



THE "CANADIAN"

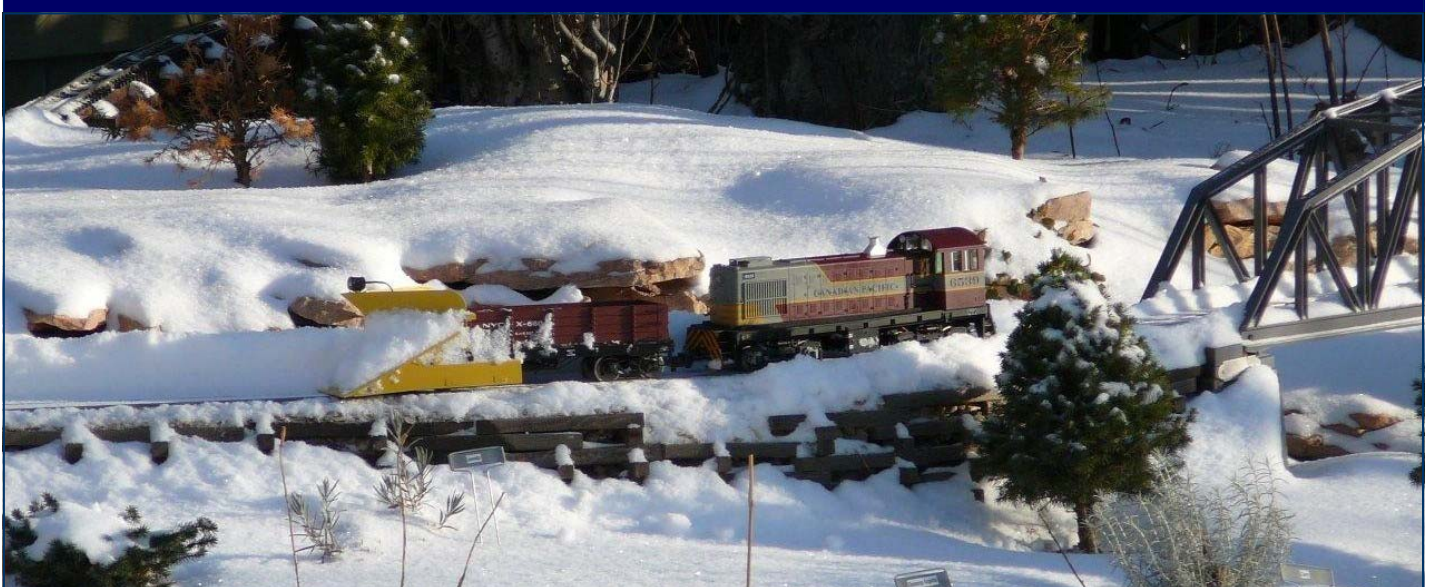
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ASSOCIATION OF
RAILWAY MODELLERS
FOUNDED IN 2003

SPRING 2012 ISSUE #39

LIVING SKIES EXPRESS 2012 REGISTRATION INFORMATION IN THIS ISSUE



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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SUPPORT

CANADIAN RAILWAY MODELLER

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MEMBERS AREA PASSWORD

USERNAME: caboose
PASSWORD: engine

*Material for the Canadian should
be sent to:*

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FRONT COVER

Photo Top: by **Tyler Smith** shows the new Brandt prototype locomotive called GenXT. It has three independent John Deere diesels which start up and shut down depending on load. It is being used for trials by the major railways which are very interested in the fuel savings that the technology can provide. Also, each of the three diesel units is modular so they can be easily lifted out of the locomotive and replaced with another engine in another module in under an hour. This allows for shorter down time when servicing is required.

Photo Bottom: MLW/Alco S class switcher pushes a gondola equipped snowplow on the garden layout of Rupert James. True prototype modelling on a model railroad.



observation platform

john johnston: editor

TAKING AGE INTO CONSIDERATION IN DESIGNING THE BENCHWORK FOR THE NEW GRAND TRUNK SOUTHERN

I have been in the process of designing the new Grand Trunk Southern with the help and support of my crack design team of Justin and Craig. Justin is the master draftsman and Craig is my conscience, bringing me back to reality when my dreams exceed either my space or my abilities. With their help I have a very good plan down on paper on what the GTS will look like.

The major change in the new plan is that I have gone from a three (3) level layout to two (2) levels, with the lower of those levels being strictly staging. This change comes about as I realize that at 63 I wanted a layout that I could finish and that was less complex than the 3 levels that I had been building previously. As I have been working on the benchwork I also came to another realization that is tied to age and model railroading. No, it isn't the traditional issue of eyesight and scale. I am quite happy in N Scale and have no difficulty with seeing those small locomotives, G Scale will have to wait for another day. No, the issue I have been dealing with is contorting myself into the gap between the staging level and the main level in order to do wiring and install tortoise switch machines. I found that when I was taking the switch machines off the current layout that I either had to do it by feel or else contort my body into shapes that might have been feasible when I was 23 but lead to excruciating pains at 63.

I began to consider whether or not I had options. I considered hinging significant portions of the layout but that didn't seem overly feasible. I considered removable fascia and while that would give me some relief when it came to seeing what I was working on, it didn't relieve the contortions I would have to go through to actually do the work. I had reached the point where I was just about ready to accept that some pain was the cost of building the layout.

Then, several nights ago while watching TV, I was also reading one of those inserts that Model Railroader includes with their magazines from time to time. This one was entitled Track Planning Ideas and included an article "How to Design and Build Expandable Layouts". This article was written by Iain Rice who I believe is in the UK and dealt with the design of a layout entitled the Gulfport, Yarde & Industry. The focus of the article is that you should not put off having a layout if you do not currently have the space. He suggests building a small portion of the layout now and then adding it to a larger layout when space presents itself. In order to make it portable the layout is built in modular sections. What is different in this article is that Iain doesn't show the mod-

ules being supported on legs but rather on traditional L Girder benchwork.

As I looked at this, I began to see the makings of a solution for the problems that I was being confronted with. Why couldn't I build the layout in 4 or 5 foot modular sections, completely wire them on the bench, and then simply install them on the existing benchwork frame. By using bolts (rather than screws), and putting the bolts in easily accessible positions, the modules would be removable if future problems arose.

I should clarify that I don't anticipate future problems if I do the initial installations correctly, however, I also recognize that should one of the components fail, it would be extremely difficult to fix if I used traditional construction methods. I also recognize that there is a weak link in the equation which is the Code 55 turnouts from Atlas which look great but are extremely fragile and if one had to be replaced, it would also mean that the switch machine would have to be removed and then re-installed.

The wiring method we use involves running telephone wire from the track to just below the benchwork, soldering the telephone wire to 18 gauge wire and then running that to a terminal strip to be joined to the bus. Soldering two small wires together while contorting your body into a narrow space is not a lot of fun. Modular construction would make this a snap as it would be done on the bench.

I began to consider the downsides. Firstly, a lot more wood would be involved. A minor inconvenience and cost. The layout would look modular, with those unsightly gaps between sections. Not true. Scenery across modules would be continuous. I would need to do a little bit more planning to take the joints into account. For example: While I normally glue track down with clear caulk, I would have six inch joiner sections which would be spiked and could be removed if necessary. The joiners for these sections would not be soldered. Scenery across the joints would be primarily ground and ground cover which could be split with a knife. Taking a modular section out would not be the same as taking a modular layout apart, it would take hours rather than minutes, but it would come out without major damage to the layout and could be re-installed and re-scenicked with a minimum of difficulty.

The bottom line is that this seems to be very workable. When I consider that I could be 70 and looking at some form of under benchwork maintenance, removing a module seems far preferable to contorting my body into a 16 inch space. As many of us in the hobby get older, I think we need to give more consideration to ideas which will keep the hobby enjoyable.

