



# THE "CANADIAN"

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WINTER 2010 ISSUE #34

## CARM BALLOT IN THIS ISSUE



**see Mike Hamers layout  
at Ottawa Convention**

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



## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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<b>CHAIR/WEB MANAGER:</b>	<b>David King</b> chair@caorm.org
<b>SECRETARY/TREASURER:</b>	<b>Peter Moffett</b> secretary@caorm.org
<b>DIRECTOR/EDITOR:</b>	<b>John Johnston</b> editor@caorm.org
<b>CONVENTION MANAGER:</b>	<b>Wayne Wessner</b> conventions@caorm.org
<b>MEMBERSHIP MANAGER:</b>	<b>Ian McIntosh</b> membership@caorm.org
<b>CONVENTION REGISTRAR:</b>	<b>Walter Reid</b> registrar@caorm.org
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<b>GOLDEN HORSESHOE:</b>	Chair: <b>Anthony Czerneda</b> tczerned@cogeco.ca Secretary/Treasurer: <b>Tom Allan</b> tomallan@mountaincable.net

## MEMBERS AREA PASSWORD

**USERNAME: caboose**  
**PASSWORD: engine**

*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**



# observation platform

## john johnston: editor

In response to my last editorial I received about a dozen well thought out and articulated responses. All of the responses agreed that change was necessary if CARM was to grow and continue to succeed. Eleven of the twelve agreed in general terms that the Internet offered the best opportunity moving forward, while the other suggested that what was needed was a change in leadership and a more aggressive campaign for finding volunteers. Each of the responses was shared with the Executive and I thank each of you who took the time to write. At the end of this editorial I have included a synopsis of some of these responses.

In the previous editorial I suggested that we would be putting out a questionnaire. After further thought and discussion with my fellow Executive Members, we have concluded that it would be better to offer the Membership clear options to give them a say in how we proceed. These Options are described in the Ballot which is included with this Issue.

In considering these Options we ask you to take into account that the current Membership is approximately 424 Members with over 60 being between 3 and 9 months in arrears, down from a high of around 575 Members. This is a trend that we see continuing. One of the respondents to my editorial was Morgan Turney of Canadian Railway Modeller and he shared with me that this trend of declining numbers is also showing up in the Model Railway publishing industry. He too sees the Internet as the primary reason behind these changes. Morgan and I discussed a more co-operative relationship between CARM and CRM and that is one of the options which we are putting before you. Given that Morgan runs a “for profit” business and CARM is a “non profit” volunteer organization there are numerous details which would have to be worked out to make this a workable option, however, none of these seem to be insurmountable.

I also have had a number of verbal discussions with individuals. One of these discussions with my good friend and member of CARM, Justin Parry, was particularly insightful. His simple question was “what value is CARM adding to the hobby?”. That led me to a second conversation I had with Ted Rafuse, another strong CARM supporter whose thoughts have always been helpful. I share this with you since I believe Justin’s question is the one that you should be asking yourself as you consider the Options, and Ted’s answers might help lead you to the best solution. In our discussion, Ted and I agreed that there were three components of CARM which gave the greatest benefit to Canadian modellers. The first was the Chapter system which has created groups of modellers who otherwise might not have gotten together. The second was the Newsletter “The Canadian”, which gave exposure to modellers and layouts which would not have been given a second glance by the commercial model railroad press. The third was the National Convention which once a year gives Canadian modellers the opportunity to come together, share their skills, and demonstrate their talents. Ted and I also agreed that the Internet would still offer the same opportunity as “The Canadian” without the associated printing and postage costs, both of which have been steadily increasing.

There is also a philosophical issue which you should take into consideration since it affects any relationship with CRM. I have always been of the belief that CARM should represent Canadian modellers regardless of which scale or railway they model. When I asked this philosophical question of Morgan, he replied that CRM was for individuals who model Canadian railways. I believe that this latter approach is also how most people see CARM which is why many perceive us as a Canadian Railway SIG. If you choose a partnership with CRM we would clearly be moving in the direction of representing those who model Canadian railways.

In order to be completely transparent we have also offered the option to wrap CARM up. If this were to be the option that the majority suggested any dues paid by members for future years would be refunded.

**John Johnston, Editor**

# MEMBERS RESPONSES

**From John Bellsmith, Hamilton, Ontario:** I read with interest your discussion of the issues facing NMRA & CARM etc. I joined NMRA a few years ago in order to attend the Toronto convention. Since then it has proved to me to be rather irrelevant. I don't expect to renew again. The annual membership dues for CARM are really not much. I spend more than that every single month on coffee. The issue is what do I get out of it. If I get value, I would pay a lot more. If not, then even \$36 is not going to interest me. An internet presence would be a real possibility. I look forward to future discussions of the topic.

**From Ted Rafuse, Cobourg, Ontario:** Your review of the history and subsequent events associated with CARM are succinct. You especially, as well as others, have provided energetic, visionary and encouraging leadership to the organization. As you intimate and David King states, volunteering is the blood line of any organization such as CARM. There is only so much any leader can do to encourage, cajole or arm-twist an individual to participate in any activity. The old adage that you can lead a horse to water but can't make him drink perhaps holds true in our situation. (I use the pronoun 'our' as I believe this is a collective organization comprising yourself and other 'organizational' members as well as individuals such as myself who are 'members at large' for want of a better term.)..... Volunteering is both a feeling and an action. I feel very strongly that CARM has as its primary interest the benefit of Canadian railway modellers.....

Where does CARM go from here? I can add no alternative vision but agree with you on two points. I don't believe we can do nothing: this I believe will simply result, IMHO, in a slow death. Like yourself, I believe that local chapters are the most significant aspect to ensuring a healthy and vibrant organization.....Perhaps we should attempt to understand why one area organizes and another does not.....

So let's by all means attempt a different approach. Let's go internet. The internet is a vehicle used by many and especially those of a younger generation. If we are to attract new and younger methods we have to be willing to embrace their visions of involvement as well as our own past experiences. Those of us of an older generation may have to acquire new communication skills. (I still use DC on my layout but would encourage anyone starting from scratch to go DCC entirely. That is where the future is in model railroading for most participants.) The electronic age is here and as an organization we should embrace it. I am sure there will be many bumps along the way, but other organizations have been successful in such a transition. Surely there are volunteers amongst us who can assist in this journey.

**From Andrew Malette, Etobicoke, Ontario:** I am quite surprised that the CRC did not work. If the CRC is still in effect, I would like to enter it.....As for the CARM, conventions, I think that you cannot look at the low 2010 Convention attendance without recognizing that the Winnipeg Convention was on the following weekend. That was an

event that was more important to a lot of people in that it was Stafford Swain's Swan Song. I went to the CARM Convention because I supported CARM.....I will be at the Ottawa Convention 2011 as well.....The organizational aspect is good as it is. I like the newsletter and support it. I will be renewing my Sponsor's support in the next week or two.....As for keeping members, getting new members, I have no answer save that we need a presence at all major shows. You are all doing a great job. Keep it up.

**From William Waithe, Toronto, Ontario:** I read your thoughtful editorial on the future of CARM. With respect to the problem of a widely-dispersed membership over a vast country and the lack of chapters in many locations, I would like to make a suggestion.....

It might be advantageous to approach hobby shops (train stores) to affiliate in some way with CARM and serve as centers of chapter-like activities. This is assuming that most active modellers have access to a store within a reasonable driving distance, even in areas outside of the major cities. The advantage to the stores would be having a group of modellers, i.e. potential customers, gather regularly in the presence of their products. Hobby shops as CARM affiliates could also participate in convention organization (and financial backing?). With respect to the idea of an internet type organization, I think we could still have a nominal membership fee, as I would be worried that without some financial backing, groups would be less likely to risk producing a convention.....Thank you and the other organizers for your efforts. I definitely think it is worth doing all we can to keep CARM healthy and functioning.

