



# “THE CANADIAN”

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SPRING 2013 ISSUE #43

## “BRIDGES TO THE FUTURE” THE CARM 2013 CONVENTION PORT HOPE, ONTARIO LAYOUTS, CLINICS, TRAIN SHOW, RAILFANNING



A CN freight led by CN and BC Rail units crosses the CN bridge at Port Hope, Ontario with the CP bridge in the foreground.

a quarterly publication of the “Canadian Association of Railway Modellers”



## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

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## FRONT COVER

Photo by Ian McIntosh: CN freight heads east on the viaduct in downtown Port Hope led by CN and BC Rail units.

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# observation platform

## john johnston: editor

### PORT HOPE CONVENTION:

You, the Members have been very consistent in telling us that one of the important services we provide is a National Convention. With no bidders this year, the Executive took it upon themselves to approach Ted Rafuse to see if he would help us run a Convention in the area to the east of Toronto. Ted enthusiastically agreed and so you will find a lot of information in this issue about the 2013 Convention to be held on the weekend of August 9, August 10, and August 11th in Port Hope, Ontario.

We have lined up some interesting clinicians, a lot of fascinating layouts, a Train Show, great railfanning, and hopefully if you all participate, some great displays.

Now it is in your hands. Make the decision, and join us in Port Hope, it will be fun for everyone.

### THE FUN OF CREATING A SCHEDULE:

One of the aspects of the hobby which I have always enjoyed is Operations and Scheduling. My buddy Justin has rebuilt his Atlantic Superior Transportation Company and it is now four levels with a 400 foot mainline. Construction has reached the point where he can realistically consider returning to operations. All we needed was a schedule. That's where I came in and volunteered to take on the task.

Let me set the stage. First staging: Staging will occur from seven (7) different locations. There are three major staging yards all of which are loops. Each track in staging will accommodate two (2) 30 car trains. There is a run through staging yard which is not a loop but which is tied into a helix joining the 2nd and 4th levels. There is a 5 track helix between the 1st and 4th levels which will stage up to 24 trains. There is another helix between the 2nd and 4th levels which will stage up to 12 trains. There is a yard down a branch line which will stage up to 5 trains. In total we can stage around 100 trains, however, to keep the staging fluid we are restricting it to 65 trains.

The layout itself is about 80% double track with single track sections at each end leading into staging, and in the middle of the run. There is a large classification yard and run through fuelling facility (based on CN's Hornepayne) on the 2nd level.

How to go about it. Our first task was to create a line drawing of the layout from the beautiful blueprints that Justin had created for construction. Once we had that we accurately measured all of the distances. We now knew the length of each run and the length of each segment of the runs.

The second task was to establish what we considered to be a correct train speed for traffic moving on the layout.

The way we did this was to test a hotshot intermodal over the entire mainline. Justin ran it at the speed that he felt reflected the class of the train and which looked right to his eye. Timing it over a measured distance we determined it to be 40 scale miles per hour. That train took 22 real minutes to cover the 400 feet of mainline from 1st level staging to 4th level staging. From that test I was able to make assumptions about the other classes of trains and could begin to build a string graph.

The third step was to determine how many operators we wanted at each session. While common sense says this should be dictated by the number of trains, there are other factors such as aisle space, heat build up in the layout room, etc. In the past we have had as many as 14 operators but found we couldn't keep the temperature down and there were always 1 or 2 operators waiting to take out trains who would find the most inopportune places to carry on a conversation about their last railfanning trip. We determined that 10 operators was the optimum number with 5 mainline operators and 5 performing duties in the yards, switching, and dispatching.

The fourth task, the string graph, required that I know all of the types of trains, their speeds, their priority, and any tasks they would perform during their movement. With all of that done for 65 trains I completed the string graph and discovered that it would take 6 real hours to run the schedule. This meant a 4:1 clock ration which after discussion with Justin seemed fine since it would still allow the yard operators lots of time to perform their tasks.

The fifth and final task was to test out the new schedule. Fortunately, Justin had committed to a Layout Open House Tour. Rather than just running a loop as he had for the last several years as construction continued, we contacted 4 of our regular operators and fellow N Scaler William Waithe who is also Chair of the CARM Toronto Chapter, and asked if they would be interested in testing the schedule during the Open House.

We quickly discovered the difference between running a test train and running a train against opposing traffic. X100 a hotshot intermodal with United Parcel Service trailers left Eastern Staging on its 22 minute scheduled run to Southern Staging. 40 minutes later the engineer dumped the air and brought the train to a full stop in South Staging. That pattern would hold up throughout the test as trains were taking twice as long as we had planned. More importantly however, they were arriving in sequential order, our schedule was working, just at a 2:1 fast clock ratio rather than 4:1.

Months of hard work had come to a successful conclusion. Not the one we expected, but successful nonetheless, but more importantly, we had just seen a railroad come to life. Next and final step, a full operating session with 10 operators. I can't wait! **John Johnston**



# CHAIRMAN'S REPORT

This is my second message for the Canadian, the April edition.

I spent March & part of April visiting my 2½ year old grandson (other family too), particularly reading to him. His preferred reading material was train magazines, with lots of pictures, of course. Is he a prodigy in knowing the difference between Diesel and Steam engines? The sounds are different, the bells the same, the horns and whistles different, etc. The marvel of a new viewpoint! He is not limited by scale, a Fisher-Price truck can work well with a 1/87 front loader. No limitations for their imaginations!

While I was away, most of the national executive was working on the projects we had set in motion last November. Thanks to the Internet, I was able to follow, but with limited participation, the discussions, planning, and communication the executive members have put into the organization. That brings me specifically to the 2013 CARM Convention coming up this August 10 & 11. In previous years, there has always been a CARM chapter or club to take on the bulk of the organizing. With no takers this year, Regina being a tough show to follow, we chose to bridge the gap with the national executive doing the organizing.

Now that the winter months are a vague (?) memory, we can come out of our modeling caves, and more easily get out to our rail fanning spots, train shows, and club activities.

You are invited to come and participate in this years convention, in Port Hope, Ontario.

In particular, we would like you to participate in what we are hoping becomes an annual highlight, a model show

and tell. This is not a contest, but an exhibit of the works of members. My personal thinking is only unfinished models be allowed, however, we all know, a model is seldom fully complete, so bring it anyway! It could be a hand built S scale switch, an HO scale structure, an N scale diorama, a G scale rail car in process, whatever you are working on.

We also have a full set of clinics, and a lot of layout tours, most of which have never been formally toured before. I have the impression that the locale of the convention will provide an intimate atmosphere for our annual exchange of modeling enthusiasm, and look forward to seeing you there.

