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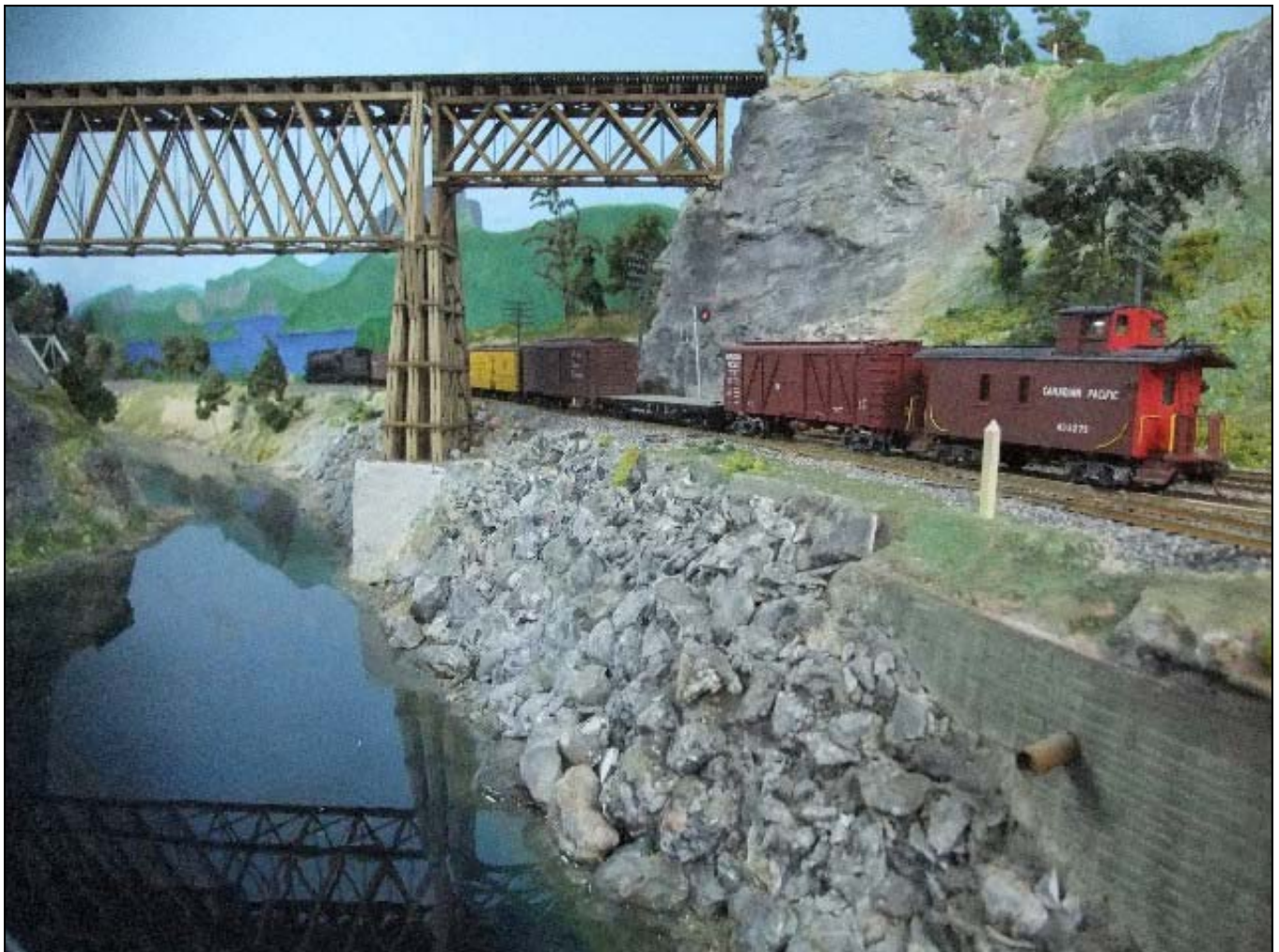
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WINTER 2010 ISSUE #30

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

NATIONAL BOARD ELECTS DAVID KING AS NEW CARM CHAIR





THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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FRONT COVER: Photo by Ian McIntosh. A CPR way freight heads east from Schreiber under the Lake Superior and Northern bridge. The interchange with the LS&N is miles ahead at Terrace Bay. Photo taken on the CPR layout of Bob Winterton.

MEMBERS AREA PASSWORD

USERNAME: caboose
PASSWORD: engine



observation platform John Johnston: editor

CANADIAN RAILWAY MODELLER

For some time now I have noted the impact of the both the Internet and Scale and Interest specific magazines on the mainstream hobby media. The mainstream magazines have long been the primary method by which we shared ideas, techniques, tips, and accomplishments with one another. Getting an article on your layout published was considered to be one of the pinnacles of the hobby. Today, we can all share these achievements through Forums, Blogs, You Tube, and on-line emags.

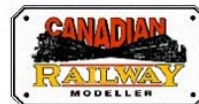
Many of you might feel that this is just a natural progression and is mirroring what is happening in the world of communications generally. I can't say that you are wrong, but I am not convinced that these changes are a good thing for the hobby. Some things in the hobby unify us as a group regardless of Scale or Interest and I believe that the mainstream hobby media falls into that category. In the case of Canadian modellers this is best represented by our national main stream magazine, **Canadian Railway Modeller**.

When I started this newsletter I had lots of enthusiasm but few skills. I have improved over the years as you can tell by comparing this Issue to Issue #1, but I don't come close to the quality and professionalism displayed by Morgan Tunney and his team who put **Canadian Railway Modeller** together. It is interesting that when I have approached many of you about switching from a hard copy of The Canadian to the Internet based version, almost 90% of you have expressed the feeling that you prefer your magazines on paper.

What is my point? Well, it is an unabashed plug. If you are not a subscriber or someone who buys **Canadian Railway Modeller** at the local hobby shop, I urge you to give it a look. Through their efforts **Canadian Railway Modeller** supports Canadian modellers, manufacturers, and retailers. We should give CRM ours.

John Johnston, Editor

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CARM NEWS

JOHN JOHNSTON STEPS DOWN CARM BOARD ELECTS DAVID KING AS CHAIR

OPEN LETTER FROM JOHN JOHNSTON

As I noted in the last issue of The Canadian, I felt that it was time that I stepped aside after 6 years as the Chair of the Canadian Association of Railway Modellers. I am doing this because I strongly believe that we all become “stale” and fixed in our ways and this is the time for new leadership to step forward and bring new progress to CARM. I will not be stepping out of the picture as I will remain Editor of The Canadian and will continue to serve on the Board of Directors.

The current Board has started a dialogue with the Chapter Chairs about the future structure of CARM and it will be the responsibility of the incoming Chair, David King, to pursue those discussions to a conclusion. David is also inheriting the new initiatives on membership growth and development. He will have my full support in identifying these new directions for CARM.

Finally, I want to offer my thanks to a special group of individuals, my fellow Founding Members, David King, Peter Moffett, and Lex Parker. Their efforts and commitment made CARM successful.

I trust that all of you will support David when he takes over the reins on January 1, in the same manner that you have supported me and I look forward to the continued growth of CARM into the future.

John

OPEN LETTER FROM DAVID KING

First of all I would like to take this opportunity to thank John Johnston for all of the time and effort that he has put into CARM over the past 6 years as chair. As John has written he will be continuing as Editor for The Canadian, and due to his efforts it has grown considerably in both content and quality. Also John will be continuing as a Director for the organization.

It is with great pride that I am willing to take on the task of being the Chair for CARM and I'm looking forward to this opportunity to guide us through the continuing growth and changes of our group. For a short while I will be wearing a few hats with those being, Chair, Director, Membership Registrar, Convention Registrar, Web Manager and overseeing membership growth and development. I don't plan on keeping all of those hats as this makes for a large workload for any one person. As a result I have been talking to others to take over some of these duties. These changes should take place by this coming summer and I trust that everyone will help support these members with their new tasks.

Finally I look forward to continuing the dialogue that has been started with the Chapter Chairs about the continuing changes and growth to the future structure and direction of CARM. I also would be pleased to hear from any of our members on their opinions and feelings as it pertains to any facet of CARM.

Thanks for the opportunity,
David.

