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REMEMBERING A GREAT MODEL RAILROAD



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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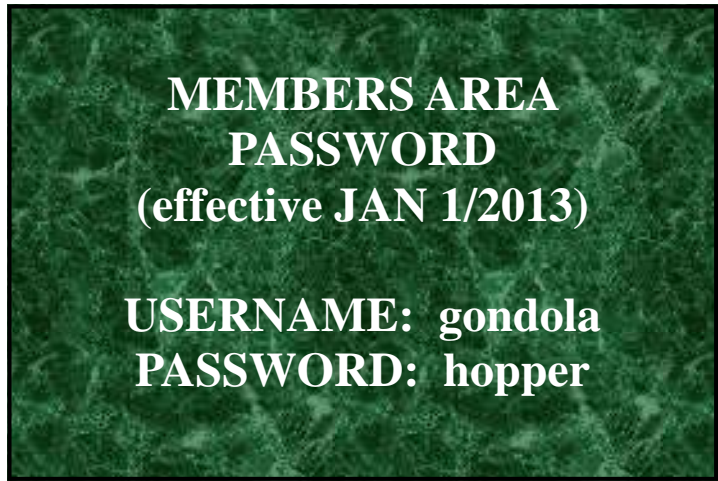
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FRONT COVER: PHOTO BY PETER MOFFETT: The scratchbuilt coaling tower on David Lee's Poyntlas and Dreerie RR.



observation platform john johnston: editor

THE END OF A GREAT MODEL RAILROAD PROVIDES A BOOST FOR MODEL RAILROADING

In early March I received my Saturday morning Hamilton Spectator and there on the front page, above the fold, filling the entire half page was a photo of David Lee's Poyntlas and Dreerie RR. Any of you who had the privilege of seeing David's railroad know that his MMR designation was well deserved and truly earned. His structures were masterpieces of the art of model railroading. Not only did he

get the prime location on the front page, there was a full 2 page article on the layout in the first section. Unfortunately, there was a sad side to this story. David has encountered serious health problems and now resides in a nursing home and the story was chronicling the end of the Poyntlas and Dreerie.

I understand through the grapevine that the family has been in touch with McMaster University and they have an interest in acquiring the layout and saving it. Only time will tell if this comes to fruition. David is a wonderful man, a talented model railroader, and the Poyntlas and Dreerie was a Great Model Railroad. I did an article on the railroad for the Canadian in 2004 and in its honour I am reprinting it in this issue, along with lots of great photos by Peter Moffett.

CARM NOW ON FACEBOOK

The screenshot shows the Facebook interface for the 'Canadian Association of Railway Modellers' group. The browser address bar shows the URL: <https://www.facebook.com/groups/1482355515376859/>. The page header includes the group name and navigation options like 'Home', 'Find Friends', and '15' notifications. The main content area features a large banner with the 'CARM' logo in yellow and black, set against a red background with a silhouette of a train. Below the banner are buttons for 'Joined', 'Share', and 'Notifications'. The page is divided into sections: 'Write Post' with a text input field, 'RECENT ACTIVITY' showing a post by Jason Essery from October 27, and 'ABOUT' which identifies the group as a public group with 5 members. The right sidebar contains 'YOUR APPS', 'RECOMMENDED GAMES', and a list of 'MORE FRIENDS (1)' including Anthony Fletcher, Barry Oldman, and others. The bottom of the page shows the Windows taskbar with various application icons and the system clock displaying 6:58 PM on 12/9/2014.

PROGRESS ON THE GRAND TRUNK SOUTHERN

The Grand Trunk Southern is going to be on a layout tour for the Golden Horseshoe Chapter on April 18th, so if you are in the area you are welcome to drop by and see my progress.

I have been hard at work installing Tortoise machines with lots of help from my trusty sidekick, Justin. We have installed around 65 or so, 35 more to go. Slowly, but surely I am progressing on wiring up the machines and installing small control panels to operate them.

I had made enough progress that last week I had the guys in our round robin group over to operate and see if the railroad operated as I thought it would.

One of the key operating schemes is the long haul freights which switch at several locations as they make their way around the layout. In my mind I thought that operating one of these freights from staging to staging would take 20 to 25 minutes. This turned out to be a 60 minute operation, more than double what I had anticipated. That knowledge will be helpful as I build a schedule, and more importantly, the feedback was that it was a fun train to operate.

I have started to install pink foam to act as a scenery base and with any luck will get some ground goop on before the layout tour so that the Plywood Central look is diminished a little.

It feels great to be nearing the end of what seems like endless wiring and moving on to those things which make a model railroad start to look like a miniature world.

ARE YOU HAVING A PROBLEM WITH A DIGITRAX CONTROLLER IN RADIO MODE

I was having difficulty with my DT300's working in Radio Mode and since all of them seemed to be affected, I was blaming the UR91. My next step was to have Justin bring one of his throttles over, and lo and behold it worked fine. That absolved the UR91, but could all of my throttles have gone at the same time? I contacted Digitrax and it turns out that at the time DT300's and early DT400's were being sold, there were problems in the electronics industry with bad capacitors and it appears that many of Digitrax's throttles have been affected. Needless to say these are long out of warranty, so the repair bill is on you, but at least you know what the problem is. For more information, just Google, Digitrax Throttles Capacitor Problems, and you will find lots of information.

THANKS

Lastly, my thanks to Jason Essery, Doug Thorne, and Robert Langlois for responding to my request in the last issue for submissions. I always need content, so it time for others to step up to the plate.

John Johnston, Editor

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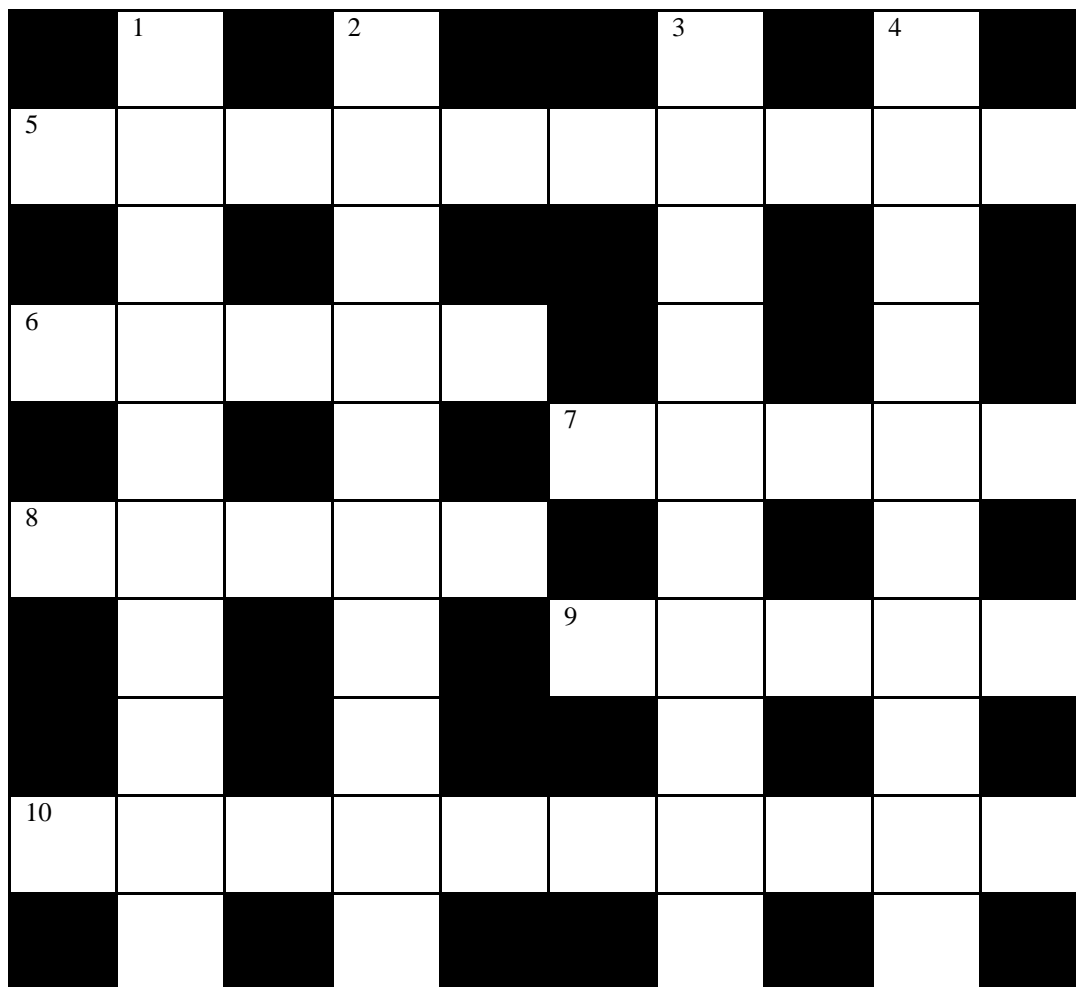