## 2013 CARM CONVENTION

CLINICS  
LAYOUTS  
DISPLAYS  
TRAIN SHOW

August 9, 10, 11, 2013  
Port Hope, ON

COME AND JOIN IN THE FUN

## PUBLICATION SCHEDULE FOR *THE CANADIAN*

*The Canadian* is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

Spring Issue: March 1

Summer Issue: June 1

Fall Issue: September 1

Winter Issue: December 1

## TORONTO CHAPTER:

Our December operating sessions were well-attended and enjoyed by the members. Two sessions each were held at Ed Freeman's HO scale Nipissing Southern Railway and Willie Waithe's N scale CN Weston subdivision. Plans are ongoing for further sessions to encourage the practice, development and enjoyment of realistic operations by modelers. In January, we attended an illustrated talk by Gerald Harper on the 2012 Seattle Narrow Gauge Convention. The presentation was accompanied by Gerald's photographs of some spectacular layouts as well as of interesting and rare pieces of actual narrow gauge equipment. Judging by comments from several attendees, the presentation was very much appreciated. In February, we had a private viewing for our Chapter members (and Credit Valley members) of the 75-year old, well-known O scale Model Railway Club of Toronto before their dismantlement prior to a move to another location. Plans for the Spring include more visits to club and home layouts and operating sessions. In June, we will hold our annual barbecue and elections of Officers. In spite of our well-meaning intentions, we have not yet succeeded in establishing any "hands-on" modelling clinics. The first step will be to find semi-permanent facilities where we can start building.

The Toronto chair was invited to a re-organizing meeting of the Credit Valley Chapter where new Officers were elected. Further collaboration (joint activities) between our two Chapters was discussed. Such collaboration is to the advantage of both Chapters as it will serve to increase the level of interest of the members of both Chapters.

In pursuing our efforts to recruit and re-capture members, we began the Train Show season with a table at the Burlington Model Railroad Club show in February (Cloy and John Hinbest assisted W. Waithe) and will be having a CARM promotional table at several upcoming Train Shows. We are revising our posters and are looking forward to the results of Steve Hoshel's work on new promotional material. That these efforts to promote CARM are worthwhile is demonstrated by a recent event: Last year at a CARM table at a train show, I spoke with a modeller about the advantages of being a Member. Almost a year later, he contacted me to arrange a visit to my layout. During the visit he mentioned that, although he didn't join then, he had been following CARM activities on the website since I spoke with him. He left my home yesterday with a form and is now joining CARM. Report by William Waithe, Toronto Chapter Chair.

**Photo Below by Harold Kemp: Toronto Chapter Members Rock Jethwa, Ben DeVos, Ed Freeman, Gerald Harper, and Jim McInnes discuss Gerald's and Harold Kemp's layout at an operating session on March 23rd.**





**Photo Above by Gerald Harper: Jim McInnes and Walter Reid (back to camera) discuss operations.**



**Photo Above by Gerald Harper: Overview of the layout with Rock Jethwa, Ed Freeman, and Ben DeVos**

### **CREDIT VALLEY CHAPTER:**

The CARM Credit Valley Chapter met on January 20th. In attendance were: Stephen Elias, John Henwood, Peter Hughes, Carl Kinzinger, Reg Laprise, Jim McInnes, Ian McIntosh (CARM Membership Chair), Bob Melvin, Adam Schneider, George Schneider, William Waithe (Toronto Chapter Chair), Mike Walton, Roy Warner.

Ian McIntosh, CARM Membership Chair, spoke about the Chapter in general terms and he spoke of Reg Laprise, Chapter Chair and Roy Warner, Chapter Treasurer, each holding office since Chapter formation in 2004. They were supposed to be in office for 1 year and it was now 8 years. Reg spoke briefly about his involvement with the Chapter and then tendered his resignation. Roy also spoke briefly about the Chapter; he reported we have a bank balance of \$2,113.44 and also tendered his resignation. A discussion then took place about whether the Chapter should continue or close. Many round the table voiced their thoughts. Conclusion was to continue.

A call for volunteers for Chapter Chair was made and Peter Hughes volunteered. Carl Kinzinger volunteered to take over as Secretary/Treasurer. All in attendance agreed to the election of Peter and Carl. Much discussion took place about ideas of what the Chapter could do. Some ideas proposed (in no particular order) were:

Rail-fanning, visits to members layouts, operating sessions, build a small layout to take to shows, help seniors and shut-ins with their model railways, clinics, attend conventions, train trips, social functions such as a BBQ or Christmas get together, video/slide presentations of rail trips, attend other Chapter's events (this is currently being done with Toronto Chapter). Social functions should be kept separate from such as teaching events or operating sessions.

Ian advised that a convention is being put together for this year; dates are August 9, 10, 11 at Trinity College in Port Hope. Details will be forthcoming. As there was no further business, Ian set up and showed a Powerpoint slide presentation of various layout tours. Meeting closed at 4:00 pm.

### **ONTARIO MIDWESTERN CHAPTER:**

The Ontario Midwestern Chapter held its Spring Meeting at the home of Paul Korhonen in Meaford Ontario on March 17th. In attendance were: Graydon Hancock, Steve Hoshel, Dolf Roelofsen, Paul Korhonen, and Randy Schnarr. Regrets were sent by Anthony Fletcher, Judith King, Lloyd Koch, Robert McKinlay, Mike Pickup, Donald Posluns, and Doug Carr.

Steve welcomed everyone to the meeting and introduced the newest Member of the Chapter, Anthony Fletcher, who works at the Train Cellar in Mount Forest. There was a discussion around recruiting new Members to increase the number from the current 12, including Members of the now disbanded Ontario Central Chapter. Recognition Certificates had been prepared for Peter Stamford and Randy O'Hara and were signed by all of the Members present. They will be presented at the first available opportunity.

The Nottawasaga Model Railroad Club has changed their focus from promoting the hobby to enjoying their layout. They have cancelled 6 of their 9 next planned events. We can no longer count on their impressive presentation for promotion. Steve and Randy plan to take the Switching Challenge layouts to the Mount Forest Fireworks Festival, the Kitchener Train Show, and the Christmas Train Show at the Royal Botanical Gardens in Burlington. Our promotional activity will now rely on the three switching layouts of Steve, Randy and Graydon. Dolf will try to bring his loop layout out of mothballs to assist in the effort. Our promotional activity should include handouts with ideas and web links to help apartment dwellers plan to build their own diorama style switching layouts. A list was prepared to gather information for potential clinic topics and prospective presenters. This list is to create awareness of opportunities to help modelers develop skills and experience in modeling.