ONTARIO CENTRAL CHAPTER:

Bill Hambly has assumed the Chairman's role of the Ontario Central Chapter replacing Bill Osborne who has had the job for the past couple of years. Bob Hollywood stays on as Secretary. We are a large geographical region extending from Collingwood and the Barrie area to Orangeville on the west and past Pickering to the east. It was gratifying that 12 of our 28 members turned up for a meeting at Byron Simmons' home on

Saturday, November 20. The Whitby train show was also being held that day which helped as several members managed to fit in both events. It is often difficult for some members to attend due to other commitments or because of the distance involved. Many railroaders tend to be “loners” and may only be members of the CARM group to help support the hobby in Canada or to find out what's happening in the region. The first thought that usually passes through our mind is “What's in it for me?” Bill

hopes to rectify that situation.

Firstly, he plans to increase communication to all Chapter members. That will depend in some part on others passing him information to share. For example, at the meeting Bill Bradford walked the group through a conversion he is doing to a President's Choice steam engine to make it into a credible model of a CN locomotive. Bill explained to the group “It is a K-5-a #5703. The model started out as President's Choice 4-6-4 5700



Hudson. I used a Bachmann DCC Hicken tender modified from an oil version to a coal version. I used mostly brass parts and brass stock to build the tender to look about 95% like the prototype. There are about 2000 hand applied rivets on the parts I made. I installed a medium Tsunami Sound unit into the tender. The model is nearly finished and the next thing to do is paint and decal it”.

Bill Hambly showed a prototype signaling circuit that fellow CARM member, Bill Payne, constructed. The two have been experimenting with detection and signaling circuits that were downloaded from the Internet. This particular one is by R. Paisley and can be found at <http://home.cogeco.ca/~rpaisley4/SimpleSignal.html>. You can follow along with their experimentation on Bill Hambly’s website www.model-railroad-infoguy.com. Check out my DCC and signal circuits and detection pages. The two Chapter members are trying to find an inexpensive solution for use on the Nottawasaga Model Railroad Club’s (NMRC) layout that they take to shows. Peter Hughes referred them to a British site called MERG. You’ll find it at <http://www.merg.org.uk/>. If you’re interested in electronics for model railroads be sure to have a look.

There was discussion of things to do next year. Some of the members are interested in excursions such as a visit to the Richmond Hill Live Steamers or a train ride at Beeton. Bill Bradford volunteered to do a tour of Barrie’s Allandale Yard with which he is very familiar. Several members would like some help with their layouts. Others would be interested in clinics or having an operating session on someone’s layout

The model railroad magazines are always dazzling us with basement size empires. It was nice to see an almost finished small layout. Byron Simmons only got interested in building a layout after he retired. He still has one small corner to scenic. It proves again that a smaller layout can be just as fascinating as a large one and the task is more manageable. Byron describes his layout as “...pretty basic. DC, block wiring, 4’ X 12’, on 5/8 plywood, roadbed is vinyl, Atlas code 100 track (mostly sectional, though some flex track) and snap switches. I’ve been working on signaling it for awhile. It is primarily two ovals that cross at a diamond. I think I got the main idea from some Internet site but when I started laying it out I added a few curves and switches of my own. The slight grade changes were my own as well. “This is my first attempt at building a layout.” Byron said he

joined CARM mainly for the fellowship and was gratified that so many came to the meeting at his house.

The next meeting is planned for January 23,2010 as a working session to update the Chapter’s small “road show” layout.

ONTARIO MID WESTERN CHAPTER:

The Annual fall meeting of the Ontario Midwestern Chapter was held at the Marine & Rail museum Owen Sound, Ontario on October 19th. In attendance were Peter Stamford, Steve Hoshel, Judy King, Mike Pickup, Randy O’Hara, Paul Korhonen, Art Ball, Brian Sharpe, and Randy Schnarr.

CARM Leaders Meeting Aug 23: Steve read minutes as prepared by John Johnson, which evoked considerable discussion. Points of those discussions are covered by topic, below.

CARM Structure Notes: Lone Member Representation: Under the new CARM structure where chapter leaders join the executive committee meetings, it was noted that lone members have no representation by a chapter leader. Two options for inclusion and representation were noted: Create a virtual chapter for remote members, with their own president and secretary. This excludes members who do not have internet. Move remote members to the nearest chapter, either by assignment or by invitation. Randy O’Hara noted that two members from Mount Forest were assigned to the



London chapter, but may prefer to be in the Midwestern Ontario chapter. Mike Pickup suggested we obtain a list of lone members from David King and send out invitations to join our group. It was noted that this may violate privacy of members. We propose to prepare a general invitation and ask David to forward them to appropriate members.

CARM Open Member lists: A prior recommendation to give members a chance to post their names with contact information to other members, was to be noted on application forms. This was discussed in our meeting and agreed upon in principle. (following the meeting, I sent a note to the executive group that the latest application form did not address this issue. David King replied immediately, noting that the application form is already too cramped and that an on-line resolution is in the works.

Certificate Program: Steve advised that

the CARM certificate program with three levels of achievement, which would be more inclusive, has been approved in principle and the program is being revised by Dave Burroughs.

Promotion of CARM & Model Railroad-ing: Peter Stamford identified the need for a promotional manager in conjunction with our show manager, Paul Korhonen. Randy Schnarr accepted the job.

Clinic Day: Randy O'Hara recommended that we put on a Clinic Day by CARM MWO, held in Owen Sound for all model railroaders. It was noted that some model railroaders in the area are in polarized groups that will not participate with the "other guys". This clinic is intended to help break down barriers to co-operation, under the CARM banner. We are hoping to attract new members.

Portable Module: The Grey Central club has a 24" x 84"(approx) fold up layout which is ideal for shows, but it needs a

bit of work to be functional. Paul & Randy O agreed to procure it and make it available to Peter Stamford, who will repair it for model train show opportunities.

Spring Business Meeting is planned for April 11, 2010 at the home of Art Ball, in Listowel.

Youth Groups: (Following the meeting, Randy O'Hara suggested we take the CARM "dog and pony show" to local Scout groups using the module to give the scouts a chance to participate in the hobby. provide brochures etc.

Hobby Shops: Mike Pickup suggested that we provide posters and brochures to all hobby shops. Apparently this has been done in past with mixed success. We should continue to use the medium, however there needs to be a stronger incentive for retail hobby dealers to create "top-of-mind" awareness and participation with CARM. Randy Schnarr



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proposed that hobby dealers could promote CARM by actually selling memberships to generate a profit for the dealer (new members only). The dealer would sell the membership for \$36, and forward the new member's cheque to CARM. CARM would either issue a \$15 credit to the dealers advertising cost, or send a cheque for \$10 to the dealer. This is a high profit opportunity for the dealer because has no inventory cost. He also has incentive to give the CARM poster high visibility in his store.

Train Shows: Art Ball noticed that a CARM presence tends to be missing from train shows and suggested that to encourage chapter members to be more active in train shows, mall shows, fairs, youth groups etc. CARM should provide promotional packages for each chapter to help them prepare. The package would include: information on how to approach a show, posters about CARM, posters extolling the involvement of model railroading, T-shirts for participants 4 per package, Certificates for "Junior Engineers", Application forms with discount for those under 16 years of age. Brochures and additional materials like T-shirts, hats, long-sleeved shirts, jackets etc could be advertised in the Canadian for purchase by members for personal use.

Charles Cooper articles: Steve Hoshel was checking out the CARM site after the meeting and found two articles by Charlie Cooper on attracting young modellers:

- 1: Encourage displays that youngsters can operate themselves
- 2: Encourage displays that youngsters can recognize such as GO and container trains, diesel engines.
- 3: Promote trains that children can ride
- 4: Promote electronics and computer simulation relevant to our hobby
- 5: Promote the Christmas/Festive Season train

Show Co-ordinator Report: Paul Korhonen reported that attendance at the 4th annual Grey Central Show was down to 77 people and that clinic participation was very low. The Grey Central executives have decided to discontinue clinics for the next show. CARM MWO received a cheque for \$77.00 for manning the entrance and collecting fees. CARM will continue with this support. It was also noted that CARM needs to be more

visible at the show. Paul thanked CARM for the freemo setup and Steve Hoshel for his support with the young Engineer's Certificates program.

Finance Report: Randy Schnarr reported a balance of \$315.85, including the \$77 from the Grey Central Show. It was agreed that we should use these funds to promote CARM and model railroading in general.

