

## MEMBERSHIP RESPONSE OVERWHELMING “WE BELIEVE IN CARM’S FUTURE” 98.6%



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#### Cover Photo: Top Left

Dave & Tony, two friends of Reg Laprise work on the trestle over the Montreal River Dam on Reg's N Scale Algoma Central Railway: Ian Maynard photo.

#### Cover Photo: Bottom Left

The shadows are growing long as sunset starts to fall on the CSX Mountain Sub of Malcolm West. An AC4400 leads leased units eastward on the head end of a unit coal train deep in the mountains of West Virginia. Malcolm West photo.

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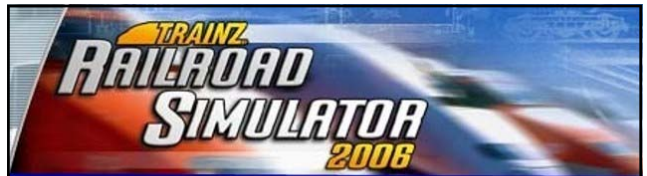
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## MEMBERS AREA PASSWORD

USERNAME: brake  
PASSWORD: valve

*Material for the Canadian should be sent to:*

Editor: John Johnston, 41 Glenview Place, Hamilton, Ontario, L9C 6H9 or by e-mail at editor@caorm.org



# observation platform

## john johnston: editor

**Peter Moffett:** Founding Member of CARM and current Secretary Treasurer, Peter Moffett was seriously injured in an accident while vacationing with friends in Vermont. Peter is now at home but will have a lengthy recovery. We all wish him well.

**Manual Turnout Controls:** One of the issues I have been struggling with on the PRR Allegheny Division is an effective method of turnout control. The initial thought had been to go with Tortoise machines, however, with over 100 turnouts on the mainline I was looking at several thousand dollars and that prospect was daunting.

I began to research methods of manual turnout control. There were the commercial solutions, primarily Caboose Industries ground throws but these are horribly oversize in N Scale. The next step was to research the commercial press and I came across an article by Gerry Leone in which he used DPDT switches and activated them with rods cut from coat hangers. The contacts on the DPDT switch allowed you to power the frogs. **Figure 1** shows one of these installed following Gerry's instructions. A vertical hole is drilled in the knob on the DPDT and a piece of piano wire (.032) inserted and glued and runs up to the turnout. A hole is drilled in the front of the knob and a 90 degree bend put in the coat hanger wire and it is glued into place. Works well. The difficulty I had with this method is that since everything is glued together you cannot make any changes without destroying the DPDT in the process.

I had heard that solutions might be found in the model airplane industry and so I took a trip to a local hobby shop which specialized in model aircraft. There I found rigid control rods used for the ailerons and rudders of model aircraft. These come in 12 inch and 36 inch lengths and have ends which are threaded for 2-56 nuts. I drilled a hole through the knob on the DPDT, and inserted the rods using a 2-56 nut on each side of the knob. Voila! They worked well and the end results are shown in **Figure 2**. I proceeded to install almost 40 of these throws. It was during this process of installation that I discovered the one drawback to this method. To work best the rod had to be perfectly straight both horizontally and vertically. This involved some fancy calculations to determine where to drill the hole for the rod through the fascia and the 3/4 inch plywood behind it. Being off by as little as 1/8 inch meant that the movement of the rod was stiff.

Again, I was looking for another solution. In addition I had one turnout which was set into a scenicked area where access to the fascia was extremely problematic. I recalled that Justin had used a flexible control rod in order to throw a turnout from a Tortoise which could not be located directly underneath the turnout. Another trip to the hobby shop. This time I located a flexible control rod called "GOLD-N-ROD". This comes two 48 inch lengths to a package and is easily cut. The inner rod takes a threaded 2-56 rod inside it with no problem. Using the same holes I had drilled for the rigid rod and using the same attachment method, 2-56 nuts, I tested several of these in place of the rigid rods. The results are shown in **Figure 3**. Because they are flexible there is no need to be as accurate when drilling through the fascia and because the control rod is sliding in a Teflon sleeve the movement is very smooth. The final test would be that isolated turnout. A rod was installed as shown in **Figure 4**. That is the control rod sleeve running from lower left to upper right in the picture. It goes 3 feet and makes a 180 degree turn. It works smooth as silk.

It has been a long, but worthwhile journey to find this solution. Smooth operating controls at just a little over \$2.00 per turnout.



FIG. 1

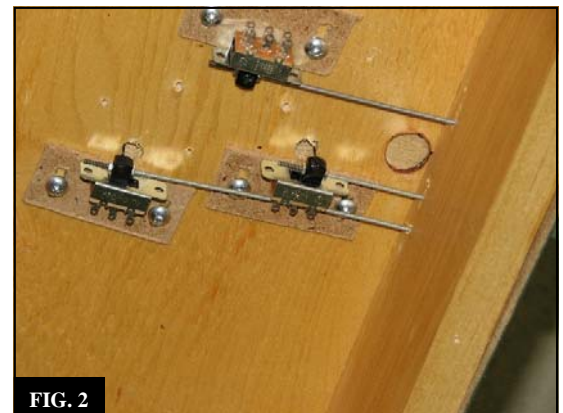


FIG. 2

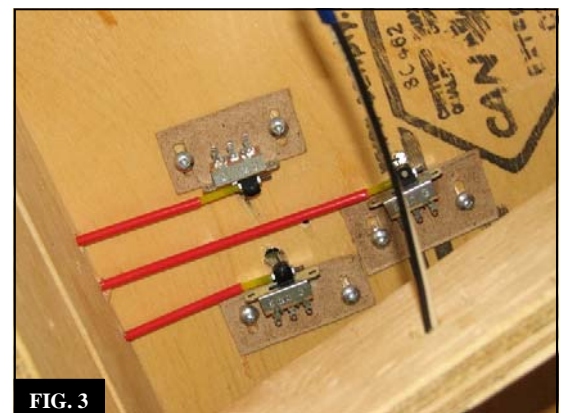


FIG. 3

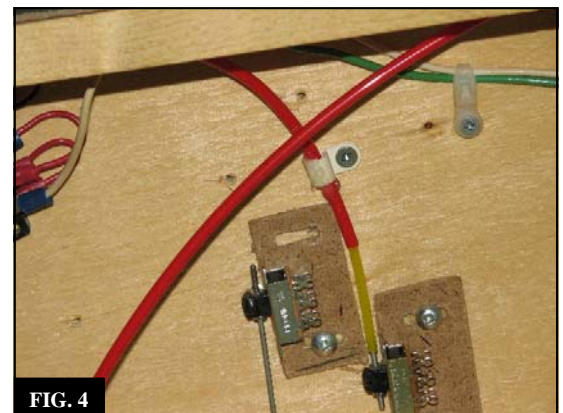


FIG. 4



## A REPORT TO THE MEMBERSHIP FROM THE BOARD OF DIRECTORS

# RESPONSE TO BOARD REPORT & BOARD'S RESPONSE TO MEMBERSHIP

The response to the Special Report of the Board of Directors was overwhelmingly in support of continuing to have CARM move in its current direction. In this report I will try to capture many of your thoughts and offer some insight into the direction that the Board will be taking. There were in total 147 of you who responded either by email or by Canada Post. In a world in which an 8% response to a survey is considered outstanding, that number represents almost 30% of our membership. That alone is significant and underscores your commitment to making CARM work.

Of the 147 of you who responded, the vote to continue CARM was 145 to 2. I think that is a pretty clear mandate. Also striking was the question of whether to convert CARM to an Internet based organization. That vote was 98 in favour of continuing with the current set up and 47 voting in favour of converting to Internet based. In percentage terms that means that 33% of the membership favoured an Internet solution which is a strong minority and as you will see in the solutions that I am proposing was a factor in how we proceed.

What was also striking was the number of you who gave this serious thought and sent in detailed responses with a great number of excellent suggestions and comments both pro and con. Prior to laying out the Board's thoughts I will share with you the thoughts of your fellow members both pro and con. I want to give special thanks to Randy Schnarr and the Ontario Mid Western, Gary Baillergeon and the National Capital Chapter, Ian McIntosh and the Toronto Chapter, Dave Burroughs, Ted Rafuse, Wayne Wessner and the Saskatchewan Chapter, and Ed Warren and Sterling Stump and the Vancouver Island Chapter all of whom sent detailed and thoughtful responses of some length.

I have only shown a brief synopsis of what people wrote so if I have paraphrased your thoughts incorrectly, my apologies in advance.