We have a total of \$797.43 for use in promotion of the hobby. A motion was passed by Paul to pay expenses in the administration of Chapter and printing costs for the promotion of the hobby. Seconded by Graydon. Passed unanimously. Steve is to prepare a summary of Junior Engineer and Certificate printing expenses for reimbursement.

Steve shared information on the Toronto Prototype Modellers: track detail/ weathering for today/ Auto Frame loads in the 50's ...all good information to help develop interesting models. **Next Meeting, October 20th, at Participation Lodge.**



### GOLDEN HORSESHOE CHAPTER:

The Golden Horseshoe Chapter held a meeting at the Dundas Valley Legion Branch 36 in Dundas, Ontario, on April 20th. In attendance were Tony Czerneda; Tom Allan; David King; Jim Gardner; Barry Kelly; Hugh Brown, Craig Webb. Guests: John Wylie ; Allan Botting, Ron Hurst, Godfrey Hall .

Two layouts were on display before the meetings and clinics were held. The layout tour started at 9 am and we visited the layouts of Craig Webb in Hamilton and David Lee in Dundas. Two excellent layouts. At 11:30 we held our Annual General Meeting at the Legion. Anthony (Tony) Czerneda was acclaimed Chair and Thomas E. (Tom) Allan was acclaimed Secretary/Treasurer. David King presented a superb clinic on electronics. Dave did a presentation on building a general purpose flasher circuit. Each person was given all of the components to build the circuit. And Dave supervised each Member building their own flasher. The clinic lasted 2 1/2 hours and was enjoyed by all who participated.

Tom reported that the Chapter has \$1011.56 in the bank and for 2012 had revenues of \$221.62 with the biggest portion coming from National Office. We had expenses of \$129.34 which is the cost of meetings and door prizes. David, who is a National Board Member and Webmaster told the group that we had a new National Chair and Vice-Chair and the new functions of each of the CARM Directors. He advised everyone that the National Convention would be held at Trinity School College in Port Hope, Ontario and it was being run by the National Executive with the support of some local Members. The next Golden Horseshoe meeting will be held in the Hamilton area in October or November with the date to be announced. John Jukes will be presenting a hands on clinic on building a kit.



**Photo top right: Members of the Golden Horseshoe Chapter hard at work during David King's clinic.**

**Photo middle top right: Craig Webb's layout.**

**Photo bottom middle right: David Lee's layout.**

**Photo bottom right: Tony Czerneda, Chair of the Golden Horseshoe Chapter presents a Certificate of Appreciation to clinician David King.**



# 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](mailto: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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## The CPR The Cleveland Pendock Rwy, in G Scale



### Modelling by Cleve Pendock Article and Images by Ted Rafuse

Before you read the heart of this article, clarification in the title is a necessity. Most modellers will read in the title that the initials refer to the Canadian Pacific Railway. If you did so, you are incorrect. The CPR reference is, of course, to the Cleve Pendock Railway! Conveniently he has discovered many G Scale products with his acronym already affixed.

The Cleve Pendock Railway has an amazing genesis story. For a number of years Cleve, and wife Dianne, visited several local model train shows but only as voyeurs. Both however have had a long time interest in trains, both having ridden in passenger cars as children. As a child Dianne recalls playing with her older brother's Lionel train much to his chagrin. But neither had conceived becoming involved in creating and operating a model train. Following discussions with several vendors they convinced themselves to take the plunge into G Scale in April of 2012.

For a G scale railscape, much lawn and many trees were readily available on the gently rolling terrain surrounding their country home. There was even trickling water available which could easily be made to course as a rivulet through the envisioned rail scene. Cleve had been reading hobby magazines for practical tips and encouragement. He recalls reading one that stated as a beginner he should think small. He discarded that periodical as he was not thinking small. With the zeal of a novice he charged full steam ahead.

Furious activity followed. Several purchases of estate equipment was made, Numerous purchases of rolling stock were made. More than 400 feet of track was acquired, most LGB, some aluminum. Structures were acquired in a variety of ways, including purchasing model

buildings that people had constructed as lawn decorations.

Track preparation involved placing a bed of crushed limestone, laying sections of LGB and aluminium track and requisite turnouts and ballasting these with more crushed limestone. Several months later Cleve learned the importance of ensuring a good foundation for the track. Undulations from the level caused long cars to uncouple on straight sections. Also some of the homemade aluminum turnouts purchased from an estate have proven unreliable. Prior to next year's operating session some reconstruction of track bed will occur as well as the replacement of the aluminum turnouts. Cleve has learned that maintenance of model railroading is an ongoing art.

The duo created self-imposed deadlines to focus their work. Who provided the brains and who provided the brawn was never stated. With Dianne handling a wheelbarrow and Cleve pondering a track problem the author made an assumption but learned quickly that the roles were interchangeable with regards to the railway, a true partnership!

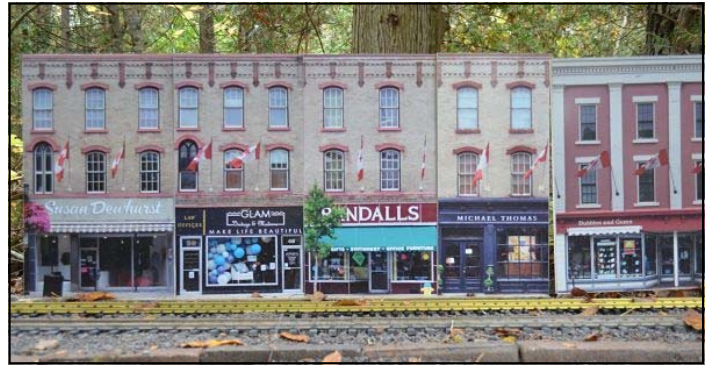
In reality much of the track was laid by Cleve while much of the vignettes along the line were orchestrated by Dianne. In but a few months they were ready for a golden spike ceremony. True to the spirit of the historical Canadian Pacific Railway with their line completion ceremony at Craigellachie, a modest ceremony for the Cleve Pendock Railway was deemed a necessity.

August 18, 2012 was chosen as the date of the last spike observance. Several members of town council were on hand and with much pomp and pageantry a golden spike was imbedded in the terrain.

