

1st Annual CARM Manufacturers Survey



On the National News Page there is a description of a new initiative by CARM to give our members a voice in which Canadian prototype models are being manufactured. Your role in this new initiative is to fill out the enclosed Survey. Do it today, and let your voice be heard.



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MEMBERS AREA PASSWORD CHANGE

EFFECTIVE: January 20

USERNAME: brake

PASSWORD: valve

COVER PHOTOS

Upper Photo: Ted Rafuse: An Alstom SD40 sits at the engine facility on Steve Pee's CN Medicine River Subdivision.

Lower Photo: Ted Rafuse: Way freight holds in the siding as a passenger train prepares to leave Wellington Station on Bob Duncan's N Scale layout.

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**THE
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UNION PACIFIC SETTLES TRADEMARK LAWSUIT

In the very first issue of The Canadian, I published a letter which had been sent to a small Canadian manufacturer from the Union Pacific RR which threatened legal action unless the manufacturer stopped production or paid a licence fee to UP.

Anyone who models UP or who has looked at equipment in a hobby shop will have noticed that UP models were costing about \$5 per \$100 more than any other road name. UP was roundly lambasted by one and all, including me.

On a similar note, the reputation of Mike Wolf of MTH Trains has not fared well lately. Hard on the heels of his lawsuit against Lionel, which he won, rumours spread like wildfire around the Internet that Mike had patented a number of DCC items that were significantly going to impact the cost of DCC components. These rumours portrayed Mike as a litigious individual. I must admit I don't know Mike, but my impression of the man was not good.

This most recent settlement, which is very good for the model railroad industry, also highlights how misleading some of these "instant communications" can be. As part of the "deal" settling the lawsuit which MTH had brought against UP, Mike Wolf ensured that all other railroad manufacturers, including all of his competitors were also covered by the settlement. Certainly doesn't sound like a man

lacking scruples but rather a man of some significant moral integrity. I for one jumped too quickly to judgement based on rumour and innuendo spread via the Internet. I still don't know the man, and certainly wouldn't want to grant him sainthood, but it does appear that there is more to him than meets the eye.

Here is the press release issued by Union Pacific via their website.

**Union Pacific, M.T.H. Electric
Trains Settle Trademark Dispute
Omaha, Neb., November 8, 2006**

M.T.H. Electric Trains and Union Pacific Railroad are pleased to announce that they have amicably settled the trademark infringement case that UP filed against M.T.H. in Omaha, Nebraska federal court. The settlement benefits both parties, as well the entire model railroad industry. It allows Union Pacific to continue to protect its intellectual property, and authorizes M.T.H.'s use of Union Pacific's trademarks and paint designs on model train products and accessories. Union Pacific has also decided to change its trademark-licensing program so that model railroad manufacturers will no longer have to pay a royalty, and will enjoy a perpetual license to use Union Pacific trademarks and paint designs on model railroad products.

In reacting to the end of the yearlong legal battle, M.T.H. recognized the commitment of UP to make a change. "UP deserves a lot of the credit here," Wolf stressed. "UP's willingness to reconsider its position with regard to model train manufacturers' use of its trademarks allowed a deal to be struck. UP has long been a friend and a steward of the hobby and this new license reflects that."

Wolf added that the case was a big drain on M.T.H.'s resources but worth the effort. "For seventy years, Union Pacific and the other railroads

have worked with our industry to develop and nurture the model-railroading hobby. The UP license that had been in effect did not properly reflect that mutually beneficial and rewarding relationship."

Bob Turner, Senior Vice President Corporate Relations for Union Pacific, said, "Mike Wolf is to be commended for his commitment to the model railroad industry. His energy and passion helped us find a solution that will better reflect the positive relationship that Union Pacific and the model train industry have enjoyed for many years."

To help commemorate the new arrangement between UP and the model train industry, M.T.H. will release a yet-to-be determined Union Pacific-sanctioned commemorative model locomotive.

PROGRESS ON THE LAYOUT

Tracklaying is well under way and in a recent development my layout has found a home on the World Wide Web. If you are interested in seeing my progress, check out <http://kc.pennsyr.com/layouts/johnston/>

John Johnston, Editor

**DO YOU HAVE A PHOTO, AN
ARTICLE OR A TIP YOU
WOULD LIKE TO SHARE?**

**SEND IT IN TO THE EDITOR
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National News Page

AN OPEN LETTER FROM JOHN JOHNSTON, C.A.R.M. CHAIRMAN

Several members recently asked me to check out an ongoing thread on the Yahoo e-mail list Canadian Model Trains. The thread raised several questions concerning CARM. There were responses both positive and negative and I shied away from responding, preferring instead to listen to what Canadian modellers were saying and taking note of their thoughts.

There was little new in what was being said, however, it did start me thinking about two subjects. The first was what role can CARM play in assisting manufacturers to bring Canadian specific models to the marketplace, and second, how can we better communicate with our members and other modellers across the country.

First, the issue of manufacturers and CARM. Any role for CARM on the manufacturing side presumes that as an organization, and as modellers, we have the research information, and the manufacturing knowledge to participate with manufacturers in a meaningful way. In my opinion, which is shared by the National Board, organizations such as the C.N. Sig, the C.P. Sig, and C.R.H.A., are much better positioned to provide prototype information. We did at one point solicit volunteers, and several stepped forward. We had a dialogue with a manufacturer's representative, and the outcome of those discussions was that we couldn't deliver the quality of information that they required.

I had given up thinking about this question until I saw it raised again in

this recent thread. It was if the proverbial "light bulb" had gone on. We had been looking at this issue from the wrong direction. We aren't the manufacturer, we are the **MARKET!** We can assist both the manufacturers and the market by identifying those models that our members, representing a good portion of the market would be interested in purchasing. In this issue, I am enclosing the **FIRST ANNUAL READERS SURVEY ON CANADIAN MODELS WANTED.**

You can either mail the survey back to me, or by contacting me at Editor@CAORM.org I will e-mail you a copy which you can fill out and e-mail back to me. If you are requesting an electronic copy, put SURVEY REQUEST, in the subject line, if you are sending back a response, put SURVEY RESPONSE, in the subject line. When the results are tabulated, they will be shared with you in the next issue of The Canadian and they will be circulated to manufacturers to give them an insight into where you are prepared to spend your hobby dollars.