## WHAT YOU SAID

"The directors should be applauded for their candor, approaching the membership in such a forthright manner ... your dues are modest ... via the Canadian promote the sale exchange of equipment etc., encourage submission of photos by awarding prizes"

**Ken White**

"Same old story. The same people doing the necessary jobs all the time. The newsletter and chapters are the only things that will keep CARM alive"

**Gord McBride**

"The real issue is retention of members ... CARM must develop some distinguishing feature that will act as a "hook" to draw and retain new members"

**Dick Walker**

"I am very upset that the CARM leadership would even think about closing down"

**Bill Bradford**

"I should try to make the website more user friendly ... the Chapter organization is a great set up, the camaraderie of

the people is great and each group can do things within their local area to help promote the hobby"

**Unsigned**

"What has CARM done for the Canadian modeller"

**Unsigned**

"I share your challenges and frustrations, so we need to come together and come up with a central plan which will allow all Chapters to focus on a main ingredient. i.e. Chapter Head meetings, modules, dcc, structures, chapter visits, mini conventions at the local level with online participation and internet published results ... bottom line, we need CARM for Canadians and we need to generate participation"

**Don Wesley**

"I do not agree that technology has overtaken CARM and I do not think we should become a "virtual" organization. I recognize the difficulties that CARM and the Exec are encountering with dwindling numbers and not enough volunteers. I must say that when I joined a

few years back, I really thought that CARM would be at the 2,000 to 3,000 member mark in a few years. I am very surprised at the lack of general interest among Canadian modellers ... the challenge should be made to each Chapter to increase their numbers by 50% within two years"

**Gary Comber**

"There is nothing wrong with CARM and its objectives but maybe now is the time to look outside the box and see what potentials are out there and how to take advantage of them for the benefit of us all. Organizations can only sustain and grow their membership with young people"

**George Ziemer**

"Our answer is that using the internet is a better way to promote Canadian modeling ... we don't believe CARM is irrelevant and look forward to the articles in The Canadian when they arrive... keep up the good work"

**Donald and Gladys Gooch**

"There is a shift away from modeling to

ready to use models ... CARM cannot do anything about broad societal trends ... I don't think the time is ripe for an internet based organization: succession, I'm sure some of you guys could use a few years of breathing room. Not sure how you resolve this but if you don't work on it CARM will collapse ... conventions, I have been at two, they are great, but the membership is too small and spread out, hold them every two years"

**John Kennedy**

"To specifically answer the question posed, CARM cannot survive in the long term in its present form. My recommendation is that CARM become an internet based organization"

**Larry Sebelley**

"Having lived in small town Saskatchewan and also in major cities, local chapters are doable in major towns and cities whereas in a small town you are often the only modeller. Internet access is the best way to interact with fellow modellers and being able to go to the annual convention"

**Ian Frost**

"We should have a process for the annual election of National Officers and Regional Directors"

**Robert Hollywood**

"This same experience is being felt by many groups other than railroad societies ... model railroading has little use for text messaging, nor does it offer instant gratification ... model railroading is a very personal hobby, one in which craftsmanship and innovation thrive to be appreciated primarily by those who are doing the same thing ... model building does not have the same allure it had in the second half of the 20<sup>th</sup> century ... yes, I believe CARM should continue ... I encourage the Board to look at the organization from every angle and see if there is another or additional format that is the "next" generation of model railroading ... in areas where there are not sufficient members to support a Chapter, could there be virtual Chapters that are electronic in nature. Meets and outings could be built from the electronic base"

**Clyde Rigsby**

"I think it is time to bring CARM closer to NMRA as a special interest group, jointly sponsored clinics and meets"

**Graham MacDonald**

"CARM membership has helped me to meet and get to know fellow modellers

in my area which I could not have done with the Internet alone"

**Paul Korhonen**

"Send the Internet Canadian out as an email attachment"

**Ron Colpitts**

"Publish a list of members with their interests"

**Bill Ratz**

"CARM should concentrate on events such as mini meets, shows and conventions ... do not waste effort duplicating what is done by others ... work with manufacturers to bring new Canadian models to market"

**Denis McWilliams**

"We are moving in the direction of the Internet and sooner or later the move will have to be made ... keep an annual show somewhere in Canada"

**Norm Raffaele**

"Open the membership to all ages and modeling abilities ... open up club memberships"

**Stuart Wood**

"Upgrade the magazine with more colour ... I find the publication excellent"

**Bob Corupe**

"I would start a Chapter but it would probably be a one person chapter as I live a considerable distance from any other model railroaders ... model railroad organizations are just too far away to give members anything tangible ... without The Canadian there is nothing tangible for paying dues ... I honestly do not know the answer to this dilemma but we should not throw in the towel"

**Norman Guinard**

"Modernize CARM on the Web ... we don't see that CARM should cost less ... forge closer links to other Canadian entities like CRM, CNSig, CPSig, and the real railroads"

**David Willis**

"Place applications and info packs in local hobby shops"

**Ralph Renzetti**

"a very small percentage of the members do the work and most of the rest just seem to tag along ... if one wants to help then they should insist on doing something to get their foot in the door. A good start is something small such as a local evening meet ... for those afraid to step forward just start small and work up ... everyone will appreciate you and the organization will benefit as well"

**Sterling Stump**

"The reason I joined CARM is to be part of a Canadian venue for Canadian model railroaders"

**Robert Lewis**

"The current structure is ok ... to reduce cost the Canadian could be published 3 times per year ... national conventions meet a need for CARM members to meet, socialize, and learn from one another"

**Edward Freeman**

"I overheard people at the convention stating that their Chapter meetings were their only social contact with other modellers. Our Chapter is prepared to represent CARM at train shows. CARM needs to establish a certification program for Canadian models"

**Peter Jackson**

"It would be a good idea for National to have a policy to pay for gas for members to attend shows to man a CARM promotional booth"

**Ed Warren**

"A stagnant membership with a slow decline may be characteristic of the hobby in general ... I think we could survive even so ... the essential part of The Canadian is the Chapter News and Coming Events"

**William Waithe**

"Are you doing too much work at "headquarters" ... encourage those in the field to promote our objectives. Cope-town is a great show with a very high standard ... these are efforts that need to be nurtured ... the Newsletter is good ... is a national convention worth it? ... are Chapters duplicating what clubs are trying to do? ... I have the impression that you have finished up imitating the NMRA and you might give some thought to smashing that mold and starting again ... I have supported CARM and will continue to do so"

**Charles Cooper**

"We here in Essex-Kent have had many excursions and layout visits that most of us would not have experienced and met neighbours who are model railroaders who have been working on their own for years"

**Don Eastwood**

"Maybe we should invest some money in promo material"

**Gary Baillargeon**

"The Website is a little short on content and the Forum is not being utilized as it should be"

**Vic Nelson**

# BOARD RESPONSE

## GOALS OF CARM

All of the Members comments were looked at in the context of the Goals that CARM has set for itself. It is clear that our Goals remain relevant and should guide our decision making. They are worth re-stating as we look at the changes being recommended by the Board.

**It is CARM's goal to foster fellowship among railway modellers throughout Canada.**  
**It is CARM's goal to provide a forum for the exchange of ideas and skills between railway modellers.**  
**It is CARM's goal to promote the hobby of railway modelling in Canada.**  
**It is CARM's goal to be inclusive of all scales and interests.**  
**It is CARM's goal to work in co-operation with other organizations.**

## STRUCTURE

A number of you spoke to the current composition of the Board and many of you expressed concern that David, Peter, and I may be getting "burnt out". There were some good observations about the need to create a process of succession planning and it is clear that CARM is at the stage of its development where it needs to move beyond being run by the Founding Members and involve a larger segment of the membership in its future.

**The Board has made the following changes which will take effect January 1, 2009.**

**The Interim National Board of CARM for the period between January 1, 2009 and the Annual Meeting at the Toronto Convention in 2010 will be comprised of the Presidents of all Local Chapters, a Western Director, an Eastern Director, and the three Officers of the Association.**

**The National Board will hold two meetings per year which can be attended either in person or via conference call. During the term of the Interim National Board its mandate will be to develop and put in place a new structure for the governance of CARM. This new structure will address representation from CARM Members who are not members of Chapters.**

**The day to day operations of CARM will be the responsibility of the National Officers. The Officers during this interim period will be the President/Editor, the Secretary Treasurer, and the Membership Chairman.**

## MEMBERSHIP

Many of you noted that CARM is not alone in today's world in struggling to retain membership and find volunteers and many of you shared examples of other organizations to which

you belong which are going through the same difficulties or re-examination. Some of you offered good suggestions and we will be pursuing a number of these.

Of the suggestions received, there are three which particularly stand out. First, put a stronger emphasis and focus on membership retention, secondly, use Train Shows more effectively to attract new members, and third, find a way to involve clubs as members.

**Membership Retention:** We need to be more effective in advising Internet Members when their membership has expired.

**A program will be implemented and a Volunteer sought to assist the Membership Chairman with Internet renewals.**

When a member does not renew and they belong to a Chapter, the Chapter should be advised and requested to follow up with the member to determine if it was an oversight or if they are dissatisfied with CARM, why, and recommend changes if necessary to the National Board.

**A discussion will take place with the Chapters to determine if this program can be implemented.**

**Clubs:** We need to involve clubs in the ongoing growth of CARM. In many areas where we do not currently have Chapters we do have clubs and some, but not all, of the members of the Clubs are members of CARM.

**The Board is implementing a Club Membership (minimum 5 members) effective January 1, 2009.**

**Club Membership including mailed newsletter : \$25  
Each CARM Club Member \$10  
Bulk mailing to the Club of CARM Membership Cards and Calendars for the Club and each Member.  
Additional printed copies of the newsletter would be mailed to the club for \$15 per extra copy per year.**

**Example:**

**The Model Railway Club with a minimum of 5 members would receive the following.**

**5 CARM Memberships  
1 of each issue of The Canadian mailed to the Club  
5 Membership cards/year  
6 Calendars per year. 1 for each member and 1 for the Club  
Cost of Club Membership (5 members) \$75/year**

**A Club with 10 members would be \$125 if you follow the example.**

## PROGRAMS

**Train Shows:** We have tried a number of methods to recruit new members including substantial expenditures in national magazines. The most effective tool has been attendance at Train Shows and the personal touch that brings.