**From Dick Walker, London, Ontario:** I must commend you on your "Observation Platform" editorial in the Fall 2010 issue of "The Canadian". It is a knowledgeable, well-written commentary on the background and current status of CARM, plus thoughts on the current environment.....

Since the very beginning of CARM, I have been asking myself the question: Given the relatively small population of Canada, is there really room for two very similar organizations to exist side-by-side, serving the same limited population of Canadian model railroaders? If, as I suspect, the answer is no, the continued existence of both will only serve to split the potential membership and weaken both. Eventually, it will be "survival of the fittest". Keeping in mind our goal "to work in co-operation with other organizations", how many members would we have to "poach" in order to be successful? I believe the answer to this question should transcend all other considerations concerning the future of our organization. (I must point out that I'm not an NMRA member, and have no intention of becoming one any time soon.).....

I agree that "doing something" vs "doing nothing" was the right choice in 2003..... I agree that other factors, e.g. airline travel restrictions, economics, Internet, etc. undoubt-

edly contribute to the situation. Obviously, "doing something" now is essential, or CARM will fizzle.....

As for the organizational structure, I agree with all your comments. Elimination of politics is indeed a worthy objective, but this raises a concern about succession in the top jobs, both national and in chapters.....I agree that the chapters have been successful. Here in the London, ON area, the London and Area Chapter has provided a framework for several of us who weren't previously acquainted to get together regularly.....As for an Internet-based organization, I'm probably more positive now than I would have been a couple of years back before I was "connected". It probably could work, but there would still be problems competing with other on-line forums. I would still want to print out a copy of the newsletter, as I don't relish hunching over in front of a screen to read an extensive document.

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**From Bill Bradford, Barrie, Ontario:** I agree that something has to be done with CARM but a free membership is not one of them. Don't throw everything at the Chapters. Show leadership first. Make sure the Chapters are getting the support they need. Encourage the Chapters to recruit new members but mainly the leadership needs to be a lot more evolved in new member recruitment not less. Why has a the promotion managers chair not been filled. I am now too old and I am not well or I would do it.

CARM needs to open up, have nominations for all positions. Have a general election. It is time. I want you to know that am I personally am very grateful for what you and the rest of the present executive have done but it is time to change. Start by having an open election then look to change or reinvent CARM. Hopefully, some Westerners or Easterners will come forward and we can become a truly National organization.

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**From Morgan Turney, Winnipeg, Manitoba:** Thank you for this, John, and for talking with me this morning. There is no doubt that, if we are to survive in the post-digital world, we are going to have to change and do what they are already starting to do in Rome..

Basically, each of us is a provider of information to our fellow model railroaders. Each is our own separate 'club', with 'members' who like to, and enjoy, being with us. 'Members' pay to belong to us. However, the new 'club' in town doesn't exist in one place with a monthly 'meeting', etc. They meet every day on-line - it's a virtual meeting. You actually may 'see' them at your local train show or when you visit other cities' train shows. But membership in the club is free. No 'membership dues' (well financial, anyway). I envision our magazine being offered in two ways one day soon: an on-line e-version and a printed version. Do we offer the on-line version for free or do we have a 'fee for uploading'? And, of course, this all costs money at our end to make it all happen. No, we are not approaching good times in the publishing industry. The recording industry has already gone through this challenge with the advent of free music downloads - they somewhat solved their problem by doing more live concerts.

To sum up, we must continue this dialogue to see where it leads each of us. The ultimate goal has always been to pro-

vide modellers of Canadian roads with the information they might want, to enjoy their hobby. To that end, we survive!

---

**From Mike McGaw, Vancouver, British Columbia:** John, enjoyed this issue of CARM... So , what's it going to take to get help organizing a Chapter in the Vancouver area , surely you must have a handful or members in Vancouver and or the lower Mainland area.

Without some organization to help form chapters how is CARM going to grow and make it interesting to bring in new members.. Drawing in younger members would be great too.....

---

**From Louis Herbert, Sterling Heights, Michigan:** I am An American member of the CAORM who joined to see what was being done in modeling in Canada as I model the CPR as well as the Western Maryland. My son, who models the CNR as well as CONRAIL is a NMRA member so we cover both organizations. There have been several interesting articles that has shown me how to do some projects. I also like the adds as they will help me purchase Canadian specific items that are not available in American shops. Keep up the good work.

---

**From Richard Armstrong, Erin, Ontario:** Thank you for your article on CARM's future. It takes courage to suggest that an organization be re-engineered, but as you said in your article, the do-nothing option will inevitably lead to the organization's demise. Before I retired, I was part of a very large global organization, which has now almost vanished; it couldn't/didn't change. As a result of all that, I have some thoughts that I plan to share with you;

To begin with, an organization should have a firm, clear idea of what it wants to accomplish by existing. After all, if you don't know where you're going, you won't know when you get there, and any path is just as good as any other path. There have been many books published about this topic, by people like Drucker and many others (with your background, I'm pretty sure you've been exposed to it all, and are well acquainted with the accompanying jargon, so let's skip that). So, in order to have something non-ephemeral to discuss, let's say that the Vision for the CARM web site is to be the first place that one should go to obtain any information about Canadian railways.

Level 1 is the Vision.

Level 2 is Operation. How is it going to work? Who is going to use it, and how will they use it? You will note carefully that no mention is made, at this level, of its content. That is for a lower level.

Level 3 is Structure. All kinds of neat stuff here. How to travel around without becoming lost (navigation), how to determine if the site has what you want (and then actually find it), how to locate external links to find something that isn't on the site.

Level 4 is Information. Even more neat stuff here. Text, photographs, diagrams, video, audio, &c.

Finally, Level 5 is the raw data.



# CHAIRMAN'S REPORT

Another Christmas season has come and gone and winter has set in. This happens every year while our priorities change a little with each passing year. The one thing that we can get out of this is that changes occur in our life and time marches on no matter how much we want things to stay the same. Sometimes we can slow down the changes but they will happen eventually.

CARM is very much the same, changes are going to happen. What the changes are going to be, only time will show us but you, like ever member, has a voice in what the changes will be. This month you will find a ballot included with five options as to the direction that CARM should take in the near future. I would encourage you to read the information that is included with the ballot as this will outline what challenges are facing CARM over the next while. These challenges are not to be viewed as doom and gloom but as an opportunity for us to grow and thrive.

Each of the options has its risks and its benefits as do most decisions in life. The amount of risk and benefit is not totally known for each option and not everyone is going to agree which option is the best. Also if you don't like any of the options presented then option 5 is your best choice as you can let the directors know of your possible solution. As directors we try to have CARM follow the path that will best satisfy the membership but we are only human and we can't think of everything but we will always do our best to meet the needs of the organization. So make sure you vote either by mail or by internet as it is the only way we can tell what is going on in your mind.

With all of that said let us have a look what is currently happening. This is the time of year that we have a new calendar for CARM and I trust that you will each enjoy it. It is always a challenge to get the calendar ready but it is something that I have enjoyed doing. This is the fourth calendar that I have assembled and I look forward to doing more in the future.

Coming up in May we have the Canadian Railway Convention sponsored by CARM happening in Ottawa, Ontario. This is shaping up to be a grand event and I look forward to seeing many of our membership potential new members in attendance. The local committee lead by the National Capital Chapter is putting together a great programme that is sure to have something for everyone, even if your interest is not restricted to rail-roading. Our annual general meeting will be taking place in Ottawa and there should be a lot to present to the membership this year. Ottawa as a city has much to offer and you may wish to take some extra time before or after the event to take full advantage of being in the area. Look for more information in the newsletter and to find the latest information check out the web site as this will be constantly updated as the convention approaches.