Membership/ New Membership: During the meeting Randy Schnarr claimed we had 20 members. On return home David King had supplied a copy of the latest list. Randy called overdue members and learned that Joe Rutter, Todd Anderson, and Bill Ratz will not renew their membership (tough times, age concerns). We now have 17 active members ...and several prospects. The updated membership list will be sent to all chapter members under separate cover. Randy O'Hara suggested we "Bring a Friend" to all future CARM activities in order to spread the word of our activities.

2010 Convention: When discussing the 2010 convention, we currently have five representatives planning to participate: Steve Hoshel, Paul Korhonen, Randy O'Hara, Judy King, and Randy Schnarr.

Other: It was suggested that CARM may wish to link up with CHRA conventions and meetings wherever possible to promote our unique Canadian association.

Art requested copies of extra documents (i.e. Leaders Meeting minutes) be available prior to meetings so members can be aware of all issues in advance.

Art noted to CARM executive members, that if funds are available it may be prudent to hire a secretary in order to expedite projects. Art recommended that we allow more than 2 hours for our meeting.

Annual Spring Meeting: April 11, 2010.
1:30 PM (Please mark your calendar)
Location: Home of Art Ball, Listowel.
Backup location: Home of Judy King

LONDON AND AREA CHAPTER:

A meeting was held on Tuesday, October 20th at the home of Don Wesley. In attendance were Jason Essery, Rob Essery, John Kennedy, Dick Walker,

John Kanakos, Hank Duivenbode, Neil Froese, Robert Langlois, Bruce Harmer, and Alan Gilchrist. Bob Robilliard was there as a visitor.

Robert Langlois updated us on the August Meeting of the Chapter Chairs with the CARM Executive. There was an open discussion on how to promote CARM. Members felt there was a need to do train shows to get CARM known in community. Robert to arrange a train show to participate in.

Layout tour status: Attendance was good and date for 2010 is Sept 25. There was no Treasurer's Report. Seed money for 2008 Layout tour returned to sponsors. Participation in the London Train show was co-ordinated by Robert. At the Woodstock Train show on Jan 3rd CARM will have a table.

Don showed pictures of Canadian stations and railway pictures from early years. John Kanakos had a scratchbuilt building with full lighting and Hank Duivenbode showed his scratchbuilt passenger cars and van. We also viewed Don's layout. Rob Essery is planning a visit to Mike Burggerts's layout.

SOUTH SASKATCHEWAN CHAPTER:

Members of the South Saskatchewan Chapter met on August 18 at the home of Rupert James in Regina. In attendance were Wayne Wessner, Doug Johnson, Rupert James, Bill Sentes, Dave Hall, Barry Rink, Bill Stahl, Jim McCowan, Tyler Smith and Ron Coburn.

The members spent a typical warm prairie evening viewing Rupert's G scale outdoor Wascana Canyon Railway layout. The WCR provides right of way to the CPR through this little-known canyon in southern Saskatchewan. Rupert runs mainly USA Trains rolling stock, with a couple of Aristocraft pieces.

In the following meeting, organizational committees were formed for the 2012 CARM national convention in Regina. The dates will be announced once the venue location is finalized. The members look forward to welcoming everyone to Regina at the convention.

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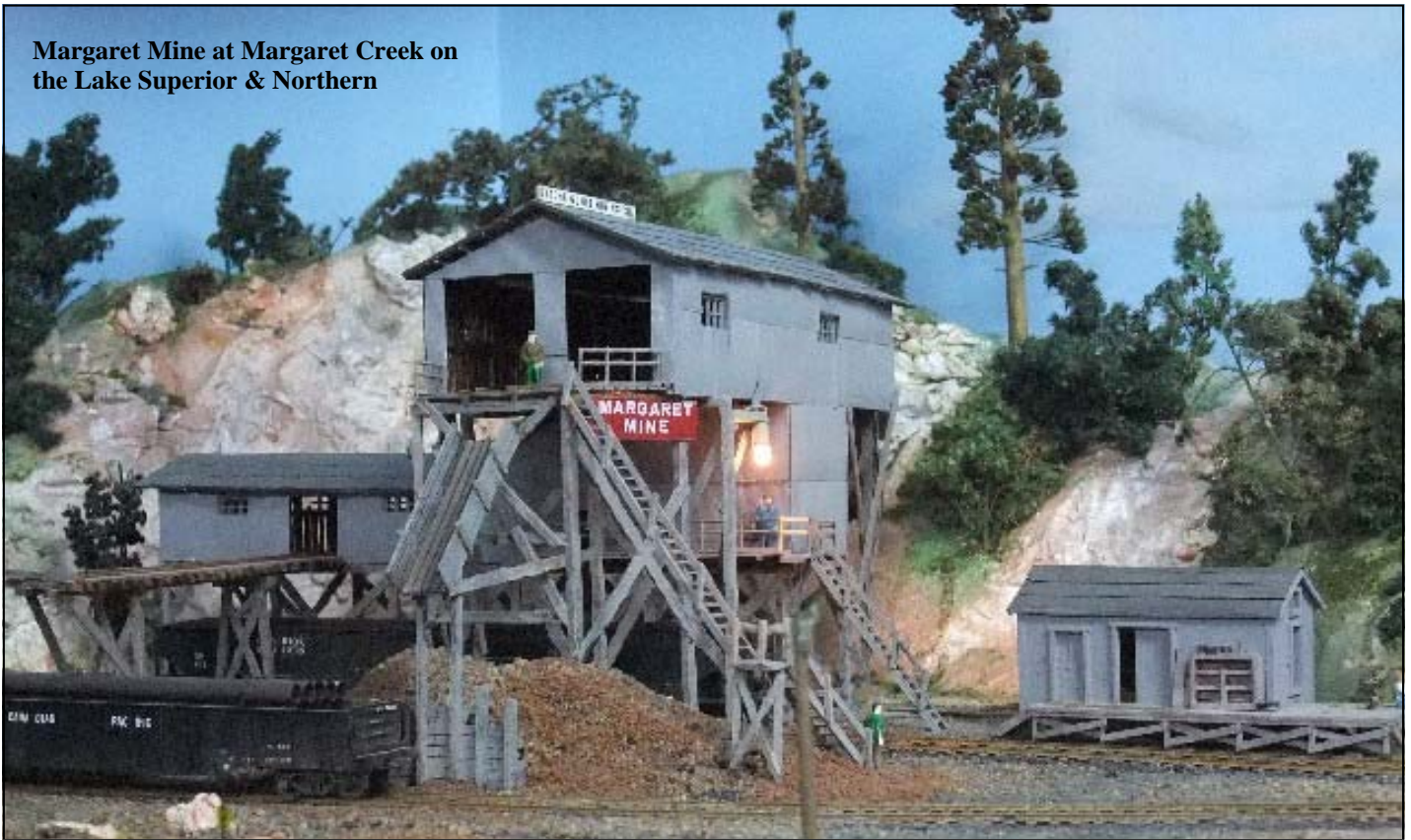
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Margaret Mine at Margaret Creek on the Lake Superior & Northern



BOB WINTERTON'S CPR SCHREIBER DIVISION LAKE SUPERIOR AND NORTHERN

Article and Photos by Ian McIntosh

Bob Winterton's CPR Schreiber Division / Lake Superior & Northern is one of the best layouts around. It's set in the rugged Canadian Shield north of Lake Superior, and beautifully done. It features signature equipment (accurately modelled and with numbers known to have been there at that time) passing signature buildings set in signature scenes, both modelled and on the backdrop. It has well thought out prototypical operation. And it's big! The main room is 38'x12', another is 9'x12' and they are connected by a 2'x12' shelf in the centre room (an excellent junction scene, superbly set in winter).

Sometimes it's set in 1951/52, sometimes 1955/56, and sometimes it was 1977. For each, the correct equipment is



used. The feature passenger trains are the 1952 Dominion and the 1956 Canadian built from Athabasca brass side kits. The operation details are matched to the year.

Some prototypical building kits were used but much was scratchbuilt. The White River station was scratchbuilt by son Peter, who also modelled White River and more. Daughter Heidi also helped, doing a farm over Peterboro Yard and the scenery around the town of Heidi on the LS&N.

The freelance LS&N came first, with the Margaret Creek mining town moved from their previous house. That expanded, then became intertwined with the CPR, with the LS&N representing the line owned by the Kimberley Clark paper mill in Terrace Bay, but extended. Now the CPR is more dominant.