**The Board will seek a Volunteer for the position of Promotions Chairman. The first task will be to put in place a program of attendance at Train Shows across the country to show the “flag” on behalf of CARM, promote the hobby, and recruit new members. The budget, number and location of Shows, and a possible per diem for member’s participating will be part of the discussion.**

**Website:** Many of you were critical of the website. Over the last number of years the Board has struggled with locating a Volunteer who had the necessary skills and time to undertake to keep the website current. Craig McCulloch had volunteered, however, other commitments forced him to step aside earlier this year. We are fortunate that Craig has continued doing some ongoing maintenance and updates for us. We have undertaken to have the entire website revamped and have sought out a volunteer to act as a Volunteer Content Manager for the site.

**The Board announces that on or about January 1, 2009 a new CARM Website will be unveiled and that Steve Watson has volunteered to be the Web Content Manager and will work to keep the Website updated.**



**Forum:** The Board continues to believe that it is important to have an interactive presence on the Web. We had started our own Forum and it had a small group of dedicated followers. Early this fall we came under attack from automated computers registering false members and presumably would attempt to access the broader membership list on the Forum. I spent about six weeks fighting back and deleting these phony memberships as quickly as they were being done, about 650

in total. In the end after determining I didn't have the skills to make the necessary changes to the Forum, it was taken off line. This entire episode showed me that there are some tasks for which our current volunteer base does not have the skills, therefore I began a search on behalf of the Board for a partner with whom we could operate a Forum.

Several CARM Sponsors including Fast Tracks and Full Steam Ahead are already members of Railroad Lines Forum. The Forum contains a wealth of information from many excellent modellers and moves us a long way towards our goal of exchanging ideas and information amongst model railroaders.

**The Board announces that CARM has joined with Railroad Lines Forums. This is a series of Forums which include a Craftsman's Corner; Forums in each of the scales including Narrow Gauge and Large Scale: Model Railway Construction; DCC and Electronics; Rolling Stock; Swap Meet; and many others including a Canadian Association of Railway Modelers Forum.**



**The Canadian:** As Editor I want to thank the many of you who sent in kind words about The Canadian. I received a number of suggestions which I will address in turn.

Publish the Canadian in full colour. **This is just not financially possible. The cost of a colour page is 10 times the cost of a black and white page. The Canadian has two colour pages and twenty two black and white pages. The math simply doesn't work.**

Send the Canadian out by email to all Internet Members. **This is worth consideration. The Web PDF for the Canadian varies between 3Mbytes and 8Mbytes in size. Many ISP's limit email size to 5Mbytes. I will see what I can do**

to keep size under 5Mbytes and send The Canadian by email to Internet Members.

Create a Low Res and Hi Res version of the Canadian for Internet Members. The Canadian has a staff of 1, me. At the current time it is taking up all my time to create the Print Version and the Low Res Web Version. I am giving some thought to how I might restructure the manner in which I create The Canadian to achieve the goal of this suggestion. I will make an announcement for the April May June 2009 issue.

**Reviewing Canadian Models:** This type of program has been sought by the Members for a number of years. We have tried for several years to implement a program with no success. We are now prepared to give this another try.

**The Board announces that Gary Baillergeon of Ottawa has volunteered to tackle this program. This is a substantial undertaking and in discussions with Gary we have agreed to start small by focusing firstly on prototype fidelity. Gary's first column will be published in the April May June 2009 issue of The Canadian.**

**Gary is seeking volunteers to help him in this endeavour. If you have information or knowledge of CN/CP/TH&B/ONR/BCRail and other Canadian roads you can assist Gary by joining his committee.**

**Conventions:** There was majority support for continuing to offer a National Convention. As all of you know we have not been able to find a host for 2009. It does however look very positive moving forward.

**The Board announces the appointment of Wayne Wessner of Saskatoon as the CARM Convention Co-ordinator. Wayne has already begun to work on this project and has advised me that the following locations are confirmed:**

**2010: Toronto, Ontario  
2011: Ottawa, Ontario  
2012: Regina, Saskatchewan**

**There are no current plans for 2009, however, the Board may undertake to host a one day meet in the summer of 2009 which will enable members to gather and CARM to host its Annual Meeting.**

**Canadian Railroad Craftsman:** A number of detailed suggestions were received with regards to broadening the current CRC program. The proposal which appears to have the most merit is for expansion to a three tier program. The first level would be aimed at Juniors and beginners to the hobby, the second level at the more experienced modeller, and the third level would remain the current Canadian Railway Craftsman program. **Dave Burroughs, the CRC Program Manager, has taken these suggestions under consideration and will make an announcement in the future.**

Many of you asked if we could create a Membership Directory. The issue here is respect for the privacy of our Members. **We will give consideration to placing a box on the membership/renewal form which would allow us to share with other Members, your phone number and/or email address. This would create a Membership Directory for the use of CARM Members only.+**

**Virtual Chapters:** This was suggested for areas where Members are very spread out. Create a Chapter using the Internet for communications. This idea has substantial merit but requires further review.

## **VOLUNTEERS NEEDED**

To implement these changes we will require volunteers. Some volunteer positions have already been filled. Members who expressed a desire to volunteer will be forwarded the list of volunteer positions and we look forward to finding a role for them to play.

Here is a list of the new volunteers and the positions they are filling or the volunteer position and a brief description of the requirements. If you are interested in any of the vacant positions, please contact me at the address or email at the bottom of page 2 of The Canadian.

### **Interim National Board Members:**

**Western Director: Ed Warren, British Columbia  
Eastern Director: Ted Rafuse, Ontario  
Board Member: Sterling Stump, British Columbia  
Board Member: Wayne Wessner, Saskatchewan  
Board Member: Keith Snider, Ontario  
Board Member: Don Wesley, Ontario  
Board Member: Gary Baillergeon, Ontario  
Board Member: Bill Osborne, Ontario  
Board Member: Steve Hoshel, Ontario  
Board Member: Ian McIntosh, Ontario**

**Assistant to the Membership Chairman:** An individual is required to assist the Membership Chairman with updating Internet Memberships and to maintain a current Internet Email List for use by CARM and The Canadian.

**Promotions Chairman:** An individual is required for this position. The initial responsibility of the Promotions Chairman will be to organize volunteers from the Membership to attend Train Shows across the country to promote the hobby and CARM. The Promotions Chairman will work within a budget set by the National Officers. Individuals are required to represent CARM at Train Shows across the country.

**Web Manager: Steve Watson, Ottawa, Ontario.**

**Canadian Prototype Manager: Gary Baillergeon, Ottawa, Ontario.** Individuals are required to assist Gary who have knowledge and expertise in Canadian prototype railroads.

**Convention Co-ordinator: Wayne Wessner, Saskatoon, Saskatchewan.**

**Chapter Coordinator:** An individual is required to assist the Membership in creating new Chapters and then assisting them to get started.



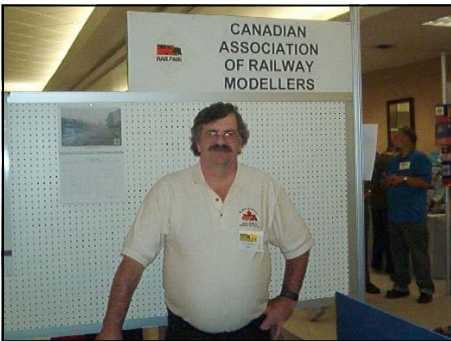


## CHAPTER NEWS PAGE

### NATIONAL CAPITOL:

Our last meeting was September 18th with 8 members in attendance and after a brief discussion we decided that we would have a booth at all of the upcoming shows in Eastern Ontario and Quebec. Starting with the 31st edition of Railfair in Ottawa on October 18th and 19th

We attended the 31st Railfair Weekend in Ottawa. Now our numbers were down as it was a beautiful weekend. We had 1975 enter the show during the two days down from 2244 last year. But all in all a very successful show. At the CARM booth we signed up 4 new members (that I have money for) and hopefully 5 or 6 who will send in their applications along with a cheque (one from Nova Scotia). As far as the future for CARM well lets say that we had a lot of interest in what we were doing. Some of the comments were "why is the NMRA (St Lawrence Division) here" "I wish you guys were down east" (from the gent from NS.) "I did not know there was a Canadian Association"



**Photo Top: Ian MacLeod and Bob Elliot at Railfair.**

**Photo Bottom: Gary Baillergeon at Railfair.**

Among the 7 of us who worked the booth for the weekend, we had 2 NScale along with their Coffee Table layout on display (Kaffee Valley) the balance of us were HO and all members of Ottawa Valley HOTRAK. We discuss at length what the future of CARM could look like. One of our suggestions is that we should have a review of models for Canadian content. Example: the new Intermountain Locomotives, while in Canadian colours do not match the actual locomotive, so for this model we would give a "Bronze Spike" as for Jason's Rapido cars; we would have to award a "Gold Spike".



**Photo Above: The CARM Booth at Railfair.**

### VANCOUVER ISLAND:

Eighteen members and guests had a meet at the Port Alberni station on the morning of October 18th. We welcome Tom Byers who has recently moved to the Island from Calgary.