The second issue which jumped out at me, was the need to have good quality communications with members/modellers. Modellers join organizations like CARM because they are seeking a sense of "community", an

interaction with other individuals with like interests. We try to respond to that by communicating with them through Newsletters, Chapter meetings and other tools. The problem is that a Newsletter is by definition a one way tool. It allows CARM to communicate with the member but doesn't really work for the member in their efforts to communicate with CARM or with each other. Chapters are effective, but only if someone takes the time to volunteer to create one and if there are enough modellers in your area to justify having one.

This is clearly an extremely important issue and I have already begun discussions with fellow National Board Members and we have some ideas which we are exploring. Hopefully, some of these ideas prove viable and we can bring them to fruition sooner rather than later.

There is however, a step you can take, right now. Consider creating a Chapter in your area. C.A.R.M. does not create Chapters. Members/modellers create Chapters. If you want to create a Chapter in your area, contact David King at Membership@caorm.org and he will assist you.

John Johnston

EARN A C.A.R.M. SHIRT RECRUIT A NEW MEMBER

Members who recruit a new member will be rewarded with a C.A.R.M. Shirts as shown to the right, just have the new member(s) note your name on their application form.





Chapter News Page

ONTARIO CENTRAL CHAPTER

The Ontario Central Chapter had their first fall meeting on Oct. 21 at 2:00pm. There were 10 members in attendance and for three of those members it was their first attendance. We had an excellent meeting apparently enjoyed by all. We discussed our possible participation in a train show next spring. Also we talked about working the Copetown show and again this year we will have a good turnout. Our children's education program is progressing nicely. Keith Stamper brought one of his On3 steam engines to show us and I showed my CNR 4-4-0 #40 which is still under construction.

We held another successful meeting on December 2. The weather was not the best and Stouffville was having their Santa Claus parade at the time of the meeting so it was very difficult getting to Shaun's house. There were 6 members in attendance including myself. We had a very good meeting with lots of topics discussed. The round robin discussion about modeling projects was informative.

We had an election for new officers and Bob Hollywood was appointed for another year and I agreed to remain as president as long as I got help from other members which they all agreed to do for me. At the end of the meeting we had coffee and cookies supplied with thanks to Shaun Burns whose home we met at. We also checked out Shaun's layout which was very impressive. By the way I am finally in the group shot but Bob Sparkes who took the picture is not. So in the picture is Bill Hambly, Shaun Burns, Bill Osborne, Keith Stamper and Bill Bradford.

ONTARIO CENTRAL CHAPTER OCTOBER MEETING



ONTARIO CENTRAL CHAPTER DECEMBER MEETING



**ONTARIO MIDWESTERN CHAPTER
CHAPTER
“DAY AT THE CLINICS”**

The Chapter held its first annual “Day at The Clinics” show in conjunction with The Grey Central Railway Club at Participation Lodge in Holland Centre. The Clinics were well attended with over half the people going to three or more clinics. Several people attended them all.

There was a wide selection of clinics you could attend, from the basics on how to fine tune your HO scale freight cars to assembling laser cut wood building kits. If kit bashing a steam locomotive is your cup of tea then you should have come to Bill Bradford’s (fig.1) excellent clinic on how to make prototypical Canadian steam engines. If you have a layout or module already you can always use trees. If that is the case then Joe Rutters (fig 2) clinic on wire armature coniferous trees would have been valuable. We all have rolling stock that we have problems with. Geoff Arnold (fig 3) did an amazing clinic on how to improve the performance of HO scale freight cars. We were very fortunate at the last minute to have Richard McQuade (fig 4) offer his expertise on “From Wood to Steel”

Many people may recognize him as the author of the book with the same title. If you ever want to know anything about early passenger cars get in touch with him or buy his book. Joe showed us his new HO scale Laser cut Wood buildings. These kits are just incredible in detail. He went through the process of putting one of these kits together. His business is Full Steam Ahead and I am sure you will be seeing these kits show up everywhere soon. The I finished the Day at the Clinics with a short presentation on Rail fanning in Southern Ontario.

Steve Hoshel and Todd Anderson (Fig 6) did a great job at the CARM

ONTARIO MIDWESTERN CHAPTER—DAY AT THE CLINICS



Figure 1

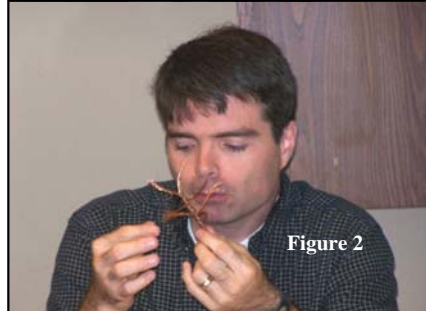


Figure 2



Figure 3



Figure 4



Figure 5



Figure 6

Figure7

table. There were approximately fifty flyers handed out. Since then our Chapter has received two new members with four additional leads. I would also like to thank the volunteers, Brian Sharpe, Robert McKinley's mother (fig.5) and Peter Stamford for taking turns at the door. Without volunteers events like this would not happen. I would also like to thank Dolf Roelofsen who arranged to have the Nottawasaga Model Engineers modular layout displayed. (Fig 7). The September 22 2007 event will even be better.

Leading up to hopefully an exciting show in 2008.

ONTARIO MIDWESTERN CHAPTER

On October the 14th 2006 the Ontario Midwestern Chapter held its annual business meeting at Peter Stamford's house in Port Elgin. The Board will stay the same. We have two new members in our Chapter. Geoff Arnold was introduced, and Chris Fletcher who was unavailable to attend. After the usual business we were able to go and run trains on Peter's layout.