The CPR Heron Bay Subdivision (Schreiber, Terrace Bay, Struthers Junction, White River etc.) is modelled, with the Chapleau and Port Arthur parts of the division represented by staging. Staging is the key to modelling a through main line like this. The operation is based on what the CPR did, adjusted as necessary, using a dispatcher, train departure times, clearance forms and waybills. Depending on the number of operators and their experience and available throttles, some trains may be omitted or extra trains scheduled. The operation includes details like icing the express reefers at Schreiber and feeding and resting cattle at White River. Freight is also reclassified at White River into Toronto or Montreal bound trains. Outbound local freight is mostly forest products like logs, lumber, pulpwood and paper and ore from the mine. Inbounds bring chemicals and kaolin for the paper mill, supplies, fuel and general

LAYOUTS OF THE TORONTO CONVENTION

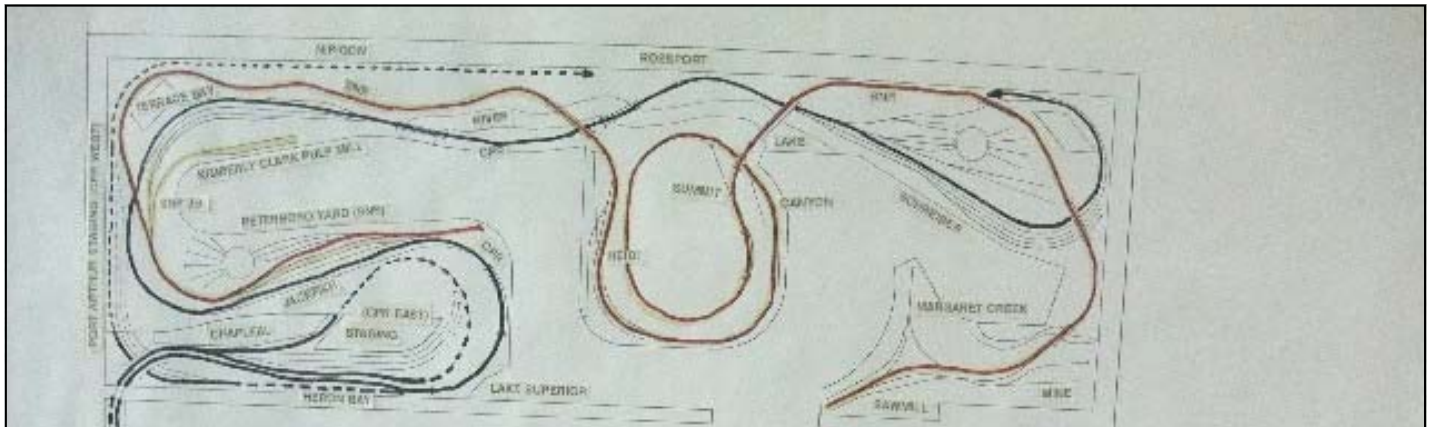
freight. Along with this are the maintenance activities that a mainline needs - ballast, ties, rail, coal from the Little Current port for the coaling towers, and reefers of ice to refill passenger car air conditioning ice tanks. Bob is on the CPHA executive, in the NMRA, in TRIG, and in a round robin operating group, and Peter is in the LD SIG and now building his own layout. This layout will be on the Toronto 2010 convention layout tours.



PhotoTop Left: The eastbound Dominion arrives in White River. The background buildings are flats that Peter Winterton made from photos he took. **Photo Top Right:** Struthers Junction station, between White River and Terrace Bay. **Photo Bottom:** Behind the Margaret Creek wye, an LS&N train starts back to Terrace Bay and the CPR.

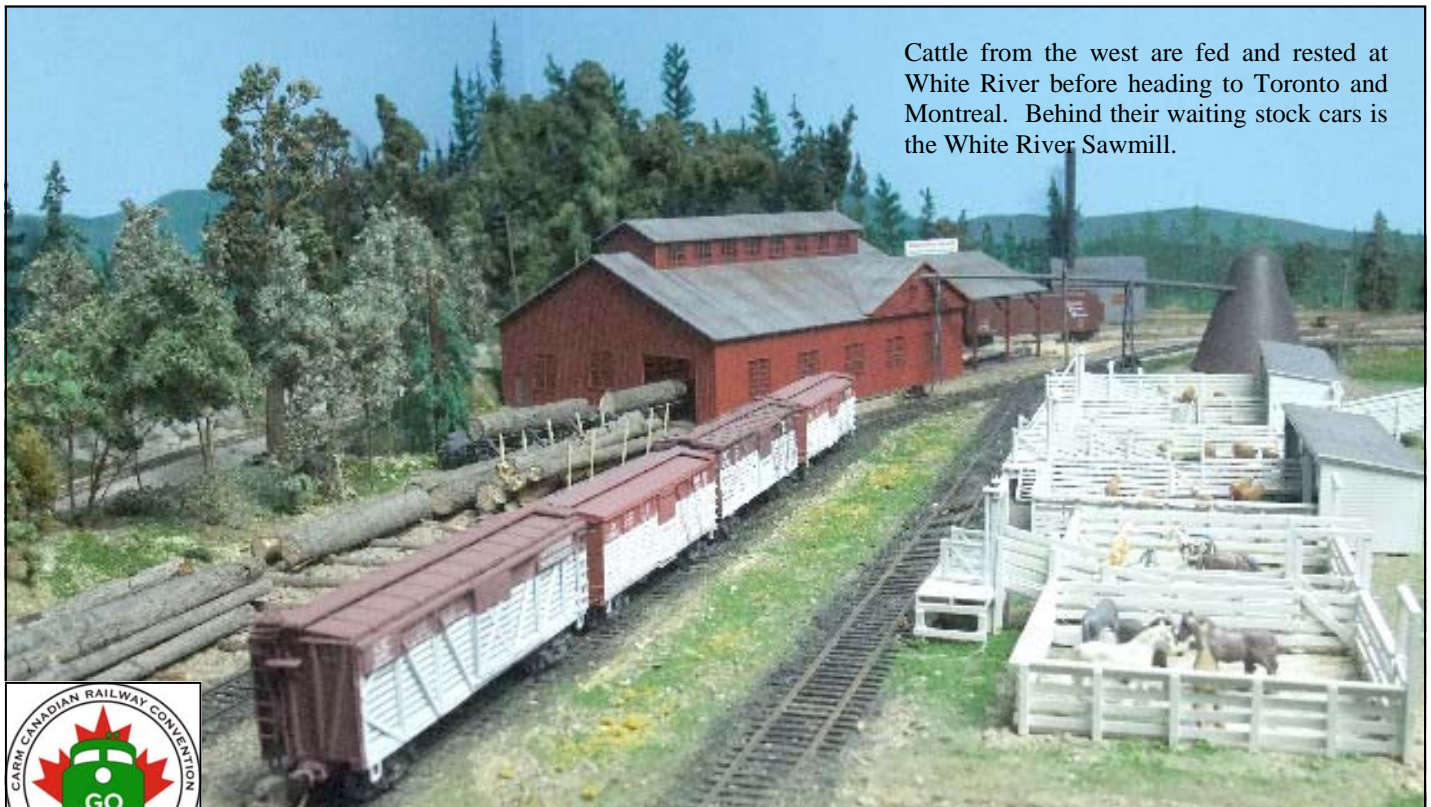


LAYOUTS OF THE TORONTO CONVENTION



BOB WINTERTONS THOUGHTS ON HIS LAYOUT

When my interest in the hobby progressed from freelance modelling of trains, to operation, and then simulation of actual real operating practices, some interesting things happened. First, improvements to the layout were developed to improve the flow of trains and the switching of cars. Track arrangements were changed in yards to reflect the needs of the yard crews. Secondly, technical improvements were made to the layout to improve reliability. Then a more intense interest in the history of the CPR and its operating practices developed. And then coming full circle, it seems, I became more interested in the actual prototype equipment that was operated in the locale and era, which resulted in more accurate modelling of equipment. Much equipment was modified and upgraded to improve accuracy, and new kits of CPR prototype passenger and freight equipment were built phasing out models which just didn't seem to fit anymore. The installation of the APB target signal system on the CPR mainline helped to make the operation more realistic. Even though our clearance forms and car cards are not the same as the real paperwork on the railway, I have had professional railway engineers and conductors compliment me after an operating session, that it was just like running the real thing without the stresses of the real world. I think that brings all of it together into one package - prototype modelling, layout design, simulated prototype operation, railway historical research, craftsmanship, and best of all friends who share similar interests.