John Johnston, Editor



REPORT OF EXECUTIVE BOARD & NOMINATING COMMITTEE

Ian MacIntosh reported back on the activities of the Nominating Committee. They were successful in finding only one member willing to stand for nomination, Ian MacLeod of Montreal.

The current Executive Board remains in agreement that the purpose of holding elections at this time is to both provide for succession planning for the three Founding Members who currently comprise the Board and to bring in fresh ideas and thoughts on how we can stabilize and grow the Membership. We are also now in agreement that tying the Director's positions to the working tasks of Webmaster, Editor, and Secretary Treasurer has restricted our ability to attract individuals willing to stand for office. Ian MacLeod being the exception.

We have reviewed how to achieve our original goals and the best method appears to be increasing the size of the Board to 7 Members. Four additional directors would be elected to represent four geographic areas (see descriptions of Zones below). The existing three Board Members and Ian MacLeod would all be considered as elected since they were the only ones willing to stand for office. The four additional Members would give us Nationwide input and a larger Board would provide the opportunity for succession planning in the future. The Nominating Committee has been asked to continue sitting and to redirect their efforts to finding Directors at Large from the geographic Zones. Since Ian MacLeod was the only Member willing to stand by the original nomination date, he is elected by acclamation in his Zone. This process has no impact on the existing Staff Positions of Membership Chair, Promotions Chair, Convention Registrar, and Convention Co-Ordinator, all of whom would continue to perform their responsibilities.

Zone 1: All of Eastern Canada east of a line running north through Kingston, Ontario and including Kingston, Ontario. This would place the Ottawa area modellers in the same zone as the Montreal and Quebec area modellers which appears to be consistent with how it works in practice. Ian may wish to comment on this.

Zone 2: Ontario to the Manitoba border with the exception of the area in Zone 1. This area would represent our largest membership group.

Zone 3: Prairie Provinces including Manitoba, Saskatchewan, and Alberta

Zone 4: British Columbia

Only those Members resident in a Zone would vote for the Director from that Zone. This expansion of the Board to people who reside right across Canada raises significant logistical issues, however, they are solvable but will need to be addressed in the short term future as we move forward.

IF YOU WISH TO BE NOMINATED FOR THE POSITION OF DIRECTOR IN ZONE 2 (ONTARIO), ZONE 3 (PRAIRIE PROVINCES) OR ZONE 4 (BRITISH COLUMBIA) PLEASE PROVIDE YOUR NAME TO IAN MCINTOSH OR A MEMBER OF THE NOMINATING COMMITTEE, NO LATER THAN FRIDAY, APRIL 20, 2012.



CHAPTER REPORTS

ONTARIO MIDWESTERN CHAPTER:

It is with a sad heart that we announce the tragic death of William Hunchuck, a valued member of CARM OMW chapter who was killed in an automobile accident during a blinding rainstorm in July of 2011, on a rural road just a few kilometers from his home less than two weeks after he had officially retired.

William was very good friend of mine for the last five

years before his death. He was an armchair modeller who for the last ten years or more had been collecting equipment, locomotives, freight and passenger cars and structure kits waiting for the time when he retired to build his dream layout. When he became semi-retired about eight years ago, he and his wife, Johanna, bought a hobby farm near Maxwell, ON, where they kept a few pet animals which they enjoyed. His farmhouse basement was not very suitable for a layout so he planned to buy and erect a pre-fab steel building which he was going to



erect and insulate for his layout. These building components were delivered to his farm, but he had not yet started to assemble them when he had this unfortunate accident.

Since 2007, William was a faithful member of Grey Central Model Railway Club at Participation Lodge near Holland Centre, ON, of which I am also a member and currently I am the President. The Club's 30 ft x 35 ft HO layout in the base-

ment of the Lodge has been constructed by its members over the last ten years. It has double track main-line and is finished with scenery, main yard, roundhouse, hidden staging area and an operating gravel pit. We have been operating under DC control up to now, and are planning to add Wireless NCE DCC control this spring. We hold an annual public Open-house and Show on the third Saturday of September each year.

William was a member of CARM's Mid-western Chapter since about 2008. His contributions to the Chapter were evident in the minutes of the meetings. He was always very objective and constructive with a keen sense of insight. We all miss him greatly. **Paul Korhonen**

TORONTO CHAPTER:

Recent meetings (October to February) were: A slide show by Gerald Harper on a recent narrow gauge convention followed by a visit to his CP/BNSF Joint Sweet-

grass Subdivision HO layout, a visit to Richard Morrison's extended HO layout, two clinics on operations using computer-generated switchlists, including actual operation sessions on Willie Waithe's CN Weston Sub N scale layout and a visit to Panther Hobbies N scale and On30 layouts (courtesy of Alex Azzopardi). Planned activities are: In March, a lecture and tour of the Roundhouse Museum, courtesy of James Rasor and the Toronto Railway Historical Association. In April, talks and slide shows by Gerald Harper and Ian McIntosh and in May, a visit to the Memory Junction Museum in Brighton, ON, accompanied by railfanning at the adjacent CN and CP mainlines.

Future plans include "hands on" clinics on the basics of layout construction, further development of operating sessions on member's layouts and construction of a portable demonstration layout for use at promotional activities. We are also looking into improving our promotion of CARM at trains shows within our chapter boundaries and by coordinating with adjoining chapters to ensure that there is maximum representation of CARM at shows in the region. **Willie Waithe**

GOLDEN HORSESHOE CHAPTER:

The next GHC meeting will take place at the St. Catherine's Library, 54 Church Street, St. Catharines Ontario on Saturday April 21, 2012

This will be our annual General Meeting and election of Officers will take place. If you are interested in holding office as Chair of the GHC or Secretary/Treasurer, please submit your name to Tom Allan and position(s) for which you wish to run. We will have layouts on display from 9:30 am to 11:00 am, Meetings start at 11:30 am. Admission \$2.00. Guests welcome

**Heritage Day and promoting model railroading
at the bruce county museum**

On Feb 20, 2012, the Bruce County Museum celebrated Heritage Day. The museum featured the portable layout of the Nottawasaga Model Railroad Club as fashioned by Dolf Roelofsen and his fellow club members. Dolf and Martin Alborough arrived in Southampton about 9:00 AM. With the willing help of Steve Hoshel, George Davis, Graydon Hancock and Randy Schnarr the 6 foot by 26 foot layout was set up and operating by 10:00 o'clock opening time ...a testimonial to a well designed and executed portable layout.

With four trains operating simultaneously, there was considerable activity. Two trains were doing scheduled road work while Thomas with a passenger consist and the local mine ore train were busy entertaining the most junior of engineers. The layout and operations were the hit of the show ...despite the excellent competition from other activities including snowshoeing, horse drawn wagon rides, candle making, rug hooking, wood turning and exhibits on the HMS General Hunter. Nancy White, the Program Director, noted there was a 60% increase in traffic over 2011. As committed model railroaders, we can't help but feel that the model train layout, as the lead item in the Heritage Day advertising, contributed to the increase in traffic. Certainly the constant swarms of young and old at the layout, suggest it was a phenomenal success. **Randy Schnarr, CARM - Ontario Midwestern Chapter**



...a Heritage Day
at Bruce County Museum



Photo Right by Don Eastman: Stripmining for coal on Don Eastman's O' Scale Chesapeake & Ohio Railway. Two scratchbuilt steam shovels are busy filling half track White dump trucks.



Photo Left by Don Eastman: Ford's coal mine near Nuttallburg, West Virginia on Don Eastman's O' Scale Chesapeake & Ohio Railway. Coal mined here was transported by the Chesapeake & Ohio to auto plants in the Detroit area.