The discussed items were the "Day of the Clinics" show, and whether or not we want to get involved in building modules. There seemed to be enough interest in building the modules and we'll have an announcement on that in the next issue of the "Canadian". The "Day at the Clinics" is a go and will be on Sept, 22, 2007. We could use your help, if you can give a short demonstration on a railway topic (model or real) please email me at ont_rail@yahoo.com or feel free to call 519-371-1998. The next meeting scheduled will be in the spring at a date and time yet to be determined. Although this will be a Chapter event all CARM members are also welcome.



Figure 7



Above: Randy O'Hara on the left is taking a Passenger Train out of the Staging yard and on the right, Peter Stamford is setting up train



Above: Peter Stamford watches as Steve Hoshel and Geoff Arnold work the trains.

VANCOUVER ISLAND CHAPTER

The Vancouver Island Chapter has been busy this fall organizing Pacific Rails 2007, the CARM/CRHA Na-

tional convention to be held in Victoria B.C. this May 17 to 21st. The Chapter had a display at the Victoria Train Show on September 24, and the Trains 2006 show in Burnaby, a suburb of Vancouver, on November 11 and 12 where we promoted the convention. There is a lot of interest and excitement about the convention as it is unlike any event in many years in B.C. The local shows usually concentrate on vendors and displays with few clinics or tours, so our convention with 40 clinics and seven tours is an exciting event.

While at the Victoria Show Chapter president Sterling Stump learned that the Victoria turntable had broken in a winter storm in January 2005. It is used to service the Via RDC 1 that runs daily service on the Esquimalt and Nanaimo Railway from Victoria to Courtenay, 225 km to the north. Apparently the air line that powers the turntable drive had broken apart where it makes its overhead attachment to the turntable bridge. Sterling offered the CRHA Roundhouse group the use of his bucket truck to repair the break. It was a lot of fun working on a 12" to the foot model. The ball fitting that forms the coupling had seized from ice and lack of grease, causing the threaded pipe to unscrew itself and disconnect. Sterling unbolted the coupling, cleaned it and packed it with grease, and reassembled it. The turntable has been blocked up in place and the rollers need service, but it should be operating for the Convention tour.

At the Burnaby Show, Kyle Gardiner displayed his scratch built O scale CPR pacific. It has not been to the paint shop yet but that enabled him to show the disassembled model to advantage. Kyle will be doing a clinic at the convention on building with brass.



Left: Ed Warren Chair of Pacific Rails 2007 mans the CARM booth at the Burnaby Show.

AboveLeft: Kyle Gardiner's O Scale CPR Pacific scratchbuilt in brass after 18 months of concentrated effort.

Above Right: Damaged air line on the Victoria turntable bridge.



ESSEX KENT CHAPTER

CARM Chairman John Johnston was recently in Essex Kent to present Canadian Railway Craftsmen Awards to members Ed Haydon and Gary Shurgold. (photo at left, Ed is on the left and Gary is on the right)

will be held at the HOMES Club in Stoney Creek on Saturday, 6 January, 2007. The meeting will be held in conjunction with the International Division of the Niagara Frontier Region, NMRA. The Golden Horseshoe meeting will commence at 9:00 a.m. and then we will join the International Division for a day of clinics and layout tours.

GOLDEN HORSESHOE CHAPTER

The Annual General Meeting of the CARM Golden Horseshoe Chapter

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Canadian Railway Craftsman Track Four-Canadian Communicator

by Dave Burroughs, CRC Manager

You may remember in the article that I wrote for Track Two – Web Site Contributor, I encouraged you to submit work for posting on our CARM web site. It was also stated that work that you contributed for Track Two could also be noted on your Record of Service if it was published in The Canadian newsletter.

This Track is an extension of Track Two and actually goes hand in hand with it. The submission requirements are very similar between the two tracks. Track Four is intended to encourage you to share articles that you have written with all members via The Canadian newsletter medium. There are a number of members who do not have Internet access and their only source of information for our organization is by way of The Canadian.

Requirements for the Canadian Communicator Track break down as follows:

You are required to prepare and submit material to The Canadian based on the topics of Model Railways, Prototype Railways or Canadian Authors.

The material being claimed must be the work of the member applying for credit. This means that you have to write this yourself. Do not copy work from someone else or from a book or magazine. You may use books and magazines as reference material but the actual text is copyrighted. If you use a book as a reference, you should include a list at the end of the article listing your sources of information.

A minimum of six articles is required consisting of one page of single spaced text per article.

A page would normally be approximately 1200 words. A combination of text, pictures and drawings is permissible, however, you must have a minimum of 50% text. Credit will be given for articles that are less than one page in increments of one-quarter page. Once an article is published in The Canadian, you may claim credit on your Record of Service for this Track.

Our Editor requests that you submit material written in Microsoft Word with all pictures in .jpeg format. There may be some of you who do not have MS Word on your computers. I am sure that an article written in plain text format in Notepad on the computer will not be rejected. You may also save your writing in .rtf (Rich Text Format) that is recognized by all platforms. It just makes it more work when preparing the pages for publication. Now, if you do not have a computer, I still encourage you to participate. Perhaps a friend who has a computer can assist you with transforming your hard copy article into the formats listed above. If all else fails, please contact the Editor and hopefully, someone will volunteer to transcribe your article into electronic format.

As you can see, this Track should not be difficult to attain. I am sure the every one of you has a favourite story to tell. Let us put our story telling into writing and share it with all of our members to enjoy and profit from. Topics could include such things as modelling techniques, construction articles, a tour of your layout, rail fanning locations, researching a Canadian author, a book review, detailed information on a specific type of freight car, operation of the prototype, refueling, roundhouses, stations, and the list goes on. Why

not write about a scene on your layout that you have super detailed. What techniques did you use, where did you source the parts, how did you make them.

Let us all see some pictures. There is a writer in each one of you. It is just a matter of getting up the courage to get started. There have been many fine articles submitted and published already. Congratulations to those who have entries already on their Records of Service and keep up the good work.

These articles are my contribution to The Canadian and I am documenting them on my Record of Service as I work along with you toward the Canadian Railway Craftsman.

Track Five – Service will be the topic of conversation in the next issue of The Canadian.