The selected spike was a real railway spike, obviously somewhat larger than a G scale cousin. Consequently it was driven into the soil adjacent to the berm. For this 2012 ceremony the spike was painted brass to appear as gold, no simple iron spire on this day. At last visit the



**Photo Above:** Autumn hues envelope the union station at South Forest. On schedule a CPR train, the Cleve Pendock Railway, rests to detrain and entrain passengers. The wooden cars indicate backwoods branch line railroading that witnesses but little traffic save for a brief flurry of activity. Approaching from the west is a CNR train led by a MTH NYC sound equipped Hudson.



**Photo Above:** Cleve, with photographer friend Ken Burgin, on an early Sunday morning, travelled to downtown Port Hope where they took a series of store front images on Walton Street. The images were enlarged and mounted on matte board and covered with a sealant. The photographer was surprised to observe that the store on the left is that owned by his wife!

“golden” spike was still in situ and had not been removed by a lurking thief.

Opening Day was also a fundraiser for Dianne’s foundation, the Northumberland Hills Music Festival. Several bands were on hand to provide entertainment and a local service club provided a canteen truck for light snacks. At the end of the day the opening of the Cleve Pendock Railway raised \$1500 for the Music Festival.

One anecdote occurred during the operations that opening day. A friend was operating the railway from a U.S.A. Trains stationary control panel. A youngster asked what made the trains go. The friend responded, “You say go.”

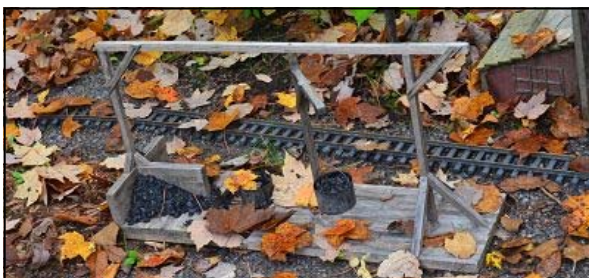
The doubtful youngster said, “Go,” and to his amazement the train moved. Then next question was, “How do you make the train stop?” And the answer was, “You tell it to stop.”

During one sequence the train stopped near where Cleve was performing emergency maintenance. He was about to inform the operator to move the train when the youngster beside him yelled, “Go.” Cleve instantly recognized the scenario and said nothing, leaving the youngster with the fantasy that he was in charge of the train’s movement.

Doug Kingsmill and his wife Jean, have provided Cleve much assistance at his home in the rolling hills of On-

**Photo Below:** The coaling facility at Sylvania is early Armstrong in design. Coal is dumped from a hopper car and hand shovelled onto the platform. When needed coal is hand moved from the floor into the bucket. The bucket is then raised using pulleys by a hand operated crank. Once at the appropriate level the jib crane with bucket is swung over the tender. The fireman then tips the bucket into the hold of the engine tender. Once empty the bucket is swung back over the coal platform and lowered. The process is repeated until the tender is full!

**Photo Below:** Yet another estate purchase scratch built structure is the grain elevator at Sylvania. Cleve has plans to tweak the structure with appropriate details during the winter of 2011-2012





**Photo Above: Dianne and Cleve Pendock, partners in the CPR, the Cleve Pendock Railway. The overseer all associated aspects: planning, construction, purchasing, landscaping, and even operation!**

**Photo Below: Passing South Forest station a CPR freight slowly squeals around the curve as steel wheels exert force on steel rails. Note the wooden kegs on the horse cart> The village has either a nail factory or a brewery – wonder which one provides freight for the CPR?**




tario's Northumberland County. Doug lives reasonably nearby and is the owner of King's Hollow Model Trains (G Scale only) [www.KingsHollowGardenTrains.com](http://www.KingsHollowGardenTrains.com). Doug is an engineer by profession and a model railroader by passion. Jean, Doug's wife, is also a model railroader by passion. Cleve is indebted to Doug for technical and physical assistance with regards to the CPR.

A variety of manufacturer's are represented in the locomotive roster including Aristocraft, Bachmann, LGB and MTH. The same variety is true for rolling stock as well as with many pieces identified as CPR equipment.

The author's visit to the CPR occurred days prior to 2012 Thanksgiving. Both operators of the CPR apologized for the leaves drifting onto the layout. Rather than a negative, the leaves provide insight into the operating and maintenance facets of an outdoor railway. The singular difficulty evidenced on this day was the accumulation of leaves beneath the rail pickup of a locomotive. As the rails conduct the electricity for the locomotives, once the leaves built up beneath the pick-up they insulated the locomotive contact from the rail preventing any current to pass to the locomotive's motor. A stall occurred. Once the leaves were removed, operation continued without incident.

As they look forward to next season's operation, Dianne and Cleve plan to expose the CPR to more people. There will of course be another fundraiser for the Northumberland Hills Music Festival. As well preparations are underway to entertain the local chapter of the Big Brothers-Big Sisters organization as well as provide an outing for one or two local retirement residences.

In but a few months of extensive navy work, the G scale Cleve Pendock Railway rolls through a hill and dale of Northumberland County.



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**August 9-11, 2013**  
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**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: \_\_\_\_\_

Mobile Phone Number: ( ) \_\_\_\_\_

**Part 2: Primary Registrant:**

Tag Name (First & Last): \_\_\_\_\_ (postmarked by July 1, 2013) \$ 70.00 \_\_\_\_\_  
 (after date of July 1, 2013) \$ 90.00 \_\_\_\_\_

**Note:** Preferred rate only postmarked by **July 1, 2013**

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

Tag Name (First & Last): \_\_\_\_\_ (postmarked by July 1, 2013) \$ 15.00 \_\_\_\_\_  
 (after date of July 1, 2013) \$ 25.00 \_\_\_\_\_

Tag Name (First & Last): \_\_\_\_\_ (postmarked by July 1, 2013) \$ 15.00 \_\_\_\_\_  
 (after date of July 1, 2013) \$ 25.00 \_\_\_\_\_

**Part 4: Meal Plans & Convention Banquet (postmarked before July 12<sup>th</sup>)**

Meal Plan A: <b>Saturday</b> Breakfast / Lunch / Banquet	<b>Sunday</b> Breakfast	# _____ x \$ 70 = _____
Meal Plan B: <b>Saturday</b> Breakfast / Banquet	<b>Sunday</b> Breakfast	# _____ x \$ 60 = _____
Meal Plan C: Convention Banquet only	Saturday, August 10	# _____ x \$ 35 = _____

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

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



## **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'. Mobile phone is not required, but useful in case we need to contact you during the convention.