Well that should wrap it up for my ramblings in this issue but I'm sure I'll have a hard time running out of things to say in the future. I look forward to seeing and/or hearing from as many of you as possible over the next year.

Until then, happy modelling!  
David



# CHAPTER REPORTS

## Ontario Midwestern Chapter:

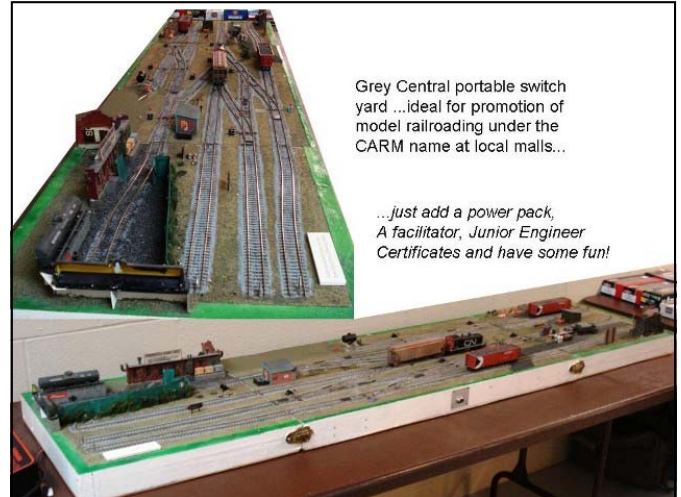
The Annual Fall Meeting was held on October 23, 2010 at Participation Lodge in Holland Centre. In attendance were Art Ball, Steve Hoshel, Peter Stamford, Paul Korhonen, Judy King, Lloyd Koch, Mike Pickup, Dolf Roelofsen, and Randy Schnarr.

The group discussed a Clinic Day separate from the Grey central shows so that Grey central members can participate. Dolf indicated that the Nottawasaga Club is planning to do clinics starting with DCC controls for their group. Paul suggested joint clinic sessions. The conversation developed to joint sessions alternating between the two club locations, possibly on a monthly basis. Clinics to be identified along with presenters.

We have expressed interest in the Grey Central portable module. Paul asked if the group was prepared to purchase all or part of the unit with a suggest value of \$150. The Grey Central Club still wants to use it for 3 shows per year. It was agreed that the group view the layout at the spring meeting and make a decision at that time.

The group discussed the FreeMo modules that the group owns and discussed their utilization and possible sale. No further action was taken.

The issue of promotion and youth groups was front and center in the discussion of portable layouts and attendance at train shows. William Hunchuck in a post meeting memo made some good suggestions. "We need to create an advertising plan. We need to know the target audience (age



groups), the areas, the events, etc. We also have to look at getting some sort of sponsorship from local hobby shops or organizations such as Rotary, Kinsman, etc. in return we advertise their support when we go to any shows or groups."

Paul reported that show attendance was up 55% over 2009. The success can be attributed to good advertising, in the form of posters, ads on main street, word of mouth, and radio advertising from Owen Sound. Paul also announced the Xmas Open House on December 5th from 1pm to 5pm. Star attraction to be Thomas the Tank Engine.

Randy reported a balance of \$390.27 in the accounts and a membership of 16 members.

Steve shared some thoughts on the 2010 convention and areas that could be improved, such as 1) a full train show,

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2) three full days of activities starting Friday, 3) keeping the AGM open for more discussion 4) lack of acknowledgement when communicating with executive members especially around calendar photo submissions.

Members shared information on their current activities and the next meeting was set.

Annual Spring Meeting: April 24, 2011. Participation Lodge, Holland Centre.

### London and Area Chapter:

A meeting was held on Tuesday, October 19th, 2010 at Bruce Harmer's home in Port Franks at 7:00 p.m. In attendance were Jason Essery, Rob Essery, John Kennedy, Dick Walker, Hank Duivenbode, Neil Froese, Bruce Harmer, Don Wesley

Rob Essery discussed holding a convention, but support for size of commitment not available from Chapter. Neil Froese discussed success of the Layout Tour. Don suggested he discuss with Lorne James (LMRA) method of handling funds for future endeavors.

It was announced that a letter of resignation had been received from Eric Blunt as Treasurer due to medical issues. Eric has worked hard at maintaining chapter finances and he

was sincerely thanked for his efforts. A volunteer was requested to undertake Eric's duties. Hank Duivenbode has taken the lead in promoting CARM at local train shows and Hank was thanked for his efforts. Members were asked to give Hank assistance if they were planning to attend a show. We continue to pay \$20 to \$40 a table with chapter members in support.

Don Wesley demonstrated a static grass applicator made from an electric fly swatter and strainer for under \$10. The effects are excellent. Bruce Harmer showed off his N Scale layout that has now been fully scenicked. Excellent presentation with numerous light effects and animation.

Next Meetings are scheduled for: January 18, 2011 at John Kennedy's; April 19, 2011 at Robert Langlois'; July Picnic at Dick Walkers; October 18th, 2011 at either Rob & Jason Essery's or Bob Robillard's.

### Central Ontario Chapter:

A meeting was held at Bill Bradford's house on November 20th with those who could attend. We had a lively discussion and shared suggestions other members had emailed me. The editorial in the recent fall issue of *The Canadian* about the future of CARM received a lot of discussion.





Here's the plan going forward for the Central Ontario chapter: Have one business meeting per year to fulfill the CARM requirements. Otherwise communicate by mail/email/telephone. Organize some meetings where we actually do something that members would find as an attractive reason to attend.

Our first meeting will be Saturday, April 23 for lunch at Ken Douglas's home in Wasaga Beach followed by an operations session at the Nottawasaga Model Railroad Club. This will be a mini-clinic to show an easy method of setting up operations on your layout.

We are also tentatively organizing clinics on topics of general interest such as making trees and installing decoders. We still plan to try to organize a clinic about backdrops next year at a time that is convenient for Les Mavor of Scenic-king.

We'll avoid the winter months for obvious reasons. I encourage members in local areas to organize mini-meetings with other Chapter members. Bill Osborne is looking for help with his layout. Please send me an email if you do

something at a local level. Next summer we'll try to organize a day with the TRHA at the roundhouse. Dave Wetherald is deeply involved with the Toronto Railway Heritage Centre (TRHA). He informed me that they had their official opening last May. They've been giving rides on the turntable, showing off the 3 stall workspace, had the old Don Station open with a photo display, cab tours of CNR 6213, Toronto railway lands circa 1950's simulator in the cab of an F7, and rides on the miniature railway. They had over 500 riders on one weekend! Dave has been attending the Barrie Allandale Railway Modelers most Tuesday evenings and went up to the Gravenhurst show with them. His basement is now practically finished and ready for a railroad. Another suggestion was to go to the Richmond Hill Live Steamers on a summer weekend. Let me know if this appeals to you.

There was a lot of discussion about our little layout and whether or not we should try to keep it going. We've decided to take it to the Barrie Show February 19-20, 2011. Hopefully, some of you will be able to lend a hand for an hour or two. We're also planning to refresh our CARM handouts. Don't forget the National Meeting in Ottawa on the long weekend in May.



Photo of a station being built by Alan Fennell this past summer. It's for the ON30 layout that he's building with some friends.