CHAIRMAN'S REPORT

Spring a Warmer Modeling Season

As I write this spring is officially just a couple of days away. Here in southern Ontario the winter has been almost non-existent this season but I know it has not been the same for all of the membership. This lack of snow and the warmer temperatures do make me think that many owners of outdoor layouts will get an early start on cleaning up the shrubs, levelling track and doing other maintenance that is required to operate. As for us basement dwellers the task of going back down into the basement can be difficult as the great outdoors beckon. I have managed to get a little more work done on my Colorado & Wyoming Railway as I have been continuing on the lumber mill, built a new Queens Post bridge and I've been installing some servos with controls in my staging yards. All of this is progressing well. To see more about my projects check out my website at kingerland.com.

This also reminds me that taking some pictures with your camera to help document and track your projects is not only handy to you as a way to look back at your accomplishments but helps to tell a story to visitors of your layout as the history is revealed. The pictures can be used as an educational tool to help others avoid the pitfalls you've encountered while working on your project. I'll assure you that we all have pitfalls or shortcomings, me included, to overcome with all of the issues that could arise. Those perfect articles on how to build or install something doesn't happen first time every time so keeping track is important so that you don't repeat mistakes when doing the task next time, we get to make whole new mistakes!

Something else that pictures can be used for can be for use in the CARM newsletter or calendar to help inspire others. For both of these medias we prefer that the scene be complete and the quality of the image is sharp and clean of extras, you know the knife or paint brush sitting in the background. For the newsletter John is always looking for images, in JPG file format up to 3 MBs, from our members along with a short write up about the what is being viewed. Don't be surprised if your images don't show up in the next issue of the *Canadian* as John saves these images and will use them as space is available. That should be straight forward for most of us but contact John Johnson if you have any questions.

The calendar is always in need of images taken by our members. Both prototype and model images are required. The needs of an image for the calendar are of higher standards as this is a large print media. The images required can be in JPG format but must be as close to 10 MBs as possible or in a RAW or TIFF file format, the file size would be much larger as it can range from 8 to 25 MBs. If you have an image that you think might be good for the calendar send me an email with an attached small version of the image along with a description of the scene including details and camera information if known. I keep a file of all images received for the calendar but I don't make final decisions on which images to use until sometime in October.

After the spring season we will be in the warmth of summer. This is the first year that the CARM convention is being held in the summer months. Regina will be a wonderful place to be at the end of June going into the beginning of July. The committee has been working hard to make sure the convention goes well and is enjoyable by all that attend. As for attending, have you sent in your registration form? If you have great, if not be sure to send it in soon as possible as the committee needs all of the lead time possible to make sure events can be booked as some venues require early commitments. Also if limited numbers are allowed are particular tours or events we would sure like to be able to accommodate all that wish to attend. In the past the conventions have been enjoyable for the attendees with great tours, clinics, meals and of course all of the socializing.

I look forward to seeing you in person or talking with you in some other form of media.
Stay on the right track!

David King



JOIN US IN REGINA FOR LIVING SKIES EXPRESS 2012 June 28th - July 1st

JOIN US AT

University of Regina
Wascana Parkway
Regina, Saskatchewan

- Excellent meeting rooms
- Inexpensive accommodations
- Primarily 4 bedroom apartments
- Kitchens and bathrooms in each unit
- Air Conditioning
- Phones
- Internet access

CONTACT

Convenor: Wayne Wessner
wwessner@accesscomm.ca
306-543-9758

By mail at:

9758 7th Avenue,
Regina, SK, S4T 0R4

UPDATES

Visit our website
www.caorm.org

ACTIVITIES

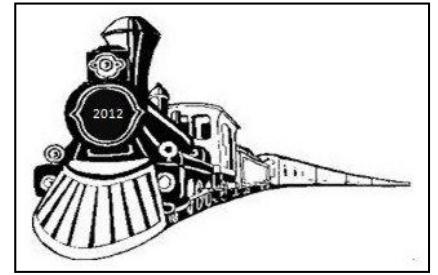
Meet & Greet
Workshops & Clinics
Train Show
Layout Tours
Venue Tours
Vendors
Modelling Display
Banquet

VISIT REGINA

RCMP Centre
Museum Tours
Floral Conservatory
Government House
Science Centre
Regina Casino
Art Gallery
Displayed Steam Engines
Downtown Mall
Parks



TENTATIVE CONVENTION SCHEDULE



Living Skies Express
June 28 - July 1, 2012
Regina SK

Thursday June 28

- Registration
- Industrial Tour (Consumers' Co-operative Refineries Limited)
- Meet and Greet - Pizza & Beer Nite
- Clinics

Friday June 29

- Registration
- Clinics
- Proto Tours x 2
- Set up for Train Show
- BBQ
- Model with the Experts Tree Clinic (three hours)
- Clinics

Saturday June 30

- Set up for Train Show
- Train show opens
- Clinics
- Layout Tours
- Echo Valley Railroad Guild Club Layout

Sunday July 1

- CARM Annual Meeting
- Clinics
- Proto Tour
- Layout Tours
- Banquet
- Fireworks@ Sundown in Wascana Park

**Clinicians
Needed**



We will be looking for additional clinicians for the Living Skies Convention. . Anyone who is interested should contact Ron Coburn at rdcoburn@accesscomm.ca or Wayne Wessner at wwessner@accesscomm.ca .

TOURS

Tours of the Brandt Road Rail Corporation, GE Capital Rail Service, Canadian Pacific Railway Yard - MOW, Diesel & Car Shop, and Consumers' Co-operative Refineries Limited, were featured in the Winter Issue of The Canadian. This issue can be viewed on line at www.caorm.org

CLINICS

Model with the Experts Clinic (Trees and Stumps)

This clinic will not necessarily give you a new way of making trees but an alternate way of detailing your foreground scenery with detailed trees and stumps. This clinic will be a reasonably priced, limited attendance (approx. 20) extra fare clinic. The clinic will run for three hours and will require those registering for this clinic to bring a limited number of tools. A list of tools will be provided to those registering for this clinic. All materials will be provided. Everyone will take away several detailed foreground trees, a detailed stump, a rotted out log all that you have built, weathered and detailed yourself and if time permits alternate tree ideas and projects.

Steam Locomotive Servicing Facilities in Revelstoke

presented by Doug Mayer: These facilities were unique as Revelstoke locomotives were primarily fueled with Bunker C oil. The clinic was developed during my research into the Revelstoke locomotive facilities. Revelstoke was a division point and home to the largest steam locomotives to operate on the railway. The facility had some unique characteristics due to the prodigious snowfalls that the region was exposed to. My clinic will delve into these unique facilities and and their untold story. I will have models of some of the facilities and will use them as an aid to telling the story.

The Dolly Varden RR of the 1920's

presented by Walter Reid: This 3 foot narrow gauge railway was built at Alice Arm, BC. The goal was to build it quick and build it cheap. The Dolly Varden Railway was 18 miles long and built between 1917-1920 in Northern British Columbia to haul silver ore from the minehead to the waterside ore bunker in Alice Arm (British Columbia). It was also briefly used as a logging railway as well. Walter will explore the railway's features and spend time focusing on the modeling potential such a specific prototype has to offer. This clinic will be of interest to modelers who are interested in mining or logging narrow gauge, as well as those with a general interest in the history of railroads in Canada. It is a well documented example of a railway built with minimal resources.

