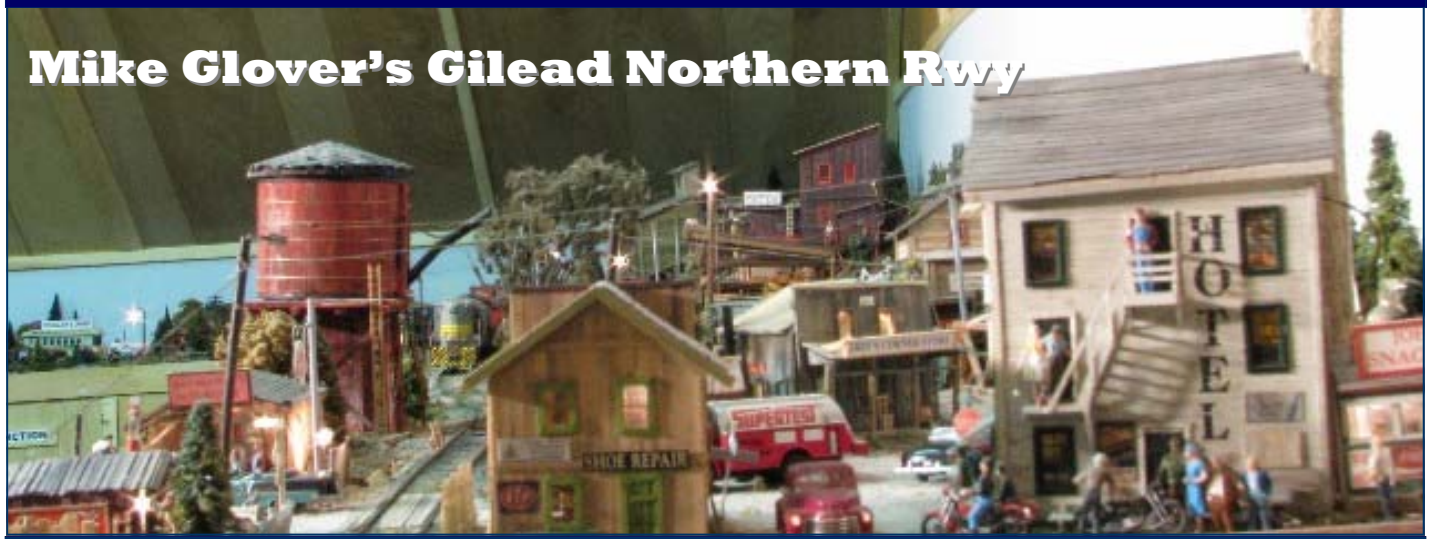


IAN MACLEOD OF MONTREAL NEW CARM CHAIR





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Founded October 15, 2003

Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

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Material for the Canadian should be sent to:

**John Johnston, 41 Glenview Place,
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FRONT COVER

Photo Top by Ted Rafuse: Within moments Orangeville awakes from its sleepy nature. The local passenger train, today with an observation car on the tail end moves slowly away from the station while on the adjacent near track a freight drifts past the station with its charge of cars trailing behind.

Photo Bottom by Ted Rafuse: The town of Gilead, most of which is visible in this scene, was the starting point for Mike. This section was once a module that frequented a number of train shows in his home area. Note the myriad details that provide the landscape. Many of these structures have internal lights and full interior details



observation platform

john johnston: editor

A TIME OF TRANSITION

The recent CARM Board Meeting underscored that as an organization we are in a time of transition. The Board has been expanded from the three original Founding Members to its new constituency of 11 Members. Ian Macleod of Montreal is taking over as Chair and Gary Baillargeon of Ottawa is the new Vice Chair. As we approach CARM's second decade it is these men and their colleagues who will be responsible for CARM's future success.

Membership is once again stable and with some fresh ideas being put forward I am optimistic that we will see growth again. CARM has a bright future.

SHARING THE HOBBY: REAPING THE REWARDS

As you read this piece take a quick look at the top of page 23. Look at the joy and wonderment on the faces of the young people shown there. Not only were the young people fascinated but so were their parents. All of this took place on the weekend of December 1st and 2nd when I ran a Train Show as part of the fund raising activities of the Royal Botanical Gardens. What made this show different from the many others I have attended over the years?

It was the audience. We had a great turnout, over 1600 people over the two days, and 99% of them were not model railroaders. This was truly a family event for the general community and we, the model railroad community, were the centerpiece of their attention. Our layouts fascinated them. For someone who had been teetering on the edge of a hobby funk it was uplifting and made me reflect on what makes this a great hobby.