Questions about the CRC program can be directed to crc@caorm.org or by regular mail at:

**CRC Manager
Canadian Association
of Railway Modellers
373 Cranbrook Drive
Hamilton, ON, L9C
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Hiding Caboose Industries Groundthrows

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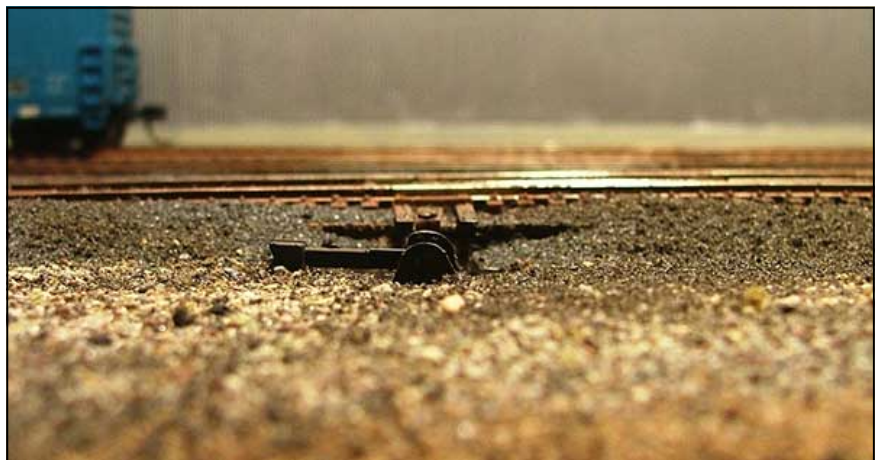
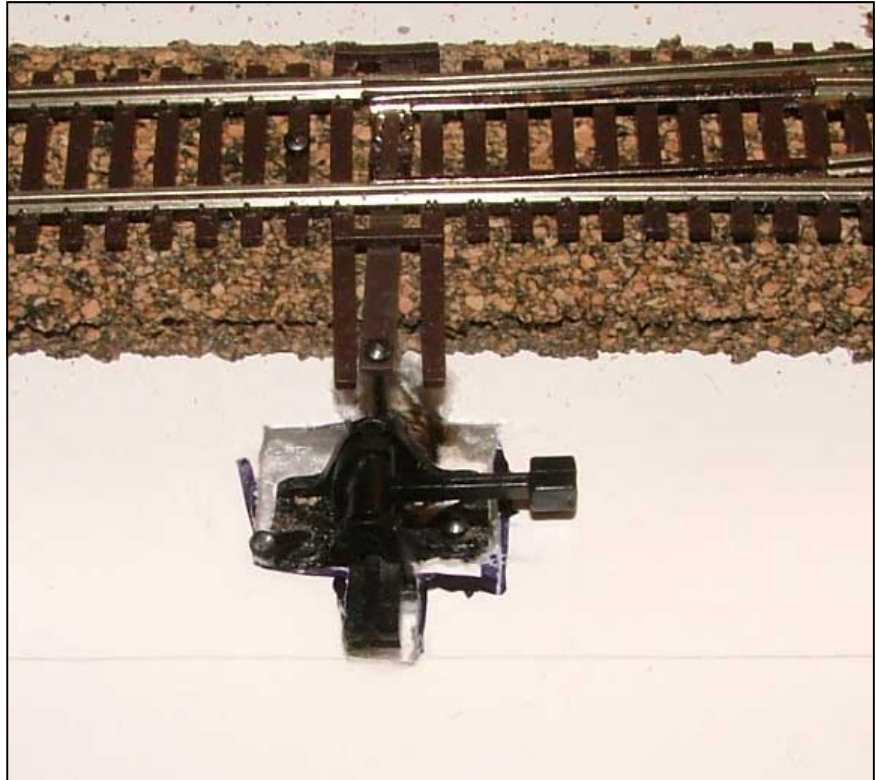
I have been using Caboose Industries N scale groundthrows for a long time. They've served me well on layouts for most of my 24 years, but there was always one thing about them that bothered me. I love the action of actually "throwing" a switch, in much the same way a real switch works, by picking up the block on the end of the stick and throwing it over the other way. But, being that a true N scale switch would never work out in real life it would be far too small to use with anything but a pair of tweezers, and wouldn't be able to provide nearly enough travel to throw a model turnout. This has meant that these great little items have put function way ahead of form.

When building a layout that strives to look good (especially in photos), these would never do. I didn't want to give up on them though, since I would really miss their functionality. What was I to do?

I realized there were two major ways to help conceal these functional groundthrows. The first was to sink them into the scenery, lowering their height and apparent size (especially when viewed at eyeball level and behind track), and the second was to paint them to better match their surroundings.

I am employing these techniques in two different places.

The first is a oNeTRAK module which followed pretty standard construction techniques (1x4 frame, 1/8" plywood top), but with one difference. I covered the top of the module with 1/8" foamcore board. This gives me the ability to slightly vary scenery, while still being hard enough to securely mount track to. It also makes hiding groundthrows very easy. It



worked out that the height of the foamcore was the perfect amount to recess a groundthrow.

I placed the throw in the spot where it was going to go and traced its outline

with a sharpie. I then cut this area out with an X-acto knife. Make sure to go a little larger than you think you need, and make sure to leave room for the throw bar at both reaches of its extension. I attached the groundthrow to

the plywood under the foamcore with some glue (I believe plain white Elmers), and held it into place with a pair of atlas track nails.

The other situation in which I've mounted them is on my layout, which is a door covered in 2" extruded Styrofoam. I couldn't use the same technique here, but luckily Styrofoam is an easy medium to deal with. Here I simply dug out a properly sized hole for the groundthrow to fit in, and about 1/8" deeper than I needed. I then dropped a drop of (Styrofoam compatible) liquid nails into it, and placed the groundthrow where it needed to be. I held it in position

while it dried with a pair of forceps. This kept it steady and in the right place while the liquid nails hardened.