Cooperative Oil Upgrader presented by Bruce Eastuke. A description of Canada's first heavy crude upgrader. The original Co-op plant was first constructed in 1935. It was a small but modern refinery when talk

about a refinery/upgrader complex began in the early 1980s. On stream in 1988, the Consumers' Co-op refinery/upgrader complex was a 50,000-barrel-per-day facility. An upgrader would increase the market for heavy oil from Saskatchewan's fields. This would give the provincial oil industry an important boost. The federal government saw the project as an opportunity to move the nation one small step towards the stated goal of crude oil self-sufficiency. The facility was the first upgrader built in Canada. The Upgrader is used for the production of synthetic crude. The refinery provides oil products to the member cooperatives of FCL. The complex is currently undertaking a \$1.9 billion upgrade project that would increase operations to 130,000 barrels per day when completed in 2012.

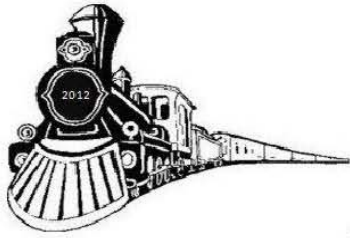
Historical Freelancing: the South Park & Western RR

presented by William Stahl. A small Railroad in Colorado and modeled in On30. Bill will explain how to design a model railroad by gathering historical data and using the data to freelance a model railroad.

Fast Tracks Switches presented by Jeff Betcher and Jim McCowan. Jeff and Jim will show how to build a HO scale switch using Fast Tracks system. Building a HO scale turnout from start to finish using a Fast Tracks assembly fixture, point form on PC board ties. We will end by wiring the switch for DCC.

Laying, Weathering & Ballasting Track presented by Ron Coburn. Track is a model too. Easy simple steps to make your track more realistic. The clinic will start by explaining the importance of laying track properly the first time. We all have the urge to "just get something running" and often rush the most important step. Then we will show simple ways to weather track, with and without using an airbrush. Next I will show ballasting, this seems to be something everyone thinks is easy and we have seen a hundred times in MR and RMC right? Wrong there's more to ballast than just a bunch of rocks.

Basics of Operation, Car Cards & Waybills presented by Cal Sexsmith. Operation Primer so you can start operating sessions on your layout. Preparations from start to finish of your 1st operating session. Cal brings many years of experience in operating layouts across North America. He is also a member of Op SIG.



Regina 2012
Living Skies Express
The Canadian Railway
Convention
www.caorm.org



June 28, 29, 30 and July 1, 2012
University of Regina, 3737 Wascana Parkway, Regina, Saskatchewan S4S 7K2

Registration Form: Part 1: General Information

First Name: _____ Last Name: _____
 Address: _____ CARM Membership # (optional): _____
 City: _____ Province/State _____
 Postal/Zip Code: _____ Country: _____
 Phone Number: () _____ Email Address: _____

Part 2: Primary Registrant:

Tag Name (First & Last): _____ (postmarked by April 30, 2012) \$ 85.00 _____
 (after date of April 30, 2012) \$ 105.00 _____

Note: Preferred rate only up to **midnight April 30, 2012**

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

Tag Name (First & Last): _____ (postmarked by April 30, 2012) \$ 15.00 _____
 (after date of April 30, 2012) \$ 25.00 _____
 Tag Name (First & Last): _____ (postmarked by April 30, 2012) \$ 15.00 _____
 (after date of April 30, 2012) \$ 25.00 _____

Part 4: Prototype Tours / Clinic Advance Registration

Tour #1: Consumers' Co-operative Refinery – Thursday, June 28, 2 – 4 :30pm # ___ x \$ 30 = _____
 Tour #2: GE Capital Rail Services – Friday, June 29, 8:30 – 11:30 am # ___ x \$ 20 = _____
 Tour #3: Brandt Road Rail Plant – Friday, June 29, 1 – 4 pm # ___ x \$ 20 = _____
 Tour #4: CP Rail Yard - Sunday July 1, 10am – 2 pm # ___ x \$ 50 = _____
 Clinic: Model With the Experts (Trees and Stumps) # ___ x \$ 20 = _____

Total Registration Costs for Page 1: \$ _____

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

Part 5: Convention Banquet & Lunch Options

Convention Banquet: Buffet Dinner (Beef and Chicken) Sunday, July 1 # of meals ___ x \$ 40 = _____
Barbeque: Hamburgers, hot dogs, and salads Friday June 29 # of meals ___ x \$ 20 = _____
Box Lunch: For CP Rail Yard tour Sunday July 1 # of meals ___ x \$ 10 = _____
Breakfast: Hot buffet available: Saturday, June 30 # of meals ___ x \$ 15 = _____
Sunday, July 1 # of meals ___ x \$ 15 = _____

Note: Please advise us of any special dietary requirements and the University will make every effort to accommodate you: Special Requirements: _____

Part 6: Companions' Concierge Service:

There will be no pre-arranged Companions' events. Instead, we are pleased to provide a concierge service. Hosts and hostesses will be available to plan and coordinate tours, meals, shopping and other activities in Regina and the surrounding area. Specific activities will be at the request of the registrants. Contact information and assistance will be available at the registration desk. Please indicate your interest in this service on this form.

Yes, _____ persons are interested in this service

Part 7: 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:

Part 8: Convention Costs Total: (Add all dollar values from Parts 2 to 5 above) \$ _____

Registrations must be **received** no later than **June 15th, 2012**. After June 15th, 2012, registrations will only be accepted at the convention. Send your payment by cheque or money order in Canadian or US funds from Part 8, payable to the "**Canadian Railway Convention**", and mail to:

Canadian Railway Convention
c/o Walter Reid, CARM Convention Registrar
2219 Council Ring Rd., Mississauga, ON L5L 1B6
Canada

*Please complete this form in full and submit by fax to 306-585-5457 or e-mail as an attachment to residences@uregina.ca.
 Do not email credit card information.*

Guest Details

Last Name:		First Name:		Title:	
Email Address:					
Conference or Group Name:					
Phone Number:		Fax Number:			
Date of Arrival:		Date of Departure:			
Time of Arrival:		Time of Departure:			

Requested Accommodations:

Configuration	Cost Per Person Per Night	Select
Single Occupancy : (1 person per bedroom; 1 single bed)	\$49 (plus GST & PST)	<input type="checkbox"/>
Double Occupancy: (2 people per bedroom; 2 single beds)	\$34 (plus GST & PST)	<input type="checkbox"/>
Triple Occupancy: (3 people per bedroom; 1 single bed & 1 bunk bed)	\$29 (plus GST & PST)	<input type="checkbox"/>

Bedroom Roommate Request: *Please Note: unless your roommate is part of your billing, the requested roommate must also request you on their registration form before you will assigned to the same suite. You may request a maximum of 12 roommates (triple occupancy; one, 4 bedroom suite).*

Name	Gender	Include On My Billing
	M <input type="checkbox"/> F <input type="checkbox"/>	<input type="checkbox"/>
	M <input type="checkbox"/> F <input type="checkbox"/>	<input type="checkbox"/>
	M <input type="checkbox"/> F <input type="checkbox"/>	<input type="checkbox"/>

Please provide credit card information to complete your reservation. Without a credit card number on file, your room(s) will not be booked.

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Card Number:		Expiry:	
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Terms and Conditions: Prices are in Canadian Dollars and do not include taxes. Full term of accommodation will be debited from the credit card supplied at time of booking. Cancellations may be made before 4:00 PM (Regina, SK local time) 2 days prior to arrival date. Cancellation after this time will result in one night's fees being assessed to the credit card on file. Check-in time is 2:00 pm, Check-out time is 12:00 pm. Accommodation is subject to availability.

I agree to the Terms and Conditions of this booking form.