Cattle from the west are fed and rested at White River before heading to Toronto and Montreal. Behind their waiting stock cars is the White River Sawmill.



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Toronto, Ontario, Canada



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 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.

Please note that there is a discounted registration price for members of the major supporting groups provided that the registration is done early, by April 20th, 2010 as this helps the committee confirm its commitments.

In **Part 4** are the three prototype tours that have been arranged. Since these tours are in working areas (not museums) be sure to wear appropriate clothing and footwear. Some tours have restrictions on total numbers and spaces will be allocated on a first come first served basis. The Lovat tour is subject to confirmation when they know their production schedule. The latest available details on the tours can be obtained from the convention website.

Part 5 deals with the various meal options that are available during the convention. First is the Saturday Dinner plus Speaker. The meal will be buffet style but if you have a special dietary requirement we need to know this in advance so we can advise the caterer and determine if we can accommodate your special needs. Use the space provided on the registration form in Part 5 or attach an additional sheet with these requirements and the number of people that this affects from your registration.

Lunch is available at the college, a hot buffet on Saturday and a bag lunch on Sunday. There are also restaurants near the college if that is your preference.

A breakfast buffet can be booked here (available only to those staying at the Humber residence).

Part 6 is for the Company Store. The convention committee will make every effort to fulfill your orders in the appropriate size and colour as requested but no assurances that those who order late or change their orders can be certain that sufficient stocks will be available to satisfy all orders. The committee cannot give assurance as to the fit of stated sizes for shirts.

In **Part 7** add up the totals of Parts 2, 3, 4, 5 and 6.

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 need an idea of how many items are going to be displayed so that the required space is made available. Please provide a description of the size, weight or other information about the items that you will be bringing in the space provided or attach an additional sheet.

Finally, complete **Part 9** by submitting your cheque or money order in Canadian or American funds made payable to "Canadian Railway Convention" 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 maybe home at the time to accept a courier delivery. Do make sure that you give your registration plenty of time to reach the registration address to meet all dates listed.

Accommodations:

Accommodation at Humber is in two bedroom suites for \$67 per night plus taxes and **must** be booked directly through Humber Lakeshore at (416) 675-5027, or toll-free 1-(888)-548-6327. Each suite contains a shared washroom, kitchenette, two double-bed bedrooms. Individuals are encouraged to obtain someone to occupy the other bedroom to reduce costs. A limited number of single bedrooms is available at \$57 per night plus taxes.

Convention Cancellation Policy:

Cancellations must be received at the Hamilton address by April 20th, 2010 for a full refund, by May 14th, 2010 for a full refund minus any food and company store purchases. No refunds after May 14th, 2010. Any refunds will be issued after the convention. Humber College Cancellation Policy will apply to Accommodations bookings.

Latest Information:

Since things can change that are beyond the control of the committee be sure to check for the latest and additional information on 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 Hamilton address located on the registration form. For all other convention information contact the committee at 2010convention@caorm.org.

Toronto 2010

Canadian Railway Convention

---Registration Form---

May 21st to 23rd, 2010

Humber Institute of Technology & Advance Learning

3199 Lake Shore Boulevard West

Toronto, Ontario, Canada



Part 1) General Information:

First Name: _____ Last Name: _____

Address: _____

City: _____ Province/State: _____

Postal/Zip Code: _____ Country: _____

Phone Number: (____) _____ E-mail: _____

Note for Parts 2 & 3: Cross out all prices that do not apply

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

Tag Name (first & last): _____

I am a member of (post marked by April 20th, 2010) \$ 85

CARM CRHA CPHA CNSig TH&B ONR H&TS (after April 20th, 2010) \$ 105

I am not a member of any of the above groups \$ 105

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

Tag Name (first & last): _____ (by April 20th, 2010) \$ 15

(after April 20th, 2010) \$ 25

Tag Name (first & last): _____ (by April 20th, 2010) \$ 15

(after April 20th, 2010) \$ 25

Tag Name (first & last): _____ (by April 20th, 2010) \$ 15

(after April 20th, 2010) \$ 25

Part 4) Prototype Tours:

Prototype Tour 1: Lovat Tunnel Borer Plant - Friday May 21st: # of people _____ x \$45 = \$

Prototype Tour 2: TTC Harvey Shops - Saturday May 22nd: # of people _____ x \$45 = \$

Prototype Tour 3: Station & Roundhouse - Sunday May 23rd: # of people _____ x \$25 = \$

Part 5) Meal Options:

Saturday Dinner plus Speaker: # of meals _____ x \$40 = \$

Special dietary needs for banquet & # of people:

Continued on next page

Lunch Options: Buffet (Saturday) and Bag Lunch (Sunday)

Buffet: includes one salad, bread/roll, hot entree(meat or vegetarian), dessert, coffee, tea and fruit drinks

of meals _____ x \$16 = \$

Bag Lunch: each includes one sandwich, one salad, seasonal fruit(apple, orange, pear), cookies or brownie, bottled water or juice

Sandwiches Available: (Meat) Meat Sandwich
(Veg) Vegetarian Sandwich

Sunday: Meat Qty. Veg Qty. x \$15 = \$

Buffet Breakfast: (only if staying in Humber residence)

Saturday Qty. Sunday Qty. # of meals _____ x \$14 = \$

Part 6) Company Store:

Shirt, short sleeved w/ pocket & logo (heather): Qty. x \$38 = \$
S M L XL XXL

Shirt, short sleeved w/ pocket & logo (white): Qty. x \$38 = \$
S M L XL XXL

Part 7) Grand Total (add all dollar values as required, parts 2 to 6):

\$

Part 8) Display Items:(use the space provided or attach another page with the list of items)

I plan to bring models, photographs or other items for display as described below.

Part 9) Submit Payment:

Submit your cheque/money order in Canadian or American Dollars from Part 6 made payable to "Canadian Railway Convention" and mail it to the address below. Registrations must be received no later than May 14th, 2010. After May 14th, 2010 registrations will only be accepted at the convention:

**Canadian Railway Convention
31-120 Quigley Road
Hamilton, ON L8K 6L4
Canada**



Toronto 2010

The Canadian Railway Convention

This is the first CARM convention to be held in Toronto, Canada's largest city, and a major vacation destination in its own right. The convention offers the benefit of an extremely reasonable accommodation rate with easy access to the whole city so you may want to consider adding some days to your trip to take in more of the city. Some of the options to keep you occupied are listed below along with the convention information. Register early to take advantage of the lower costs associated therewith and assure yourself of a spot on some of the prototype tours which have limited availability.

DATE:

Friday May 21st, 2010 to Sunday
May 23rd, 2010.

PLACE:

Humber Institute of Technology
and Advanced Learning, Lake-
shore Campus, Toronto, On-
tario.

REGISTRATION:

The full registration package is included in this issue of The Canadian. The registration documents will also be posted on the website.

ACCOMODATION:

Accommodation will be available at Humber Lakeshore in the Residence adjoining the registration and convention areas. Meals will be available subject to booking in advance.

CONVENTION VENUE:

All on site activities will be held at Humber Lakeshore, all connected under cover, so no one need leave the building except for tours. Parking is available adjacent to the convention building.

CLINICS

All clinics will be held in adjoining class rooms on the same building level so that moving between clinics will be easy. Confirmed clinics include:

Models and Modelling:

Bill Bradford: Steam engine conversion and building HO locomotives.

Chris Chreighton: Building layout modules.

Les Halmos: Modu-Rail de la Capitale.

David King: Digital photography of layouts and models.

Andrew Malette : Building brass locomotives

John Newland: BGR Group passenger cars

Zen Pozniak: Converting Intermountain's 60ft., 4550 cu.ft. cylindrical covered hoppers to 54 ft., 3880 cu.ft. covered hoppers.

Ralph Renzetti: Weathering Rail Cars

Jay Rotsch: Using molds and castings

Mike Salfi: Modelling BGR heavyweight passenger cars.

Jason Shron: An Inside Look at Rapido Trains and the model railroad industry.

William Waithe: Modelling suburban light industries.