We had a short business meeting. The main item was to discuss the survey that was included in the last Canadian. Members felt that they were happy with the present setup. We discussed the need for more help on the executive to prevent burnout and give fresh ideas. Members were encouraged to return the survey form. It was felt that the chapter activities were the chief source of value in the CARM membership not just from the tangible aspects of meets, but the intangibles of fellowship and sharing of knowledge, which is the mandate of the Association.

Ed Warren will not stand for president in January due to health problems.



**Photo Top: Ed Warren built this O scale track cleaning car from a derelict kit, brass rod and a masonite pad.**

**Photo Bottom: Sterling Stump brought along this impressive curved trestle, scratchbuilt in HO scale. The Crown Zellerbach RS3 is an extremely accurate model kitbashed by Dave Quisey.**

Sterling reports that our present bank balance after all the cheques and payments on the 18th is \$1140.83 with about \$145 in cash.

The next meet will be in Arbutus Ridge on Saturday January 31, 2009, with speakers in the morning and layout tours in the afternoon. Andy Barber has agreed to help with the organizing of the meet.

Our first speaker was Ken Rutherford, one of the founding members of the West Vancouver Island Industrial Heritage Society. He described how six members of the Port Alberni Model Railroad Club set about restoring the derelict Shay in a city park. Because of the involvement of the city and many community volunteers, the collection has now grown to a tourist railway, large collection of restored equipment, the



**Photo Above: Ex Crown Zellerbach track watering car preceded the log train sprinkling the right of way to prevent fires caused from brake sparks. It has been restored and sits in the Port Alberni yard.**



**Photo Above: Ken Cringan, Tom Byers, Dan saucier and Ed Warren head out from the Port Alberni station.**

**Photo Below: Part of the engine collection in Port Alberni. Number 7 is a 2-8-2T currently used in excursion service.**



McLean Sawmill National Historic Site, station and water tower, and an arena with a large truck and logging equipment collection. It was an inspirational tale of how model railroader skills can have a major effect on a community. Our second speaker was Kevin Hunter, the chair of the WVIHS, and a professional engineer in the logging industry. He described the origins and layout of

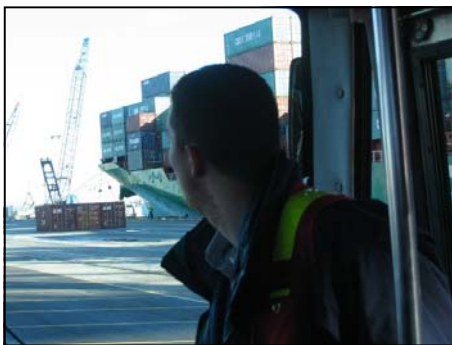
the Franklin River operation of M&B, a fascinating but obscure railway line just south of Port Alberni. It would make a great model railroad.

The weather was sunny and warm for our speeder rides from the station up to the engine house. We were able to tour the engine collection a 43 ton Shay, 2-8-2T, GE 44 tonner, and a Plymouth switcher, as well as their RS-3 and many restored cars in the yard.

We returned to the station by speeder or handcar, and drove over to the arena collection. The passenger car Strathcona is being restored and is was great to see the lovely mahogany panelling in such good shape. Many of the old logging trucks have been restored, and some are in use moving equipment about. We want to thank Rick Lord and his daughter for organizing the meet and a fantastic catered lunch, and the WVIHS for making us so welcome. Attached are a few photos of show and tell models, speeder rides and engine house tour. See you on January 31.

**PACIFIC RAILS:**

Trains 2008 took place at Cameron Recreation Center, in Burnaby B.C. There was an RPM gathering and display. CARM Members are involved as committee members, tour hosts and displayers. Show times were 10 am to 4 pm



**Photo Above: Container Port.  
Photo Below: Coal Gons unloading.**



**Photo Above: Richard Sutcliffe's Cariboo Traction Module.**

**Photo Below: Overhead view of the layouts setup at Pacific Rails**

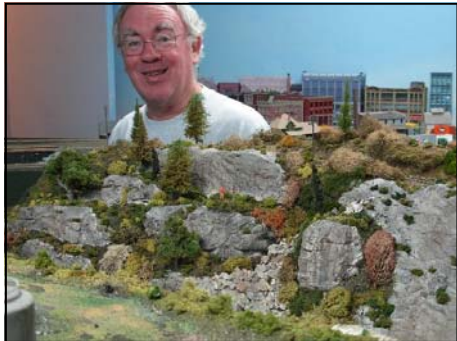
**TORONTO:**

In September the Toronto Chapter and a TRHA member visited Dave Wetherald's layout for the last time. Dave has sold the layout (and the enclosing house).

In October the Toronto Chapter visited 3 layouts in Acton. Half of us saw Bruce Leckie's layout first. It was featured in *The Canadian* last summer and looked even better in person than in print. We enjoyed operating it. Unfortunately it's gone - Bruce has moved.

The other two layouts were Mike Walton's. Outdoors the *Formby Gorge* is a radio controlled live steam line through a beautiful garden. Inside *Lostock Junction* replicates the moors of northern England and the town of Windermere. The Windermere trackage duplicates the real town's, and the trains run through it follow the real schedule. Mike (The Fat Controller) and The Likely Lads operate signal towers controlling up to 11 trains at a time. The moors trackage runs through a crawl space which was excavated deeper. All three layouts were great and we all had a good time. It's worth the drive to Acton!

**Photo's Below: Dave Wetherald and his layout.**



**Photo's Below: Bruce Leckie's layout. Ron Adam, Tim Barnes, Bruce Leckie, Andrew & Joan McIntosh looking over the town of Sheridan.**

**Andrew McIntosh switching a caboose in Sheridan.**



In November we had two operating sessions at William Waithe's. CARM members William and Bill O'Shea run an N scale replica of the CN Weston Sub, with industries closely resembling the real ones. Operation is way freight and yard switching, using Switch-It and

**Photo Below: Mike Walton's Formby Gorge outside layout.**



**Photo Below: Mike Walton's Lostock Junction inside layout.**



DCC for additional realism, and is highly addictive. Our next meeting is January 15 at 7 pm at Hornet Hobbies, with talks/demos/slides on trains in Italy, the Testor decal system and North Toronto Station.

### **ONTARIO MID WEST TRAIN SHOW**

For the past three years the CARM Ontario Mid West Chapter has joined forces with the Grey Central Railway Club to produce the annual Open House and Train Show. The show was held September 20th at the Participation Centre, Holland Centre, this is the home of GCRC's permanent club layout. The show is the principal fund raiser for the chapters FREEMO modules.

**Photo's Below: William Waithe's CN Weston Sub Layout. Formby Gorge outside layout. William (seated) explains operating rules to Andrew McIntosh, Joan McIntosh, Keith Martel and Ron Adam. Overview of the layout.**



Much appreciated vendor support over the years includes: Herb Hall - Railtime Media DVDs, Joe Rutter - Full Steam Ahead, John Sachs - miniature table saw and electrical items, Terry Link - TMR Distributing, Derek Osborn Model Kits, County Line Caboose, Bob Smith and Bill Bradford. The Nottawasaga Model Railway Club Portable Layout has also featured at all of our shows.

Show attendance was a tad down this year due to competition from the nearby International Plowing Match. Clinics were presented by Geoff Arnold, Paul Korhonen, Al Ireland and Steve Hoshel.

CARM Ontario Central Chapter's Bob Sparkes and Ian Morrison brought along their FREEMO modules, these were connected to the OMW modules to make an impressive display - great teamwork guys!

### **ONTARIO MID WEST**

The OMW Chapter annual meeting was held at Holland Centre October 19th with eleven members present. Steve reported on the CARM AGM in Hamilton.

Our September Train Show was dis-



**Photo Above: Ontario Mid West Chapter's youngest member, Robert McKinley observing the Grey Central Model Railway Club's permanent layout located at Holland Centre.**

**Photo Below: Ontario Central Chapter's FREEMO Modules being connected to the Ontario Mid West chapter Modules.**



discussed. Attendance was down. Competition from the nearby IPM is believed to have been a factor as was the good weather. All in all, the show was deemed a success and will be continued.

CARM membership problems: We had extensive discussion on this subject with input from all members. It was agreed members will submit answers to the CARM Canadian questionnaire directly to CARM.

Election of officers for 2008/9: Acclaimed were Chair - Steve Hoshel, Sec/Treas - Randy Schnarr and Paul Korhonen is Show Coordinator.

A raffle for a CP Box Car, kindly donated by member Lloyd Koch, netted \$20 for the club.

The CARM Certificate Program was discussed, very few members are interested in the program.

Next Meeting: At Paul's home in Meaford April 26<sup>th</sup> 2009

## LONDON AND DISTRICT:

The meeting of the London and District Chapter, held on October 21st took place at the home of Robert Langlois in Port Stanley, Ontario. In attendance were, Guests: Gary Baker and Dick Patton, and Members: Don Wesley, Robert Langlois, Dick Walker, Larry Minshall, John Kanakos, Eric Blunt, Hank Duivenbode, and Neil Froese.