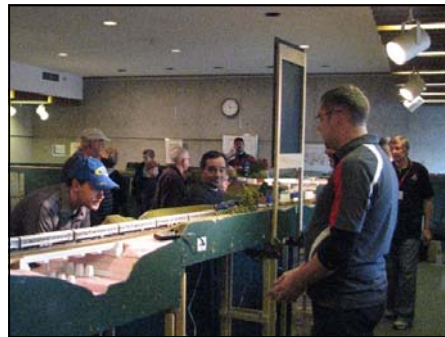
Foremost is that we are creating something that isn't static. Our trains move! Not only do they move, but they have sound as well. I wasn't big on sound, until watching a 6 year old saying "I can hear the train, it's coming, can you make the bell ring". I think what impressed the public was the "total experience" of our models. We were running trains they recognized, like the GO Train, that sounded like they did every morning when they climbed aboard them, through scenery that reflected the scenery they see every day. We were running the CP version of Rapido's Canadian, and it was the hit of the day. When it was taking a turn in staging, people would wait around to see it come out again.

Then there were the questions. How do you make those trees look so realistic? How do the trains run? How did you build that bridge? The day seemed to fly by as we spent most of it talking to people about the hobby and how we do the things we do.

Not to be overlooked were the compliments. I cannot speak for the others, but the crowds hanging around all of the layouts are a strong indication of the support they got. In our case, it was very specific. Since we are accurately trying to model a very specific place which was actually located just outside the building we were in, and since the front of the layout is festooned with photographs and descriptions of what we were setting out to achieve, we certainly set ourselves up to be judged. When the RBG's Chief Arborist came by and remarked on the quality of our trees, their placement, and the overall effect we were achieving, you could see our chests swelling.

Aside from putting my funk well into the background again, it re-enforced in my mind that this hobby is about sharing. It is about the interaction with others, whether it is the general public, our club members, the trusted few that we model with, or just our family and friends. We need others to help us make our trains operate, we need others to help us with the skills we may not have, we need to share our skills with others, and most of all we need to share our passion for model railroading.

Share your thoughts on this commentary at
editor@caorm.org



Members of the public watch the Canadian as it rolls across the yet unfinished Hidden Valley Bridge on the Bayview Junction Modular Layout.

2013 CARM CONVENTION

Tentative date: August 2013
Tentative location: Port Hope, ON

**WATCH THE NEXT ISSUE OF
THE CANADIAN
FOR FULL DETAILS**



CHAIRMAN'S REPORT

Hello everyone, I am Ian Macleod, the new Chairman of the Board of CARM. So, who is this new guy? Well, I live in a suburb of Montreal, and have been retired now for 5 years from a middle management position in Pharmaceutical Manufacturing. Apart from railway modeling, I enjoy golfing, cycling & foreign travel, especially in the winter months.

I model the Canadian Pacific in HO scale, all eras. I am a member of the West Island Modular Railroad Club (WIMRC) in Dorval, Quebec, and am also building a permanent layout at home. Its initial stages have the track laid and wiring in process. I consider myself a model builder, using many materials & techniques.

I joined CARM in 2004, when I first heard about a Canadian oriented model railroad association, and have been able to attend all the conventions so far. My name was proposed for an expanded Board of Directors last January, I agreed, and here we are. It will be fun and interesting, working with modelers from the Pacific to the Atlantic, and beyond. The one thing we all have in common is the love of Canadian Railway modeling, be it British or American Railways, modeled in Canada, or Canadian railways, modeled in Great Britain, the USA, and elsewhere.

As you have read in previous issues of the Canadian, the board of Directors has grown from the original 4, to 10. This will spread the workload over many more shoulders than just those of the original founding members. The format and responsibilities are shown in the diagram in this issue. Note there is one region, The West Coast, which has an open position. Any volunteers? It is really quite painless, and not time consuming, at least, in large doses.

We had a meeting of the new Board members last November, just before the rescheduled AGM. There was a distinct sense of energy and commitment in the room. The consensus at this meeting is that we still have the objectives that we had 10 years ago.

Specifically:

- Promoting the hobby, with a Canadian focus
- Sharing knowledge and How To techniques
- Facilitating education and promotion of the hobby
- Inspiring those within the hobby
- Encouraging fellowship among model railroaders

We recognize that the hobby generally is changing. Our Association is also undergoing changes at the Directorship level, and also the size and makeup of our membership. We have enjoyed the membership, over the last 9 years, of more than 1000 individuals. We agreed that we need to develop programs to regain and add members, and continue to promote our hobby.