Tim Warris: Fast Tracks: Building a turnout.

Joel Waterman: Battery power radio control: Garden railways are different.

Juris Zvidris: Around Toronto in black and white in the 1970s.

DCC and Signalling:

Bob Harper: All about DCC.

David MacLean: The Model Railroad Club of Toronto's JMRI/CMRI signal system.

Bill O'Shea: A new signal and block detection system.

Leonard Stern: DCC sound installations and programming.

Paul Taylor: DCC 101.

Prototype Railways:

Niall Mackay: The Huntsville & Lake of Bays Rwy. and Navigation Companies.

Richard McQuade: Moving really large railway artifacts: 6213 and Mimico station.

Dave Savage: Railway stations.

Raffaele Trentadue: The Toronto Transit Commission car shops.

Ted Wickson: Toronto's street and subway transit systems: 1945-2010.

Derek Boles: Toronto's railway history.

Bram Bailey: The Ontario Northland: History and operations.

Mitchell Cohen: The North Toronto station.

LAYOUT TOURS

There are many layouts in the greater Toronto area. A full program of self guided layout tours is being provided. Many of the layouts which will be available for viewing have appeared in the pages of *The Canadian* as well as other railroad modelling magazines. The models on display will cover the range of scales and periods and include clubs as well as private layouts. Some of the layouts appear in this issue of *The Canadian* and we hope to provide snapshots of more of the layouts in the next issue to assist you in your selection. At the Convention, maps and descriptions will be provided so you can plan your visits. A car pool program will be organized for those who do not have transportation. Confirmed layouts on the tour, with references to articles about them, include:

Roy Audas: (HO) Canadian Pacific Sudbury Division (The Canadian Oct/Nov/Dec 2009, Rail Model Journal Feb 2003)

Dave Etlin: (HO) Etlin Gorge

Gerald Harper: (HO) CP/BNSF Sweetgrass Subdivision II (The Canadian Oct/Nov/Dec 2009, Canadian Railway Modeller, Train 9 Track 4 Nov-Dec 1999)

Reg Laprise and Ian Maynard: (N) Algoma Central Railway (The Canadian Oct/Nov/Dec 2009)

Model Railroad Club of Toronto: (O) Cen-

tral Ontario Railway

Panther Hobbies: (HO)(N) Layouts

Scarborough Model Railroaders: (HO)(N) Layouts

William Waithe and Bill O'Shea: (N)CN Weston Subdivision (The Canadian Oct/Nov/Dec 2009)

Lakeshore Model Railroaders Association: (HO) Layout

Tony Roberts: (HO) CNR SE-AIR Subdivision (CBC Canada Lives Here)

Stephen Bourdon: (HO) CN Goderich Subdivision

Marcus Kollmann: (G) Landschaft Gartenbahn

Ken Wilson: (HO) CNR Toronto to Capreol and Barrie to Parry Sound

Bob Winterton: (HO)

CPR and Lake Superior and Northern (The Canadian Jan/Feb/Mar 2010, Railroad Model Craftsman June 2003, Canadian Railway Modeller T12-2 Jan 2003, Model Railroader June 2003)

Tony Kerr: (HO) CNR

Bruce Horin: (HO) CNR Lakeport Subdivision (The Canadian Jan/Feb/Mar 2010)

Walter Gray (O, 7mm, and 1" live steam) Great Western Railway (Gauge 'O' Guild Gazette May 2008)

Material for the Canadian should be sent to:

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

PROTOTYPE TOURS

Toronto is a hub for most of the railways in Canada and still has a vast amount of rail served and rail dependent industry ranging across a full spectrum. It is the origin or destination for huge numbers of containers, hosts the fifth largest passenger railway system in North America, the longest continuously running streetcar system in North America, a classic Union Station and one of the largest roundhouses in the country. It is also home to some of the most sophisticated engineered rail related manufacturing in Canada.

We have arranged two types of tours: (1) Organized, guided tours with chartered bus transport. These tours have limited capacity so register early. (2) Informal tours with self guiding notes, allow you to undertake them at your convenience.

Organized Tours

Lovat Tunnel Borer Manufacturing Facility (Friday afternoon, May 21st)

The Lovat Company is one of only four in the world that designs and manufactures tunnel boring machines for tunnel diameters up to 10 metres. Many of these machines are at work all round the world on new subway and railroad tunnelling projects. A recently manufactured 9.8m diameter machine went to Buenos Aires for that city's subway expansion. Toronto bored much of the Sheppard subway line and is planning to bore much of the Eglinton LRT line, and CP bored much of the McDonald tunnel under Rogers Pass with Lovat borers. (Subject to confirmation)

Toronto Transit Commission (TTC) Harvey Shops (Saturday afternoon, May 22nd)

Located in the TTC's 22-acre Hillcrest complex on Bathurst Street at Davenport Road, Harvey Shops employs about 350 including highly skilled trades such as welders, tool and die makers, blacksmiths and millwrights. At the same time, many young people are continuing the TTC's strong trade tradition by working as apprentices. Harvey Shops has 52 pit and bay work stations and a large transfer table. Employees perform:

- Major repair and overhauls on streetcars
 - Major body and paint work on buses and streetcars
 - Collision repairs on buses and streetcars
 - Traction motor and armature repairs and overhauls for subway and streetcar vehicles
- Fabrication of sheet metal products for the maintenance and repair of all TTC buildings

Toronto's Union Station and John Street Roundhouse (Sunday morning, May 23rd)

Toronto Union Station and the John Street Roundhouse are both National Historic Sites. The terminal is about to undergo \$640 million revitalization that will preserve its heritage integrity while transforming it into the most modern railway station in Canada. The roundhouse is now home to the Toronto Railway Heritage Centre, scheduled to open in the spring of 2010. CNR 4-8-4 Northern steam engine #6213 was recently moved here. This walking tour will highlight the changes underway at both these sites and provide an appreciation of Toronto's railway heritage.

ADDITIONAL INFORMATION

DINNER: Planned for Saturday night to allow everyone to meet friends and fellow hobbyists, and be entertained by an eminent speaker.

PRO SHOW: This new and unique event at model railroading conventions will offer opportunities to address your concerns, to ask questions of manufacturers and compare and contrast the products and technology available and being developed. We will have skilled modellers and manufacturers present who have learned the hard way and will help you avoid problems. Have you thought of converting your layout to DCC but don't know where to start? Then this is the venue for you to find out where and how you would go about it. Railway historical societies will be there as will manufacturers showing their new products and plans.

RAFFLE: This will run Friday and Saturday with winning numbers to be drawn at the dinner on Saturday night.

WELCOMING RECEPTION: The convention will kick off on Friday evening with a welcoming reception so everyone can meet their friends, arrange groups for tours, examine the comprehensive programme, ask questions of the organizers and plan their next busy days.

NON-RAIL TOURS: Toronto is home to shopping, theatres, restaurants, museums, galleries, gardens, amusements, historic and futuristic sites that will keep you occupied for much longer than the three days of the convention. We will have knowledgeable people available at the registration desk with quantities of information to assist you in making your choice of what to do and see, whether it is day or evening, indoor or outdoor. Many theatre productions are scheduled during the convention include *Frankenstein*, *Rock of Ages*, *Glengarry Glen Ross*, *Itzhak Perlman* and *Roberto Carlos*. Humber Lakeshore has the advantages of a TTC street car and bus connections allowing you to travel anywhere in the city from the convention for a single fare.