## COPETOWN TRAIN SHOW 2011

Presented by CARM and Milepost 36.9 The Bayview Junction Modular Group

**ADMISSION**  
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**for information contact**  
**editor@caorm.org**

**When:** Sunday, February 20, 2011, 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



# **TRAINS & TULIPS**

## **The Canadian Railway Convention Ottawa, May 20-23, 2011**

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### CONTACT

Convenor: Mike Hind  
hind\_mike@yahoo.ca  
613-821-3741

By mail at:  
PO Box 108, #2681 Derby St.,  
Metcalfe, ON  
K0A 2P0

### UPDATES

Visit our website  
[www.caorm.org/2011\\_ottawa](http://www.caorm.org/2011_ottawa)

## **ACTIVITIES**

Meet & Greet  
Workshops & Clinics  
Train Show  
Layout Tours  
Venue Tours  
Vendors  
Modelling Competition  
Banquet

## **VISIT OTTAWA**

Partners Program  
Museum Tours  
Art Gallery Tours  
Rideau Canal  
Parliament Hill  
The Market Hill  
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National Arts Centre  
Prime Minister's Home  
100,000 Tulips

Convention participation is open to all with an interest in trains (model or otherwise). Current members of the Canadian Association of Railway Modellers (CARM) will have preference for limited tours and clinics.

Not a CARM member yet!!!? No Problem! A range of membership choices is available by visiting the CARM website at [www.caorm.org](http://www.caorm.org), clicking on 'Members' tab, then 'New Memberships' and following the directions for your choice of membership level. For as little as \$20, you can become a CARM member and join us for the 2011 Convention and all its activities and events!



**Photo Above:**

**Ottawa's OTrain  
arriving at  
Greenboro Station**

**Photo Left:**

**Retired CN 4-8-4  
#6200 on display at  
the Museum of Science and Technology.  
Built in June 1942 she  
was donated to the  
Government of Canada in January 1964**

**Both photographs by  
Mike Hind.**





# OTTAWA 2011

## "TRAINS & Tulips"

The Canadian Railway Convention

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

May 20, 21 & 22, 2011

Algonquin College Residence & Conference Centre

1385 Woodroffe Avenue, Ottawa, Ontario, K2G 1V8, Canada



### Registration Form: Part 1: General Information

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ CARM Membership # : \_\_\_\_\_

City: \_\_\_\_\_ Province/State: \_\_\_\_\_

Postal/Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Phone Number: (\_\_\_\_) \_\_\_\_\_ Email Address: \_\_\_\_\_

### Part 2: Primary Registrant

Tag Name (First & Last): \_\_\_\_\_ (postmarked by March 20, 2011) \$ 85.00

(after date of March 20, 2011) \$105.00 \_\_\_\_\_

**Note:** Preferred rate only up to **midnight March 20, 2011**

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

Tag Name (First & Last): \_\_\_\_\_ (postmarked by March 20, 2011) \$ 15.00

(after date of March 20, 2011) \$ 25.00 \_\_\_\_\_

Tag Name (First & Last): \_\_\_\_\_ (postmarked by March 20, 2011) \$ 15.00

(after date of March 20, 2011) \$ 25.00 \_\_\_\_\_

### Part 4: Prototype & Museum Tours/Clinic Advance Registration

Tour #1: OC Transpo 'O' Train Maintenance Shops - Sat. May 21, 10-12am # \_\_\_ X \$ 20 = \_\_\_\_\_

Tour #2: Museum of Science & Tech/Bytown Streetcar '696' - Sat. May 21, 1-4pm # \_\_\_ X \$ 20 = \_\_\_\_\_

Tour #3: Smiths Falls Railway Museum of East. Ont.- Sun. May 22, 10-3:30pm # \_\_\_ X \$ 45 = \_\_\_\_\_

Clinic: Background Painting with Chris Lyon - **Advance Registration Required** # \_\_\_ X \$ 60 = \_\_\_\_\_

[materials need to be bought & prepared ahead of clinic - see Convention Handbook]

Bring Forward the Total Registration Costs from Page 1: \$ \_\_\_\_\_

### Part 5: Convention Banquet & Lunch Options

Convention Banquet: Buffet Dinner + Speaker, Saturday, May 21 # of meals \_\_\_\_\_ X \$40 = \_\_\_\_\_

Indicate numbers and choices: \_\_\_\_\_ Hip of Beef OR \_\_\_\_\_ Vegetarian

Lunch Option: Bag Lunch (for Sunday, May 22 Smiths Falls Museum Trip)

(Bag Lunch includes one sandwich, veggies + dip, dessert, beverage)

# of bag lunches \_\_\_\_\_ X \$9 = \_\_\_\_\_

Indicate sandwich choice: \_\_\_\_\_ Ham \_\_\_\_\_ Turkey \_\_\_\_\_ Egg OR \_\_\_\_\_ Vegetarian

Indicate beverage choice: \_\_\_\_\_ Juice OR \_\_\_\_\_ Bottled water

Daily Continental Breakfasts: are included for those registered/staying in the Algonquin Residence.

### Part 6: Partner's Programme Events [N/C = No Charge]

Day 1: Saturday, May 21: Participants depart @ 0900h; return @1800h: Daily Bus fee # \_\_\_\_\_ X \$ 10 = \_\_\_\_\_

National Art Gallery - Admission & Tour -10:00 -11:30am # \_\_\_\_\_ X \$ 9 = \_\_\_\_\_

Time for lunch at the Rideau Centre

Parliament Buildings - Centre Block Guided Tour - 2:00 - 3:30pm # \_\_\_\_\_ X N/C

Rideau Canal Boat Cruise - Guided Tour on the Canal - 4:30 - 5:45pm # \_\_\_\_\_ X \$14 = \_\_\_\_\_

Day 2: Sunday, May 22: Participants depart @ 0900h; return @ 1800h: Daily Bus fee # \_\_\_\_\_ X \$ 10 = \_\_\_\_\_

Ottawa Sight-Seeing Excursion - Double Decker Bus Tour of Ottawa - 10-11am # \_\_\_\_\_ X \$26 = \_\_\_\_\_

Shopping at the Byward Market & Rideau Centre, including time for lunch

Museum of Civilization - Admission/Self-Guided Tour - 2:00-4:00pm # \_\_\_\_\_ X \$12 = \_\_\_\_\_

Tour of World Famous Tulips - Dows Lake & Queen Elizabeth Driveway 4:00-5:30pm

(If sunny - walking tour or if rainy - drive-by bus tour - weather dependent) # \_\_\_\_\_ X N/C

### Part 7: Convention Wear Store

Please indicate colour, size and quantity choice below:

Short-sleeved polo shirt: black w/white logo: Qty: \_\_\_\_\_ X \$40 = \_\_\_\_\_

NOTE: 2XL & 3XL are \$45.00 S M L XL 2XL 3XL X \$45 = \_\_\_\_\_

Short-sleeved polo shirt: white w/ black logo: Qty: \_\_\_\_\_ X \$40 = \_\_\_\_\_

NOTE: 2XL & 3XL are \$45.00 S M L XL 2XL 3XL X \$45 = \_\_\_\_\_

Long-sleeved denim shirt: w/ white logo: Qty: \_\_\_\_\_ X \$55 = \_\_\_\_\_

NOTE: 2XL & 3XL are \$60.00 S M L XL 2XL 3XL X \$60 = \_\_\_\_\_

### Part 8: Display Items You Are Bringing

I plan to bring: \_\_\_\_\_ Structure models \_\_\_\_\_ Rolling Stock models \_\_\_\_\_ Photographs \_\_\_\_\_ Other

Please describe in the space below the nature of the items you are bringing for display:

---

---

Part 9: Convention Costs Total: (Add all dollar values from Parts 2 to 7 above) \$ \_\_\_\_\_

Registrations must be received no later than **May 12<sup>th</sup>, 2011**. After May 12<sup>th</sup>, 2011, registrations will only be accepted at the convention. Send your payment by cheque or money order in Canadian or US funds from Part 9, payable to the "Canadian Railway Convention", and mail to: **Canadian Railway Convention, Walter Reid, CARM Convention Registrar, 2219 Council Ring Rd., Mississauga, ON, L5L 1C6, Canada**

# Registration Form Details

Please fill out all information located on the Registration Form Part 1. If you have an Email address please include this information as it is our preferred method of contact when sending out registration confirmations and other information. If an Email address is not included or is invalid information will be sent by 'snail mail'.