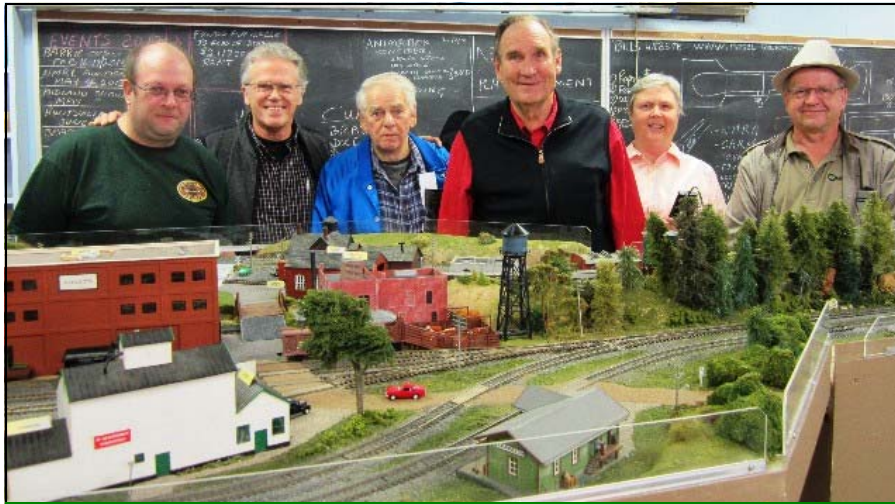
We are actively working on the following:

- Convention: We are organizing a convention in 2013. This will be in Port Hope in August. Please see the announcement elsewhere in this issue.
- Membership: we are developing a new publicity flyer and a training program for use by our volunteers at train shows, to boost membership.
- Administer Association and continue sound financial practices
- Draft a constitution
- Investigate insurance needs
- Promote Canadian Railway modeling
- Facilitate sharing our passion
- Develop the website as a key element of our association

Lastly, as we are an Association of many different elements, the Board wants to reflect those elements in our direction and guidance. That is why we are asking for input, opinions, soliciting your participation, etc. Please take note of the contacts for all the Directors, and feel free to use them!

Thank you for reading this, I hope to see many of you at the 2013 convention!

Ian



Ontario Midwestern Chapter Members, Steve Hoshel, Randy Schnarr, Lloyd Koch, Paul Korhonen, Judith King, and Dolf Roelefsen.

ONTARIO MIDWESTERN CHAPTER:

The Annual Fall Meeting was held October 21, 2012 at the Nottawasaga Model Railroad Club in Wasaga Beach. Attending were Steve Hoshel, Lloyd Koch, Dolf Roelofsen, Judith King, Paul Korhonen, and Randy Schnarr. Doug Carr, Robert McKinlay, Mike Pickup, Donald Posluns, and Graydon Hancock sent their regrets.

Our group is now eleven members, which may make it difficult to be active in the promotion of the hobby. Dolf suggested that some members of the Ontario Central CARM Chapter may be unhappy/inactive in their Chapter and be willing to join the OMW Chapter. This poses political questions. Dolf proposed that CARM redefine the Chapter borders. The redefined OMW Chapter would focus meeting venues along the Hwy 10 corridor.

Randy noted that Peter Stamford has indicated that he would not renew his membership. The departure of members like Peter who have held influential positions in our Chapter has happened quietly, without any formal recognition for their support of the Chapter. We would like to recognize the contributions of Peter Stamford (Sec/Treasurer 2007–2008), Art Ball (Sec/ Treasurer 2004 - 2007) and Randy O'Hara (President 2004 - 2008). It was agreed that we should confer an Honourary Membership to our Chapter which would confer on them privileges: access to the CARM web site and open invitation in our group activities. The recognition is to be in the form of a certificate of recognition signed by all active members and presented to each person by an officer of our Chapter. A certificate will be prepared for our Spring meeting when all those present will be able to sign their name to say thanks.