The one common part to both of these implementations is needing to replace the stock linkages between the groundthrow's throwbar and the turnout's. To do this, I clipped the stock end of the groundthrow with the "pin" off. I cut it back to the thick part of the throwbar that houses the spring. When placing the end groundthrow, I place this end away from the track. This means that I have to cut a smaller space around the groundthrow to recess it. I then drilled out

the hole in the turnout's throwbar with a #61 drill bit. This makes room to drop in an atlas track nail that has been trimmed (via trial and error) to the right length to fall into the hole in the groundthrow's throw bar (which also usually requires some drilling as well, simply to make sure everything fits without being forced). When finally mounting the pieces, I put a drop of ACC on the head of the track nail where it rests on the turnout's throwbar to make everything good and solid.

For more information and tips, check Ed's website: <http://conrail1285.com/>



TORONTO SENIORS HOME LOOKING FOR MODULAR DISPLAY FOR TRAIN SHOW

I have been contacted by a representative of a senior's home in York Region. A number of the seniors were model railroaders and the nursing staff is looking to put on a modular display in their large auditorium. If you are a modular club in the Toronto area and are interested, contact Lucy Ethier at lucytwentynine@msn.com or contact the Editor.

Prince Edward Island Railway

Article and Photos by Ted Rafuse: Modelling by Bob Duncan

Since "The Canadian" first featured the Prince Edward County Railway in the July-August 2004 issue, much has been added to the layout. Owner and operator of the n-scale layout, Bob Duncan, has been especially busy landscaping bringing more of his layout to the appearance of a model railway. Slightly more than one-half of the layout is now "complete."

Referring to the track plan published in the previous article, the village of Hillier and the town of Wellington now are fully featured and much of the eastern section of the village of Bloomfield is in the same condition. All of this has been accomplished following the two square feet method Bob mentioned in the first article.

The original PECRy was constructed to transport agricultural products from Prince Edward County to larger centres beyond the "County." Fresh vegetables including peas and tomatoes, various berry crops, and fruits from the orchards, all grown locally, left seasonally by reefer cars for palates and plates throughout Central Ontario. Most of the produce however went to local canneries that were located on various sidings and spurs along the railway. At the canneries

the produce was processed and canned and subsequently shipped in box cars throughout the province. In addition to the freight service, the PECRy also provided a significant passenger service between Picton, its southern terminal and Trenton Junction, its northern terminal.

The PECRy was absorbed into the Central Ontario Railway in the 19th

century and at the beginning of the 20th century the COR was absorbed into the Canadian Northern Railway. Throughout this time period, little changed on the original PECRy as the line existed primarily on the seasonal traffic generated by agricultural products. The CNoR became an original constituent part of the Canadian National Railways. About this time trucks and vehicles developed into



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more reliable means of conveyances and highway construction created a network of all weather roads. Both these transportation developments transformed transportation in the "County" to the detriment of the railway. Gradually passenger traffic was curtailed in several stages from daily, to alternate days, until it disappeared completely by mid century. Rail traffic suffered a similar withering and it too was cut back in scheduled frequency from daily to three times per week to once per week to an "as needed basis." Eventually this service too disappeared as the line was abandoned and the rails were subsequently removed. Bob's layout reflects his memories of the PECCy (CNR) of the 1950s. The canneries still operated, the trains provided passenger and freight service on a schedule, and steam and diesel locomotives provided for an interesting array of trains.



Bottom Left: Bob Duncan

Top: Passenger train at Bloomfield station.

Center: The layout blends rolling farmland with deep forest.

Bottom Right: Hwy 33 blocked by local freight switching Wellington Grain and Feed



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CNR Medicine River Subdivision

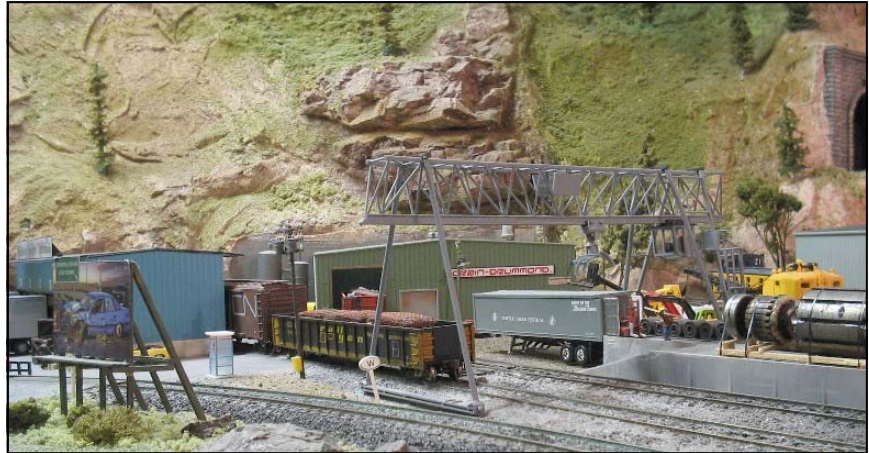
Article and Photos by Ted Rafuse: Modelling by Steve Pees

Before the reader scurries to consult CNR public and employee timetables, the Medicine River Subdivision does not exist: there is no such component of the CNR system. Nonetheless this HO model railway reflects Steve Pees' interest in CNR practices and his basement layout could represent many places in Canada.

Steve's interest in model railways came as an adult. While working with a partner in his profession, his buddy introduced him to his model layout in 1988. Once his buddy's model was observed Steve was immediately smitten and determined on the spot that he had to have his own model railway.

Consulting various model magazines, an October 1989 article in *Model Railroader* by Robert Smaus provided Steve with the inspiration to commence construction of his own layout. Today his layout is 'more or less' finished, but as all modellers are aware, nothing is complete and there is always some tinkering to be done.

Steve's basement modelling area is approximately 11 by 14 feet with some restriction caused by the encroachment of the required furnace.



This impediment led to creative layout use of space and trackage! The layout varies in height from 49 to 55 inches from the floor. Track is code 100 Peco and turnouts, also by Peco, are short and medium radius, the latter used primarily on the mainline. Turnouts that are difficult to reach have powered Peco switch machines; those within easy reach use Caboose Hobbies ground throws.