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CRYPTIC CROSSWORD

BY ROBERT LANGLOIS

ANSWERS CAN BE FOUND ON PAGE 23



Across

(numbers in brackets are the word(s) length)

5. Form 19 or 31. (10)
6. The tube, not above but _____. (5)
7. "I've got a little list" and I come from _____. (5)
8. Contents of a prairie skyscraper. (5)
9. Ticket to _____ one. (5)
10. One if by rail, two if by sea, ... (10)

Down

1. "I took the road less traveled". (10)
2. Arrivals and departures follow these. (10)
3. The locomotive must have this if it is to climb a grade. (3,7)
4. One of railroad's engineering disciplines. (10)



CHAPTER REPORTS

GOLDEN HORSESHOE CHAPTER NOTICE OF MEETING

The next GHC meeting will take place at the Royal Canadian Legion, 280 King Street West, Dundas, Ontario L9H 1W1 on Saturday April 18th, 2015. 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. David King will continue with his electronic series of hands on workshops. We will be building a strobe light using either a white, blue, red, yellow or green LED as selected by you. This is a project to simulate a warning light that is used on a tower, barrier or vehicle. The circuit has an adjustable strobe rate and is easier to build than previous projects.

You will need: 9 Volt battery: 5 Volt regulator that you build at a previous workshop (if possible), soldering irons, table light, and your other usual tools.

We have also lined up two great layouts. Come out at 9:00 am and visit John Johnson's Grand Trunk Southern N Scale layout and Steve Tuff's HO Scale layout in the era of 2000 Norfolk Southern in Central Ohio. Meetings start at 12:00 pm. Admission \$2.00. Guests welcome. Refreshments: Coffee, water and cookies homemade by Tom's wife.

LAYOUT VISITS: John Johnston's Grand Trunk Southern is an under construction freelanced N Scale layout which is 14X21, two level, and is based on the Lehigh Valley area of Pennsylvania. Track is installed, trains are running, and scenery is in the very early stages. The layout utilizes Code 55 track and a Digitrax DCC system. Address is 41 Glenview Place, Hamilton.

Steve Tuff's layout is HO Scale. It is a 42 ft long shelf layout based on Norfolk Southern in Central Ohio around the year 2000. It models the Sandusky Sub through Waldo, Ohio. Address is 47-10 Angus Road, Hamilton.

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Submission by authors or Chapters should be submitted
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Spring Issue: February 1 Summer Issue: May 1
Fall Issue: August 1 Winter Issue: November 1

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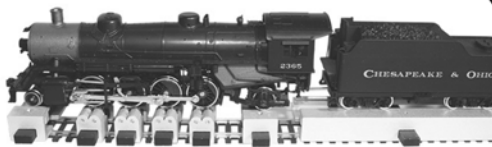
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THE TLC DIVISION OF THE CNR

MODELLING BY JIM SARGENT
TEXT & IMAGES BY TED RAFUSE

Before you refer to Employee Timetables and other sources of CNR information, relax. The TLC Division of the CNR is only a figment of the imagination of modeller Jim Sargent. Now for Jim, the TLC is a very real division of his HO model railway and the name is very significant. You might assume TLC is an acronym for tender loving care, but you would be incorrect. In fact TLC are the initials of this three grandchildren, Trent, Chad and Lorin.

When growing up in Montreal, Jim knew the CNR and CPR well as he lived between the tracks of those two railways. Everyday he watched train movements on his way to and from school.

His initial foray into the model railway hobby was through his children who encouraged him to create a home layout. As they grew up and job changes took place the hobby aspect of his life went dormant.

Some twenty years ago Jim moved to his present home some miles east of Toronto. That move renewed the latent interest held in model railways. He joined the Pine Ridge Model Railroaders which for him proved to be a superb stroke of fortune. In addition to the obvious com-

radeship of like minded individuals he acquired knowledge, practical skills and operators for his future railway.

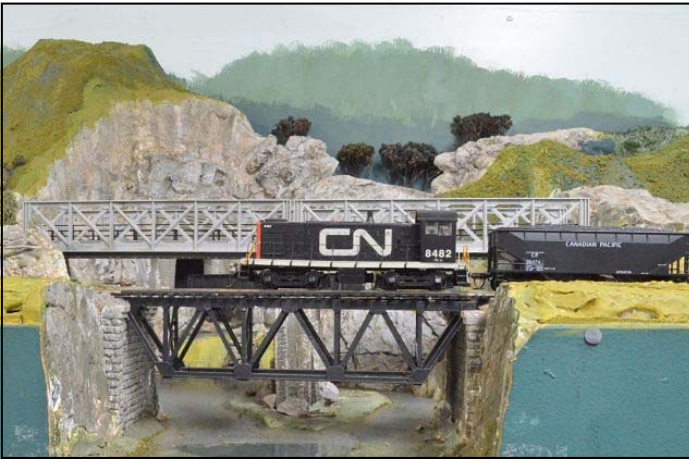
A wall in the basement of his split level home opened up the railway area substantially. It still left a sitting area used by operators between sessions as well as a work area for his modelling of kits and structures.

The layout is themed for the transition era into the early diesel era where some second generation units appear. The track design, although not specific to any area, was laid specifically with operation in mind and is configured in a point to point fashion with a loop at one end. The loop provides return operation possibility if sought and aids in fine tuning locomotives. Model Railroader, PRR members and his own modelling experiences aided in designing the track plan to achieve that goal.

The layout commences operations at the community of South Shore and proceeds south to Chad. Beyond hugging a broad curve is Janesburg. Further into the mountain ridges is a mine with extensive rail operations. Following a long horse shoe curve the rails enter Lorin on ones side of a peninsula. Continuing around a broad

OVERVIEW OF LAYOUT



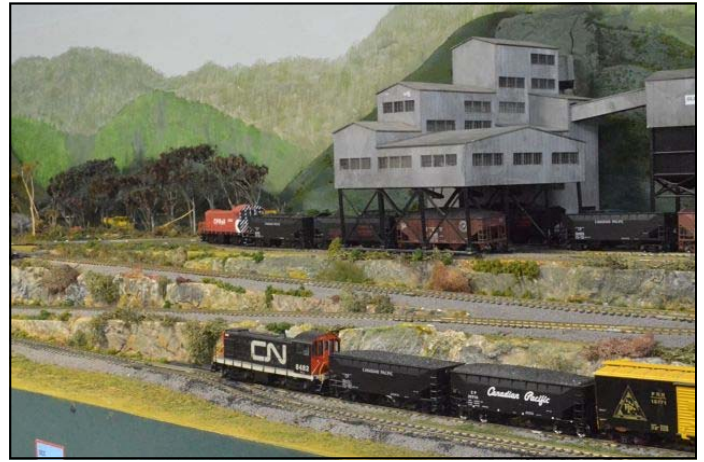
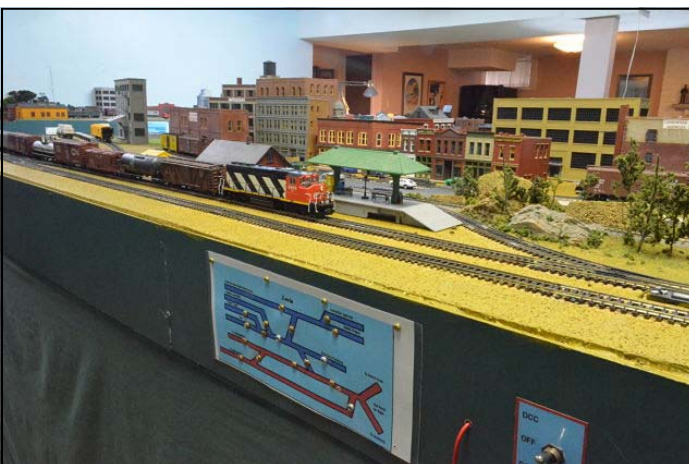


A deep gorge contains rapid runoff from the distant mountains and presented a major problem for the railway. The railway was forced to construct three bridges in close proximity in order to continue their mainline and to service a large mine just beyond this geographical impediment

curve to the opposite side of the tracks enter Trent. Trent and Lorin are two towns separated by many structures. From Trent the rail loop around towards Northgate which has its viewing and operating site from the coffee klatch sitting area.