Randy stated that we have \$642.38 in our bank account. After paying \$55 to rent the meeting room and depositing \$100 from the Grey Central Club, we now have a balance of \$687.38 Steve and Lloyd sold the 4 corner sections of the chapter's freemo sections for \$160. The funds were deposited last April. Remaining sections are owned by individuals. Dolf related that members of the Nottawasaga club have been too busy to hold the anticipated clinics. The topic is held open for future discussion. The Nottawasaga Model Railroad Club has been very diligent in promoting the hobby at train shows as evidenced at the Grey Central Show, and the Barrie Show. They have committed to do the Bruce County Museum again for Heritage Day Feb 18, 2013. Steve and Randy are committed to do the Kitchener Train Show on November 4 and the Model Train event at the Royal Botanical Garden in Burlington on December 1/2. Use of Chapter funds to promote the hobby was discussed. We did not extend the opportunity to share costs of show participation. The Bruce County Museum will support some of the costs of the Nottawasaga Club to show up for Heritage Day. Contact Ian MacIntosh to investigate this possibility. Dolf will confer with his group to determine if they can also join that show.

Paul Korhonen teased us with the progress on his layout. We'll get to see it in March. A discussion regarding potential group activity venues such as Steamtown USA in Scranton Penn, or Strasburg Pennsylvania was re-visited. No action was taken to set an excursion. Some closer venues are: Port Stanley Terminal Railway, Waterloo Central Railway, York Durham Railway, South Simcoe Railway, Halton County Radial Railway, Orangeville Brampton - Credit Valley Explorer, Ontario Southland Railway, and Goderich Exeter Railway. Consider venues and select some dates and destinations for group activities. Coordinate participation at shows.

Steve Hoshel went to the convention and shared pictures taken during the tour. He also noted that CARM is looking toward having regional 1 day conventions for 2013. Dolf noted it might be possible to host if we linked up with another Chapter, although it is difficult to generate interesting venues when we are dealing with fairly long distances between

members. Consider hosting during a local train show, flea market with dealer support. The Annual Spring Meeting: March 17, 2013 at the home of Paul Korhonen in Meaford. Details to follow.

TORONTO CHAPTER:

In September, Gerald Harper, Ian McIntosh and Walter Reid (Credit Valley chapter) presented a talk on the CARM Regina convention, including slides of convention layouts and railfanning in the Regina and Moosejaw areas. In October, Andy Malette, a founding member of the S scale Workshop, presented a clinic on the construction and display of modules. In November, along with some members of the Credit Valley chapter, we visited the Scarborough Club's N and HO scale layouts. Our members were warmly received and both the hosts and the visitors enjoyed exchanging ideas on modelling techniques. In December, we began a series of operating sessions with the aim of fostering an interest in realistic operations using different methods of car forwarding. Sessions consisting of two sessions of four guests each are being held at Ed Freeman's HO scale Nipissing Southern Railway and at Willie Waithe's N-scale CN Weston Subdivision. In February, sessions are planned at Gerald Harper's CP/BNSF Joint Sweetgrass Subdivision. Among our plans for the new year are a visit to the layout of Ian Maynard (Credit Valley Chapter) and a slide show and talk by Gerald Harper on the 2012 Seattle Washington narrow gauge convention. More operating sessions and layout visits are being planned.

We have increased our efforts to promote CARM at train events. By having a CARM table at events in the past we have had some success in recruiting new members and in recovering former members. That many modellers we encountered at these events had not heard of CARM underlines the need for all of us to get out there and "show the flag" for CARM. If we can get one or two new members per event per season, it is well worth the effort. Our *ad hoc* promotions team, consisting (so far) of Dave Fleming, Gerald Harper, Ian McIntosh and Willie Waithe participated in four events (in Milton, Brampton, Bowmanville and Toronto) this fall with promising results (and we had a good time). Gerald Harper brought his HO and On3 demonstration module to the Toronto Christmas show and it was an effective crowd gatherer. We are in the process of renewing our promotional posters with the expert advice of Rock Jethwa, a recent new member who has a background in advertising.

GOLDEN HORSESHOE CHAPTER:

The Golden Horseshoe Chapter held a meeting on October 20, 2012. In attendance were Tony Czerneda, Tom Allan, David King, Gerry Wilkinson, Suzanne N, and William Campbell with guest John Jukes. The meeting was called to order at 11:45 am with Tony Czerneda in the chair. This meeting was held at the Hamilton Police Station at 400 Ry-mal Road East, Hamilton, Ontario. Tony welcomed every one to the Golden Horseshoe Chapter and introduced himself as Chair. Tony asked each member present to introduce themselves. Tony thanked Diane Allan for supplying the home made cookies for our meeting, the Hamilton Police Services for the use of the Lincoln Alexander Room at Division 3, Tom Allan for setting up the meeting and David King and Bryant Barbour for putting their layouts on display. Tony asked Tom for a treasurer's report. Tom reported that we have \$900.89 in the bank less what we spent today for draw prizes. Tom advised the group that the Room today at the Hamilton Police Division 3 Headquarters was donated to the Golden Horseshoe Group free of charge.