Signed:		Date:	
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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 four Prototype tours & the Model with the Experts (Trees and Stumps) clinic. This clinic has restricted numbers. These will be available to all convention attendees, both CARM members and non-members. Registration will be on a first-come, first-served basis in the order in which registrations are received. Since the events will likely be filled quickly, early registration is recommended.

In **Part 5**, please indicate any special dietary requirements and we will advise the University accordingly. The Luther College cafeteria, on the campus a short walk from the residence building, and the University food court will be open on Thursday and Friday for breakfast and lunch. These facilities will not be open on Saturday, Sunday or Monday, being a holiday weekend. As indicated on the form, arrangements have been made to have the Luther College cafeteria provide a hot buffet breakfast for convention delegates on Saturday and Sunday. Please sign up on the form for these breakfasts.

Other food outlets are located in the Kramer Crossing mall, across the street from the south-west corner of the University. These include Subway, Trifon's Family Restaurant and McDonald's. Additional restaurants are located on Albert Street, a short drive from the campus.

In **Part 6** please indicate your interest in the companions' concierge service.

In **Part 7** 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 8** 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 !!

Accommodations

Convention accommodation will be available in the North Residence tower at the University of Regina. This residence building is a modern high rise located in the centre of the university campus. It is adjacent to the convention clinic rooms and gymnasiums (for the train show) and close to the food service facilities. Please note that breakfast is not provided with the residence rooms. It will be available separately at Luther College, in a campus building located a short distance from the residence tower. Additional information regarding the residence, including floor plans for the units and a video virtual tour, is available on the university's website at www.uregina.ca/residences.

The available accommodations are primarily 4 bedroom units. The Residence Registration Form offers single, double and triple occupancy. This is the number of people in each bedroom in a 4 bedroom unit. If a couple wanted to stay in one bedroom, they would indicate double occupancy. If one other person wanted to stay in that 4 bedroom unit, that person would indicate single occupancy in the same 4 bedroom unit as that couple. That person would then be allocated a single bedroom within that 4 bedroom unit. If 4 individuals wanted to stay in the same unit and each wanted their own bedroom, they would each register as single occupancy and indicate the other 3 people in that unit. If you are having difficulty with the Registration Form we recommend that you contact the University at the telephone number provided and seek clarification to avoid confusion when you arrive. If you wish to stay in a different sized unit, you should discuss this with the University directly.

The Residence Registration Form states that check in is not until 2 pm. The University has advised the Convention Committee that early check in will not be a problem. This could apply to people who are arriving on Thursday morning to go on the refinery tour in the afternoon.

Convention Cancellation Policy

Cancellations must be received at the Mississauga address by May 28th, 2012 for a full refund, by June 21st, 2012 for a full refund minus any food or the Model with the Expert clinic. There will be NO REFUNDS after June 21st, 2012. Any refunds will be issued after the convention. University of Regina cancellation policy will apply for accommodation cancellations.

Latest Information

Since this is written in December 2012 things can, and doubtless will, change ! All changes will be posted to the convention web site at www.caorm.org. Please direct enquires about registration to:

Walter Reid at registrar@caorm.org or the convention committee at convention@caorm.org.

CALL FOR CONVENTION SUBMISSIONS

Conventions are one of the things that most CARM members have indicated are important to them and the survival of the CARM organization. Our annual convention gives us the members not only the chance to get together but the opportunity to learn and exchange ideas. Upcoming years are in need of CARM members or Chapters to host our annual conventions. If your CARM group or chapter has an interest, needs some assistance hosting or has questions on how to host a convention please contact me at wwessner@accesscomm.ca. I will be contacting all chapters at summer's end so that you can take it forward to your members at your next chapter meeting. Remember together we are strong.

Wayne Wessner, Convention Coordinator

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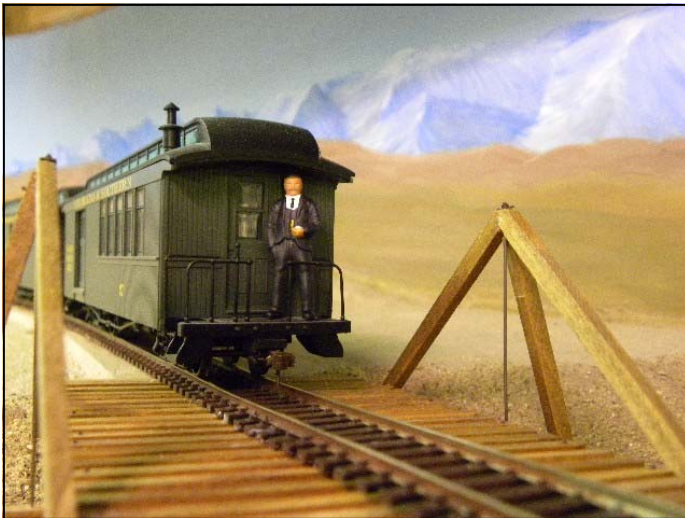
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LAYOUTS

William Stahl models in both On30 and OO Scales. His On30 layout the South Park & Western Central Colorado is a historically freelanced, double deck layout. The layout is 10.5 feet by 17 feet and is set in 1912. He used Atlas nickel silver code 100 track and Peco code 100 #6 & #8 turnouts. The minimum radius is 22 inches and the layout is controlled by a Digitrax DCC System. Scenery is carved foam and plaster with a backdrop formed from 1/8 inch hardboard.



Williams OO Scale layout is named Guildford Mills, and is based on the Great Western Railway in South Western England circa 1908. William had never planned on building a OO scale (1:73) English layout until my wife gave me a Dean Single 4-2-2 for Christmas in 2010. The Dean Single was a striking locomotive, olive green with clean English lines, narrow boiler, and single pair of 7 foot 8½ inch drive wheels. They were designed by William Dean, chief engineer for the Great Western, in 1891 for fast passenger service. And fast was the operative word—they averaged 55 mph between London and Bristol.



With such a nice locomotive, it was a shame not to have a layout to run it on. Given that the space available was small, Bill designed an “English-style” layout, a simple 4 x 6 table with a 1 x 4 three-track fiddle yard at one end.

The track plan is an oval with a siding on the left and front and the fiddle yard to the right. A stream runs diagonally across the centre, with the village on the left and a farm to the right. The rear bridge is an Atlas iron truss. He wanted masonry arch bridges for the foreground, but couldn't find any small enough for the modest stream, so he cut down two sets of tunnel portals, concrete for the “modern” railroad bridge and rough stone for the “rustic” road bridge. Most of the buildings in the village are Hornby or Bachmann pre-built, which are very nice looking and a quick way to develop the layout. He has also added a second train, a “county” class 4-4-0 with passenger coaches (this is Hornby's “1908 London Olympics” set). Before the CARM convention in July, Bill wants to finish scratch-building several of the medieval buildings, and add details and people. His venture into OO scale British railroading has been both interesting and worthwhile.



Tyler Smith's Canadian Shield Railway is a 15 ft by 20 ft N Scale layout which is set in Northwestern Ontario and Minnesota around 1959.

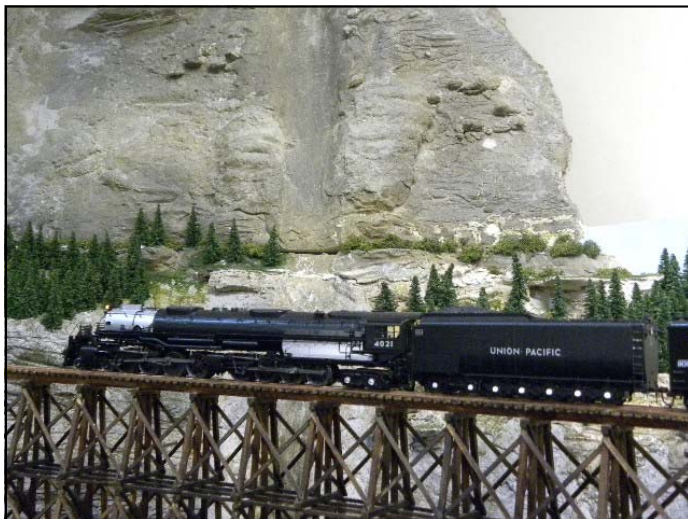


Jim Peers models the Canadian Pacific with a CN interchange on his freelanced HO layout. The layout is 16ft by 28 ft and is set in the heart of the transition era, 1950. Track is from Atlas, Code 100 with both #4 and #6 turnouts. The three 100 foot mainlines are controlled by a Digitrax DCC System. Jim is capable of running up to 4 trains at once through the carved foam and plaster scenery.