In **Part 2** please complete the name to be shown on your name badge.

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

In **Part 4** are the three Prototype/Museum tours & Background Painting clinic which have restricted numbers. Priority will be given to CARM members with other attendees on a first come first served basis. Updates will be pasted on the convention web-site.

In **Part 5** please indicate your requirements from the options available and indicate any special dietary requirements so we can advise the caterer and determine if they can be met. A cafeteria is available during the convention and other food outlets are available in the College Square shopping centre adjacent to Algonquin campus. Continental breakfast is available to those staying in the college residence the cost for which is included in the room rental.

In **Part 6** please indicate your Partner's choices. If your Partner wishes to join a tour mid way or leave a tour early as there is an OC Transpo service from the Rideau Centre to Algonquin College via Route 95 Baseline or Fallowfield or Barrhaven.

In **Part 7** please place your order – cut off date 20<sup>th</sup> April 2011. No additional shirts will be available at the convention. The committee cannot give assurance as to the fit of the stated sizes.

In **Part 8** please indicate in some detail items you are bringing for display. A secure area will be provided but we need to know how much space is required.

Finally please complete **Part 9** and mail the registration form and your cheque in Canadian or American funds payable to **Canadian Railway Convention** to the address on the Registration form.

Don't delay – do it NOW It will take just as long to complete if you procrastinate !!

## Convention Cancellation Policy

Cancellations must be received at the Mississauga address by 20<sup>th</sup> April 2011 for a full refund, by 14<sup>th</sup> May 2011 for a full refund minus any food, convention wear that were pre-ordered and Chris Lyon clinic.. There will be NO REFUNDS after 14<sup>th</sup> May 2011. Any refunds will be issued after the convention. Algonquin cancellation policy will apply for accommodation cancellations.

## Special Note: Background Painting with Chris Lyon

This is a double length clinic, participants will be provided with a 2' x 4' blue masonite panel and a brush which they will use at the clinic and take with them at its conclusion. Paint will be provided. DON'T wear your best suit! Cut off date for this clinic is 10<sup>th</sup> May 2011.

## Accommodations

Accommodation in the student residence (across the parking lot from the main venue) is in two bedroom suites, each bedroom with a queen sized bed, shared washroom and kitchenette at a rate of \$85.00 + tax per night for the entire suite.

Bookings must be made direct with Algonquin (613)727-7698 or 1(866)921-5793

Email accommodations@algonquincollege.com Please refer to reservation code 40753. Cut off date 20<sup>th</sup> April 2011.

For those wishing a longer stay in Ottawa accommodation is available at the preferred rate prior to and after the Convention. Additional charge may be made for bookings made after cut off date

# Clinics at the Ottawa Convention

There are 15 confirmed clinics as well as the HO Trekkers who will be building scenery on their HO modules throughout the convention. There are 4 classrooms available each capable of holding approx 35 people. A standard time slot will be one hour but some clinics may be longer. All presenters are prepared to conduct two sessions, either same day or subsequent day

## PROTOTYPE/HISTORICAL

**The Brockville, Westport & Seldom See Money presented by Bob Moore :** A Trip Up The Line In Historic Photos And Maps.

Bob Moore first chanced upon the Brockville, Westport & Sault Ste Marie Railway quite by chance. One Sunday morning back in the summer of 1989, he was cutting the grass at the Smiths Falls Railway Museum when his lawnmower ran into a 33' piece of railway track. Looking on the side of the rail, he saw the letters "BW&SSM Cammell Sheffield Steel 1886". From this chance first encounter, Bob has since searched for information on the 'B&W' from Library & Archives Canada, to the small museums and public libraries that dot the route of the original line, having discussions with the old-timers that travelled and worked on the line. In over 100 black-and-white photos and maps, we'll go back in time from 1886 to 1952 and take a tour up this small railway from Brockville, Ontario to the end-of-line at Westport, 45 miles away. Along the way, we'll see how this little branch line contributed to the economy and the development of the Eastern Ontario countryside, get a close look at the little 4-4-0s and 2-6-0s that travelled the line and talk about the dreams and aspirations of the person who single-handedly developed the line. A good opportunity for those of us who model smaller railway lines to pick up some ideas on modelling.

Bob has been interested in Canadian railway history for over 25 years, has his own website which details some of his findings, and is a member of the Ottawa Railway History Circle. An avid modeller in "12-inches-to-the-foot" gauge, Bob is an active member of the Dirty Hands Club of the Bytown Railway Society. He's also an active member of Ottawa Valley HOTRAK, the G-Men, and an avid railfan. You can find out more about Bob's history passions by visiting his website at [www.railwaybob.com](http://www.railwaybob.com)

**The Canada and Atlantic presented by Ron Newby:** A look at the history of the Canada and Atlantic and a railfan tour of the western division, then and now.

Ron Newby chanced upon this railway when he received the book "Over the hills to Georgian Bay" for Christmas one year. Ron always had an interest in logging operations and this line was what he was looking for in model railway. Planning to build the section between Ottawa and Depot Harbour Ron started researching the line. Further research on the line became a project in itself and he continues to research the line whenever he can. Ron also has a collection of Canada Atlantic paperwork that includes timetables, passes, photos and other related paperwork. Ron is also a member of the Ottawa Railway History Circle.

After starting to build a layout depicting the western division of the Canada Atlantic Railway and realizing it wasn't going to meet his needs, another long time interest finally got the best of him and he ripped out the western division of the CAR and started an On30 railway called the Clearwater Valley Railway Co. set in British Columbia. To find out more on the Clearwater Valley Railway Co. please visit <http://www.cvry.ca> Ron is also a member of a four member crew that displays a HO modular railway at various shows in Ontario and eastern Quebec.

**Historical Ottawa from a Railways Perspective presented by Bob Meldrum:** A slide presentation showing steam and early diesels of both the CNR and the CPR around Ottawa. Bob is an officer of the C. Robert Craig Memorial Library and will be using slides from the library's extensive collection.

## OPERATIONS

**Planning for Operations presented by Doug Matheson:**

How to get ready to introduce operations on your layout (applies regardless of method chosen (car cards, computers, etc) Doug Matheson has introduced computer-based operations to three large model railways in Ottawa; a 1948 era Canadian Northern, a 1942 era Rio Grande Southern narrow gauge and an outdoor railway that alternates operating sessions between narrow gauge and standard gauge. He has also written a beginner's guide to a commercially available freight car forwarding system so is well versed

in the planning required to introduce operations to a model railway.

### **A Car Card Operating System using a Microsoft Access 97 Database presented by Bruce Leckie:**

Bruce Leckie developed this system for a future S&BL. The clinic will explain some brief personal history of operation on the S&BL, from an early car card, through computer switchlists to a re-invented car card system and progress into a demonstration of setup for the Access program, along with comments on why various parameters worked for him. This clinic will be combined with A Tour of the Sheridan and Bruce Lake Railway- PowerPoint Presentation. This is a town by town, industry by industry tour of the old S&BL, followed by a photo gallery slideshow. The S&BL was recently featured in Canadian Railway Modeller magazine.