William Campbell passed out a flyer inviting everyone to The Hamilton Society of Model Railroaders Inc Railway Club to their new home on October 27, 2012 Tony advised that November 24, 2012 the Dundas Modular Railway Club was holding an Open House at the Legion in Dundas from 10:00 am to 3:00 pm. February 9, 2013 The Dundas Modular Railway Club is holding their annual Fleamarket at the Legion. All welcome. Admission \$3.00 per person. February 10, 2013 is the CARM Copetown Show.

Tony then introduced Dave King and asked him to say a few words. Dave advised that the CARM Annual General Meeting will be held on November 11, 2012 at Copetown. This



Photo Above: Tony Czerneda presenting Certificate of Appreciation to Gerry Wilkinson.
Photo Below: Bryant Barbour's layout.





Photo Above: Tony Czerneda presents Certificate of Appreciation to Bryant Barbour.



Photo Above: Tony Czerneda presents Certificate of Appreciation to David King.

meeting is being held because they could not do it at the convention in Regina as none of the National Executive was available to go to the Convention. Come out and meet the new directors. There will be lots of information exchanged. Dave also advised that as well as being the Chair of CARM, he is also the Webmaster. He is putting together the CARM Calendar for 2013 and there is room for pictures. If you have a picture that you would like to see in the calendar email it to Dave and if he is going to use it, he will get in touch with you to get the information he needs. David King has volunteered to do our next clinic which will probably be in April 2013. The clinic will be on electronics and will be hands on. Everyone will go home with something they have built during the clinic. John Jukes from the Dundas Modular Railway club has agreed to do our 2013 fall clinic which will probably be held in October. John is going to do a clinic on kit building. Everyone will be asked to bring some sort of small building and John will take us through the steps of properly putting it together. Tom will advise the date of the workshop and have a list of materials you will need for each

one. Remember the April meeting will also be the Annual General Meeting of our chapter and nominations for Chair and Secretary/Treasurer can be sent to Tom Allan.

Being as the coffee was ready, Tony invited everyone to have coffee and cookies and he would then introduce Gerry Wilkinson who will do a follow-up clinic on scenery.

The next GHC Meeting will take place in Hamilton in April. Date and Place TBA. This will be our Annual General Meeting and Election of Officers. If you are interested in the Position of Chair or Secretary/Treasurer please submit your name to Tom Allan. Meeting will start at 11:30 am after a layout tour. Admission is \$2.00 Guests are welcome. There will be more to follow as soon as the date has been finalized.



Photo Left: Engine on David King's layout.

PUBLICATION SCHEDULE FOR *THE CANADIAN*

The Canadian is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

Spring Issue: March 1

Summer Issue: June 1

Fall Issue: September 1

Winter Issue: December 1



BOARD MEETING AND ANNUAL GENERAL MEETING

BOARD MEETING:

The National Board of Directors met in Hamilton on November 10th at the Turner Park Library. The meeting commenced at 10 am and ran until 4 pm.

Each of the Committee Chairs made a verbal report to the Board on the current status of their portfolios, a Treasurers Report was received, and elections were held for a Chair and Vice Chair. By a unanimous motion of the elected Board Members, the Board was extended to include all Officers of CARM. Officers will continue to be appointed by the elected Board to ensure that they have the skill sets appropriate to their portfolio.

The bulk of the day was spent in a Strategic Planning Session which was facilitated by John Johnston. The results of the exercise are now with the new Executive and should help shape their decisions moving forward.

Elected as Chair was Ian Macleod of Montreal and elected as Vice Chair was Gary Baillargeon of Ottawa.

Ron Tuff and Justin Parry were kind enough to host the Board Members for a layout tour on Saturday evening. Our thanks to both of them.

ANNUAL GENERAL MEETING

The Annual General Meeting was held at the Copetown Lions Club Hall on November 11, 2012. In attendance were 20 members.

Each of the Committee Chairs presented a report on the current status of their portfolios. The new Chair and

Vice Chair were introduced and the new Board Structure was unveiled.