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** please indicate if you want to purchase any of the 3 meal plans offered. No food facilities are located on campus, so it is recommended that you enrol in one of the meal plans offered by the school. The nearest commercial area is about 1 kilometer away. The school is at the top of a hill and the commercial strip is at the bottom. By car it is about 5 minutes or so. Walking – 30 minutes maybe. Looked like mostly fast food stuff. Downtown has some restaurants, its about 10 minutes away by car.

Also, please note any special dietary requirements and we will advise the College accordingly.

In **Part 5** please place your order – cut off date 1st July 2013. No additional shirts will be available at the convention. The committee cannot give assurance as to the fit of the stated sizes.

In **Part 6** please indicate if you want to book accommodations in the Trinity College student residence. The only way to book residences is using our registration form. We are able to access single and double rooms. This is the number of people in each unit. Most rooms have single beds. Linens and pillows are included in the room rate. Towels and handclothes are not included in the room rate. Please note that there are no elevators in the building, so any mobility concerns should be noted on the registration form so we can accommodate you on the lower floors. Rooms are NOT air conditioned and you share washroom facilities.

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!!

### **Convention Cancellation Policy**

Cancellations must be postdated by June 30<sup>th</sup>, 2013 for a full refund, by July 15<sup>th</sup>, 2013 for a full refund minus any food / convention wear. There will be NO REFUNDS after July 21<sup>st</sup>, 2013. Any refunds will be issued after the convention.

### **Latest Information**

Since this is written in May 2013 things can, and doubtless will, change! All changes will be posted to the convention web site at [www.caorm.org](http://www.caorm.org).

Please direct enquiries about registration to:

Walter Reid at [registrar@caorm.org](mailto:registrar@caorm.org) or the convention committee at [convention@caorm.org](mailto:convention@caorm.org).

# PREVIEW OF SOME OF THE CLINICS WHICH WILL BE AVAILABLE TO YOU AT THE PORT HOPE CONVENTION

## **Bill Knoll: Port Hope and Area's Railway Past**

The building of the Montreal – Toronto section of the Grand Trunk Railway in the middle of the 19th Century sparked the construction of two lines reaching northward. First was the Cobourg and Peterborough from Cobourg. It was short lived with a lingering existence for the part between Rice Lake and Cobourg. Second, but certainly not least, out of Port Hope came the Port Hope Lindsay and Beaverton. Through successive title changes with Grand Trunk being the last, and extensions to Midland on Georgian Bay and Peterborough then later to Lakefield, those routes became part of the CNR. In the first quarter of the 20th Century the final and significant railway construction took place when both the Canadian Northern Ontario (CNoR) and CPR pushed their east west main lines through Port Hope and Cobourg. After a brief existence the CNoR became part of the fledgling CNR leaving only the CP's single track main and CN's inherited Grand Trunk double track. With ample illustration the story of the path to today's railroads in this area will be told.

## **Keith Hansen: Modelling Ideas from the Oshawa Railway**

While the original Oshawa Railway (OR) was a street car line, we will focus on the freight operations. From the CNR main the freight line ran north across the CPR and eventually to a connection with the Canadian Northern Ontario Railway (CNoR) which was then north of Oshawa. Its main stem was only a little over 3 miles in length (it's all gone now). Fully integrated into the CNR in Dec of 1958 electric operations ceased in June of 1964. GMD SW8s prevailed as motive power thereafter. The main focus of this clinic will be on the diesel era. The OR presented some interesting features that could be incorporated into many layouts. At its zenith numerous spurs went into trackside industries with the GM north plant being the principal customer. While OR motive power was of one kind the CP and CN connections provide ample opportunity for diversity. Although parts box cars from many roads prevailed there was piggyback service, flats with crated auto parts and track maintenance machinery, gons of baled scrap, a very brief spurt of some steel coil business, lumber in boxcars and on bulkhead flats and reefer traffic. Operationally there was street running, sharp curves, through run meets and even (due to the grade on one street) the odd call for a push from a yard engine. Along with a track plan, suggestions for the aforementioned features of the OR will be viewed in both stills and action.

## **Gerald Harper: Narrow Gauge Railways and Modelling**

Because minerals are heavy and do not float they have been the driver for construction of many of the earliest railway lines on all continents. Rail surface transport of minerals from mines to markets was accompanied by dedicated rail systems built underground in the mines. Locomotive power started with people and animals and evolved to utilize almost every type of power system including electric, steam, diesel/ gasoline and gravity counterweight. Size of train system is dictated by many factors including the quantities of rock to be moved and the accessibility for delivery of components. Scratch building and kitbashing has been resorted to by every mine with a railway as they improvise and customize. This clinic will introduce examples of the smallest to the largest mining railway systems and demonstrate the logic behind mining company choices

## **John Soehner: Photography and Video Opportunities for the Bowmanville - Belleville Corridor of CN & CP.**

Emphasis will be to show some of the better locations for trainspotting in the immediate Port Hope area and Bowmanville - Belleville corridor of the CN & CP lines. This will include the various humpback bridges from Lovekin, Stacey Rd., Dickinson Rd., Barnes Road.; the Port Hope Viaducts of both CN & CP.; CP High Trestle at Trenton, various bridges along the way including the CP Flyover just west of Cobourg; Station shots at Port Hope, Cobourg, Belleville, etc.; and Safe Trainspotting and Respect for Property, Trespassing, etc.. The presentation will relate to Locations, The Effects of Light and Location relative to the Subject Trains, and some thoughts on How to Determine the Presence of Trains and Times at particular Locations.

## **Bruce Leckie: Onboard Video: Installation, Recording and Movie Editing**

This clinic will demonstrate the use of Onboard video as pertains to Model Railroading. Topics covered will include: Necessary equipment installation in both a car and a dummy locomotive, the use of a TCS Keep Alive decoder to power the camera, the video capture itself and some basic movie editing using Microsoft Movie Maker.

## **Stephen Pees: Realistic, Removable Open Car Loads**

We will show how 'removable open car loads' can enhance model railroad operations. . Removable open car loads allow you to deliver an empty car and retrieve a full one and vice versa, Just like the prototype. A variety of methods will be used to represent pulpwood, coal, woodchips, scrap metal, machinery etc., using the types of railcars that carry these commodities. The cost to make the loads is negligible and the construction fun and operational realism is very rewarding. We will also show how to use 'earth' magnets to remove the loads after inserting a washer or paper clip into the load

# OTHER ACTIVITIES THAT WILL BE AVAILABLE TO YOU AT THE PORT HOPE CONVENTION



### **Cameco Capitol Arts Centre:**

Movie songs we all know and love performed live on stage in a fast, fun filled production.

### **Port Hope Farmer's Market & Arts Festival:**

Along with the regular farmer's market, 30 artists and artisans display their wares behind the town hall.

