more. For information: [www.supertrain.ca](http://www.supertrain.ca)

**Ontario, Aberfoyle, April 30, May 1, May 7 & 8, May 14 & 15:** Aberfoyle Junction O Scale Model Railway Show. #128 Brock Road, Village of Aberfoyle. 1.5 km north of Hwy 401 exit #299. Quonset hut at southern village limits. 10 am to 4:30 pm Large "O" Scale layout. Adults \$8, Students & Seniors \$6, Children \$5. For info Craig Webb 905-527-5474 or [www.aberfoylejunction.com](http://www.aberfoylejunction.com)



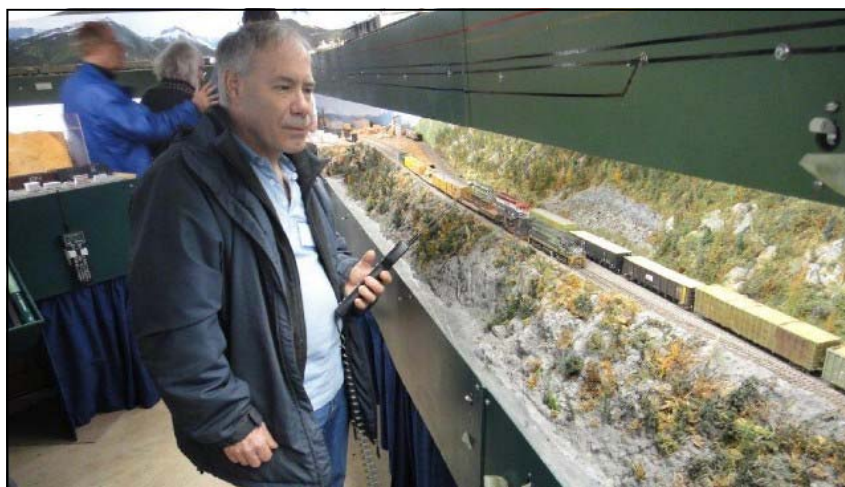
# CHAPTER REPORTS

## Vancouver Island Chapter:

The Vancouver Island Chapter winter meet was held on February 5th at Arbutus Ridge, north of Victoria. There were 14 members and 7 guests present. The day began with coffee and muffins and a short business meeting during which Ken Cringan was elected as the new President / Chairman of the chapter. Sterling Stump continues as Treasurer. The business meeting concluded with a very good discussion on the future of CARM and most of those present wanted CARM to continue in some form or other.

This was followed by two clinics. The first was an excellent presentation by Robert Turner on "Steam Along The Boundary". The Boundary region of British Columbia was the site of a mining boom in the late 1800's and early 1900's and the area saw strong competition between the Canadian Pacific and Great Northern railways. In the second clinic, Marty Phillips showed slides from the collection of the late Ed Warren.

After a pizza lunch and a "show and tell" session, we visited 3 excellent HO layouts. These were Andy Barber's BCR layout, Peter Gilbertson's CPR layout and Dave Ames' CPR layout. Many thanks to all of those who made this a great day and especially to Andy Barber for organizing things at the Arbutus Ridge activity center.



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**Previous Page: Top Photo:**

**Wolf Riedel demonstrates how he added lights to his passenger cars. Photograph by Denis McWilliams.**

**Previous Page: Bottom Photo:**

**Sterling Stump operates a freight on Andy Barber's BCR layout. Photographer unknown.**

**This Page: Top Photo:**

**Tom Byers brought along a craftsman quality structure to show. Photograph by Sterling Stump.**



**This Page: Centre Photo:**

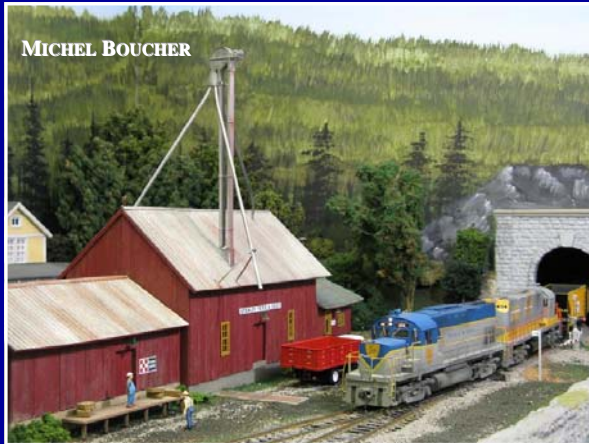
**CPR #2816 pulls a string of passenger cars on Peter Gilbertson's layout. Photograph by Sterling Stump.**

**This Page: Bottom Photo:**

**Marty Phillips watches as a train enters the yard on Dave Ames' layout. Photograph by Sterling Stump.**



# OTTAWA CONVENTION LAYOUTS



MICHEL BOUCHER



GEOFF CHASE



BRIAN EARL



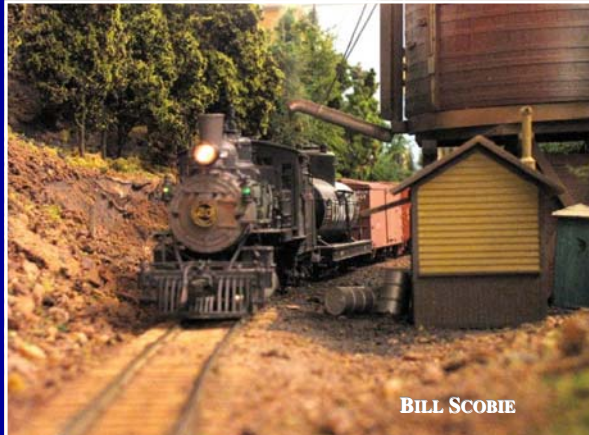
DAVE PRIMEAU



JAMES VAN BLITTERSWYK



MIKE HAMER



BILL SCOBIE



RON NEWBY