The inspiration for the primary track plan came from the above mentioned article to which Steve added his own 'ends' to allow for continuous operation. There are 11 electrical blocks controlled by Atlas selectors allowing

for 2 cab operation. Some buildings are can be removed to display on separate Durham Belt Line modules (currently suspended from the ceiling of the garage!).

Rolling stock subscribes to the 'you name it, I have it philosophy.' This includes Lifelike Proto 1000 and 2000, Atlas and Athearn as examples. Most of these items have been enhanced with added or altered details. Also included are a number of pieces from various flea markets: the \$3 unwanted car subsequently appearing on his layout as indistinguishable from a much more expensive model. Steve gets the most modelling enjoy-



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ment from scratch building, “creating something from nothing.”

Set in the early 1970s, Steve’s time framework can be altered somewhat through the use of selective vehicles placed on the scenery. Buildings represent those contemporary structures as well as those erected during previous decades.

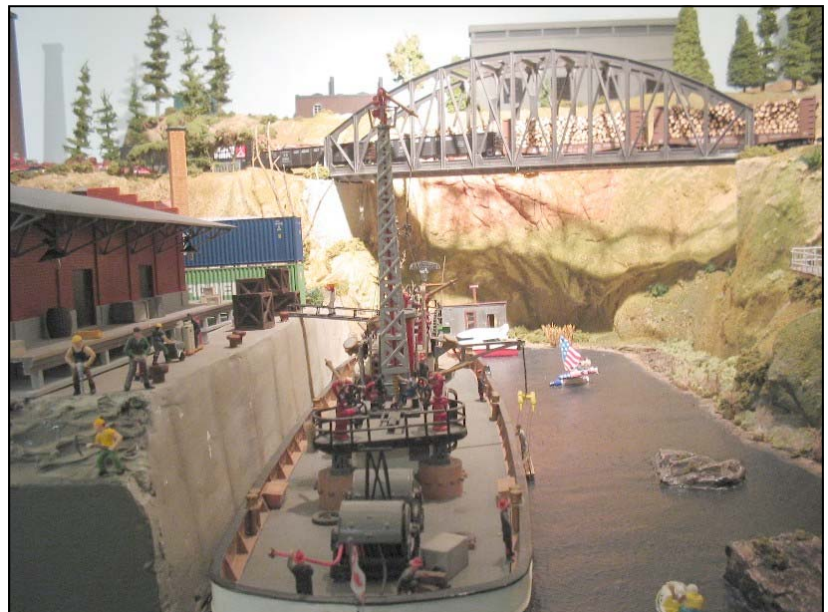
Steve will have retired by the time this article appears but that will not slow down his participation in his model railway. There are many detailing projects ahead of him. He will devote more time to camaraderie in the Pine Ridge Model Railroaders. Along with several others he is part of a modular group known as the Durham Belt Line and has two modules that allow him to display with them. Both groups participate in a number of model railway shows in their area. The PRR group also operate their model railway show every November in Whitby. Steve shares his modelling skills with others through various clinics. In one of these clinics he describes how he grows trees from chopsticks, caspia and ground foam. Steve is CARM member #485 and is a strong supporter of the new organization and will attend the Montreal convention



Above: Beneath an open deck steel plate bridge a general merchandise freight glides into town causing a traffic jam to the consternation of hurried (harried?) automobile drivers and passengers. One of Steve’s shopstick, caspia and ground foam trees stands tall on this section of the layout.

Bottom Right: Model railroaders are often intrigued with marine scenes on their layout and Steve is not exception. His highly detailed river scape has only peripheral relation to his railway, but Steve has expressed his modelling skill in this estuary setting. The fireboat features a rotating radar antenna as well as a swivelling fire water gun.

Below: Steve Pees



Pacific Rails 2007 National Convention May 17th to 21st, 2007 University of Victoria Conference Centre

Pacific Rails 2007, the annual joint convention of the Canadian Association of Railway Modellers and the Canadian Railroad Historical Association will be held in Victoria B.C. on May 17 to 21, 2007. The Convention will take place at the University of Victoria, a beautiful campus about 10 km from the downtown area.

We have arranged an impressive program, with 40 clinics over three days, many prototype tours over four days, and layout tours on three days. There will be a room with a raffle, model displays, and videos. There will be a large railway show in the McKinnon gymnasium catering to prototype and model enthusiasts. Convention attendees will be admitted free, and will have exclusive access to the show on Saturday afternoon, and then all day Sunday with the public.

We have arranged with the University for a block of rooms in the student residences, next to the Conference Centre. There are also two hotels off campus with blocks of rooms. Check the website for details. There will be a meet and greet on Thursday evening during registration, a wine and cheese party on Saturday evening, and a banquet with Robert Turner as guest speaker on Sunday evening. In this issue, we will show some of the layouts to be seen at the convention.

On Friday evening, we will do a self guided tour (maps provided, and car pooling recommended) of Victoria and area layouts. Greater Victoria is on a peninsula, so it is fairly compact making the local layouts easy to get to. Also, the evenings are bright in May, so it will be easy to find your way.

On Saturday evening, layouts in Cobble Hill and Shawnigan Lake, about 30 km from town will be open. This is an extremely scenic area, and a great chance to experience the seashore, mountains and valleys of Vancouver Island. The abandoned Koksilah CNR trestle is nearby, and if you have time take the short walk to see this wonder of wooden construction. The scenery alone is worth the drive.

On Monday, the convention is officially over, but we have arranged a tour "up island" to layouts in Parksville and Qualicum Beach. This is a chance to ride the Via RDC 1 that runs daily service from Victoria to Courtenay. It departs Victoria on Monday (holiday schedule) at 1000 hr, and arrives in Qualicum Beach (164 km north) at 1325. Transportation will be provided to the layouts and you may reboard the train in Qualicum Beach at 1600 or Parksville at 1610 for the return trip to Victoria, arriving at 1930. If you have a car, it is about a two hour drive, but if you are returning to Vancouver after the convention, you can get a ferry from nearby Nanaimo and not have to backtrack to Victoria. Maps will be provided for all the tours, and the only charge will be for transportation.