### **Dorothy's House Museum:**

An 1800's frame cottage style house has been restored to resemble a working man's home from that era.



### **Canadian Firefighter's Museum:**

Museum established to depict the historical development of firefighting in Canada.



### **22nd Annual Hope Agricultural Heritage Club's Antique Farm Machinery Show:**

Demonstrations, displays and wagon rides.

### **Self Guided Walking or Driving Tours of Port Hope:**

Maps available at the Port Hope Visitor's Centre in the Capitol Theatre.

### **East Beach:**

East Beach is adjacent to the harbor and provides a sandy shoreline, pleasant swimming, a playground, and picnic area.



### **Canadian Automotive Museum:**

Showcasing automobiles of historical Canadian significance, from Rolls Royce to K-cars. Located in Oshawa.



# LAYOUTS

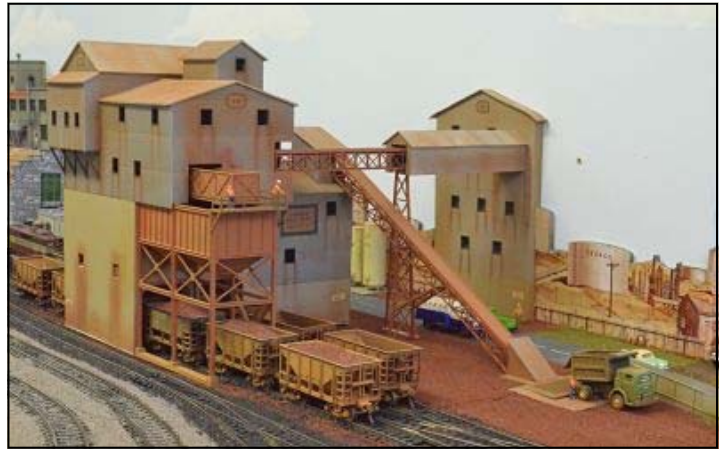
There will be a considerable number of layouts available for you to visit in the Port Hope, Cobourg, Peterborough areas. Here is a sampling of some of the many layouts which will be open.



**Conrad Hill's Ashburnham Southern Railway:** The HO Ashburnham Southern Railway is a fictional company set in the Peterboro area. Conrad Hill operates his 9 by 12 foot HO railway in a dedicated basement room which is completely landscaped and 'finished.' Further details and slight modifications are of course always a consideration but what is there now presents a remarkable modelling vista. DCC sound equipped locomotives involve many switching tasks including loading and unloading a scratch built two track rail car ferry. Many scratch built and kit altered structures provide a unique background as trains work their way around the layout shunting as demanded by a card for-



**Dave Mehew's Cold Creek Railway:** Dave Mehew has recently converted his Cold Creek On30 layout to O scale two rail employing the Maine Central's defunct Cobbassesee Branch as inspiration. In so doing he has been able to retain buildings and people from the former layout. However the construction gangs have widened curves in the landscape and prepared road berms and laid ties and spiked track for an entirely new presentation of his basement railway realm. Steam no longer operates but DCC sound equipped first generation New England diesels ply the model domain amidst renewed scenic landscapes and a variety of kit, kit bashed and scratch built structures all of which receive Dave's life mirroring details.

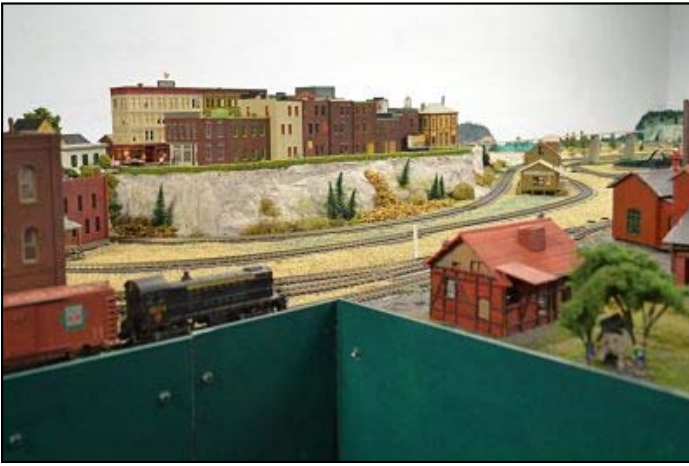


**Dave Goslins's Canadian Pacific Railway**

Dave's layout is a freelanced version of the Canadian Pacific Railway set in the late summer of 1957. It consists of the main city of Peterston, with its thriving downtown, and adjacent industrial area, the town of Westport located on the coast, and the village of Kindale located closer to the mountains. The layout has about 75% of the scenery completed with a mixture of kit built (30%), kit bashed(40%) and scratch built(30%) structures representative of the era. This HO Scale, Standard gauge layout is operated by a Digitrax DCC system. The motive power is a mixture of mainly Atlas, some Athearn and Life-Like locomotives with mainly Athearn, and Roundhouse rolling stock.



**Dean Smith:** Dean Smith's HO layout is flat, a reflection of his spending most of his adult years farming in Saskatchewan. His generic railway features sound DCC running as his double track mainline forms a loop in a J shaped configuration. More than 40 locomotives and 464 pieces of rolling stock pass by industries reflecting those found on the prairies: a potash mine, a refinery, an IPSCO factory and of course grain facilities from single wooden elevators to massive concrete inland terminals. Lights, action, vehicles and people form the basis of 'Grandpa's' railway designed so his grandchildren enjoy a sense of their western heritage. Running, rather than operation, is the key to this layout with the guiding principle, "It's my railway and I run it the way I like."



**Doug Clark:** Doug's HO scale layout does not have a name but it does have several themes. In 16 by 32 feet he runs triple track loops of several Canadian railways: CN, CP and TH&B. This DCC equipped railway is landscaped and for most of the figures found on the layout there is a story, generally humorous, that you have to hear from the operator himself. The transition era of the mid to late 1950's is portrayed with the railway rolling stock. Many structures are named for grandchildren and friends.



**Jim Burchell:** Jim Burchell is renowned for his imagination in railway modelling. He is currently constructing a new basement layout but that is not a deterrent from visiting his home.

"Poolville", a 6 by 50 ft 1:24 Garden railway with a 1960's theme exists, no surprise, along one side of his backyard swimming pool. The mainline is 140 ft of G-scale track with 2 sidings, one to a mine the other to a logging mill. A mixed freight is pulled by a Climax, Little Critter or kit-bashed Mack. From time to time a kit-bashed articulated gas electric or self-propelled crane and work train travel the dog-bone loop. 20 buildings, 20 vehicles, and 30 people complete this layout.