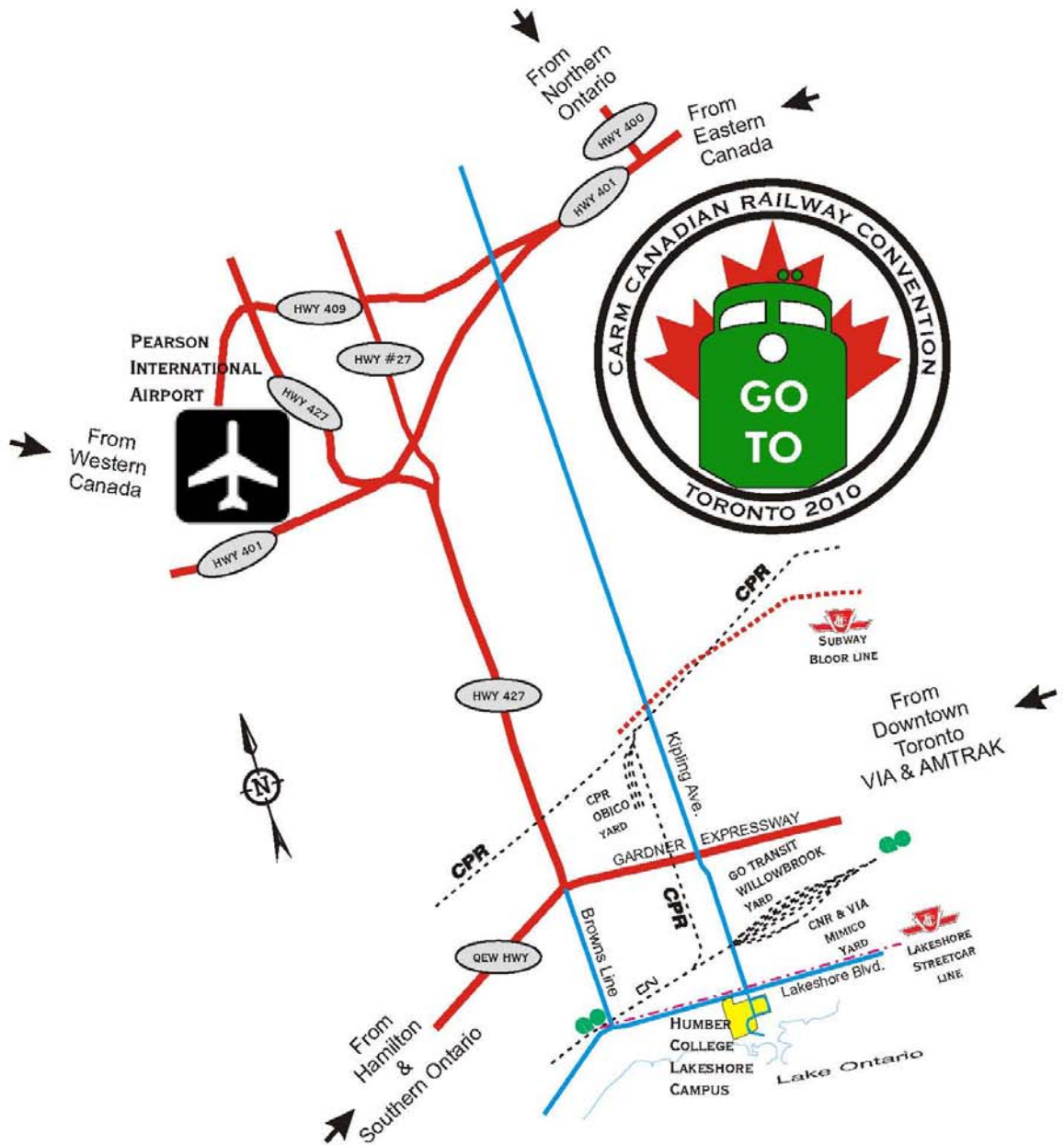
PARKING: Ample parking is available at Humber Lakeshore.

MEALS: Breakfast and lunch meals will be available for those choosing them on the registration form. Restaurants are nearby for those choosing to eat off campus.

MODEL RAILWAY STORES: Greater Toronto is home to several of the largest and most comprehensive model railway stores in Canada and we will provide notes on how to get to them as well as vouchers and other inducements provided by them. Most of them are near layout tour routes.

RAIL FAN SITES: Toronto has great opportunities to view many of these facilities from public overpasses and viewing sites that might have been purpose built for just that objective. We are preparing a guide and notes for those wishing to undertake self guided prototype tours and facilities tours. This guide to rail fanning sites will be limited to those that are safe, on public property and/or open to rail fans. It will provide notes on locations, accessibility, availability of parking and information on what may be seen from the site. Some surface rail lines in the area accommodate upwards of 50 trains per day on week days. Toronto's subway and streetcar lines provide additional interest.

HOW TO GET TO TORONTO 2010



Bruce Horin's CNR Lakeport Subdivision

Article and Photos by Ian McIntosh:

Bruce Horin's Canadian National Railway Lakeport Subdivision is designed for operation. Crews follow a train sequence and switch lists. A dispatcher at a remote panel connects walk-around cabs to mainline and passing siding blocks and issues orders to crews via a simple telephone party line. There are seven phones total.

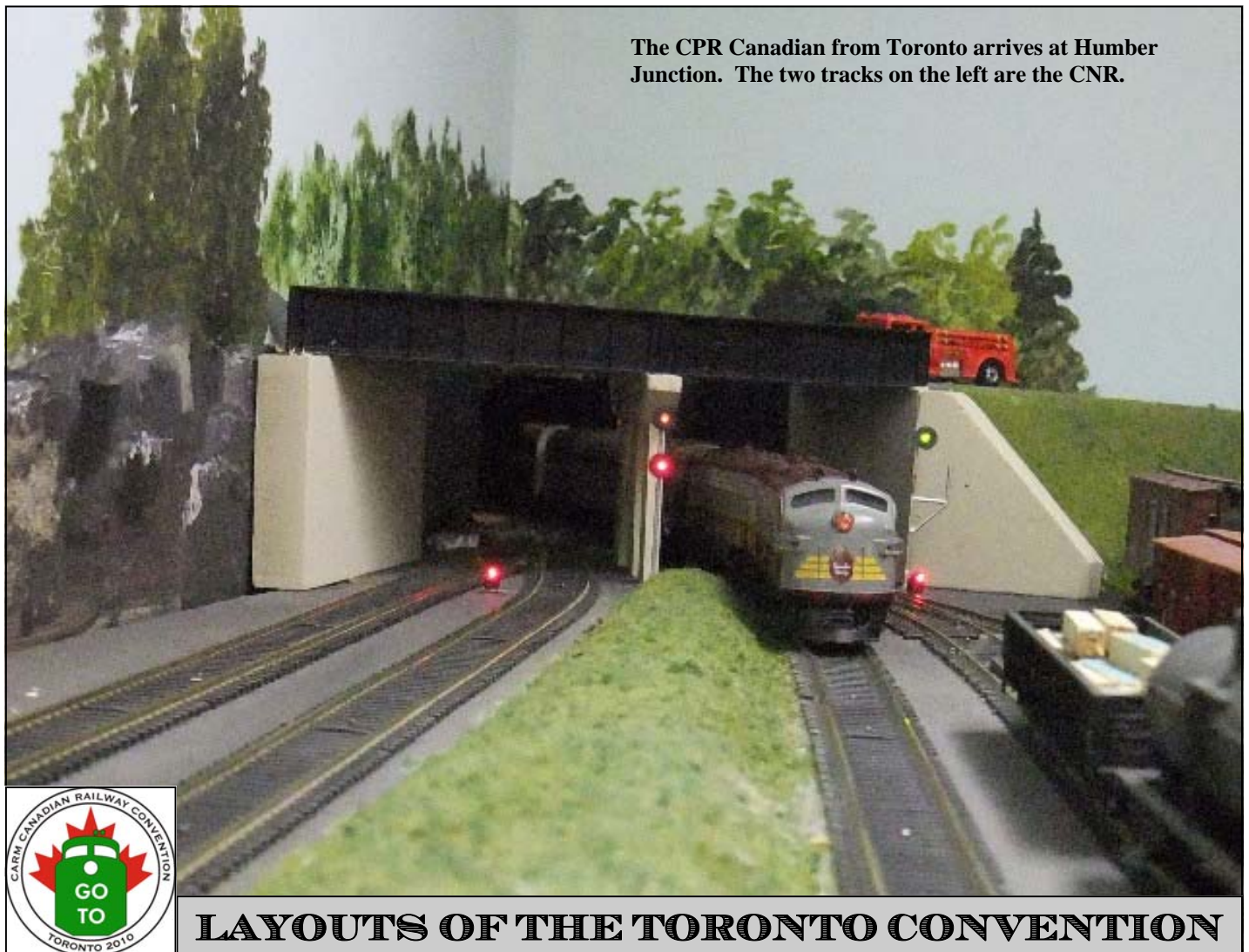
One end of the Lakeport Sub connects to Toronto (staging). The other heads to the U.S. border, at Niagara Falls, Fort Erie, Windsor and Sarnia. In the middle of everything is Lakeport, a mid-sized city with a harbour, a busy yard and engine terminal, and a junction with an industrial shortline, the Lakeport Terminal Railway.