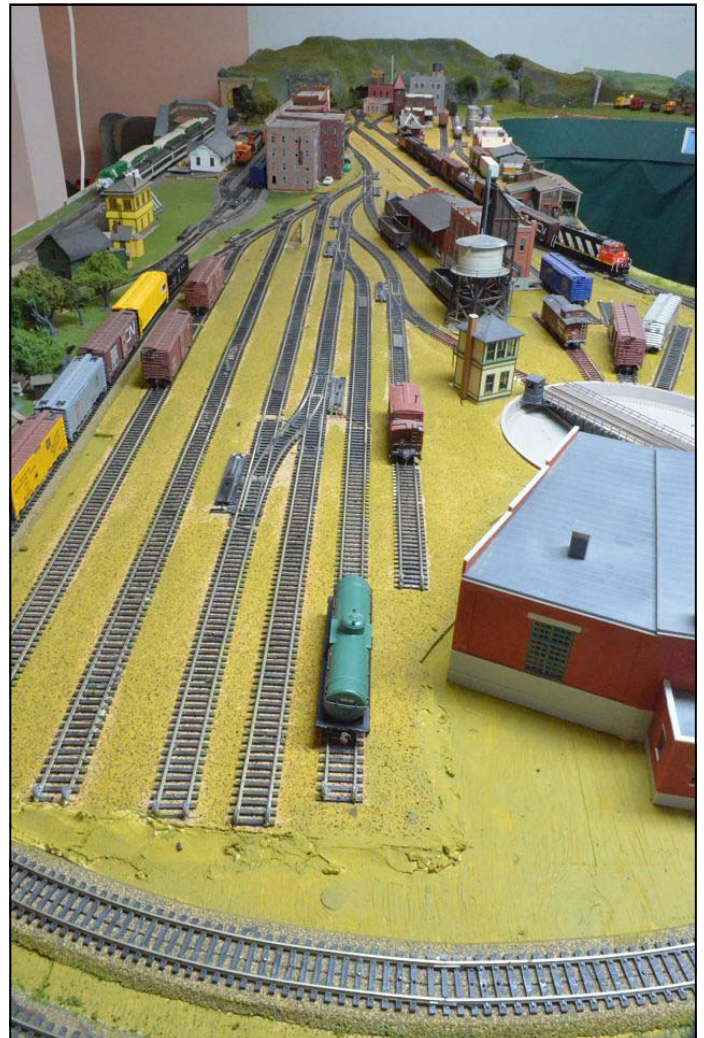
Freight operation is paramount on the TLC. Up to six operators can be involved in a session. A commercial computer program, Ship-It, organizes the car movement associated with each train and operator. A typical Friday night operating session is a three act play. The first act involves train operation with whom ever appears. The second act consists of refreshment in the adjacent lunge area. The third act returns to the TLC for the dramatic completion of the model railway operation for the eve-

A westbound CN freight train, led by a single diesel unit, passes the station and platforms at Lorin on its way to terminate at South Shore. The turnout control panel belies its simplicity to operate while hiding several wiring and electronic patterns. To 'throw' a turnout an operator uses the red pencil-like wand and touches its metal end to one of the metal discs on the panel. This completes an electrical circuit which powers a switch machine. Burnout of the switch machine motor is prevented due to the use of a capacitor discharge unit in the circuit.



A series of imposing grades and switchbacks were necessary for the railway to provide open hoppers to the mine. This at times challenges the ability of operators with long trains.

Trent is the second to last town in the division. This settlement is approaching the size of an urban landscape and is a busy rail location serving a variety of industrial and commercial spurs. It also has a large yard for sorting rail cars.



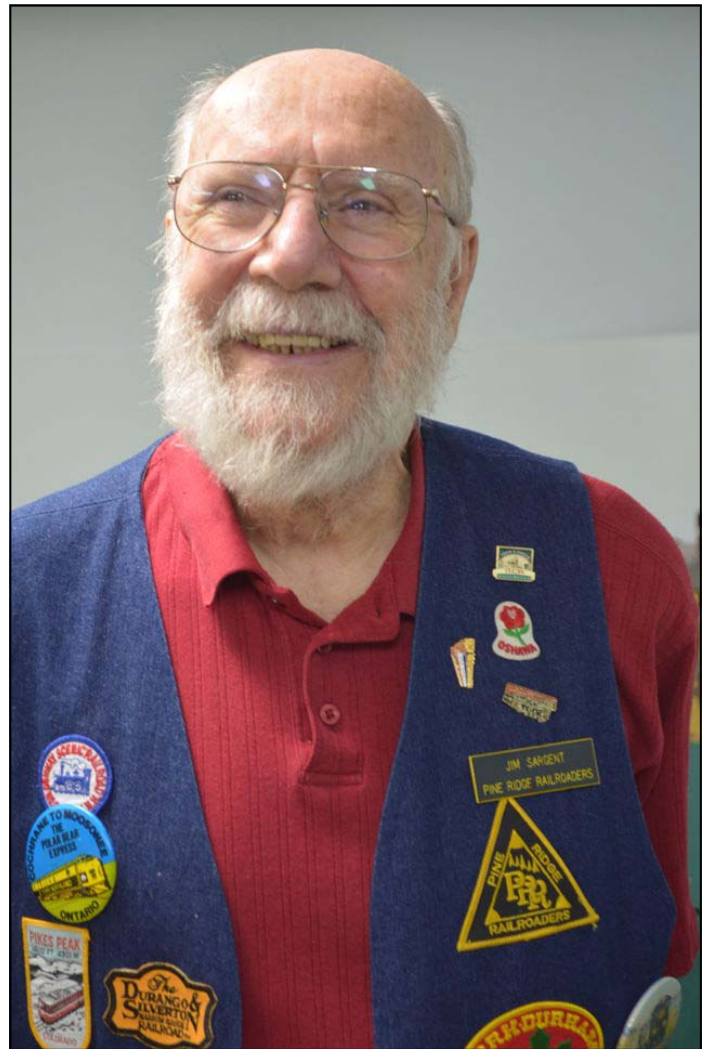
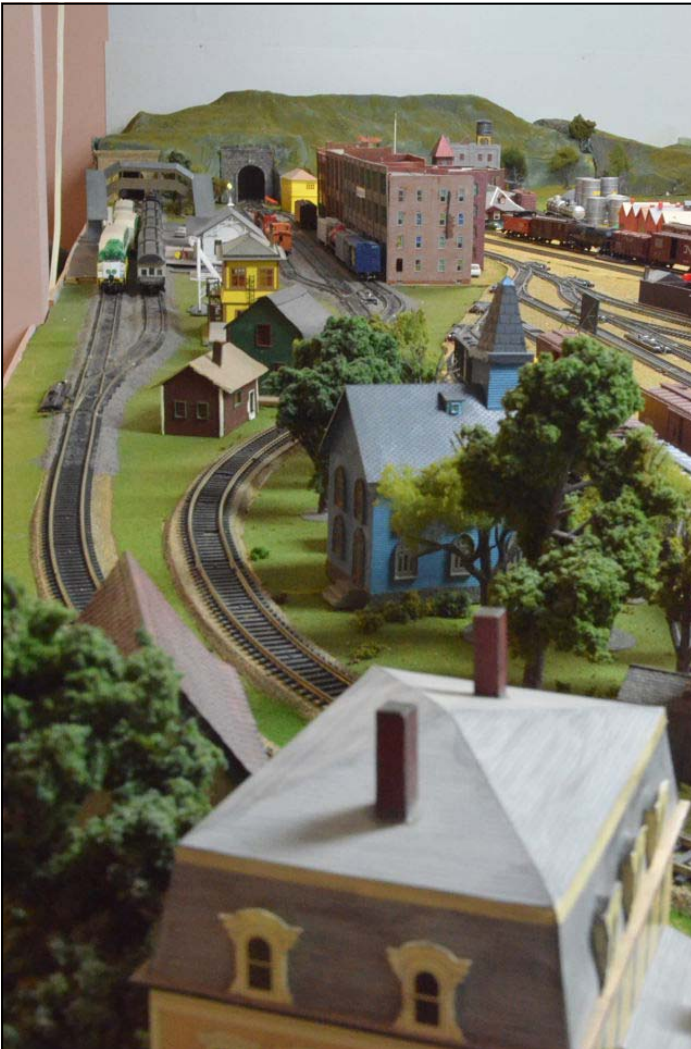
ning.

Duties are changed from one operating session to another so that engineers and brakemen can become familiar with the intricacies of the entire layout. A philosophy held by Jim is to encourage new members to join the Friday night group and operate trains. To aid a novice the layout functions with Digitrax DCC power and hand held throttles. Turnouts are operated by touching a metal pen to a small metal disc located on the fascia. One quick touch and a turnout is thrown! This action is accomplished through a capacitor discharge unit that prevents switch motors from burning out by through continuous electrical current. The metallic discs are integrated into the track diagram at each town along the right of way.