Plan to attend Pacific Rails 2007 in Victoria. The CARM website has all the details and they will be updated as more information is available. See caorm.org or email chairpr2007@yahoo.ca



Left: Ed Warren's O Scale P48 layout has many models of structures on the Esquimalt and Nanaimo Railway. This layout was featured in *Railroad Model Craftsman* magazine in May 2004, and will be open for visitors on Monday.

Right: Wayne Paulson's O Scale Great Northern Cascade Pacific layout has many small finely detailed scenes.



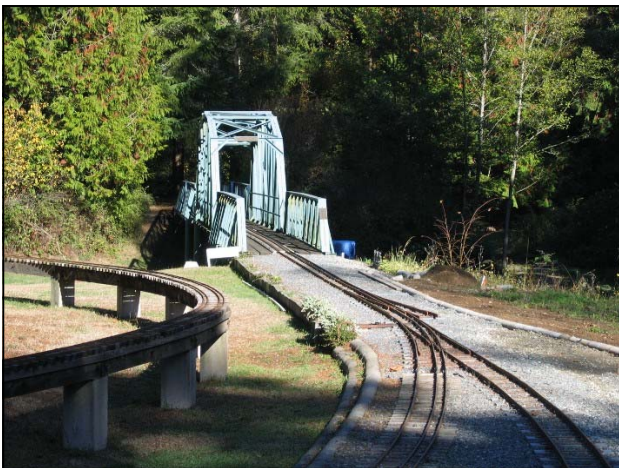
Left: A Red Caboose models Great Northern GP9 on Wayne Paulson's O Scale layout. This section is a module that can be removed and installed in a club display layout at shows.



Right: Wolf Reidel's HO Marklin layout has hundreds of lights installed along with working signals making the evening scenes very lifelike.



Left: Wolf Reidel's HO Marklin layout is beautifully scenicked with extensive urban scenes. Here a short local passenger train passes a wedding at the Cathedral



Above Left: Andy Barber's HO model of BC Rail from North Vancouver to Squamish captures the interesting operations along Howe Sound in the early 1990's. With the recent takeover of BCR by CN, this model has increasing nostalgic value.

Above Right: Squamish Station on Andy Berber's HO scale BC Railway is a busy place.

Center Left: The Vancouver Island Model Engineers have a large 1 1/2" scale layout on 27 acres. They have done a lot of heavy structural work such as the bridge shown here. They will be running live steam during the convention.

Right and Below: Bill Hook has a unique O Scale operation that is part garden railway, part indoor layout. The layout is in a dedicated building set among towering Douglas firs. The layout loops out from the town and the yard into the garden. Bill says he didn't need to do any planting, it just naturalized over a two year period.



Right: Marty Phillips models the rail-ways of Vermont in HO, with the focus on CP, B&M and MEC operations through St. Johnsbury. Here we see RY-2 as it passes through Whitefield.



Left: Detailed scene on Peter Gilbertson's layout.

Right and Below: The Kinsol trestle is accessible by a short trail at the north end of Shawnigan Lake. It was the largest wooden trestle on Vancouver Island and carried CNR traffic from Victoria northwards until the late 1980's.





Pacific Rails 2007
CARM/CRHA National Convention
 ---Registration Form---
 May 17th to 21st, 2007
 University of Victoria Conference Centre
 Victoria, British Columbia, Canada



Part 1) General Information:

First Name: _____ Last Name: _____
 Address: _____
 City: _____ Province/State: _____
 Postal/Zip Code: _____ Country: _____
 Phone Number: () _____ E-mail: _____

Note: Dates listed at right are based on date received by registrar.
 Cross out all prices that do not apply

Part 2) Primary Registrant (check all that apply):

	Before March 15 th	On or After March 15 th
Tag Name (first & last): _____		
I am a member of <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	\$ 75	\$ 90
CARM CRHA CPSig CNSig MIRC VMRC WCRA WVIHS		
I am not a member of any of the above groups <input type="checkbox"/>	\$ 85	\$ 100

Part 3) Additional Registrants (must be immediate family & same address):

Tag Name (first & last): _____	\$ 7	\$ 7
Tag Name (first & last): _____	\$ 7	\$ 7
Tag Name (first & last): _____	\$ 7	\$ 7

Part 4) Sunday Banquet Tickets: \$48 each x _____ (quantity) = \$ _____

Part 5) Registering at the convention surcharge: XXXX \$ 10

Part 6) Registration Total (add all dollar values as required, parts 2 to 5): \$ _____ \$ _____

If paying in Canadian Dollars skip Part 7.

Part 7) Payment in American Dollars (Part 6 x 0.90): \$ _____ \$ _____

Part 8) Display Items (list items on the back of this form)

I am planning on bringing models, photographs or other items for display.

Part 9) Submit Payment:

Submit your cheque/money order in Canadian Dollars from Part 6 **or** in American Dollars from Part 7 made payable to "Pacific Rails 2007" and mail it to the address below. Registrations must be received no later than May 10th, 2007. After May 10th, 2007 registrations will only be accepted at the convention:

Pacific Rails 2007
31-120 Quigley Road
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Canada



Pacific Rails 2007

CARM/CRHA National Convention

---Fine Print---

May 17th to 21st, 2007

University of Victoria Conference Centre
Victoria, British Columbia, Canada



75th Anniversary

Registration Form Details:

Please fill out all information located on the Registration Form in **Part 1**. If you have an e-mail address please fill in this information as it is our preferred method of contact when sending out registration confirmations, convention updates and other information. If an e-mail address is not included or is invalid your information will be mailed by Canada Post and it will take longer for you to receive the information in this manner.

In **Part 2** fill in the name, first and last that you would like to see on your name badge. Also check any of the boxes that apply to your membership(s) in any of the groups that are involved with the convention. If you are not a member of at least one of these groups check off the box for that choice. Cross off any fees that do not apply to your registration.

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

The Sunday Banquet is an extra fare event with a limited capacity of 325 people on a first booked basis. The cost is \$48 per person for all that will be attending. Complete this section, **Part 4**, if you or any of the people listed on your registration form is planning to attend the banquet.