Agenda:

1. Layout tour status Discussion re April vs September - new chair will need to determine status. Dick Walker and John Kanakos volunteered to help. Need Chair person, will send info to Lorne James as he has said he will get it started for next year.
2. Komoka Museum Train Show Latest local train show participated in by some members was a great success
3. Finances - Treasurer Report - Treasurers report noted balance \$947. Layout tour monies of \$300 to be kept separate and tour expenses to be paid out of the \$300. Layout tour also generated \$280 which is also part of total balance. Next accounting will have CARM balance and expenses reported separately from Tour and Show monies.
4. Show participation
5. CARM questionnaire/status - consensus that CARM should continue in same format. We need a Canadian voice. Further discussions on how to better promote the CARM program were held.
6. Show & Tell - anyone with projects of interest please bring to share with group - Roberts progress on S scale layout
7. Ideas for future meetings . Clinics, road trips, Chapter visits, layout visits. Don will discuss with Robert a possible bus trip to a live steam layout in Mich.
8. General Discussion  
Will contact Dave Minshall re meeting on Wednesday January 21 instead of Tuesday January 20, as Tuesdays conflict with some member schedules.

**THOUGHT OF THE MEETING:** Ideas are great as long as the suggester develops it into an executable project instead of leaving it for someone else to make happen.

## SOUTH SASKATCHEWAN:

The South Saskatchewan Chapter took advantage of the Regina Annual Model Railroad Show October 16th and 17th

2008. The chapter set up a advertising / membership table with membership applications, calendars and CARM magazines. By the end of the show this material was all gone, showing there was considerable interest. We feel it has generated some new members. December 16, 2008 our chapter will hold a annual meeting and the members in attendance will be treated to a hands on operating session hosted by the Echo Valley Railroad Guild at their club layout. Thanks to this club for their support in our endeavour. It is another example of how partnering makes us come together for a common cause. Our chapter will be looking at hosting some other activities in the new year.

## ONTARIO CENTRAL:

We had a good meeting November 15, 2008 hosted by Bill Hambly in Collingwood, ON. 11 members were there and much discussion was generated by the recent article on the future of CARM. General feeling was we like it the way it is and want it to continue. Some question arose as we cannot recall ever receiving a financial report, but we chapters have to submit one regularly. We worry as there is no process in the charter to re-elect the executive. (This may have been answered by John Johnston's e-mail of November 18, 2008) We also have never seen our National Field Rep. and wonder if he/she exists.

One of our members, Bob Sparkes reports he paid prior to the convention which he attended, but he has never received a "Canadian" or membership card. Peter Hughes from Orangeville has located a Model RR in an institution. This is extensive but has been neglected for years. He requested help to refurbish it. The present members agreed this is a good idea and he will contact us all to set up a work day to do this. We also asked to see if we could display our layout in the Barrie-Allendale Train Show in February. I am looking into this.

After refreshments and a visit to Bill's basement, very nice layout, a few of us had a chance to visit the home of Wasaga Beech Railroaders. They have a school portable and can set their travel layout up there for work and expansion. It was an interesting visit and I regret I did not have my camera to record this.

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# Designing the Cobourg & Peterborough Railway Part 8: Scenery, Details, and Rolling Stock

Article and Photos by Ted Rafuse

## Scenery

Additional texture was given to the base sawdust scenery of both modules using various colours and textures of Woodland Scenics ground foam. Their clump foliage represents larger growth such as weeds. Gravel roads were created using beach sand (claimed from the end of my street) to represent various travel ways. In its original appearance the topography of the area was strewn with many 'field' stones as implied in Cobourg's early nickname of Hardscrabble. These outcrops are represented with small stones sifted from beach sand. Using white glue these were set in place individually.

Woodland Scenics provided trees for the layout. The deciduous trees, painted a flat dark brown, are the older metal armatures covered with clump foliage. (Walther's Goo was used to attach the foliage to the branches.) The pine trees are an assortment of the newer plastic Woodland Scenics products and represent the white pine forests which once predominated in this area. All trees are glued to the module base with white glue.

The same clump foliage was used to simulate dense pockets of weeds on the layout. Woodland Scenics coarse turf in various hues were used to simulate low lying weeds and smaller less dense bushes. Both these products were placed adjacent to structures, beside roads, and in open areas. Binder twine simulates tall thin weeds, but any fibre rope may well do the same. Lengths of binder twine were cut and held together between my fingers. The free end was dipped in white glue and the weeds were planted in appropriate places, generally low lying places where water might collect. When the glue had set moderately, the twine strands were spread apart to provide the weed bed



**Photos Right:** A Keystone Danby Saw Mill occupies the 'far shore' of the Rice Lake Module. It's corrugated metal roof may not be in keeping with the time frame, but the mill's size provides an acceptable foil for such a structure. With the roof removed, the interior of the mill can be viewed. This is a simple operation with one saw that creates lumber from logs floated to the mill site. The internal studs are revealed providing a glimpse of the construction practices followed in the erection of the structure. With the roof off, the interior details of the lumber mill are visible. The kit instructions were followed in the construction of this building, but the workers were added to provide interest and life to the scene. The log when elevated to the dolly will move forward to be cut initially into slabs.



with a more extensive appearance.

Further plant growth was provided with commercial lichen. Its original packaging is long gone so the manufacturer is unknown. Included were a variety of greens and some 'autumn' colours. Each clump was examined and shaped to remove large stems or small segments of stems that did not appear to me much like any ground foliage I knew. Preference was given to the tight portions of the lichen and these were used in foreground areas while the less dense pieces of lichen appear towards the rear of the modules.



### Details

Details provide the illusion of life to the module. A number of additional buildings (most scratch built), figures, horse drawn vehicles and additional landscaping items were added to simulate activity. Buildings are generally small with simple plank side or board and batten exterior of plastic or wood and all are painted in subdued hues. Not all buildings for the layout could be created for the first showing, so several cardboard mockups were created to which were added computer generated sides. The sides were printed on paper then glued to the cardboard mock-up. While on public display no comments were made that they appeared out of character. This pleased me at the time but did not satisfy me for future showings.



structions were followed and although a few small parts were missing, their absence did not detract from the structure. The roof was made removable so that the interior can be viewed. Lumber piles were built from scale wood and all lumber piles have a hollow core. Poles were made from wooden skewers roughened by drawing a model saw along the length and then cutting to length to represent fence posts and other longer poles. The logs in the water are small twigs, cut to an appropriate length, split in half longitudinally, and glued to the water surface. Workers were strategically placed about and inside the mill.

Two pre-owned plastic water tanks of unknown heritage, acquired at train shows, are on the layout, one at Cobourg, one at Indian Village. Both are plastic that have been over painted lightly with a wash of gray acrylic to subdue the sheen and provide a slightly aged appearance. The Cobourg water tank is of more modern design while that at Indian Village is of a smaller, older structure.

Figures come from a variety of sources, including Woodland Scenics, Model Power and my parts bin. Generally women in long flowing skirts and men dressed in suits or great coats are sought. Labourers of the time wore heavy woolen clothing and may have had rolled up sleeves depending on their work. There were no motorized vehicles during the

**Photo Top: Horse & Buggy: Yes, there is a problem with this horse and buggy. On the way to the photo shoot the original horse apparently got lost and could not be found in time. This substitute palomino is not really harnessed to the buggy but that seems to be lost in the driver's haste to use the whip to encourage his charge to 'giddy up.' Despite the problems the details add to the visual appeal of this area.**

**Photo Centre: Lounger: Some slackers are content to simply lounge in the shade and watch the railway rolling stock pass by and let the railway workers ply their efforts.**

**Photo Bottom: Small Yard Office.**

Harwood was the site of two 19<sup>th</sup> century sawmills and I felt that a representative of one of these work sites was a must. My knowledge of saw mills is very limited but a Keystone Locomotive Works' Danby Saw Mill kit was purchased at a model train show. Its size appeared appropriate for my purpose although its corrugated metal roof may not be appropriate: a plank roof might be more reflective of the era. The kit in-

**Photo Below: Passenger Locomotive: The balloon stack of this AHM-Rivarossi 4-4-0 indicates a wood burning locomotive in keeping with the 19<sup>th</sup> era of the C&P Railway. The locomotive was painted Floquil Polly S steam engine black and wooden aspects painted red. The name on the tender was computer generated as described in the text.**







era represented and my horse drawn vehicles are Jordan Miniature kits including the Brougham, Buggy and Buckboard, all built according to packaged instructions. To save on set-up time, figures and horse vehicles are glued to the layout.

### Rolling Stock

In keeping with the mid 19<sup>th</sup> century era, two locomotives, both 4-4-0 wheel arrangement, are used for motive power. One is an older Mantua Metals model purchased from a friend. Originally it had the balloon stack of a wood burning engine, but he replaced it with a coal burning stack. A future project will be to revert the stack to that of a wood burning locomotive. The engine was painted although I did add red paint to the external 'wood' of the exposed cab.

The second locomotive is an old AHM-Rivarossi model. It was multi-coloured when purchased many years ago but recently went to the paint shop where it was treated with an exterior coating of Floquil Polly S steam power black. Wood cab exterior areas were brushed with red and with its balloon stack no further alterations were made. Using the computer and glossy paper a decal 'panel' for the tenders of each locomotive was printed. These denote the name of the railway company and were affixed with Walther's Goo. The AHM represents the C&PRy while the Mantua represents the CP&MR&MCo. (The C&P at one time owned a 2-2-0 but found it lacking in power over the difficult gradients of the line!)