Locomotives originated from the Proto 2000 and Athearn shops while rolling stock came from a variety of manufacturers. In all of his modelling purchases, be it rolling stock, power sources, switch machine motors, Jim is a firm believer in horse trading to reduce costs but not reliability. He has a knack for ensuring that all aspects of the railway operate efficiently and correctly.

Scenery on the layout is unpretentious. Some backdrops

The east most town in the division is Northgate, an urban area served locally by GO transit and by intercity trains as well, both of which are visible at the station.



Jim Sargent's beaming smile welcomes all visitors to his CNR inspired TLC division HO railway. With little instruction necessary novices eagerly participate in his operation motivated layout.

were printed from computer imagery. Rock facings are made from split board, old paper acoustical ceiling tiles that are broken apart and then stacked to represent a rock face. There are no scenic dividers on the layout but in one peninsular location a city scene provides a modest view block between the opposite sides of this layout feature. Many structures are kit built with DPM versions throughout the communities. Others are from kits and a few are scratch built. Jim has attempted to name line side structures after companies that he once worked for: C.I.L., Abitibi-Price and DuPont as examples.

Jim is an avid fan of rail riding haven ridden the Algoma Central, Ontario Northland, the White Pass and Yukon Railway, the Sydney & Louisbourg Railway the North Conway Scenic Railroad, the Durango & Silverton Railroad , Pike's Peak Railroad and yet others. Jim is an active member of the Pine Ridge Model Railroaders club and has served in various leadership capacities with them. Most recently he hosted some special visitors to his layout attendees to the 2013 Port Hope CARM convention. By the time this article appears in print he will have become a full member of CARM.

The Don Valley & Eastern Railway

Modelling by Al Heard

Text and Images by Ted Rafuse

The Don Valley & Eastern Railway may be a mythical rail empire but to a former eastern Toronto resident it is a very real part of his modelling life now that he is a resident of eastern Ontario. Al Heard grew up, on the east side of Toronto a few blocks from what is now Toronto's Don Valley Expressway where he witnessed rail movements of both the CNR and C.P.R, Freight and Passenger service, thru the Don Valley, that action captivated his interest in modelling.

Like many other modellers Al as a young lad was the recipient of a Christmas Lionel train set at age five or six. An uncle of his was a railway brakeman at the time and gave encouragement to the budding enthusiast for a time. That train set provided many hours of entertainment until his later teenage years when his interest in modelling shifted to HO scale and racing full size hydro planes (Sea Fleas). Those hobbies dwindled in attention to be replaced by an interest in stock cars and girls.

During the course of several house moves, marriage and apartment living, Allan continued to read model magazines including Model Railroader & Railroad Model

Craftsman. When N scale began to be a significant contender in the model railroad hobby he became intrigued with its possibilities due to its size. Somewhat as an experiment he planed to build an N scale layout under glass, in/on a 18 by 36 inch coffee table. At the time he was much intrigued with Aurora (Postage Stamp) brand rolling stock, which sold in the \$3.00 to \$4.00 range! (early 1960s).

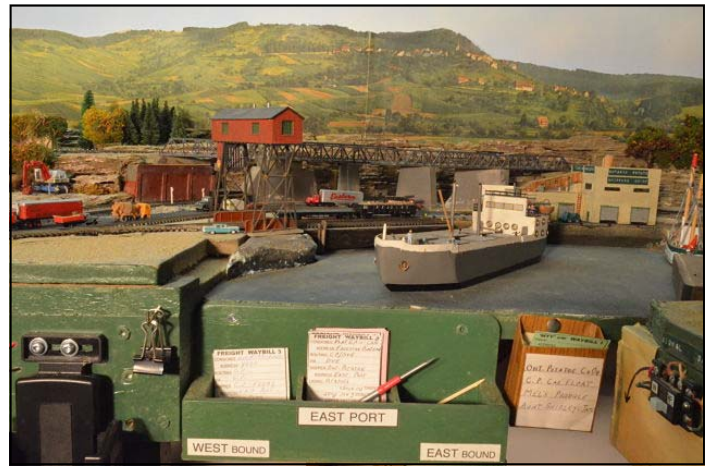
A move to his own house allowed Al to consider building in a 12 by 20 foot basement work shop room. There a 6 x 8 ft N scale railway was constructed on a plywood design format. It was on this layout that he honed his scenery building interest and skill to such an extent that two segments of this layout appear many years later on his current layout.

The largest generator of rail freight traffic on the DV&E is this open pit mining operation that extracts limestone, processes the 'ore' to a powder form, and then loads the powder into covered hoppers for shipment to a cement manufacturing site. Limestone is a prevalent rock forma-

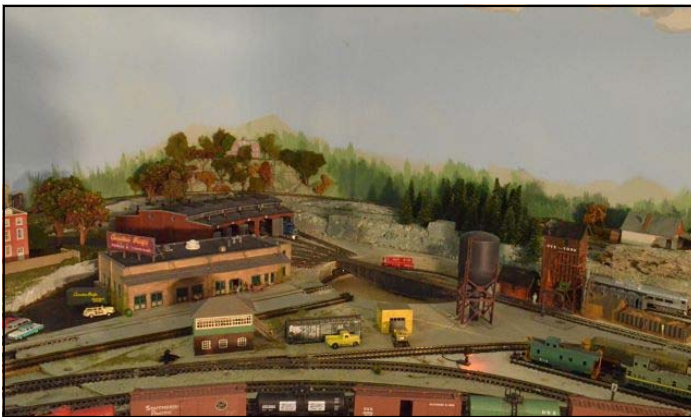




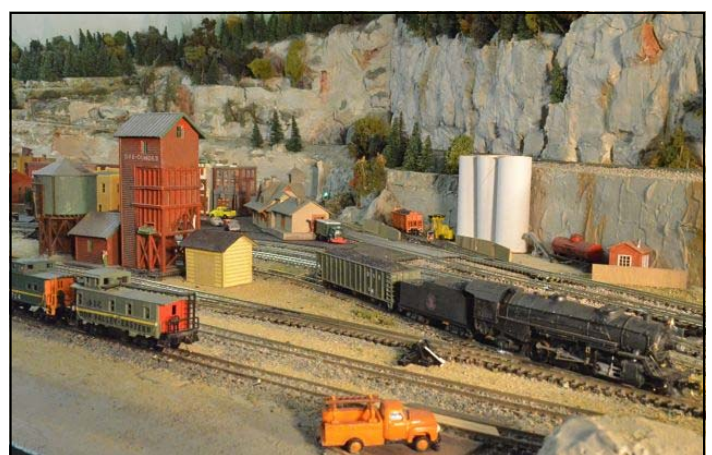
York, as evidenced by the sign on the large passenger terminal building is the operational centre of the DV&E as well as its principal passenger station. York has all the principal rail facilities of any similar sized rail hub elsewhere in the country.



At Eastport, as the name implies, to the east of York, is a large harbour, or port, which amongst other facilities has a rail-marine barge ferry interchange. This allows the DV&E a transfer point for cars destined to cross lake industries and businesses.



The York locomotive servicing centre retains its evidence of servicing steam locomotives but most of the work focuses upon ensuring that the diesel fleet is well maintained and ready for operation. All A units take a ride on the turntable before they are sent out for mainline duty.



The town of Dundas is a major terminal on the DV&E. The town is a thriving regional centre for people as well as host to a number of important rail car hosting industries and companies. Dundas is also host to a divisional engine servicing facility as attested to by the various service structures in evidence and the number of vans available for train crew use.

The current 12 x 20 ft U shaped with a 1 x 12 ft extension. This N scale Don Valley & Eastern Railway commenced construction in 1998 after a move to eastern Ontario. The layout is designed for loop to loop operation, with several divisions and incorporates some operational experiences gained in previous layouts. Train movement is controlled by an MRC Prodigy Advance DCC system with several CNR, CPR, & D V E locomotives, some with sound. This system was selected due to its ease of set-up and operation for his layout.

Initially the layout was DC operated. When AI converted to DCC operation he maintained the block system necessary for the former system. He believes it provides him with greater flexibility in operation and provides more feeders to the track for electrical continuity. In maintaining aspects of the DC concept, he uses Atlas selectors for block control and Atlas switch machine operation.

The era is set in the transition era to allow for his interest in late steam and early diesel locomotion. For operation

cards are employed for train movements with a primary interest in forwarding raw materials from one source to a finished product facility at the other end. Locomotives and rolling stock are from a mixture of items from a variety of typical sources such as Atlas, Broadway, Microtrains and others. Many of these pieces of rolling stock adorned previous layouts AI built.