Along the subdivision are towns with stations, five sidings for meets, and industries served by rail. The visible mainline is 117 feet, and including the staging loops at each end it totals 181 feet. The long main doesn't come by crowding things in (it's very spacious) or going twice around or using multiple levels, but by circling the entire perimeter of the basement. The staging loops are stacked on a peninsula near the furnace, but the rest is a purely linear around-the-walls design. Using all the outer walls meant sharing rooms with other uses and some compromise, but also more towns, more distance and a better design.

Trains from Toronto arrive at Humber Junction on the CNR or CPR track, emerging side by side under a bridge. A

little further along, a shared station sits between the CNR main and siding on one side and the CPR main and yard on the other. Past the station is the connection for CPR trains to cross over to the CNR. The CPR leases trackage rights from their competitor, so the Lakeport Sub sees trains from both. That includes The Canadian, which in this scenario has been re-routed over the CN so that passengers may enjoy the lofty heights of Hamilton Mountain and the Niagara Escarpment.

On the way from Humber Junction to the next town, the Humber River in a deep wide valley necessitated a long steel girder bridge supported by four tall concrete piers; another scenic view for passengers who aren't bothered by heights.



The CPR Canadian from Toronto arrives at Humber Junction. The two tracks on the left are the CNR.



LAYOUTS OF THE TORONTO CONVENTION

At Rockwood is another siding for meets and passes, and a couple more industries needing switching. On the other side of the fireplace is Ivory Tower, a signal tower in the woods where the Lakeport Yard lead begins. This section has to be removable to allow full access to the piano.

At the east end of the large Lakeport Yard, the Lakeport Terminal Railway (LTR) branches off past Lakeport Terminal Warehouse and the harbour (with a ship loading a large propeller when I passed through). The LTR is jointly owned by CNR, CPR and the city, and the half dozen other mid-sized industries on it are now alternately switched by CNR or CPR.

Lakeport Station is a large union station with three through tracks in front and two stub tracks each side for a couple of baggage or passenger cars each. Past the yard and station, the tracks curve left and near West Lakeport is the large engine terminal. Since this is 1958, you'll see both steam and diesels lined up for or after servicing. One of the three turntable approach tracks is served by a prominent coaling tower, and there are water columns fed from the water tower beside the seven stall roundhouse. In the distance are more factories on the LTR. Here the yard and main reconnect at Westgate Tower.

On past Lakeport is Heidelberg, settled by Germanic immigrants. Tourists passing by may not know that the large brick factory on the edge of town is a Heinz plant, but they see it coming due to its tall smokestack. It keeps the local freights busy delivering coal and empties and hauling away loaded boxcars from two sidings. Schneiders will be building a meat plant soon - this is prime farmland.

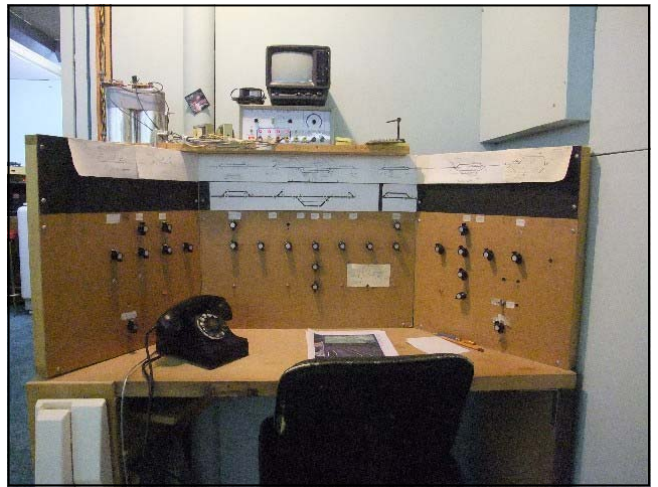
Beyond Heidelberg, the line climbs a steep grade over a river on a truss bridge, past the Niagara Escarpment to Summit where there is a station, a beach, and a quarry rock crusher; then on to the border where you may need some ID.

Bruce is a member of CN SIG and CPHA, and in a round robin operating group. He and his son Matthew are also in TRIG (Toronto Railway Interest Group). This layout will be on the Toronto Convention layout tours.



Photo Above: The CPR Canadian crossing the Humber River.

Photo Below: The dispatcher controls the Lakeport Sub from this panel.



LTR 2900 switching the docks in Lakeside.



LAYOUTS OF THE TORONTO CONVENTION

COMING EVENTS

UPCOMING CARM EVENTS

**2010 CARM NATIONAL
CONVENTION:
Toronto, Ontario.**

**2011 CARM NATIONAL
CONVENTION:
Ottawa, Ontario.**

**2012 CARM NATIONAL
CONVENTION:
Regina, Saskatchewan**

Ontario, Paris, January 17, 2010:
Paris Junction Model Train Show, 10am
to 4pm, Paris Fairgrounds, Silver St.,
Paris. Admission, General \$4, WOD
members \$3, Children under 10 Free.
Contact John Moseley 519-455-1311 or
j.moseley@sympatico.ca

Quebec, Gatineau, January 23/24:
Club Ferroviaire En Voiture presents the
8th annual model train and hobby show
from 10 am to 4 pm both days. Mont
Bleu FORD, 375 Boul. Maloney Ouest,
model train layouts, vendors and exhibi-
tors, rc planes, helicopters, cars, police/
RR pins, etc. Various models, model
train set raffle. Free admission and
parking. For information call Mario 819
-671-2354.

Ontario, Ancaster, January 31:
TH&B Flea Market, Marritt Hall, An-
caster Fairgrounds, 630 Trinity Road,
Ancaster. 10 am to 3:30 pm. Admis-
sion \$5 Children under 12 free. Contact
John Henwood 905-335-9112

Ontario, Dundas, February 13: Dun-
das Modular Railway Club Flea Market.
St. Pauls United Church, 29 Park St. W.
Model trains, planes, cars, sailing ships,
warships, die cast cars, books, photos,




**CARM
PRESENTS THE
Copetown
Train Show
2010**

A Showcase of Canadian Railway Modelling

When: Sunday, February 21, 2010, 10 am to 4 pm
Where: Copetown and 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 Manufacturers Displays and Sales
Photo Vendors
Refreshments available on site

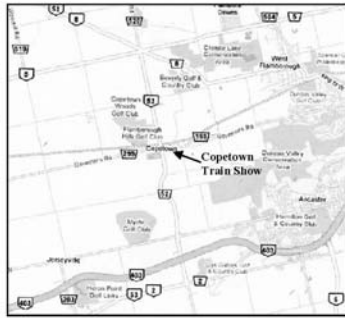
Admission \$5.00



**RAPIDO
TRAINS INC.**

See Samples of Rapido Trains
brand new FP9A

The True North FP9A is a team effort and a labour of love from
a bunch of CN and VIA fanatics



The Copetown Centre is wheelchair accessible. For more information,
visit the CARM web site www.caorm.org or contact: John Johnston: editor@caorm.org

operating layout. Adults \$3, Children
under 12 free. For info,
home.cogeco.ca/~dmrc or Tom Allan at
tomallan@mountaincable.net or 905-
575-9326.

Ontario, Ottawa, February 20:
OVAR Model Train Flea Market. St.
Anthony's Soccer Club Hall, 523 St.
Anthony's Street, cost, donation. For
info www.ovar.ca or Gary Baillargeon
613-774-2380.

Ontario, Cobourg, March 6: Cobourg
Model Railroaders Cobourg Model
Train Show. Cobourg Lions Commu-
nity Center, 157 Elgin St. E. Adults \$5
Seniors \$4 Children \$1. Information,

Ted Rafuse allarafu@eagle.ca or 905-
372-8375.

**Ontario, Kitchener/Waterloo, March
27:** 27th Annual Doubleheaders Model
Railroad Tour. Register 9-3 at Hespeler
Arena, 640 Ellis Rd. W., over 40 home
layouts. \$5 for every person, children
must be supervised by an adult. Preview
the layouts at www.doubleheaders.org.

**INVITE A FRIEND TO
BECOME A CARM
MEMBER, TODAY**



**The snow plow at
Struthers Junction on the layout of
BOB WINTERTON**

**The CPR Canadian crossing the
Humber River on the layout of
BRUCE HORIN**