Report Highlights:

Financial

CASH FLOW STATEMENT (Jan/Nov 2012)

REVENUE	
Membership dues Jan 1 – Nov 1	\$11,069.59
Donation from Copetown Show	\$ 295.27
Capital portion Sponsor membership	\$ 413.55
Bank Interest	\$.16
TOTAL REVENUE	\$11,778.57

EXPENDITURES	
Newsletter (see Note 1)	\$ 5,446.38
Web/Public Relations	\$ 1,722.79
Membership Costs	\$ 216.74
Administration (see Note 2)	\$ 508.03
Chapter transfers	\$ 964.08
TOTAL EXPENDITURES	\$ 8,858.02

CURRENT SURPLUS at Nov 1 \$ 2,920.55

PROJECTED CASH FLOW STATEMENT(Nov/Dec 2012)

REVENUE	
Surplus brought forward (see Note 3)	\$ 2,920.55

EXPENDITURES	
Calendar	\$ 2,500.00
Newsletter	\$ 1,000.00
Board Meeting (see Note 4)	\$ 2,000.00
TOTAL PROJ. EXPENDITURES	\$ 5,500.00

PROJECTED DEFICIT at Dec 31 \$ 2,579.45



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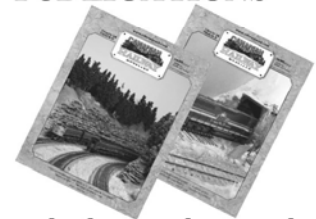
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NOTES

- 1:The expenditures for the Newsletter represent the last issue Of 2011 and first three issues of 2012.
- 2:Administrative costs are the printing and mailing costs for the Election of Directors
- 3:Projected Revenue does not include memberships which will be renewed in Nov/Dec 2012. These revenues will reduce the projected deficit.
- 4:This is an extraordinary one time expenditure for a face to face meeting of the National Board of Directors.

BALANCE SHEET (Jan/Nov 2012)

OPENING BALANCE Jan 1, 2012	\$23,494.57
Current Surplus	\$ 2,920.55
Revenue from Regina Convention	\$ 8,921.38
CURRENT BALANCE Nov 1, 2012	\$35,336.50

PROJECTED BALANCE SHEET (Nov/Dec 2012)

OPENING BALANCE Nov 1, 2012	\$35,336.50
Projected Expenditures Nov/Dec	\$ 5,500.00
Projected Convention Costs(see Note 5)	\$ 8,921.38
PROJECTED BALANCE Dec 31, 2012	\$20,915.12

NOTES

- 5:The Revenues and Expenditures for the Regina Convention are shown as an in/out on the books as they have not yet been reconciled.

Web Report

Visits to the site are in the range of 6,000 per month. The contacts have been updated and the Map will be updated to reflect zones. The Members Area will receive a new username and password. The Webmaster still needs material for events, meetings, news and other information. Thanks to everyone who has provided link updates such as hobby shops, historical groups and other sites.

Calendar

We will continue to publish the annual calendar. The calendar includes 6 model and 6 Canadian prototype images. The calendar lists official CARM events such as

sponsored conventions, sponsored shows, Chapter meetings and events, where the information has been provided. The Membership needs to participate with material for the calendar if it is going to continue to be a success.

Editor Report

The Newsletter continues to be produced quarterly in both print and electronic versions. The great majority of members continue to request the print version.

Membership Report

We currently have 349 Members of which 46 are Internet Members. Renewal and retention continue to be challenges and the Membership Chair has put programs in place to address them.

Convention Report

The Regina Convention was a huge success and when the financial books are closed it is anticipated it will be profitable for both CARM and the organizers. We are currently working on a location for 2013 and look forward to Members stepping forward as sponsors for 2014 and 2015.