Scenery is a primary modelling interest for AI. Depending on where one views the layout there are harbour scenes, cityscapes and mountain ranges to delight the sense of vision. Details are pronounced 3D providing a miniature vitality to many mini-scenes. Many structures are from kits or kit-bashed and many are designed by the DV&E's principal officer.

With the DV&E essentially complete, operation is the principal generator of fun and interest. As mentioned pre-

viously a card system sustains train operations for multiple operators. Illuminated signals abound on the layout but these are not block occupancy lights rather they indicate the position of a turnout. These certainly aid operators in their switching maneuvers and in mainline-siding operation.

Continuing projects for AI include creating an interchange in a small hidden corner of the layout that is accessible to a open aisle. York harbour & Eastport ferry docks will receive detail enhancements. And other areas of the layout will be the subject of scrutiny with the object of creating detail to further create a miniature world through which the DV&E passes. AI is a member of the Brighton & Presqu'ile Railway Association and his layout was open to attendees of the 2013 Port Hope CARM convention.

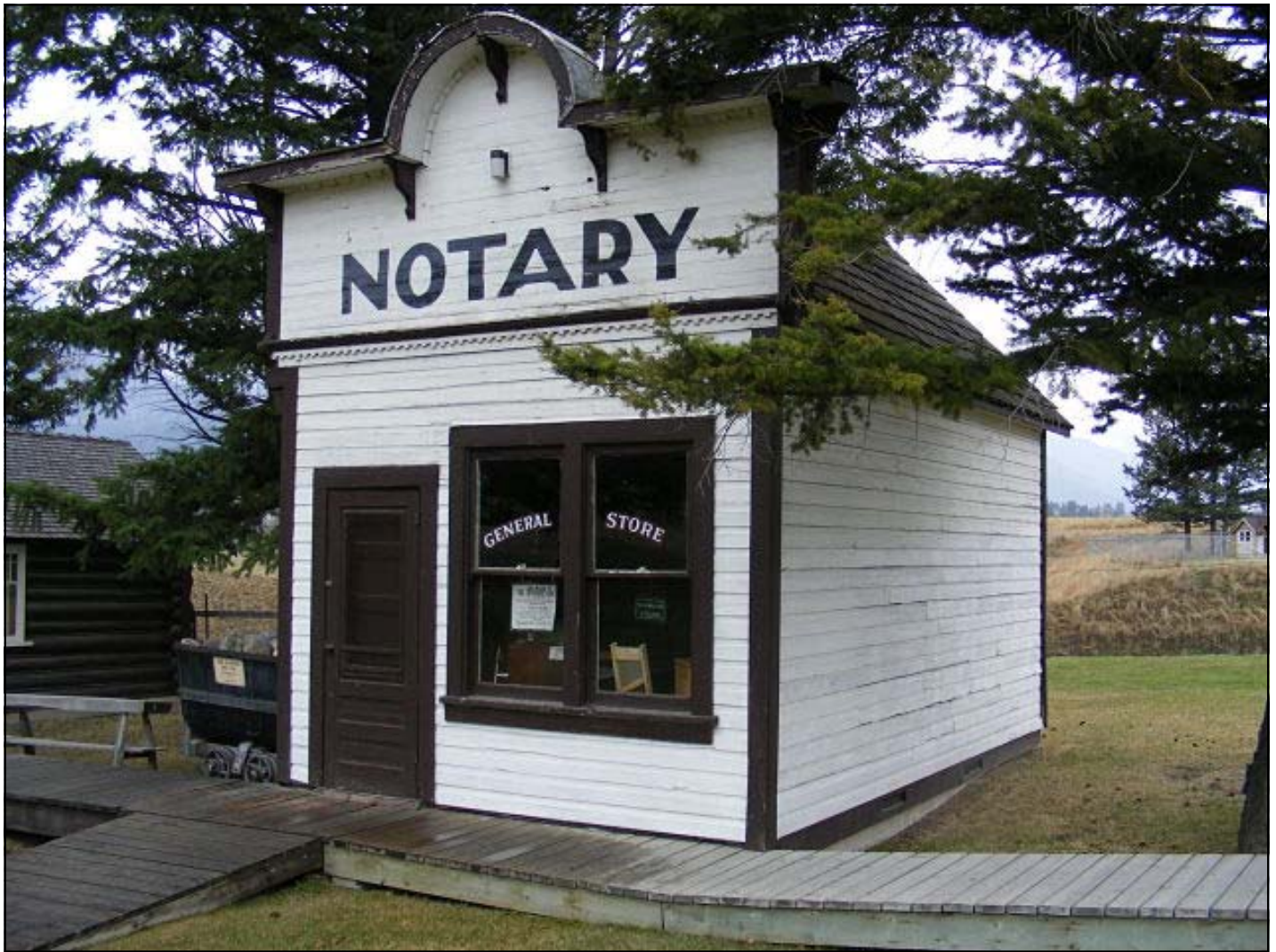


TOP RIGHT: Along a shelf branch line extension lies the Freeman Coal Company's mining and processing facility. This company requires daily shunting of hopper cars for both loads out and empties in and keeps the rail crew occupied for most of a shift.

CENTER RIGHT: AI Heard is the major financier, the chief civil engineer, and the primary operator of the Don Valley & Eastern Railway. To all intents and purposes the railway is his personal basement fiefdom

BELOW: Freeman, the village is home to many of the miners, and as you might surmise, it is a company town. The DV&E retains a two stall locomotive shed and a turntable and provides a service to the town and company by transferring shift workers between the mine and the village.





BUILD THIS GENERAL STORE AND NOTARY OFFICE BY DOUG THORNE

On a recent trip to the Windermere Valley Museum I noticed this very interesting building. I was there to measure up the CP Lake Windermere log station so I also measured up this building. The data I gathered is presented here as a floor plan, a front elevation, 3 wall sections, and a trim detail. On these drawings I have noted the Evergreen, Tichy, and Campbell components that are required to build a model of this structure.

This building appears to have been a small General Store as well as an office for a Notary. There is also a small sign in the front window that says "Invermere watchmaker", this sign may be in just a convenient spot for the museum to display it or possibly the proprietor was a "jack-of-all" trades.

The construction of this building is done as follows. Construct a floor to the exterior overall dimensions shown on the plan, my floor is made from .060 Evergreen sheet.

The exterior walls are made of Evergreen .040 flat sheet reinforced with Evergreen .125" x .125" square stock at

the top, bottom, and ends (see section "A"). Apply Evergreen novelty siding # 4083 to the exterior surfaces of the walls. Cut in door and windows and install the Tichy door and windows. The interior wall is made of .125" x .125" stock with Evergreen 1/16 "scribed siding applied horizontally to the side that faces the front of the building (see section "C"). Apply this scribed siding to the interior surfaces of the General Store area also. I applied this interior siding to the General store room as it will be visible through the front windows. This interior treatment is not necessary for the office area as that window will be totally obscured with curtains.

Make sure that what ever you make the walls out of that the location of the front door allows for whatever you use regarding the distance from the corner to the door jamb.

The roof structure is made with more of the .125" x .125" stock applied to the top of the end walls and at least 2 rafters each side. Apply 1 layer of the .040 sheet to the rafters, and then the Campbell shingles. (See Section "A").

I added a chimney for a stove that would be included in the back corner of the mercantile as shown. Paint exterior walls, shingles, trim and interior with colors as you wish. The sill height of the windows is 28" above floor level, the top of the exterior baseboard is the top of finished floor. (see section "B").