A surcharge for registering at the convention will be applied as listed on the registration form.

In **Part 5** add up the totals for Parts 2, 3, 4 and 5. If you are paying in Canadian funds skip **Part 7**. If you are paying in American funds complete **Part 7**.

Fill in **Part 8** if you are planning on bringing any models, photographs or other items for display during the convention. The convention committee will provide a secure area but they do need an idea of how many items are going to be displayed so that the required space is made available. Please provide a short description of the size, weight or other information about the items that you will be bringing on the back of the registration form or on an attached sheet.

Finally complete **Part 9** by submitting your cheque or money order in Canadian or American funds made payable to "Pacific Rails 2007" along with the registration form and any other information to the address located on the registration form. We have found that in the past couriers are not really any faster than regular postal services since no one is at home during the day to accept a courier delivery. Do make sure that you give your registration plenty of time to reach the registration address as all dates listed for registrations, cancellations or other mailings are based on the date that the mail is received.

Other Extra Fare Events:

There will be extra fare items for features such as tours, food events and other possibilities. People who are already registered for the convention will be notified of these items prior to the information being released in mass so that the early registrants will have the first chance at booking activities where numbers must be limited.

Cancellation Policy:

Cancellations must be received at the Hamilton address by May 1st, 2007 for full refund, by May 10th, 2007 for full refund minus all food costs. No refunds after May 10th, 2007. Any refunds will be issued after the convention.

Latest Information:

For up to date and more information check our website at www.caorm.org and follow the links to the convention site. For information or inquires about registration please e-mail David King at membership@caorm.org or send postal mail to the address located on the registration form.

COMING EVENTS



**BRITISH COLUMBIA, VICTORIA,
MAY 17-21
4TH ANNUAL
CARM CONVENTION**

Ontario, Paris, January 21, Paris Junction 2007 Model Train Show, 10 am to 4 pm at the Paris Fairgrounds, Silver St., Admission: General-\$4.00/WOD-NMRA Member, CARM Member, Children-\$3.00, Under 10-free, Contact Gord King, 51 Newport lane, Pt. Dover, ON, N0A 1N7, Tel: 519-583-0975/Fax: 519-583-3994. Sponsored by the WOD-NFR-NMRA

Ontario, Ancaster, January 28: Model RR Flea Market presented by the Rail Ops Club. Operating layouts and over 120 tables. 10:30am to 3:30 pm Marritt Hall, Ancaster Fairgrounds, 625 Hwy 53E, Adults \$4 Children under 12 Free. For information contact 905-335-9112

Ontario, Barrie, February 17, 18. 36th Annual Barrie Allandale Model Railway Show. Sat 10 am to 5 pm. Sun. 10 am to 4 pm. Barrie Event Centre, Hwy 400 and Essa Road, Seniors and Students \$4, Adults \$6, Children under 6—Free. For info contact John Collette 705-487-5185

Quebec, Gatineau, February 17, 18. 5th Annual Train Show, sponsored by Club Ferroviaire En Voiture and Mont Blue Ford. 375 Maloney Blvd. West. Featuring operating layouts, displays, diecast models, vendors/exhibitors, plus more. Free parking and admission. 10 am to 4 pm. For info, contact Mario 819-671-2354

Ontario, Cobourg, March 3, Cobourg Model Train Show sponsored by Cobourg Model Railroaders. Lions Community Centre, Elgin Street East, Cobourg, ON., Saturday only, 10am-4:30 pm. Adults \$4, Seniors \$3, Children \$1. Info Ted Rafuse, 181 Armour Court, Cobourg, 905-372-8375

Ontario, Kitchener-Waterloo, March 31, 24th Annual Doubleheaders Self Guided Layout Tour. 30+ Layouts. Tickets and Maps, Hespeler Arena, 640 Ellis Rd. W., Cambridge. 9:00 am to 9:00 pm. \$5 for every person. For information call 519-632-8604

Ontario, Lindsay, April 14, 15. 33 rd Annual Lindsay Model Railway Show

2007 featuring historical displays, also planes, boats, and automobiles. Sat 10 am to 5 pm. Sun. 10 am to 4:30 pm. Victoria Park Armoury, 210 Kent St. W., Adults \$5, Students and Seniors (with ID) \$4, Children 6-12 \$2, Under 6 Free. For info contact Don McClellan 705-454-2746 or Larry Murphy 705-328-1486

Ontario, Aberfoyle, May 5, 6, 12 & 13: Aberfoyle Junction Model Railway Open House. Large O Scale Club. #128 Brock Road, 1.5 km north of Hwy 401, Exit #299. Open from 10 am to 4:30 pm. Adults \$7, Students/Seniors \$5. Children \$4. Info: Craig Webb, 257 Broadway Ave, Hamilton, ON, L8S 2W7, 905-527-5474



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COPETOWN TRAIN SHOW 2007

A Showcase of Canadian Railway Modelling

WHEN: •Sunday, February 25, 2007, 10 am to 4 pm

WHERE: •Copetown & District Community Centre
•1950 Governor's Rd., just east of Hwy. 52

WHAT: •Operating Canadian prototype layouts
•Displays by model craftsmen
•CNR, CPR, TH&B, Special Interest Groups and more..
•Canadian model manufacturer's displays and sales
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•Refreshments available on site

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\$5.00

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For more information, visit the CARM web site or contact:
Peter Moffett, CRC, MMR
@ 905-934-6575



For more information, contact chair@caorm.org

www.caorm.org



Above: Spectacular mountain scenery on Peter Gilbertson's HO layout.

Below Left: Courtenay station Ed Warren's Esquimalt and Nanaimo Railway. Passengers wait for the arrival of the daily passenger train from Victoria. The station is scratchbuilt from styrene, from measurements taken from the prototype.



Below Right: Maine Central train RY-2 crosses the John River as it approaches the Boston and Maine diamond at Whitefield on the layout of Marty Philips. Marty models Vermont and the Canadian Pacific, Maine East Coast, and Boston and Maine Railways.