**Photo Top:** A Bachmann bobber caboose brings up the rear of the CP&MR&MCo freight train that operates on the layout. It was not altered in any way save for the mounting of KD couplers and the railway name panel on the side. T

**Photo Top Centre:** The box and flat car as they appear for a photograph on my home layout.

**Photo Bottom Centre & Bottom:** Crossen built Cobourg & Peterborough Railway passenger equipment. The cars were painted yellow, the roof a weathered black, a computer generated letter board affixed and KD couplers mounted.

The passenger cars are of unknown heritage, although they may be of Rivarossi origin. A combine and a coach serve the needs of the C&P. Each car is 45 feet long buffer to buffer, a length in keeping with the era. The cars were originally painted red but were repainted with Polly S Reefer Yellow which was a typical passenger colour of the later 19<sup>th</sup> century. Without any reference to confirm this, the colour may have been appropriate for the C&P as well. Roofs were painted a weathered black. The wooden beam truck frames were weathered with a light tan to bring out their detail. Letter boards were created on the computer: black script on a background approximating the base yellow of the car. These were printed and glued with white glue to the car's letter board. The coach has a seat interior to which I added several passengers, all legless!

Freight rolling stock is eclectic in nature. The box car is a Bachmann 34' old time replica which was repainted mineral red. It is 4 to 6 feet longer than it perhaps should be. Several flat cars are used but all are 30' long. One is an IHC derrick car with the derrick removed and the other two are old Roundhouse/MDC models. All had the top surfaces coloured with inexpensive acrylic brown paints to represent individual boards. The trucks on all cars were replaced with arch bar trucks, the earliest that I had on hand from the parts box.

Ignorance on my part regards the last car in a mid 19<sup>th</sup> century train on a short line such as the C&P. Currently a Bachmann Bobber caboose brings up the rear of the freight train. My ignorance now shows doubly. First, I have no idea what a mid 19<sup>th</sup> century van may have looked like.

Second, I do not know whether a caboose was used on the C&P at the time. Letters to the editor to clarify one or both of these mysteries would be appreciated.

To continue, the Bachmann Bobber was red so it was left that colour. The only addition made was to add a Cobourg, Peterborough & Marmora Railway shield to the side between the windows. This shield was made on the computer, printed on glossy paper, and glued to the side of the caboose.

All rolling stock have representative truss rods. Not wanting to model 19<sup>th</sup> century link and pin couplers, all rolling stock is equipped with KD couplers. There are no uncoupling magnets on the layout as it is not the intention that switching be part of the display operation.

## UPCOMING CARM EVENTS

**Ontario, Copetown, February 22: Copetown & District Community Centre. 1950 Governors' Rd. just east of Highway 52. Operating Canadian Prototype Layouts, displays by model craftsmen, railway special interest groups, Canadian model manufacturer's displays and sales, photo vendors, refreshments available on site. Admission \$5. For information contact John Johnston at chair@caorm.org or (905) 388-9151**

**January 15: Toronto Chapter: Meeting at Hornet Hobbies with talks/demos/slides on trains in Italy, the Testor Decal System, and the North Toronto Station.**

**January 21: London and Area Chapter: Meeting at 7:30 p.m. at the home of Dave Minshall, 24110 Amiens Rd, Iderton, Ontario.**

**January 31: Vancouver Island Chapter: Meeting between 9:30 am and 4:00 pm at Arbutus Ridge Community Meeting Room. Meet free to members, \$15 for guests. Contact Ed Warren (250) 752-4857 or e.a.warren@telus.net or Sterling Stump (250) 752-9772**

**April 26: Ontario Mid West Chapter: Meeting at the home of Paul Korhonen, 305 Lakeshore Road N., in Meaford, Ontario.**

## COMING EVENTS

**Ontario, Paris, January 18:** Paris Junction 2009 Model Train Show, 10:00 AM - 4:00 PM, Paris Fairgrounds, Silver St., Admission: General - \$4.00 / WOD-NMRA Member - \$3.00 Children under 10 - Free, Contact: Gord King, 51 Newport Lane, Port Dover, On, N0A 1N7, TEL: (519) 583-0975 / FAX: (519) 583-3994, EMAIL: sln@nor-del.com

**Quebec, Gatineau, January 24,25:** Club Ferroviaire En Voiture 7th Annual Hobby and Miniature Festival. Mont Bleu FORD, 375 Maloney Blvd West, Gatineau, Quebec., 10am to 4pm both days. Free admission and parking. Model Trains, Diecast Models, Static Displays, Vendors and Exhibitors, RC planes & helicopters, plus more. Information: Mario 819-671-2354.

**Ontario, Ancaster, January 25:** Rail - Ops Club presents T.H.& B. Model R.R. Flea Market & Show, 625 Hwy 53E., Marriott Hall, Ancaster, ON., 10:00 AM to 3:30 PM, Adults \$5, Children under 12 Free. Over 120 tables. Information 905-335-9112

**Ontario, Ottawa, February 28:** MODEL TRAIN FLEA MARKET Sponsored by OVAR Come check out some of the best deals on model trains, parts and accessories. St. Anthony's Soccer Club Hall, 523 St. Anthony's Street, Ottawa (just off Preston Street at the Queensway). Admission: make donation at the door. Everyone welcome! Tables \$ 5.00. To reserve a table, call Gary

Baillargeon 613-774-2380. Set-up at 8:30AM

**Ontario, Cambridge, March 28:** 26<sup>th</sup> Anniversary Doubleheaders Model Railroad Club Self-Guided Home/Club Layout Tour 9:00am - 9:00pm. Registration from 9:00am - 3:00pm at Hespeler Arena, 640 Ellis Rd. W., Cambridge, Ontario. Admission \$5.00. 40+ Layouts. More info: 519-578-7546 or email [dhtour@gmail.com](mailto:dhtour@gmail.com). Preview layouts on the tour at [www.trainweb.org/doubleheaders/dhsite.htm](http://www.trainweb.org/doubleheaders/dhsite.htm)

**Ontario, Lindsay, April 4 & 5:** 35th Annual Lindsay Model Railway Show. Victoria Park Armoury, 210 Kent St. W. Sat. 10 am—5 pm, Sun 10 am—4 pm. Rail and Marine Models, railway modeling clinics for beginners. Adults \$5, Seniors and Students with ID \$4, Children 6 to 12 \$2, Children under 6 Free. For information, Wayne L a m b ( 7 0 5 ) 3 2 4 - 5 3 1 6 o r ldmrclub@hotmail.com

**British Columbia, Nanaimo, April 5:** Nanaimo Train Show, Bevan Park Recreation Centre, 2300 Bowan Rd, Nanaimo. 10 a.m. to 4 p.m. Contact Rick Lord, rblord@telus.net or Ken Rutherford (250) 724-4698 kj.rutherford@shaw.ca

**British Columbia, Port Alberni, June 13:** First Annual Logging Modellers Meet. McLean Mill National Historic Site, Pt. Alberni, BC. Contact Ken Rutherford (250) 724-4698 or kjrutherford@shaw.ca

# UNDER TABLE SWITCH MOTOR CONVERSION

Article and Photos by Tim Barnes

I'm new to model railroading and I have yet to start my first layout, but I'm very close to attaining that goal. My start in the hobby was by chance. I drove by Hornet Hobbies every few days traveling to and from a client that was nearby. So I stopped in. There on the floor was a box of used Atlas sectional track for \$75 and doing a quick calculation based on the new prices there was about \$400 worth. I was hooked. I've acquired some rolling stock, 5 steam and 3 diesel locomotives, and just about everything I need to start laying track.

My proposed layout will have 23 turnouts. I have 18 Atlas electric switch motors to power the turnouts. I decided early on that I wanted to hide the bulky Atlas switch motors. Yes I would love to have slo-mo switch motors but at \$20 each times 23, nope, I've got a bunch of the Atlas motors and I was gonna use them. I also knew that I did not want to spend any serious money doing so.

After some conceptual flailing around, I came up with a simple design, using:

scrap 1/4" plywood; 1/8" bamboo skewers; white glue; used or new guitar strings (a medium acoustic D or A string about .030" to .035"); 24 gauge hobby wire; 19 gauge x 1/2" brads (check the picture framing area of your hardware store); cotton thread. (see Fig. 1)



FIG. 1



FIG. 2

## Actuator Arm:

The 24 gauge wire is 1 1/8" long, skewers are 2" long and the guitar string about 2 1/2" inches long. (see Fig. 2)

Using only cotton thread and white glue, daub a small bead of white glue onto the end of the bamboo, place the wire on the end and start twisting the cotton thread onto the bamboo. Make sure the thread has enough glue to bind the loose ends. Similarly, fix the guitar string to the bamboo. This is a variable as the thickness of your roadbed-to-switch-motor will vary. Mine is based on a 1/2" plywood base with 1 1/2" foam plus regular cork roadbed. I leave enough length on the guitar string to assist in installing the motor and then clip the excess later. Once the glue is dry, I drill the pivot

point. For my design, the axle is 3/4" from the wire hoop end of the bamboo.