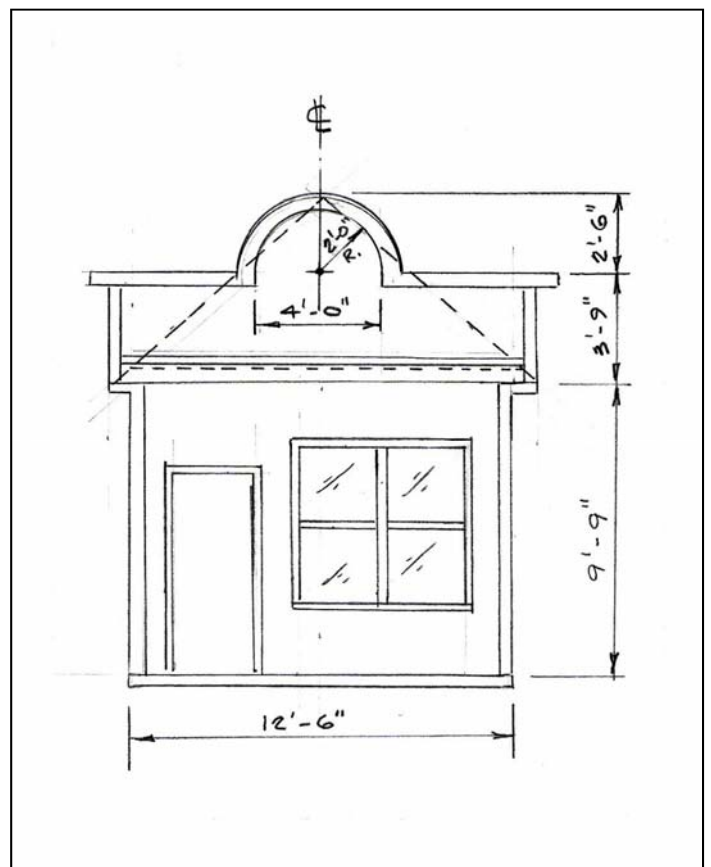
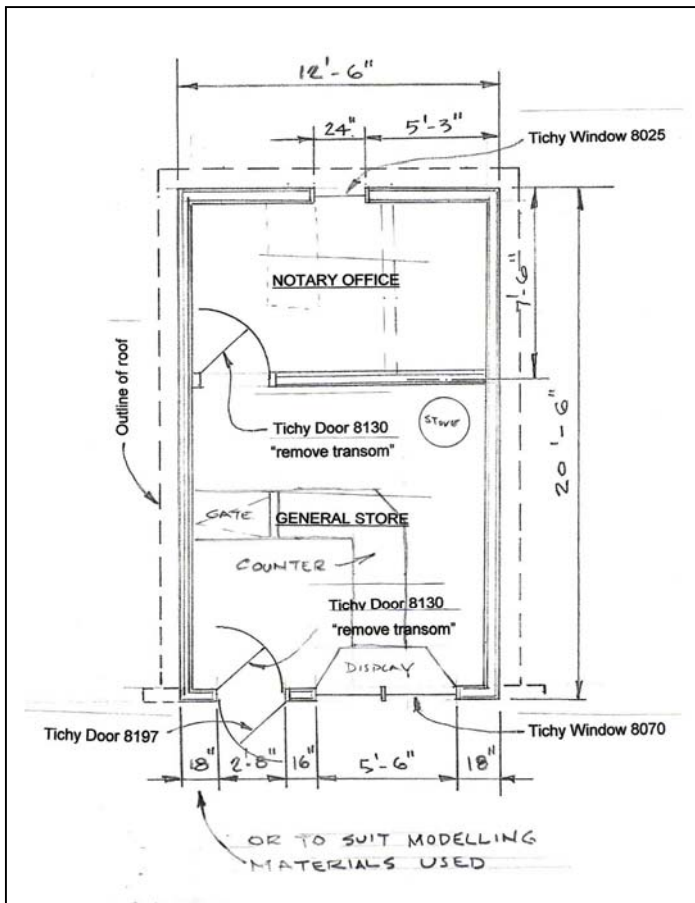
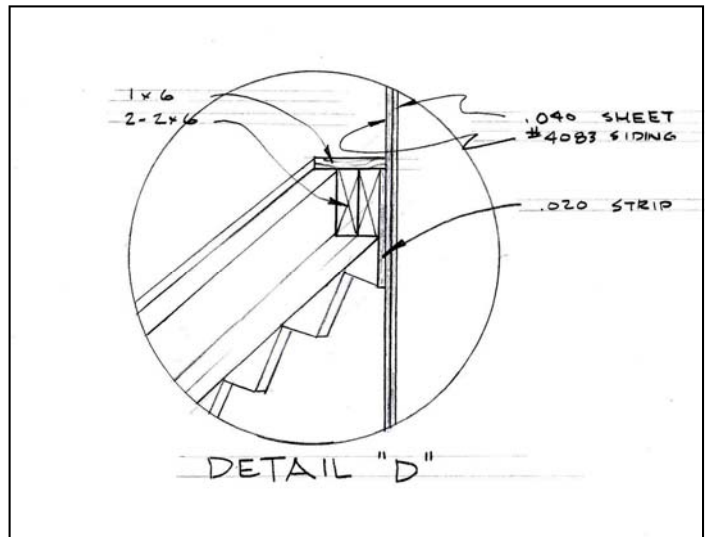
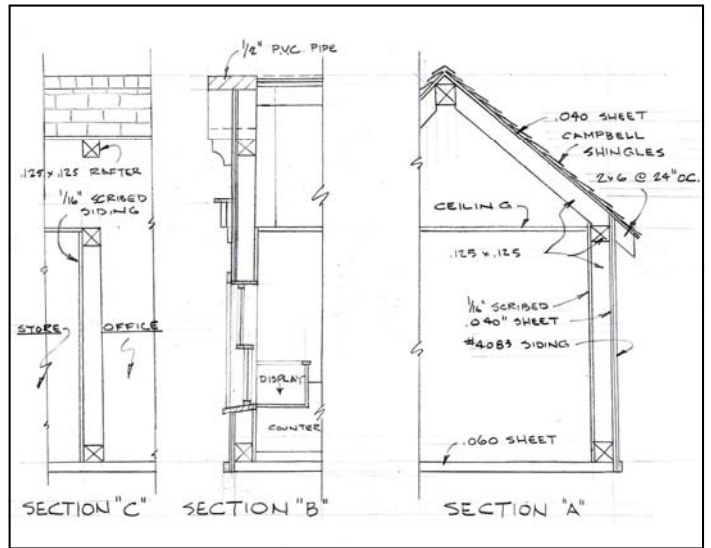
The front elevation parapet is made by cutting a 1/2" piece of PVC plumbing pipe to suit for the top round portion, and then just build - up the flat portions on both sides to match. The thickness of the pipe should be about 6-8 scale inches and the depth of the parapet is 24", you may have to experiment at your local hardware store to get the desired thickness.

On the photos you will notice that there is a strip of small wood blocks under a top horizontal trim strip. I can not think of any shape that is available to do this but my wife's "pinking shears" will cut a neat looking pointy shape that will do very nicely. (refer to Detail "D").

If the general Store area appears too small then the Notary Office could be made smaller to increase General Store area or possibly a work area for that watchmaker.

All of my buildings eventually will be lit with fibre optic strands and I will install one or two to the front portion but that is another whole article, as is the log Lake Windermere Station.

A counter inside the Mercantile and window display should also be included





AERIAL PHOTOGRAPHY FOR RAILFANS

ARTICLE AND PHOTO BY JASON ESSERY

I enjoy looking at photos of trains and railway equipment as much as anyone else. Almost all of these railway photos are taken from either a ground level perspective or a slightly elevated position such as a bridge or a hillside. In this article I will suggest looking at a new perspective, aerial photography, and I will be offering a number of suggestions on how to hire an aircraft.

The first step is to find a local flying club or pilot. You may already know of a local airport or strip in your area where local pilots fly from. Many airfields are friendly places that will take the time to explain and guide those interested in finding local pilots. The key here is to be mindful of security around airports and don't go wandering on to closed or private property. Locate the office when you arrive and explain that you would like to hire a pilot to fly you around for some photography, and more likely than not they will already have a pilot in mind and will arrange for you to contact them. Many recreational pilots who fly for a hobby take people up to for photograph purposes. Many pilots in rural areas partner with a local photographer to fly around and take photos of local farms, and then sell those prints to the families. The price to hire a pilot and aircraft from a recreational pilot usually will just be paying for the fuel, though if you wish to leave a tip they would certainly be appreciative of that gesture. Aviation fuel, "avgas", is more expensive than standard automobile gasoline. Several hours worth of flying time could be ballparked at around \$100, depending on the type of aircraft and the fuel consumption rate. In these times of fluctuating oil prices that may vary dramatically depending on the current price structure. Cost is something which needs to be worked out with the indi-

vidual pilot. My experience is that most of them are fair and are looking to recoup their costs and won't be trying to take advantage of you. Another option is to see if a railfan friend wants to come along and the costs would be split between the two of you.

However, just make sure that they don't have their own agenda and plan to go where you don't want to go! By taking the time to work out a plan and communicate, this first step will be over very quickly and easily.