Additional model rail appeal can be witnessed in several award winning modules that Jim will have on display: "Burchell's Directional Fluid Factory," a 2 by 4 ft G<sub>n</sub>15 scratch-built operating layout. This award winning styrofoam layout has kit-bashed On30 engines running on HO track. Flashing lights in the factory indicate that the process of training glow worms to flash yellow and red for use in automobile directional signals is proceeding well. Two engines, a gas mechanical and a porter, pull 2 or 3 loaded flatcars in a loop past multiple mini scenes on this layout.

"Gobblers Knob Maple Sugar Mine, 3 by 3 ft , 1:24 , operating and illuminated, scratch built lay-out, depicting the "mining of maple sugar from the roots of old maple trees." Two engines operate on this award winning diorama including a single cylinder Shay. All rolling stock and structures are scratch built.

"Experimental Steam Works" is an 18 by 18 inch, 1:24 operating, one rail scratch built layout. The operating and illuminated and sound functioning locomotive also has one wheel and one cylinder. This Rube Goldberg innovation is a must see in modelling ingenuity.



**Ted Rafuse's Cobourg and Peterboro Railway:** The 19<sup>th</sup> century defunct Cobourg & Peterboro railway survives in an HO version in Ted Rafuse's 11 by 27 foot basement room. A centre peninsula is surrounded by an around the wall walk in layout design. The model replicates the mid 20<sup>th</sup> century power transition era as though the C&P might have continued to function to that date. Small steam engines and first generation diesels operate on a die originated time card using Aristocraft DC throttles. The layout is completely landscaped and detailed to support a variety of railway and street related structures from out of the box, to kit bashed, to scratch built in wood and plastic.

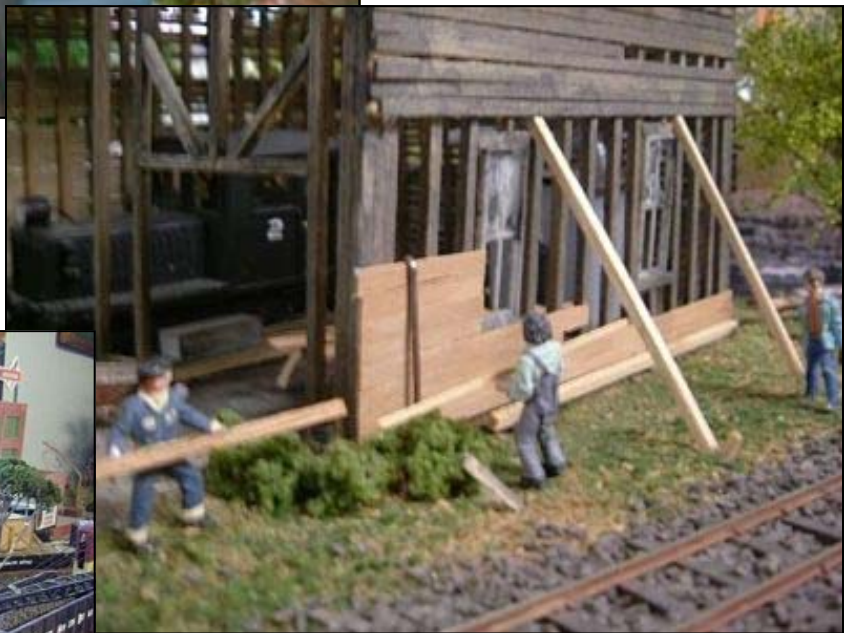


**Terry Ashcroft's Key Valley Railway:** The Key Valley Railway was built to haul lumber from a mill at Lost Channel sixteen miles west to a junction with the CPR at Pakesley on the Toronto-Sudbury line. Although it was short-lived (1919 to 1933), traffic flourished. During the fall hunting season, special trains hauled more than a thousand hunters inland to steam ships that carried them onwards to camps along the Pickereel River. By the early 1930's, the white pine was gone and the railway shut down. All that remains today are some cabins at Pakesley and a few foundations and the Lost Channel Inn at the other end of the line.

Terry Ashcroft's version of the Kettle Valley Railway is an On30 line with hand laid code 100 rail on wooden ties. Buildings are a mixture of kits and scratch-built structures. Scenery is a combination of Woodland Scenics materials, dyed sawdust and a variety of commercial and "found" materials. Although the layout is not completely landscaped, trains do operate over the full layout using Tech II and Aristocraft DC throttles.



Ron Scott's Layout



## COMING EVENTS



**Ontario, Port Hope, August 9, 10, 11, 2013: CARM National Convention:**

Trinity School College, Port Hope, Ontario. Clinics, Layout Tours, Railfanning, Displays, non-rail activities, CARM Annual General Meeting.

**Ontario, Port Hope, Sunday, August 11: CARM and Ganaraska Modellers Train Show:** Trinity School College Peter Campbell Memorial Rink, 111 Ward Street, Port Hope, Ontario. Exit 401 to Ontario Street South, southeast on Hope Street, east on Ward. Adults \$5,

Children 6-12 \$2, Children under 6 Free. Run in conjunction with the CARM National Convention the show will feature numerous layouts and vendors.

**Ontario, Midland, May 25, 26:** Midland District Railroad Club 25th Annual Model Railroad Show. North Simcoe Sports and Recreational Centre, Midland Arena, 527 Len Self Boulevard (472 King Street). One of the biggest shows in all Ontario with 20 layouts and 70 tables last year. Fare: Adults \$6, seniors \$5, children \$2. Info: [www.midlanddistrictrailroadclub.info/](http://www.midlanddistrictrailroadclub.info/) or: Richard Small [smallrichard@rogers.com](mailto:smallrichard@rogers.com) 705-791-7968



# CARL TROLLEY'S HO LINEAR LAYOUT

Text and Images by Ted Rafuse

Five decades ago Carl Trolley began his train modelling. At that time he and a friend were interested in model trains. That led to his constructing an HO model layout based upon the steam locomotive era using Athearn locomotives. That layout lasted a number of years. Seeking a new modelling experience Carl switched to n-scale and again constructed a model train diorama in a small area. Some fifteen years ago Carl returned to HO and since then has developed an extended basement layout that has an out and back track arrangement totalling 173 feet.