Here is the completed actuator:

Note the orientation of the axle and the wire connector – It is not particularly critical to have the guitar string oriented at the top of the arm – however it is critical that the planes of the actuator arm and the wire connector are at 90 degrees to each other. Once you have made enough of each component, the assembly work is quite fast. (see Fig. 3)

## Modifying the Atlas Switch Motor:

In order to provide the optimal extension of the switch motor actuator arm through the body of the wooden frame, you need to clip off the small 'nub' on the front edge of the motor. (see Fig. 4)



FIG. 3



FIG. 4

**Wooden Body: (see Fig 5)**

The Actuator Arm support is basically a T with a nick out of the bottom to allow the Actuator Arm to rotate. I cut blanks 2 3/8" by 1 1/2", cut 3/4" X 1/2" notches out of the corners and then drilled a 1/2" hole in the center.

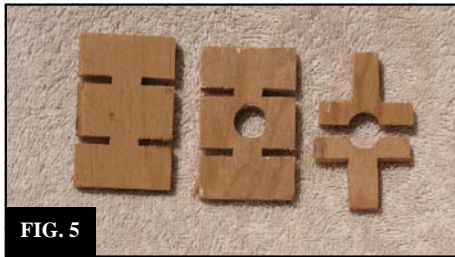


FIG. 5

**The Motor Base: (see Fig. 6)**

The motor base is 1 1/2" by 3 1/2" (I had a bunch of 3 1/2" long bits – the base can be shorter – or longer – your choice)

I pre drilled motor mounting screw holes that I ended up not using as it is easier to simply glue the motor to the base. The holes for the screws to secure the motor to the bench work are centered at 1/4" x 1/2". This base works for either Left or Right motors.



FIG. 6

Using the 1/2" nails and a dab of white glue, fasten the Actuator Support to the Motor Base.

**The completed motor base assembly: (see Fig. 7)**

Place the Atlas switch motor on a flat surface and manually locate the motor to the center position. Use a small piece of masking tape to hold the motor in this



FIG. 7

position. Leave this tape in place until after installation on your layout.

Next scuff the base of the Atlas switch motor with some sand paper, apply white glue and place on the motor base. Align the switch motor placement by eye. Try to align the motors actuator arm so it is roughly centered with the Actuator Arm Support.

Make sure that the Atlas switch motor is properly aligned on the Motor Base to ensure the fastening holes are not obstructed. While the motor bases can be left or right, once affixed to the Actuator Arm Support the orientation is fixed. Let the glue dry for at least an hour (more is better) before the next steps.

Using a small square – or you eye – this does not have to be really accurate – mark the vertical plane of the tip of the Atlas motor actuator to the top of the Actuator Arm Support (the T).

Place the actuator arm wire hoop over the Atlas motor actuator arm – make

sure the 1/2" nail is inserted. The object here is to align the guitar string as vertically as you can off the tip of the Atlas motor arm.

Using the nail, make a mark on the T support for the axle.

Drill with a .046" bit

Insert the axle of the Actuator Arm assembly

Use a thick CA cement (or anything else really) to secure the nail/axle to the back of the T support.

Let cure for a few minutes

Using small pliers, crimp the wire hoop to provide an optimal clearance to the Atlas motor actuator arm. The wire is flexible enough to open it back up a few times if you make a mistake.

**The finished assembly: (see Fig. 8)**

Remember - it's a good idea to keep the tape in place on the switch motors 'center-position' - not as shown. The tape will keep the arm centered and make the installation of the motor much easier.

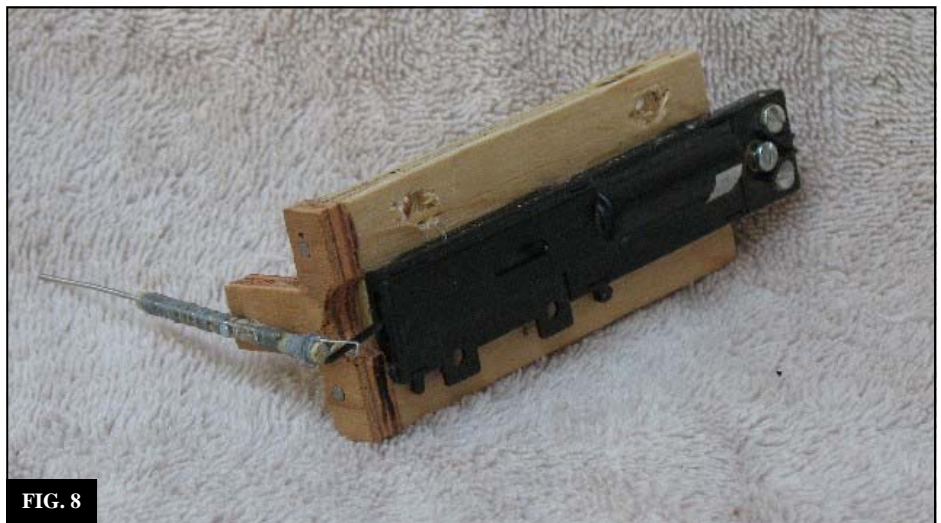


FIG. 8



# CARM

PRESENTS THE

## Copetown Train Show 2009

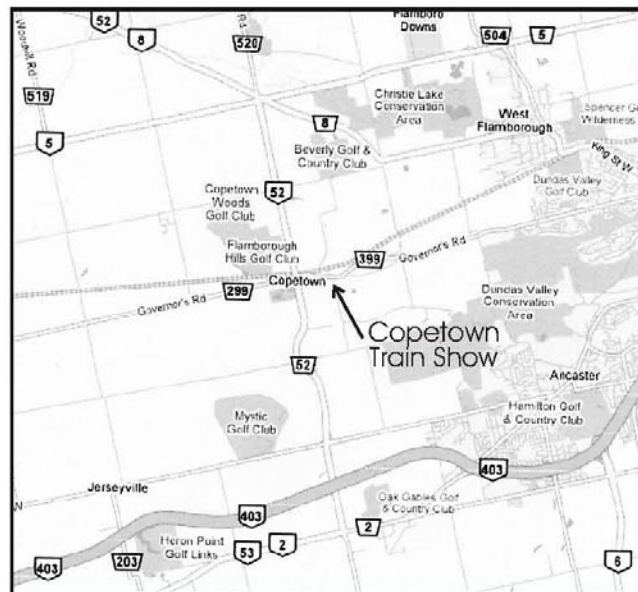
A Showcase of Canadian Railway Modelling

- When:** • Sunday, February 22, 2009, 10 am to 4 pm
- Where:** • Copetown & District Community Centre  
• 1950 Governor's Road, just east of Hwy. 52
- What:** • Operating Canadian prototype layouts  
• Displays by model craftsmen  
• Railway Special Interest Groups  
• Canadian model manufacturer's displays and sales  
• Photo vendors  
• Refreshments available on site

Admission  
\$5.00

The Copetown Centre  
is wheelchair accessible

For more information, visit the  
CARM web site or contact:  
John Johnston:  
chair@caorm.org



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

# CLAYTON MORGAN'S "INSPIRED N SCALE LAYOUT"

Article and Photos by Ted Rafuse

During Clayton Morgan's more than half century in model railroading he has participated in a wide range of model trains. As a youngster his initial miniature train was a Marx wind-up, a toy. Advancing, his next model train was a second-hand Lionel set, but again not quite a scale model train. In the early 1950's Hornby Dublo commenced his first foray into scale model railroading and by the late 1950s he entered HO modelling.

In the early 1960's Clayton and his wife moved into their current residence and the first HO scale layout followed shortly thereafter. In succeeding years several additional HO layouts were constructed and all eventually dismantled. About the year 2000 he determined that he would like to try N scale and a small 8' by 3' 'experimental' layout was built to decide if he was comfortable working in that scale.

By this time new parameters had been added to the challenge of modelling including bifocals and arthritic fingers. Despite the ostensible limitations, Clayton discovered that modelling in N scale was no more difficult than modelling in HO scale: N scale appeared and operated as well as HO. That determined, the decision was made to adopt N Scale completely and the HO items were disposed of through a sell-off.

An N scale layout was built in an area bounded by a 12 foot wall, a 16 foot wall that became the rear of the layout, and an 8 foot wall which when combined creates a free-form U shaped configuration. A number of criteria, gained from previous experience, were enforced throughout the construction.

These criteria included the ability to operate with continuous running or in point to point fashion, a reasonably lengthy mainline, wide radius curves of 22" on the mainline and no less than 13" in switching areas, all switching operations close to the front of the layout to allow for the use of manual turnouts and uncouplers, all towns a reasonable distance from each other such that the engine and caboose were not in separate towns, storage tracks, absolutely no duck unders and easy access to two basement windows. With these design



**Photo Above:** Partially obstructed from view by a large elm tree near the protected road crossing, #8503 is working the oil storage and the rail truck transfer building. A string of box cars, ballast cars and a single coal hopper await their turn to be relocated. Clayton's sky and cloud backdrop is wall paper

**Photo Below:** From the mountain nearby, one gains an elevated view of Dundas, an important town on Clayton's CPR Niagara area inspired permanent layout. The number of tracks indicates the town's railway importance. That's the mainline curving in the foreground.



parameters, a three times around loop which appears to be a double track mainline and a single track branch line was constructed.

The era modelled is that of first generation diesels with a few steam locomotives still operational as back-up and for the occasional fan trip. The layout landscape is inspired by the Niagara escarpment of southern Ontario, a region that fascinates Clayton for both its geographical uniqueness and its railway variety. Although the main layout remains unnamed, Niagara Terminal Railway appears to be the current favourite.