In order to be able to get the shots that you want, you will need to first decide what type of aircraft you want to hire. Depending on the type of shots you want, you have two choices: fixed wing aircraft or rotor-wing aircraft. Fixed wing aircraft (airplanes) are the most practical and usually least expensive form of aircraft to hire, and for most situations are the ones that you want. Private aircraft are more common than private helicopters. An aircraft can provide a stable platform for the shots that you want, in the locations you want, and can circle your subject for many minutes while you are trying to get that "money" shot. The make of aircraft is not important, however, it is important that you hire a high wing aircraft instead of a low wing aircraft. A high wing aircraft is one which has its wings attached to the top of the fuselage and has the greatest visibility for taking photos of the ground below. A low wing aircraft has its wings attached to the bottom of the fuselage, which obviously blocks almost all the view of the ground, and is therefore next to useless for taking well positioned photos. High-winged monoplane aircraft are very common and would be the easiest to hire, though if one were interested there would surely be an option to hire a bi-plane, just dress warm and don't drop

your camera!

Rotor-wing aircraft (helicopters) are an entirely different breed, and present many new opportunities as well as challenges. The first main difference would be the price, as flying, fueling, maintaining and piloting helicopters is much more expensive and difficult than with standard airplanes. Additionally, there are very few private pilots who fly helicopters because of the afore-mentioned challenges, so private companies would probably be the method of choice when looking to hire an aircraft to fly on a railfan trip. While the price may be higher than with regular aircraft, the opportunities offered are very unique as well. Helicopters are able to go much slower and are able to hover in one spot as well as reverse in mid-air, something which standard aircraft are unable to do. This will allow you one stable position if you wish to stay in one spot to shoot in midair and will allow for much greater manoeuvrability when photographing. Also there could be the potential for you to disembark from a helicopter and photograph on foot during the trip, which could have many added benefits if you discover something that you would want to check out on the ground.

Any reasonable quality DSLR such as a Nikon or a Canon will be fine to take high quality photos with, though if you have a high-quality point and shoot would work well also. Your camera settings are extremely important when taking photographs, so make sure that you are familiar with your camera. If the weather is extremely sunny or if it is an overcast day with cloud cover you will need to be able to adjust your aperture settings, either open or closed to adjust for the amount of light. You will also need to adjust shutter speeds to compensate for the speed if the aircraft and still allow clear, focused photos. An empty memory card or two and some spare batteries will ensure that you will not waste your trip and you will want to bring any extra lenses that you may want to change while photographing, as your needs may change depending on the subject or on the weather. Lastly, make sure you check to see if the windows on the aircraft are clean before taking photos through, as there is nothing worse than a squished mosquito or dirt in an otherwise masterpiece of photography to ruin your day.

Make sure that the pilot understands what it is you want photographs of and where they are located. Locations such as busy domestic airfields (Pearson International Airport for example), military bases, nuclear power plants, cities or any other important, populated or strategic installations are restricted areas with little deviation from explicit instructions given, and they will severely limit your opportunities to photograph anything around those areas. By discussing your itinerary with your pilot up front, he can tell you of any areas that are off limits. It is important to remember that the pilot is responsible for the safety of you, himself and the aircraft, and will make all decisions regarding where to fly and when. That mountain pass may be fine for you when on the ground, but in the air many different factors such as wind conditions can lead to serious and often fatal crashes. Plan your route with the pilot before you leave, as they will want to know how far they are flying, and what they need to do in order to prepare for any long trips (extra fuel, flight plans, etc.).

While you may be able to make adjustments and changes during your trip, these will be at the discretion of the pilot. If you want to photograph train movements, study and memorize the schedules and bring along a scanner in order to plan your aerial photography at certain spots, or to follow a train along its' route.

By far one of the biggest factors in deciding when and where to go will be the weather. The weather is consistently inconsistent. Meteorological forecasting has developed greatly in the past several decades due to the progression of technology such as Doppler radar, but it still cannot be 100% accurate to what will happen that day. A clear sunny day is the optimum time for aerial photography as it will enable you to get the best, highest quality shots, and it will be the nicest time to fly. Windy days that are also warm and sunny may seem nice on the ground, but air currents such as updrafts, downdrafts and turbulence can be invisible dangers that not only make flying difficult, but can make photography downright annoying as the camera will never be still. Winds may look harmless on the ground, but things can change dramatically just a few feet into the air and may only get worse the higher the altitude.

In closing, aerial photography brings many new opportunities and challenges to the routine world of photography. Not only does this vantage point allow you to shoot trains from a new and interesting position, but it grants the extra opportunities that aren't found anywhere else. In an aircraft, terrain and shooting positions that are difficult or down-right impossible to get to can be easily done in order to get the perfect shot. Places such as remote locations, areas near water, bridges, or mountainous terrain are all prime locations to have a pilot bring you to take photos. Seemingly routine shooting locations that you may have visited in a vehicle may reveal new and interesting views, or may uncover a new discovery that you would otherwise never have seen.

Additionally, one can trace the abandoned routes of former rail lines that could be very difficult to see or follow from the ground, and allow modelers and railfans to develop ideas for potential layouts, or quench their curiosity about those abandoned lines. Large structures or complexes can also be easily photographed and modeled from aircraft for modelers and railfans alike. For example, the Goderich harbour and Sifto Salt Mine in Goderich, Ontario, and the former CNR Stratford Motive Power Shops, known as the "Big Shops" from steam days, are two such examples of large facilities and complexes that can easily be covered by aircraft. From the air it will be very easy to see details that you otherwise may have missed.

In the end, you may decide that taking photos from the air is not for you, and that is fine. However, the important lesson here is to get out in the world and try something new, to think outside (or in this case above) the box and get out of your comfort zone to do something new. Besides, you could always find out that you love flying, and then you could get your pilots' licence and chase trains on your own! Clear skies and happy flying folks.



DAVID LEE'S POYNTLAS & DREERIE RR

Photos By Peter Moffett MMR CRC and Article by John Johnston

NOTE FROM THE EDITOR

This article and the photographs were first published in the November/December 2004 issue of the Canadian. Recently, David has encountered health issues and now resides in a nursing home here in the Hamilton area. He and his wife had recently moved to a condominium and the family home was put up for sale. David's layout was truly a Great Model Railroad and there is some hope it will be preserved by McMaster University.

It certainly is worth a revisit in these pages.

John Johnston, Editor

David Lee MMR CRC has been model railroading for more than 45 years having started in the hobby in 1958. His interest in the hobby was fueled by visits to the layout of a friend's father who scratchbuilt all of his own locomotives. David started out while still in high school with a Lionel layout and the current layout, the HO Scale, Poyntlas & Dreerie was started in 1965. Three things strike you immediately upon entering David's layout room; the size, this layout is 28ft by 30ft; the numer-

ous scratchbuilt or craftsman kit structures spread throughout the layout; and lastly, for a layout that is 39 years old, the fresh look that it has, as if it was constructed just last week.

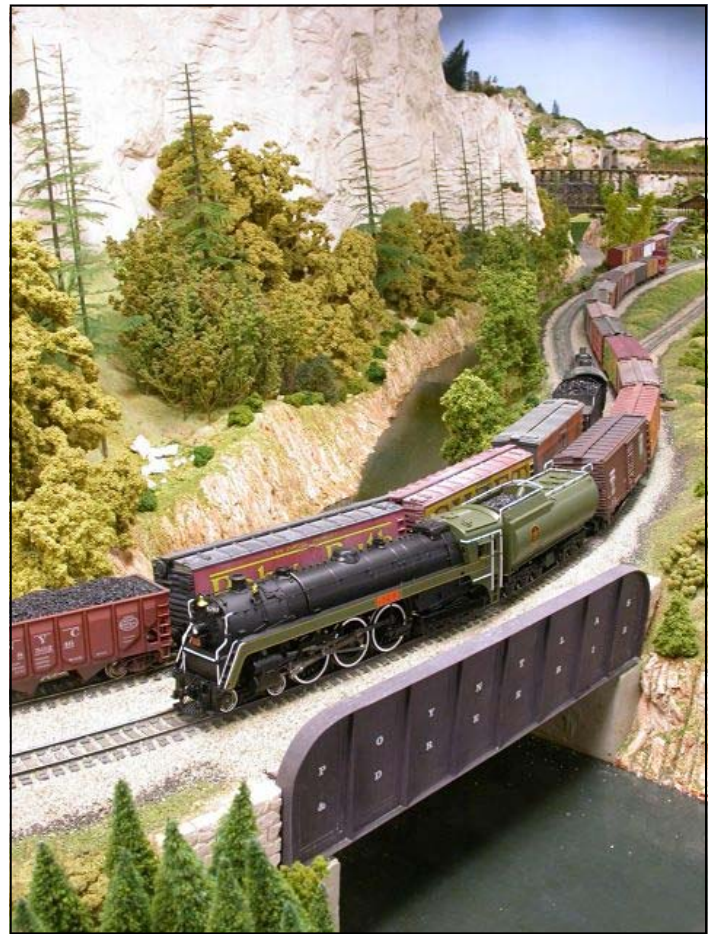
David was one of the earliest converts to Command Control, starting with a system called Digitrack in 1974 and has since utilized 4 other systems including the home built CTC16. David now uses Digitrax. The equipment on the layout is lettered for the home road, the Poyntlas and Dreerie, with appearances being made by both CN and CP equipment. If you are a diesel fan, David's layout isn't the place to go railfanning, as this is the home of the steam locomotive. The majority of the locomotives are brass imports but recently some of the new sound equipped Broadway Ltd. equipment has started to show up. David is quick to tell you how impressed he is with the growth of quality that has taken place in the hobby. The track has been laid using Tru-Scale roadbed and switch blocks. The 72 switches are all hand laid on the switch blocks and 55 of them are currently powered.