### **Automated Freight Car Forwarding: Roundtable Presentation**

A roundtable on the pros and cons of the different methods available to automate car movements. Are you confused by the different methods available to generate car movements? This session will present a brief overview of the different methods and their pros and cons. Questions from the participants are encouraged.

### **Lessons Learned Working on the Prototype presented by Michel Boucher:**

Michel Boucher explains how to add prototype actions to your operations to increase the level of realism in your Model Railway operations. More closely mimicking the actions of the real railways will increase your operating time and pleasure.

## **SCENERY BUILDING**

### **Background Painting presented by Chris Lyon:**

This is an extra charge clinic limited to 20 participants each session that will take a double time slot. The clinic will cost \$60 for materials that participants will keep. Those wishing to attend must pre-pay during registration (please see the registration form). If both sessions are full, money will be refunded at the convention.

Chris Lyon has been a model railroader for more than 40 years. He enjoys all aspects of the hobby and has been actively involved with Ottawa Valley Associated Railroaders, NMRA Canada, several Ottawa Model Railroad Operating Groups and conducting Convention Clinics in Canada and the United States. Chris has developed a simple technique to create effective backdrops. He has painted nine backdrops in the Ottawa area (many of which will be open for layout tours) and many others across Canada. He has demonstrated and taught his painting techniques to a number of fellow modellers and they have applied the method on their own model railroads. He has conducted clinics for the NMRA and the Craftsman Structures Show in Mansfield Mass USA. Chris is offering a two hour, hands on Clinic, teaching participants easy techniques using Acrylics. In this one lesson you will feel confident to create landscape vistas and mountain scenes covered with forests. The main feature is learning how to match an effective backdrop to your modeled ground cover and scenery... You will learn how to create depth so the railroad continues into the backdrop to the horizon. He believes anyone can do it and do it quickly. Come join us and have some fun.

A 2x4 backdrop board, paint and brushes will be provided to each participant. Participants will each be creating a backdrop that they can take home with them. Chris will provide group and personal assistance to each participant as the clinic progresses.

### **Realistic Asphalt Roads and Pine Trees presented by Jean-Francois Chaput:**

This is two mini-clinics. He will teach you to create realistic roads with naturally formed cracks; true Canadian streets having seen many winters! A simple approach with great results! The pine tree portion will teach you to create your own forest, but at a fraction of the cost. The session covers realistic trunk making, adding foliage and texture. A 1000 trees for approximately \$40.00 in N-scale sizes. A session can be conducted in French if there is sufficient demand.

### **Building Mountains presented by Bob Farquhar:**

Bob Farquhar covers making rock molds using latex rubber; preparing the Hydrocal plaster; applying the molds; blending the molds to existing rocks and finally the colouring of the rocks and adding highlights. The demo uses regular tools and the techniques are simple and easy to apply.

### **Modelling Sedimentary Rock presented by Normand Levert:**

Normand Levert will show how to simulate sedimentary rock, such as limestone, using broken ceiling tiles. The clinic will cover horizontal, tilted and bent (anticline and syncline) stratified rock faces. Using broken ceiling tiles to achieve the required rock face,



Normand will show how to use paint and scenery materials to make realistic rock formations come to life. Normand Levert started model railroading in the mid 50s by buying an Athearn bulkhead flatcar kit for \$2.50. He is the current Chairman of Ottawa Valley Associated Railroaders (OVAR) and has written articles for "OVAR Interchange" and "Canadian Railway Modeller". He built the scenery on HOTRAK Connaught and Orléans modules using the techniques that will be demonstrated in this clinic.

### **Scenery for Lightweight Modules: Weekend long demonstration.**

Actually these techniques can be applied to all permanent as well as portable layouts with great results. This is not a formal clinic as such. A group of members of the Ottawa Valley HOTRAK Modular club has taken to getting together at different members home layouts to apply their considerable scenery making skills. Calling themselves the HO Trekkers they can turn a plywood central into a finely scenicked layout in a few hours. HOTRAK will be operating at the convention train show and they have agreed to scenick a couple of modules over the course of the weekend. Convention attendees are welcome to watch and ask questions as they do so.

## **MODEL BUILDING**

### **Live Steam Model Railroading presented by John Stewart:**

John will give an overview of live steaming, from the garden gauges on up. He has been involved in ride-on live steaming off and on since the mid 1970s, and has actively participated in clubs in Canada, New Zealand and The Netherlands. He and his wife actively model in HO scale, and John has, in past years, participated in full-size steam operation in Canada and the USA.

### **Introduction to Airbrushing presented by Brian Earl:**

This clinic will discuss everything you need to consider up to the actual spraying of paint. Brian Earl has been a professional model railway painter for many years and is prepared to share the lessons he has learned.

### **Detailing & Weathering Diesels presented by Larry Lanctot:**

Larry Lanctot has been detailing diesel locomotives for many years and has recently developed a quick and easy way to weather them using chalks that doesn't require sealing afterwards and provides great results. The clinic will showcase some models representing a before and after look. The tools and materials will be presented and described along with techniques used to apply them. The clinic is not hands on but will explain and demonstrate how to achieve the required results. Larry is a member of HOTRAK and some of his engines will be in use on the HOTRAK layout during the Train Show. He is also a member of the HO Trekkers (see the description of Scenery for Lightweight Modules above).

### **Decoders, Lights and Sound presented by Jacques Thuot:**

Jacques Thuot is from Cornwall but is very well known in model railway circles in Ottawa, Montreal and Western Quebec. He is a master at squeezing decoders, speakers and LEDs into small engines with great results. Jacques and a small group of friends have a set of display modules that they frequently set up at model railway shows both in Ontario and Quebec and more recently in Upstate New York. Rather than trying to conduct a hands on clinic, Jacques will showcase a number of his engines on the display modules and explain how he achieved the results and answer any questions you may have about some of your installs. He will have a number of engines with the shells removed so you can see the inner workings and get ideas for your own installations.

### **Lighting Applications for Trackside Structures presented by Gilbert Lacroix:**

Gilbert Lacroix will cover power supplies for lighting, LED lighting basics, interior and exterior building lighting, lighted signs (front and backlit), fibre optic basics, animated signs using electronics, light pipe basics, railroad crossing animation, constructing your own street lamp posts (3 varieties for different eras), basic vehicle lighting, hidden wiring tricks and regulating voltage for the proper application.

Gilbert will use his Prosperity Street modules to demonstrate his techniques. He started building this particular set of modules in 2005 and completed it in 2008. They now include some 200 LEDs for both interior and exterior structure illumination. Signs and other details provide interesting visual effects for this modular corner. These modules are best viewed with the room lights dimmed.

Gilbert taught himself using information from the internet and from friends. He demonstrates a level of inventiveness that amazes the rest of us and his sense of whimsy brings a smile to many lips.

# A SAMPLING OF THE LAYOUT AND MODELS OF DOUG THORNE

Doug of Fairmont Hot Springs, British Columbia models in HO gauge and has a 20 foot x 23 foot layout. It is a depiction of CP operations in the rocky mountains of Alberta and British Columbia. The main town Enroth has "garden tracks" similar to those at Banff and Lake Louise.

Morant's Curve is depicted between Enroth and Ridley which is my Barge town complete with lake and barges. From Ridley the trackage goes thru hidden storage to Clarke where helpers and hay-racks are added to trains for the assault up the lower loop of the Spiral Tunnels to Brandt where the helpers are removed. Trains leaving Brandt proceed back to Enroth. The track work is 100% installed and wiring is about 75% complete. The lower spiral also has about 14 feet where all trains are exposed depicting a short bit of the Kettle Valley.