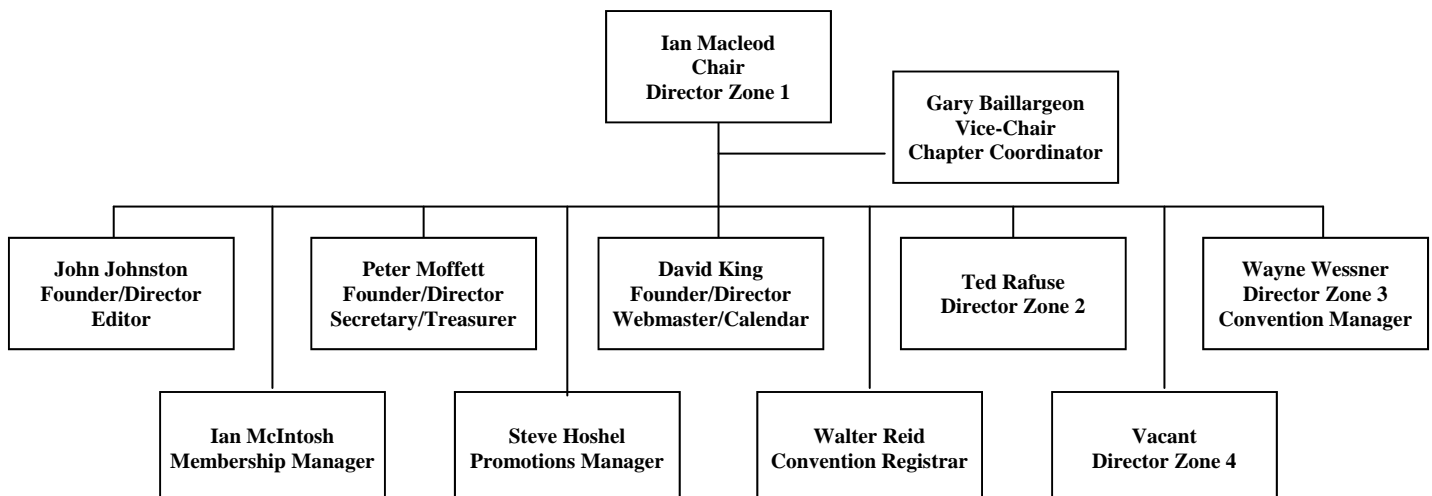
Promotion Report

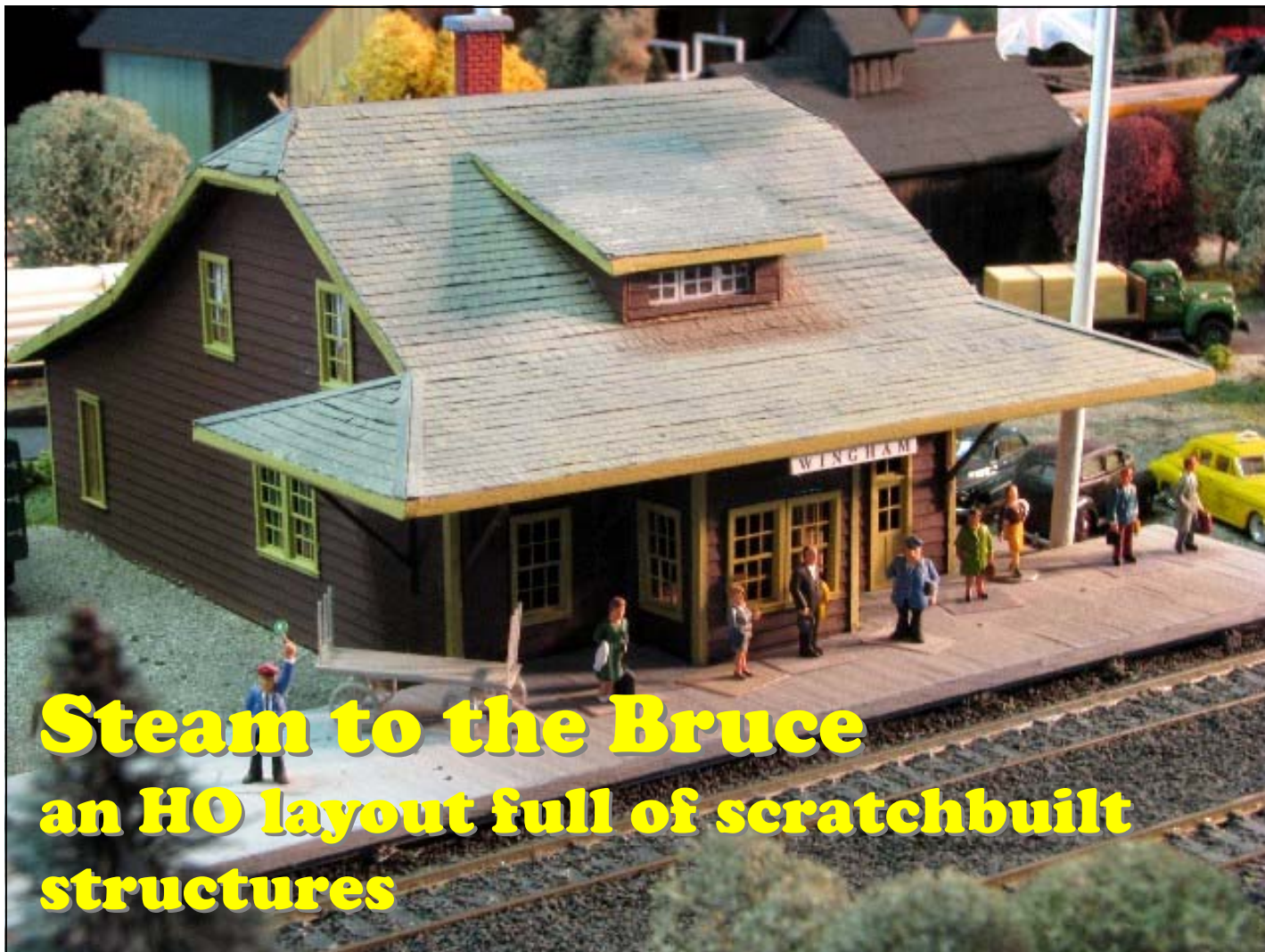
New materials are currently being created including a tri-fold handout and a volunteer's guide for promotion at train shows.