David operates the layout with friends Harold Lazier and Bruce Patterson using the card forwarding system from Ship It. He is a solid proponent of weathering and all of

his cars, locomotives, and structures are weathered to varying degrees. Weathering is accomplished using powdered poster paint. David uses the three primary colours of rust, black, and white, and mixes them in varying shades. Wood buildings are coloured and then bleach is used to create the weathering effects that he is seeking.

As you look around the layout you will note the numerous small detailed scenes that dot the landscape. David uses these effectively to draw the viewer's eye to a specific area. His attention to detail has led to such items as licence plates being applied to all of the motor vehicles on the layout. The scenery is hardshell with rock created from rubber molds. The trees are home built using various natural materials such as golden rod and sedum. Evergreens are made from bumpy chenille and lots of Woodlands Scenic ground foam is used for ground cover. The layout is built around the walls with two peninsulas jutting out into the room. The house and the room were built with the layout in mind. Concrete blocks were added to the foundation walls with gaps between the blocks for 2x5's to be inserted to create a cantilever system for the benchwork.

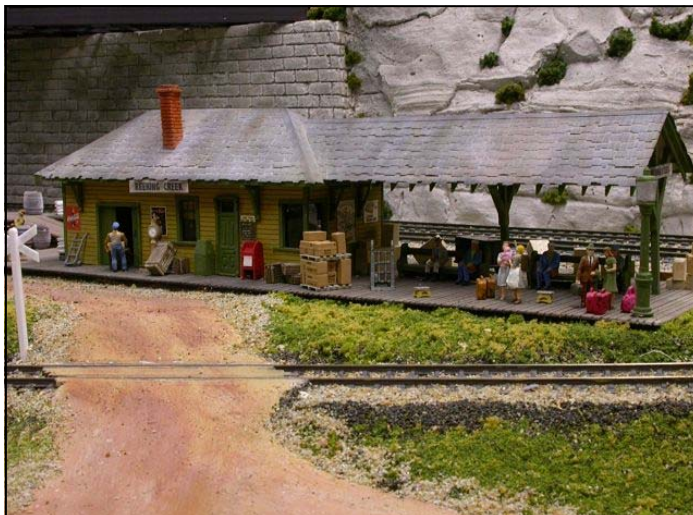
David's time now is spent constructing the many structure kits that he has collected over the years. He is also a master at taking simple kits such as DPM structures and making them unique through the use of signs, details like fire escapes, roof details, and weathering to make them into unique models.



TOP RIGHT: CN freight led by a Hudson passes a Poyntlas and Dreerie freight on the bridge over the Rancid River.

BOTTOM RIGHT: The scratchbuilt coaling tower at Poyntlas Yard.

BOTTOM LEFT: Scratchbuilt station at Reeking Creek





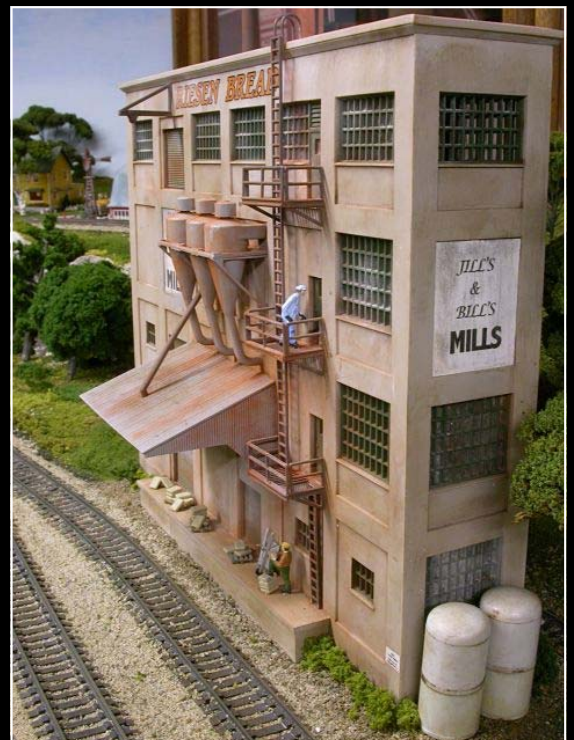
The main street of the city of Dreerie. The mainline is visible in the background.

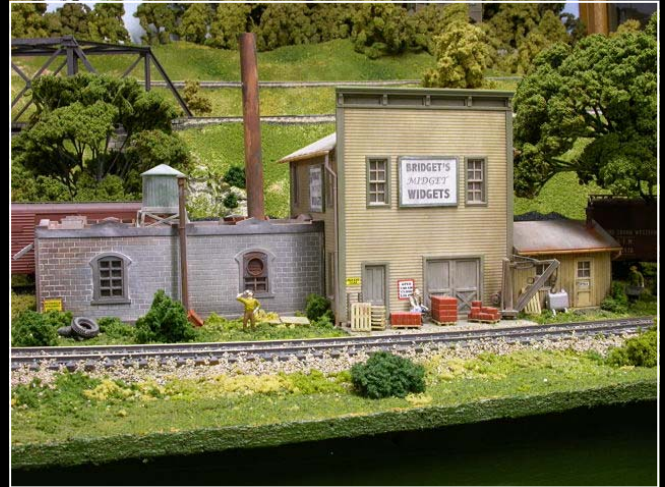
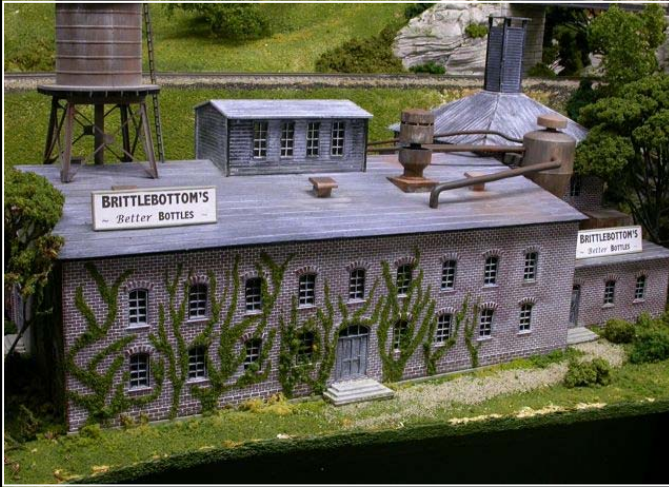


This overview shot shows the coaling tower and yard at Poyntlas and portions of the main line.



**LOOKING BACK AT THE MANY
SCRATCHBUILT STRUCTURES ON
DAVID LEE'S
POYNTLAS & DREERIE**





David's layout was a panorama of scratchbuilt, kit bashed, and highly detailed structures. Examples of his work are shown on these pages. David also put his fertile imagination on display when one looks at the myriad of signs that adorned the buildings. He was quick to praise his wife Ruth for both her input and her computer skills in generating many of the home made signs. Some examples of his imaginering:

WORPT & SHAIKIER FURNITURE
 WARREN OUTT CLOTHING
 SAM N'ELLA'S CAFE
 LACKA TRUST COMPANY mgd by NOAH COUNT

WEEPING DEBTOR FINANCE COMPANY
 DISCORDANT MUSIC COMPANY
 Owned by A. SHARP and B. FLAT





ANSWERS TO CRYPTIC CROSSWORD

	1		2		3		4	
	B		T		D		M	
5								
T	R	A	I	N	O	R	D	E
	A		M		Y		C	
6								
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8								
W	H	E	A	T		N		N
	L		B		9	A	D	M
	I		L			B		C
10								
I	N	T	E	R	M	O	D	A
	E		S			X		L

DAVID LEE'S POYNTLAS AND DREERIE RR.



A Canadian National freight approaches the station at Pungent Pond.



This scratchbuilt trestle is one of the numerous bridges that dot the layout.