This last layout commenced modestly in size and then gradually extended to include most of the perimeter of the basement. The initial construction focused upon a yard and a single town in an L shaped configuration. Rockwood Yard or simply the yard is the initial starting point for the current railway. The locomotive facilities here include a multiple yard tracks, a turntable, a roundhouse, a coaling tower and a square enclosed water tank. All trains are made up and broken down in the yard so it is often a busy place. In fact as the railway expanded and operations became more prominent an extension to the yard had to be constructed necessitating a bridge over an entranceway to an additional four yard tracks.

The second part of the L shape includes a town, Shuterville, so named as Carl lives on Shuter Street. This area includes a number of industry spur tracks, a passenger station, multiple streetscapes and much detailing. Some of Carl's buildings in this area are made from card stock while others are plastic kits. With family encouragement as an assist, Carl determined that the railway should expand. This resulted in continuing around the walls so that several new towns could be incorporated: Thomasville, Wilton Landing and Skyler. Skyler, named after a granddaughter, forms a loop and returns the trains to their home-bound destination of Rockwood Yard. Each town has ample operating opportunities with multiple industry spurs.

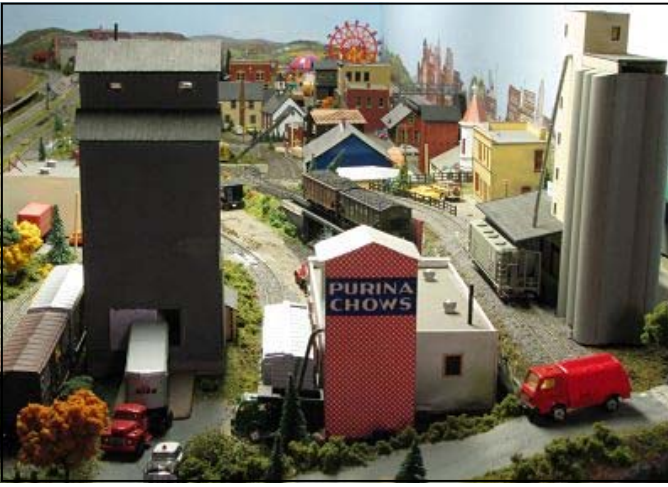
All track is code 100, and all turnouts are manual Atlas devices. The turnouts in Shuterville are manually operated through a Carl made system that incorporates push-pull knobs, piano wire and wooden wheels. The railway was constructed in typical DC electrical format with a number of isolated blocks. As the railway developed certain protocols developed: switch machines are easily accessible and all manually operated.



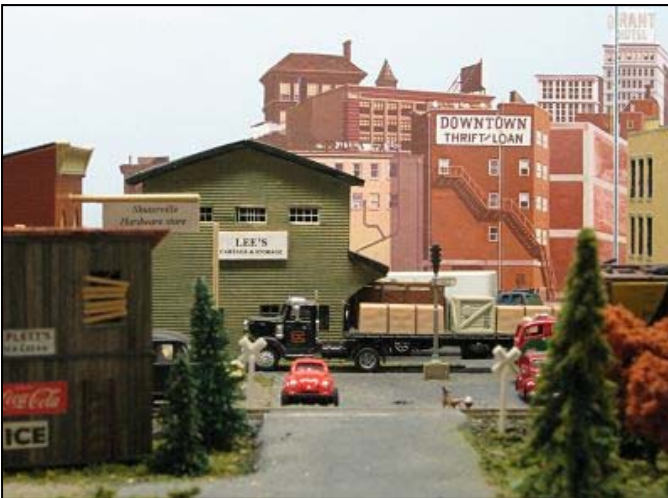
Photo Above: Carl Trolley



Photo Left: The Dominion Wheel & Foundry is a wooden scratchbuilt structure representative of the industry that once operated in Cobourg on the grounds of the former Crossen Car Company. Carl's brother once worked here and he felt that this presence would provide an interesting site on his layout. Carl also worked at the same site when it was known as General Wire & Cable. The DCC switcher rests on an electrically isolated section of track in Shuterville awaiting its next assignment. The track numbers assist a sight impaired member of the NRRR to operate during sessions on Carl's layout.



**Photo's Above and Below: Many of Shuterville's spur sites are located on the south end of town. One grain elevator, a feed mill, a coaling trestle and the operation and silos of a cement plant dominate this scene and provide a view block between Shuterville and Thomasville**



**Photo Below: As witnessed by the sign the passenger station is not nearly as busy as it once was. A portion of the building has been taken over for use by the public library. Some train patrons use this facility as well, especially the commuters who can easily return the books when finished with them.**



Carl has not attempted to model a specific portion of a railway but he is partial to Canadian Pacific steam era locomotives and vans. In recent years he has purchased a number of Bachmann Spectrum 2-8-0s, now with sound, for his freight operations along with a single 4-4-0, also now with sound, used on his diminished passenger service of the era.

Several years ago, along with six like-minded individuals, coalesced to create the Northumberland Round Robin Railroaders. That group, interested in operations, created further changes to the layout. DCC was adopted as the norm. Carl then decided to extend the time frame of his layout so that he could include some first generation diesel units on his layout. These additional Bachmann Spectrum motive power units have installed DCC receivers. To prevent any electrical mishap from altering the assigned numbers to the throttles Carl has created dead tracks where he stores locomotives. This avoids any crossing of numbers that might assign the same number to two different units.

On operating nights Carl uses a self-developed card system to prepare for the evening. Each car has a card indicating where it will be destined and where it will be forwarded or returned. The deck is shuffled and cars are identified on any of the yard tracks. A switcher prepares the train for mainline operation. The engineer leaves with a list of cars and their destination. As the train progresses it drops off the cars at the appropriate locale, sometimes with the aid of a dedicated local switcher.

If a car is on site at an industry it is retrieved and added to the mainline train. If it is not destined for another spur it is added to the mainline train for return to Rockwood Yard and one of the numbered tracks there. When the NRRR started their operating sessions, Carl learned quickly that there was insufficient capacity in the yard tracks and so an extension was built to accommodate the additional cars in use. Although not complicated in itself, operation from start to finish can take several hours.

With the layout 'finished' in most respects, Carl now enjoys the weekly operating of his model railway in the company of the Northumberland Round Robin Railroaders. That does not exclude him from going to the basement to enjoy the railway by himself!



# COPETOWN 2013



Photo's above left and right: TH&B Heritage Unit passes a downbound CN freight at Bayview Junction on the Bayview Junction Modular Layout.

Photos below: Views of the layout room including Clare Gilbert of Sylvan Scale Models, the Rapido booth, Brian Fayle and his fascinating small layouts, and Dan Garcia giving a clinic on the care and maintenance of Rapido equipment to a roomful of interested participants.