# Gambling on Freight Car Forwarding

Article by Bob Duncan: Photos by Ted Rafuse

As the scenicking on my N-scale Prince Edward County Railway nears completion in the town of Picton, my thoughts turned to how to operate my railway in a realistic manner. Plans were that several freight and passenger trains would operate along the line in a typical operating session. Passenger service would be provided by a modified doodlebug and several wooden car passenger trains hauled by a Mogul or Ten Wheeler. For this service, train consists were quite simple.

All of the car forwarding procedures with which I was familiar with were too complex for my enjoyment of operating a model train. It seemed that operators spent more time determining what to do than enjoying the operation the trains on the layout. Instead I sought a simpler freight car forwarding scheme with a minimum amount of paperwork.

Following some mental mulling and a several practice sessions with my Thursday Night Gang modellers testing the scheme, the PECR has adopted the freight car forwarding scheme as outlined in the following paragraphs. The preparation is as easy as a roll of a single dice.

Prior to the dice being rolled some preparation is necessary. The PECR has the following towns: Trenton Junction, Trenton, Consecon, Hillier, Wellington, Bloomfield and Picton. Trenton is an off layout staging yard with 3 tracks and functions much like a fiddle yard. Refer to the July-Aug 2004 Issue #4 of The Canadian for a track plan of the PECR. Revisions to the track at Picton have occurred since that diagram was drawn, but operation remains essentially the same.

For each town there is at least one car receiving spot but not more than six. Using a spread sheet application on my computer I prepared a re-usable chart that consists of 3 items of information: town name, name of industry or track spot and car type(s) received by each

industry or car spot. On the vertical axis is the name of the industry. On the horizontal axis is the car type including box, refrigerator, flat, gondola, hopper, covered hopper, tank car and stock car. At a typical session this information is printed with the car type information appearing as a blank rectangle.

Several arbitrary regulations affect train operations. No freight train can exceed six cars in length but there is no restriction on car length. All freight trains have a van on the end. Trains are made up in Trenton by the yard operator from the cars available in that yard, supplemented if necessary from cars at Trenton Junction (the three holding tracks in an adjoining room).

If a car is on site at the destination for an incoming car, that car will be picked up by the train and forwarded to Trenton. At towns with a trailing point spur, such as at Hillier, that spur will be served by a southbound train, and any car picked up will be included in the south bound train but will be delivered to Trenton by the same northbound train.

At Bloomfield there are two facing point switches. The southbound train will move such cars destined for these spurs south to Picton. On the train's journey northbound it will switch these spurs and any pickups will be brought to Trenton.

A clipboard, an attached pencil, a blank

**Illustrated is one of the blank forms for a southbound way freight on the PECR. Towns are separated by a blank space while spotting locations in each town are grouped by town. Only clear spaces can be checked to receive a car: shaded areas indicate there is no delivery to that spot of that particular car type. The Engineer/Conductor must be aware of the maximum length of the train as indicated along the top of the form. At the bottom of the form are several items of required general knowledge for operating purposes.**

**Prince Edward County Railroad \*\*\* The LITTLE PECR \*\*\***

Maximum Train Length ( 8 ) - 6 cars + Engine & Van

	Pts	Boxcar	Stockcar	Flatcar	Open-Hopper	Gondola	Covered Hopper	Refer.	Tank car	Special Orders
<b>CONSECON</b>										
1. Freight Shed	N/S									
2. Milling Company	N/S									
3. Cattle Pens	N/S									
<b>HILLIER</b>										
1. Cannery	S									
<b>WELLINGTON</b>										
1. Lumber Yard	N/S									
2. Milling Company	N/S									
3. Seed Company	S									
4. Coal Dealer	N									Other car needed
<b>BLOOMFIELD</b>										
1. Sunjoy Foods	N/S									
2. B.A. Gas Dealership	N									
3. Saw Mill	N									
4. Milling Company	N									
<b>PICTON</b>										
1. Milling Company	N									
2. Cannery Warehouse	N									
3. Cannery Shipping	N									
4. Esso Oil	S									
5. Cattle Pens	N									
6. Team Track	S									

**GENERAL RULES :**  
 Switch Point Direction N - S  
 All Switches To Be Returned To Main Line  
 10 Miles Per Hour Speed Limit On Causeway

sheet and a dice are needed next. A train is first arranged on paper before it is made up on the layout at Trenton. On the PECR the first town south of Trenton is Consecon. It has a team track, a freight shed, a stock pen and a small feed mill as car destinations. One roll of the dice is made.

If number 1 to 4 appears, then a car is deemed to be destined to that particular location. If the location can receive a variety of car types, the car type is determined by the person rolling the dice. If a 5 or 6 appears on the dice, then there is no car destined for Consecon in the train being prepared.

The roll of the dice continues for each town southbound. Using this scheme, the most cars that can make up a train is six, the maximum allowed. However a train can consist of fewer cars depending on the roll of the dice and the number of locations in a town for car spotting. This selection process by a roll of the dice adds variety to train lengths. It also provides a prototypical dimension to freight car forwarding as seldom are general merchandise trains a uniform car length.

With this car information indicated by a pencil check mark on the train sheet, the train is ready to be made up in Trenton by the yard crew. For some operating sessions, this first train is made up in advance and is ready to leave for the first crew that arrives that evening. This train allows for immediate operation by a road crew without having to wait for the yard crew to make up a train for them. This arrangement allows for the immediate operation of two trains, one on the road and one in the yard. Depending on the number of crew available each train operation consists of an engineer and a brakeman.

Once the train has been made up in the yard, it leaves southbound for Picton, making drop offs and pick ups along the way. As each car is delivered the crew make an x over the check mark for the car and its destination. At Picton, after deliveries are made there, the train returns northbound making further deliveries and pick ups as required.

Meanwhile the Trenton yard crew is busy at one of several operating possibilities. They can roll the dice to perform switching at car destinations in Trenton Junction on another paper sheet

organized as described earlier, but with just Trenton deliveries and pick-ups. Alternatively they operate the yard engine to create a new train for departure, either freight or passenger. To add variety, a special can be made up, perhaps a work train or a fan trip.

If a passenger train is to be run, then the doodlebug or a prepared passenger train is brought from Trenton to Trenton Junction by the yard crew and handed over to a road crew. If a freight train is to be made up, then the procedure described above for main line deliveries is followed by the yard crew. When this train is made up the road crew takes the train out on the main line and continues southbound.

Generally a train is made up before the first train re-appears at Trenton. Once the second train is complete, it clears the yard and creates interest on the mainline with two trains operating between Consecon and Picton. The two crews then must determine where they will meet and which train will occupy the main line during passing. Usually such meets

are made at Wellington which has siding capacity to allow for such operation.

Once the first train has returned to the make-up track at Trenton, the road crew return the locomotive to the engine house while the yard crew break up and store the cars in the yard. The attendant pencil marks on the paper are erased and the same sheet is ready for use once again.

On larger layouts with more than six towns or more destinations than six in a town, the same method can be used. Simply roll two dice or use a twelve sided party dice to determine car destination as above. The process and results are the same.

This roll-of-the-dice is a simple, effective, inexpensive, way of introducing a varied car forwarding procedure that is enjoyed by both seasoned and novice operators on the PECR. Thanks to Terry Ashcroft, Jim Kemp, Robin Lerpiniere and Ted Rafuse for their assistance in refining this car forwarding system.