The Echo Valley Railroad Guild was formed in Regina about twenty-five years ago. Its original layout was located in Benson School. When the school was closed and subsequently demolished, the club acquired space in the basement of Davin School, located just west of downtown Regina. Construction of the current layout began in 1998. The club is comprised of sixteen members, most of whom are members of the South Saskatchewan chapter of CARM.

The layout is set in the late 1950's and is located in southwestern Alberta and southern British Columbia. It consists of both an HO standard gauge portion and an HOn3 section. Scenery is about 80% complete. The layout room is 32 feet by 24 feet, including a hidden staging yard. Diesels and steam locomotives are both common on the layout. The HOn3 portion is a representation of the Kaslo and Slocan Railway, which operated in southern B. C. in the early 1900s. It includes scenic elements from Kaslo and Payne's Bluff, as well as the mining town of Sandon and a logging area.



The HO section of the layout includes Crowsnest, which is representative of several sites in the Crowsnest Pass area of southwestern Alberta and eastern B. C. and contains a major coke and coal operation. The town of Moyie represents the towns of the area that are wedged

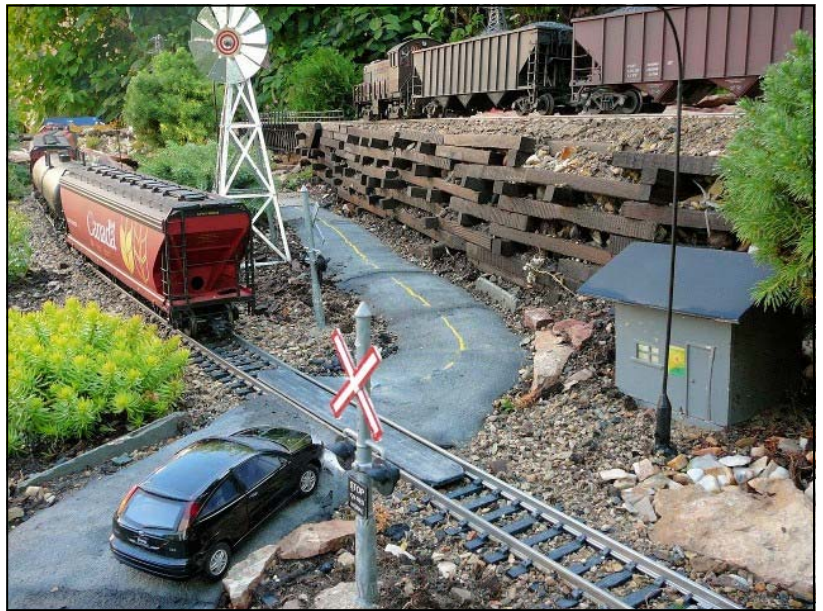
between the mountains and the lakes. It contains a large mining concentrator complex. Various barge landing sites are modelled by Sirdar and Kaslo. The cities of Nelson and Trail are also included.

The foothills, the high mountains of the Crow's nest area, the lakes of the Okanagan area and the role that barge traffic played in the movement of rail cars are depicted on the layout, with water near the edge in many places. The layout has DCC operation using an NCE system.

The club is pleased to be holding an open house as part of the 2012 CARM national convention in Regina. Its members look forward to welcoming CARM members from across Canada to visit the layout.

Rupert James models the CPR in G Scale. His outdoor 50 ft by 60 ft layout has equipment representing the last 40 years on the Canadian Pacific. The layout is comprised of two separate loops, an upper and lower with a connecting spur line, and a passing siding on the lower loop. The spur line connects to a staging loop inside the house. This staging loop hangs from the workshop ceiling. The layout has a 40 foot curved trestle, 16 foot concrete elevated track over a perennial bed, 5 bridges, and rock and wood cribbing retaining walls. The track is Aristocraft stainless steel with &6 turnouts and a minimum radius of 8 feet.

The mainline has a 140 foot upper loop, a 160 foot lower loop, and a 25 foot passing siding. The scenery is red sandstone canyon with climate zone 3 hardy groundcover, Alberta dwarf spruce, pruned white pine and cedar; waterfall, 50 foot stream and two ponds. The backdrop is Saskatchewan's living skies. The control system is Aristocraft's Revolution Train Engineer 2.4 Ghz. Operations consist of removing debris from track, starting trains, and sipping wine.





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kitbashing a cpr station



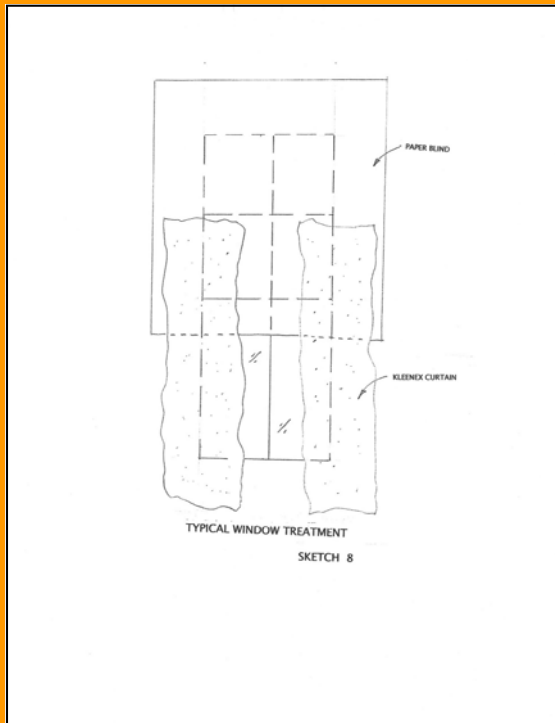
by Doug Thorne

Photo 1 above shows Version 3 of my kitbashing efforts.

My need for a few stations appeared as I was nearing completion of track laying on the Canyon Pacific (now Coluere Pacific). I had trains running but no facilities for the patrons to use, I decided that some stations would be the first buildings constructed. As I was modeling the CPR I reviewed what was available and I decided that the "IHC Rico" station could be made to look like CPR stations with repainting and some cutting, patching, and modifying, and all for a reasonable price. I purchased 3 kits and proceeded to assemble, cut and fit, and repaint.

I started by building the first version "as manufactured" with only the following minor revisions. I left off the roof tower, repainted all items to CPR colours, and added blinds and curtains to windows (**See Sketch 8**). I add blinds and curtains to conceal the lack of interior details and I also like to leave a window open to allow a curtain to blow out of it to give some life to the structure (**See photo above**).

Photo 2 shows the second version where the baggage room was shortened and lowered, also the end of the baggage room roof received a new sloped end portion.



Sketch 8



Photo 2

Photo 3 shows the end wall of this same station with the window treatments. The wall between the station and the baggage room will require patching of the siding, I resided the entire wall with paper strips (Photo 4). The maximum baggage room wall length was determined at a convenient spot considering the stepped siding, the top of the ramp, and any rear doors or windows.