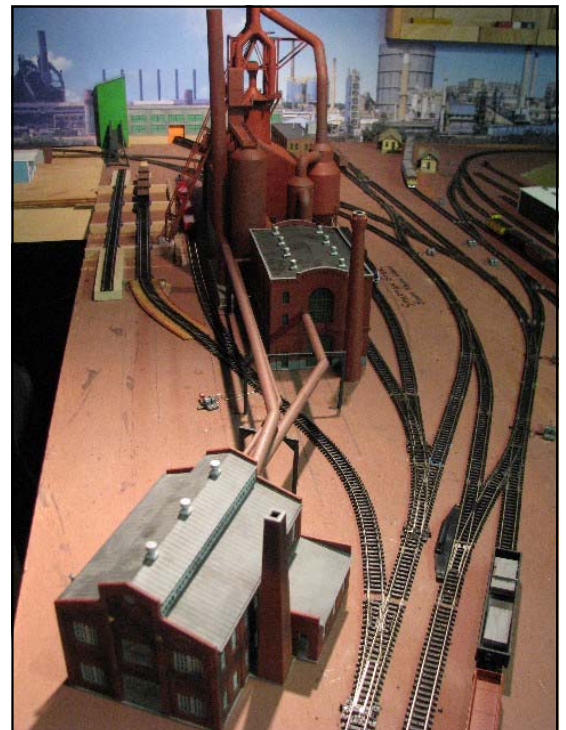
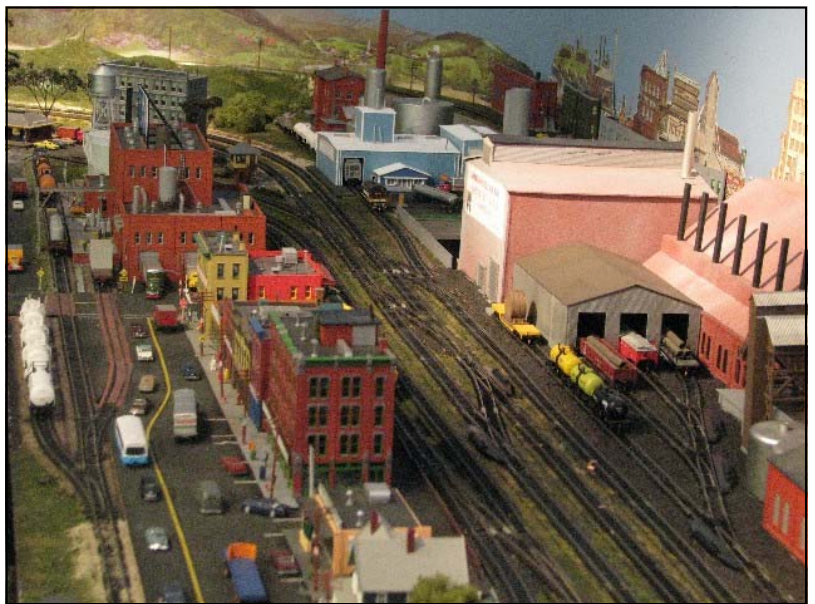
The primary town is Wentworth and, with its heavy industry, was inspired by the city of Hamilton. For that reason there are CPR maroon and grey diesels as well as TH&B cream and maroon units at work on the layout. The fictitious Welland Junction allows for interchange between the TH&B and the CASO, the Canada Southern Railway. Dundas, the town, appears on the layout, as inspiration not reality. This town inspired Clayton to create the fanciful Hamilton Dundas Electric Railway. The first experimental N-scale layout is currently envisioned as a Port Dover branch line inspiration.

The original immersion into N scale planned on cannibalizing the original experimental layout. Fondness prevailed and this module was moved to an adjacent area in the basement. A new extension of approximately the same size currently witnesses a harbour extension along with a representation of several of the Welland ship canal locks and gates. CN locomotives abound on these two segments of the layout with any necessary interchange between the two disparate layouts being conducted by hand.

The empty space in the main layout room vacated by the smaller experimental layout now witnesses an extension that when completed will feature a steel mill complex. The main layout and this new layout are connected by a drop leaf to connect the two sections of the layout, thereby not requiring a duck under. The layout itself is not complete but his modelling interest still inspires him towards a completion, some day!

Clayton is modest about his contribution to railway history. While a Board member of the Bowmanville Museum he was instrumental in several local railway histories, including *The Railways of Clarington, Vol 1 and Vol II*, and *Remembering the Oshawa Railway with Charles Taws*.

As Clayton Morgan approaches his seventieth decade, N scale has provided him with continuing modelling inspiration. In his words, "It runs well, looks great and so much can be put into a space without overcrowding."



**Photo Top:** At Wentworth's west end is a sprawling chemical industry. Both in and out bound tankers of load and empties are regular visitors to these sidings and facilities, a source of significant revenue to the railway.

**Photo Centre:** Wentworth's industrial area abounds with road and rail traffic as they compete to serve a number of extensive factories. A TH&B switcher works the confined tracks.

**Photo Bottom:** There is no recession in Wentworth's economy as Spartan Steel is currently constructing an enormous complex at their new South Haven Works tract of land.

## CLAYTON MORGAN'S "INSPIRED" N SCALE LAYOUT



Photo Left: The switchman in the tower at the north end of the yard is busy today, in this case protecting a northbound freight ahead of an expected passenger train. In this early 1960's slide, both locomotives appear to be fresh out of the paint shop, or very meticulously cleaned. He is also aware of the movements of switcher 8503 and the impending shift of the doodlebug to the station track.

Photo Right: Road and rail traffic compete along Wentworth's main street. Wentworth's large industrial area abounds with road and rail traffic as they compete to serve a number of extensive factories. . Beneath Wentworth are several staging tracks as well as a mainline run through track.

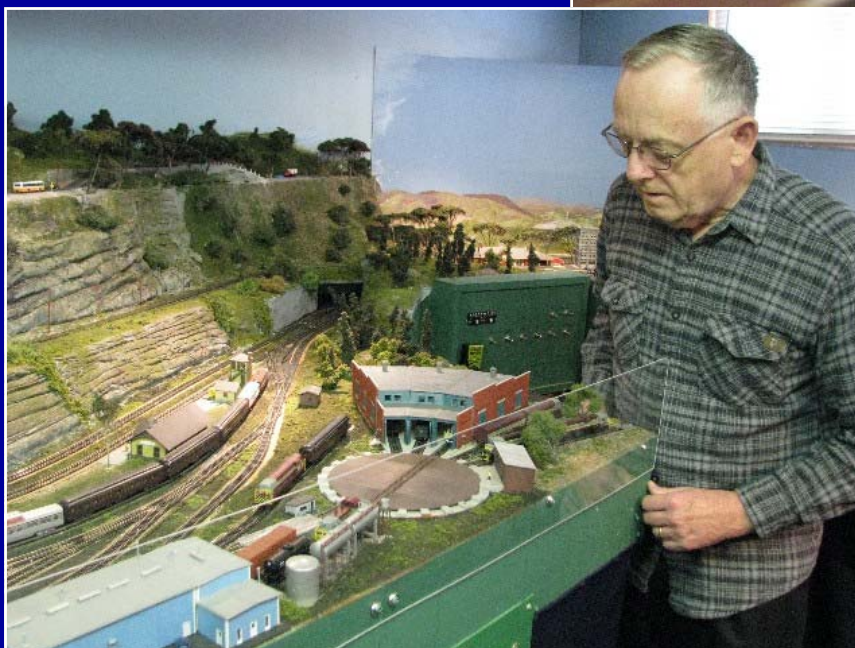
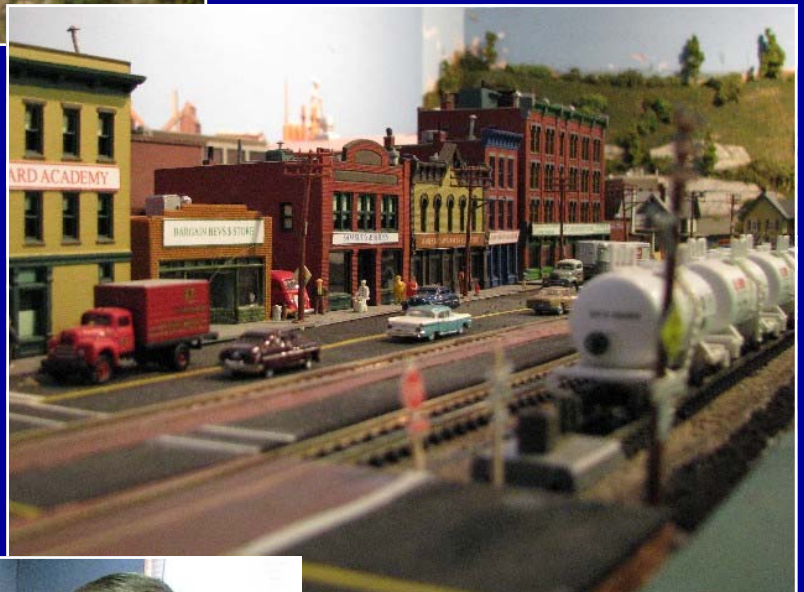


Photo Left: Roadmaster Clayton Morgan surveys the engine facility at Wentworth. Clayton's interest in model railroading has not diminished as he enters his seventieth decade.