**With Robin Lerpiniere as the engineer and myself as the conductor, we are operating a 5 car southbound train into Consecon. As a left handed person, that explains the orientation of the clip board, but by rotating the board and inserting the paper anew, a right handed person can be as equally functional. The cars are not necessarily in order for drop off by location so some planning takes place before actual switching begins. While we are busy at Consecon, another engineer and conductor are busy at Trenton.**



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# COMING EVENTS

## UPCOMING CARM EVENTS

### 2011 CARM NATIONAL CONVENTION May 20-23

**Ottawa, Ontario: Algonquin College Residence & Conference Centre. 1385 Woodroffe Ave, Ottawa, ON, K2G 1V8. Meet 'n' Greet, workshops, clinics (model and prototype), layout tours, non-rail tours, train show and vendors, displays and modelling contests, banquet, good but inexpensive accommodation in nearby residence. Open to CARM members and all railroaders and model railroaders. For information [www.caorm.org/2011\\_ottawa](http://www.caorm.org/2011_ottawa) or Mike Hind [hind\\_mike@yahoo.ca](mailto:hind_mike@yahoo.ca) or 613-821-3741 or Mike Hind, PO Box 108, #2681 Derby St, Metcalfe, ON, K0A 2P0**

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### 2012 CARM NATIONAL CONVENTION Regina, Saskatchewan

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### CARM COPETOWN SHOW

**Ontario, Copetown, Feb 20: CARM presents the Copetown Train Show. Sunday, February 20, 2011, 10 am to 4 pm. Copetown and District Community Centre, 1950 Governor's Road, just east of Hwy. 52. 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. Info at [www.caorm.org](http://www.caorm.org)**

**Ontario, Paris, Jan 11:** Paris Junction 2010 Model Train Show. Paris Fairgrounds, Silver St., 10am to 4 pm. Admission \$4. WOD Member \$3. Children under 10 free. Contact: John Moseley, 519-455-1311 or [j.moseley@sympatico.ca](mailto:j.moseley@sympatico.ca).

**Quebec, Gatineau, Jan 22 & 23:** 9th Annual Hobby and Miniature Festival, Mont-Bleu Ford, 375 Boul. Maloney Ouest. 10am to 4pm. Free parking, No admission fee. Operating model train layouts in N, HO, O, and G Scales. Diecast models, RC planes, helicopters and cars. Various models and collections. Vendors and Exhibitors. For information: contact Ian C. Frost at [canadiangrandtrunk@yahoo.com](mailto:canadiangrandtrunk@yahoo.com)

**Ontario, Dundas, Feb 2:** 2011 Dundas Modular Railway Club Flea Market. St. Pauls United Church, 29 Park St. W., Dundas. 10am to 3 pm. Admission \$3, children under 12 free. Model Trains, books, photos, memorabilia. Model Planes, cars, and sailing ship. Die cast cars, military reference books, dealers and individual vendors. Snack Bar. HO modular layout. Free hot dog for kids with their parent. For information contact Tom Allan 905-975-9326.

**Ontario, Kitchener-Waterloo, Mar 26:** Doubleheaders Tour. Hespeler Arena, 640 Ellis Road West, Cambridge. Exit Hwy 401 at Townline Road North (#286). Turn left on Ellis Road. Tickets and maps 9am to 3pm. Layouts open till 9pm. Admission fee \$6. Traditionally over 40 layouts to visit in Kitchener, Guelph, Waterloo, Cambridge, and surrounding area. For information visit [www.doubleheaders.org](http://www.doubleheaders.org)

**Alberta, Calgary, April 16 & 17:** Supertrain 2011. Subway Soccer Centre 7000 -48th Street, Calgary. 9am to 5pm Adults \$10, Ages 6-12 \$5, Under 6 free. Calgary Model Railway Society presents Canada's biggest and best annual model train show. Over 60,000 square feet of layouts, displays, hobby shops, manufacturers, railroad art, photos, clinics, live demos, ride on trains, Lionel, garden railroads, Lego, Thomas play area, and much more. For information: [www.supertrain.ca](http://www.supertrain.ca)

# Bill Scobie's Sn3 Rio Grande Southern Layout Layout Tour—Ottawa Convention

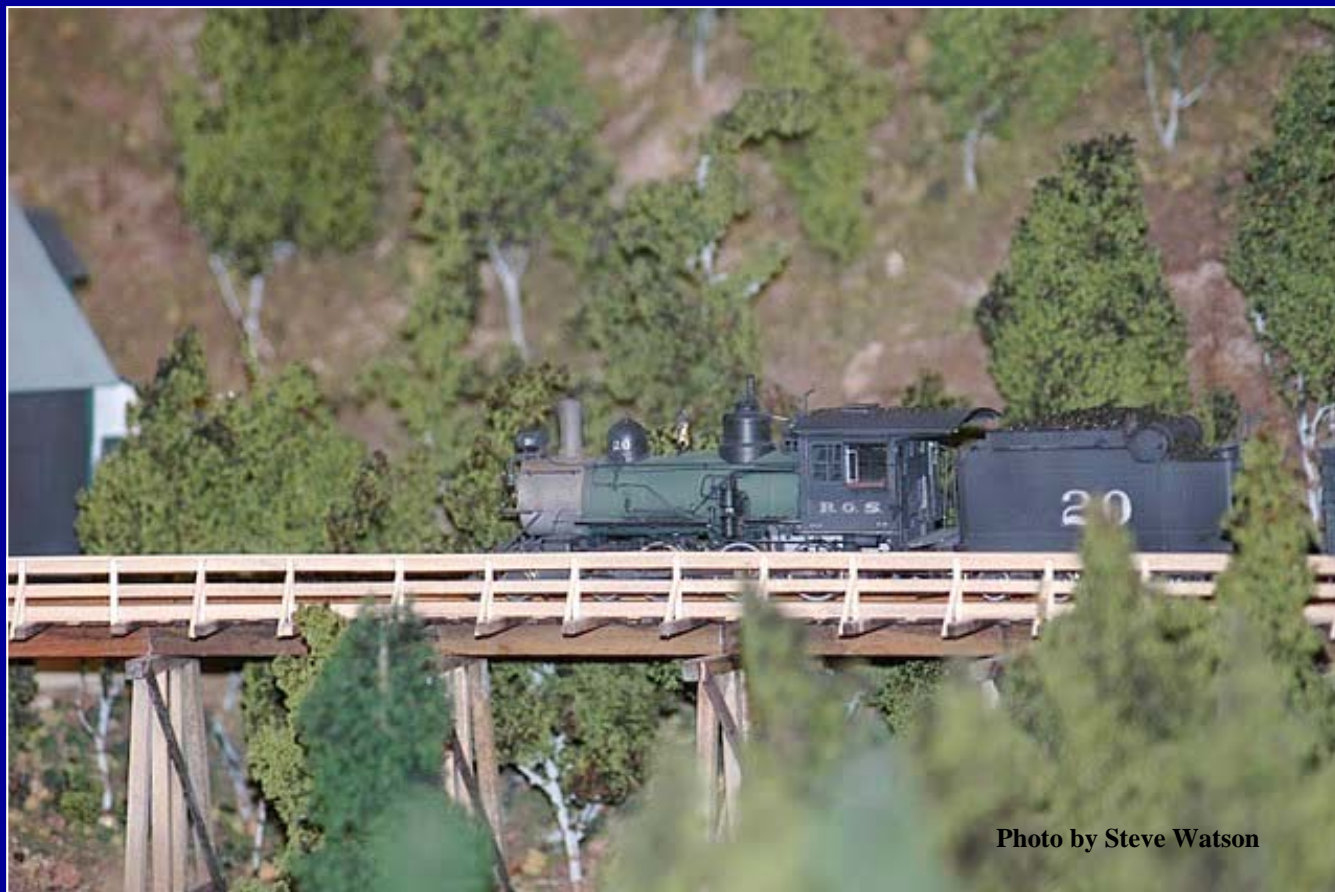


Photo by Steve Watson



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