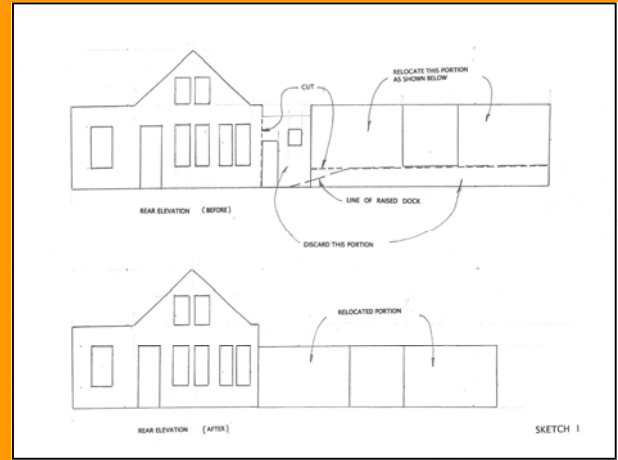


Photo 3

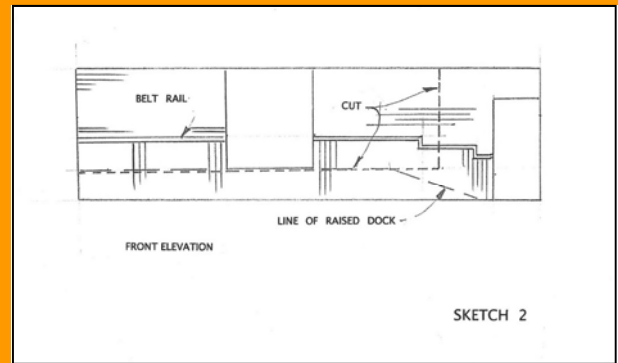


Photo 4

Cut the walls with a modelling saw once you have decided on the acceptable location, see sketches # 1 & 2. The location indicated will produce the maximum wall length which will reveal a step in the wall rail at the front wall which may be objectionable to some modellers. This

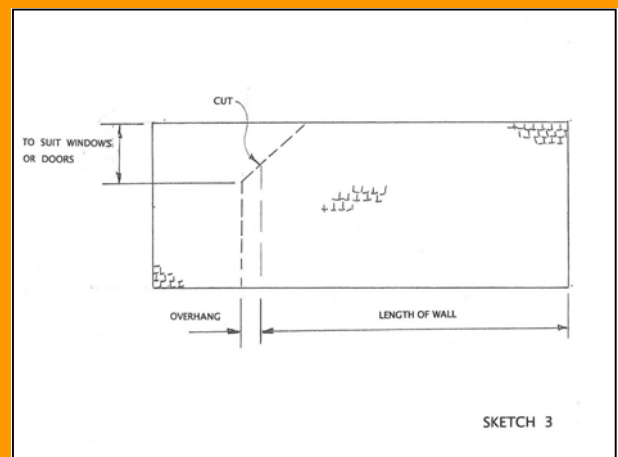


Sketch 1



Sketch 2

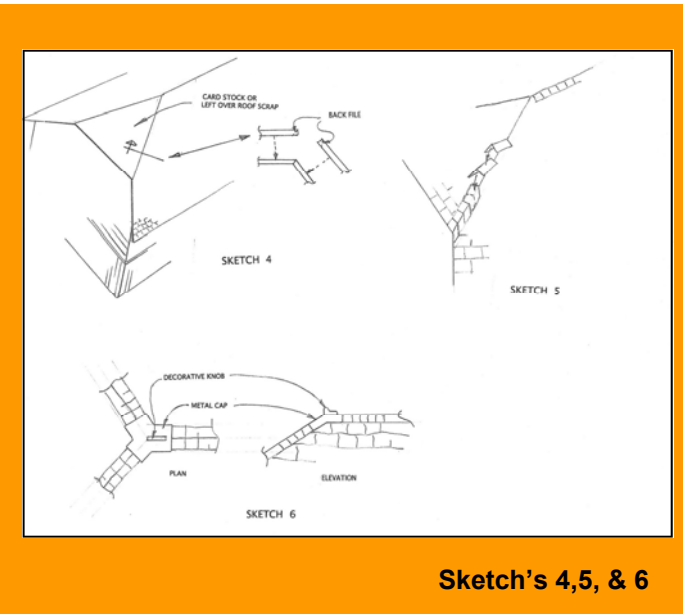
belt rail step can be eliminated by making the wall shorter. The construction of the sloped roof was started by simply cutting the top corner off one roof piece. You must keep in mind that the bottom of the cut portion can not be below the head of any windows or doors that are in the end wall. The length of this roof portion is determined by deciding on the end overhang and adding it to the length of the wall, see sketch # 3.



Sketch 3

Cut the second roof piece identical to the first piece. The new sloped roof portion can be cut from left over roof pieces or a piece of card stock. If you use a piece of the left over roof I suggest that you back file the pieces to get a good joint, see **sketch # 4**.

I used card stock then applied Campbell strip roof shingles. Which ever roof method you choose you must make some "ridge" shingles to cover the new ridges, I simply cut a strip of paper the width of the plastic ridge shingles and cut that strip into 2 scale feet lengths and then folded them to fit the new ridge, see **sketch # 5**. Make sure the exposure matches the cast plastic ridge shingles. At the 3 way intersection of the ridge shingles a metal cap can be installed, see sketch # 6 for a plan of this item. This metal cap can be made out of paper to the shape as shown, and you could add a swirly knob, see **sketch # 6**, and paint to match the plastic roof. Some of the CPR stations would install a spire or a lightning rod at this location if it was the high point of the roof. Place the roof pieces on the end wall and mark the end wall location for cutting and proceed to cut to suit with modelling saw.



Sketch's 4,5, & 6

The third version is shown in **photo 1 at the beginning of this article** and the modification involved shortening and lowering the baggage room and cutting the corners off all 5 roof ends similar to the methods described above. I also "reversed" this station by flipping both ends of the station portion and locating the baggage room at the other end. The inspiration for this version was the CPR station in Kimberley, British Columbia, however, until I researched data for this article I did not realize that the similarity is quite distant. A more accurate interpretation would require the second floor walls to be a mansard style roof, however, these kit-bashes were done in the early seventies recalling only memories with out the benefit of being able to compare actual photos in "Canadian Pacific's Western Depots" by Bohi and Kozma published in 1993.

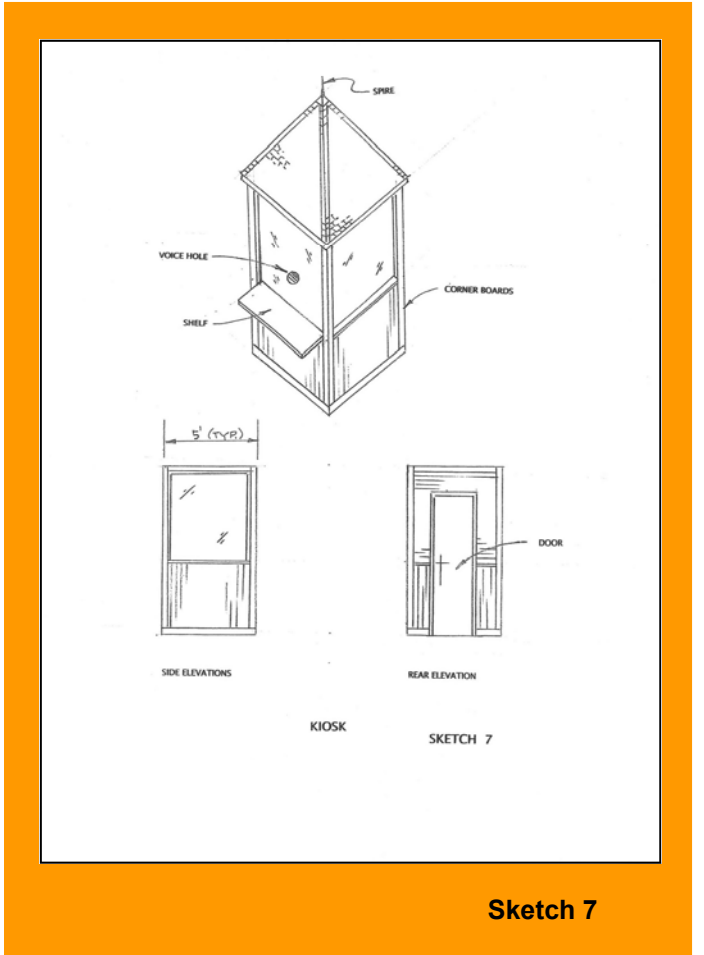
The pre-painting of all components before assembly

gives the result of a better paint job very easily with minimal touch-up, if any, required. Also leaving off the "roof towers" will reveal a "flat" un-shingled portion of this roof, I treated this as if it was an old opening that had been "flushed" over with metal flashing or sheet, but you could replace this roof portion with a new shingled roof piece with construction the same as described above.

I used the deleted walls from the roof towers (and other deleted walls) to construct a kiosk to be located at the station. This kiosk is shown in **sketch 7** and was built to resemble the one that was located at Banff, Alberta (The Banff kiosk is actually 6 or 8 sided). The wall corners were filed to 45 degrees to make acceptable corners and then corner boards were applied. The roof was completely scratch built from cardboard with roof shingles applied. I believe the kiosk in Banff was used to check in passengers for bus tours, car rentals, etc.

The station name signs were lettered by myself using a "Leroy" lettering device on card stock and then cut to suit and glued to walls in an appropriate location, today I would use a computer and print on paper. The version that was built as per the kit also has additional signs above some doors that I "free hand lettered" 1/20 of an inch high in ink on card stock.

Additional items that could be added today would be train order signals by Athabasca Scale Models and station signs (telegraph, etc) by Hamilton Model works, now if we could just get someone to make a train arrivals and departures board.



Sketch 7

COMING EVENTS



2012 CARM NATIONAL CONVENTION Regina, Saskatchewan

June 28th to July 1st
University of Regina
livingskiesexpress2012.ca



Ontario, St. Catharines, April 21: CARM Golden Horseshoe Meet. St. Catharines Library, 54 Church Street, Layouts on display from 9:30 to 11:00. Meeting starts at 11:30.

Annual meeting, Election, Clinics TBA. Guests welcome. Fare: \$2. Info: caorm.org/flyers/ghc210412.pdf or Tom Allen thomaseallan@shaw.ca CARM Info: www.caorm.org

Ontario, Campbellville, Apr 14: Forest City Railway Society Annual Slide Trade and Sale Day and Slide Show Evening. Campbellville Lions Club, 42 Guelph Line (south of the CPR Galt Sub crossing) Fare: \$5 for Slide Trade and Sale, \$7 for Slide Show Evening, \$10 both. Slide swap 10am to 4pm. Slide show 7pm to 11pm. Info: i156.photobucket.com/albums/t16/bayviewmofa/2012PosterCrevised.jpg or tempo.jr@sympatico.ca

Ontario, Milton, April 15: Lakeshore Model Railroaders Association Flea Market 2012. John Tonelli Sports Centre, 217 Laurier Avenue, Milton. 10AM to 3PM Admission Fees Adult \$5.00, Youth \$2.00, Kids under 6 Free. The flea market has a large selection of both new and used items in most scales and sizes. There can be everything under the Sun including memorabilia. Wheelchair Accessible. Take Hwy 401 west to Milton and exit at 324 (James Snow Parkway), left off the ramp (south) until reach Main st. make a right and drive 5 minutes until you reach Ontario St. (RR25). There is a large mall on your left. Make a left on Ontario (south) and head south until you reach Laurier Ave. (turn right. Info: Steven McCoy (416) 817-4015
E mail: supertraindude@yahoo.ca

Alberta, Calgary, April 21 & 22: Supertrain 2012. Subway Soccer Centre 7000 - 48 Street SE, Calgary, AB. 9 am - 5 pm adult - \$10, youth (6-12) \$5, under 6 - free. Calgary Model Railway Society presents Canada's Biggest and Best annual Model Train Show. Over 60,000 sq ft of operating model railroad layouts, displays, hobby shops, model manufacturers, railroad art, photos, clinics and live demos for beginners, ride-on trains, garden railroads, Lionel, Lego and Thomas, Children's Play Area, and much more. Wheelchair Accessible. Info: email: info@supertrain.ca or <http://www.supertrain.ca>

Ontario, Aberfoyle, Apr 28 & 29, May 5 & 6, May 12 & 13: Aberfoyle Junction O Scale Model Railway Show, Brock Road in the village of Aberfoyle. From Hwy 401, take exit 299 north and watch for roadside signs. One of Canada's most detailed model railway in full operation. Open 10 am to 4:30 pm both days. Adults \$8, Children \$5, Seniors and Students \$6. Refreshments available, well stocked gift shop. For info: www.aberfoylejunction.com.

Ontario, Brampton, Apr 28 & 29: The Great British Train Show, Jim Archdekin Recreation Centre, 292 Conestoga Drive, Brampton, ON. Sat. 10am to 5pm, Sun. 10am to 4pm. Adults \$10, Children \$5, Family of 4 \$20. Free parking, disabled access, refreshments. One of the biggest and best displays of British model railways in North America. Over 25 operating layouts and displays in all major British scales (N, OO, O) plus narrow gauge, garden railways, live steam and more. Over 20 vendors. For info contact Alan Farmer at 1-519-929-9692 or alan.farmer@cogeco.ca or www.theplatelayers.org.

Ontario, Stayner, May 5: Nottawasaga Model Railroad Clubs 18th Annual Model Railroad Auction. Deliver and view 8:30 am to 10:45am. Sale 11pm to 4pm. St. Patrick's Parish Hall (east of Airport Road, south of highway 26, Cedar Street between William and Beech). Auction, Raffle, Coffee kitchen. Lot pickup service available. Fare: \$4. Info: Bill Payne 705-429-2762 or Dolf Roelofsen 705-445-7317

Ontario, Ottawa, May 5 & 6: Ottawa Train Expo. Carleton University Field house, University Drive, Ottawa, ON. 9am to 5pm. Admission \$8, children under twelve free when accompanied by an adult. OTTAWA TRAIN EXPO is presented to showcase the skills of railroad hobbyists, offer a venue for obtaining hobby materials and foster interest in the hobby with the general public. The Ottawa Train Expo will be the largest train show in Eastern Canada. Located off Bronson Avenue, easy access from the Queensway, Highway 416, and the airport via the Airport Parkway. See Website for details. <http://ottawatrainexpo.com>

Ontario, Midland, May 26 & 27: Midland District Railroad Club 24th Annual Model Railroad Show. Sat. 10am to 5 pm. Sun. 10am to 4pm. North Simcoe Sports and Recreational Centre, Midland Arena, 527 Len Self Boulevard (472 King Street). One of the biggest shows in all Ontario. 20 layouts and 70 tables last year. Fare: Adults \$6, seniors \$5, children \$2. Info: www.midlanddistrictrailroadclub.info/ Richard Small smallrichard@rogers.com or midlanddrc@yahoo.ca

Images of Copetown

By David King





David King Photography
©2012

David King photographs the Alpha and Omega of the CNR, as modeled by the S Scale Workshop



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