The Future

"The new Board of Directors is committed to the growth of CARM as an independent organization of model railroaders in Canada." Next October CARM will be 10 years old, what would you like to see to mark this occasion?

CARM BOARD STRUCTURE





Steam to the Bruce an HO layout full of scratchbuilt structures

“Steam to the Bruce” An HO Homage by Bill Capener Text & Images by Ted Rafuse

Bill Capener did not begin his model train experience anywhere near the Bruce Peninsula. Always interested in trains, and in model trains, his HO modelling career began in a laundry room in the late 1970s. Somewhat cramped he opted for a larger space and built several layouts that expanded in a new area usurping some of his basement recreation room. Some fifteen years or so ago he happened upon Ralph Beaumont's book, "Steam Trains to the Bruce". That volume provided the inspiration for his present layout, the feature of this article.

Not wanting to have the rivet counters on his case, he opted for CPR controlled short line, the Orangeville, Wingham and Teeswater Railway. The OW&T attempts to replicate some of the principal features of the three towns named in the railway but does not rely on absolute recreation of these locales.

Some of the modifications necessary due to the physical nature of the space include the fact that Teeswater and Wingham are on the same peninsula. They are separated by a paved road as Bill opted not to use a view block. The track plans in both locations have been altered to the space available: Wingham does not have a turntable and Teeswater lacks some of the original track work. Orangeville in keeping with limitations has been scaled down in size and some of the geographical features on the layout are not part of the original topography.

Photo above: Wingham Station is one of the many scratch built structures on Bill's layout. Working with only a partial image for his plans he estimated the size of windows and their proportion in the known part of the structure. The rest was left to his modelling skill to create this very accurate representation of this station.

Bill does however operate the OW&T much the same as did the CPR. The steam engines leave Orangeville and arrive in Wingham locomotive first. Then a run-around movement is required to switch the spurs in Wingham. When this operation ends, the locomotive pulls the train through a Y, past the whistle stop of Glenannan and into Teeswater. Again a run around move places the engine at the end of the train just brought in and shunting resumes from the front end once again.

Bill's OW&T is strictly a steam road. Some of his early locomotives are Model Power units but the ones most used on the layout are Bachmann Spectrum 2-8-0s and 4-6-0s. He has several other wheel configurations including a 4-6-2, a 2-6-0 and a 2-8-2. All units are DCC Digitrax equipped and some units have sound. All locomotives have CPR decals applied to the tenders and cabs.



Photo Above: Bill's Supertest station in Teeswater is a scratch built structure. The red Chevy is receiving under hood attention while the black roadster at the pumps is having its oil checked. Remember when gas was served by an attendant who also wiped the windshield and checked the oil, water and transmission levels?

Rolling stock consists of the usual assortment of manufacturers. To assure more prototypical CPR vans Bill removes the sides of plastic kits. He then reconstructs the sides using appropriate windows appropriately spaced along the sides. On the roof, he removes the ridges to achieve a flat roof. These are then repainted and decalced correctly and placed on the layout.

Most often two engineers can operate the railway although on occasion more are included as brakemen. Uncoupling is accomplished using KD uncoupling ramps, Rix un-couplers and/or shortened shish kabob sticks

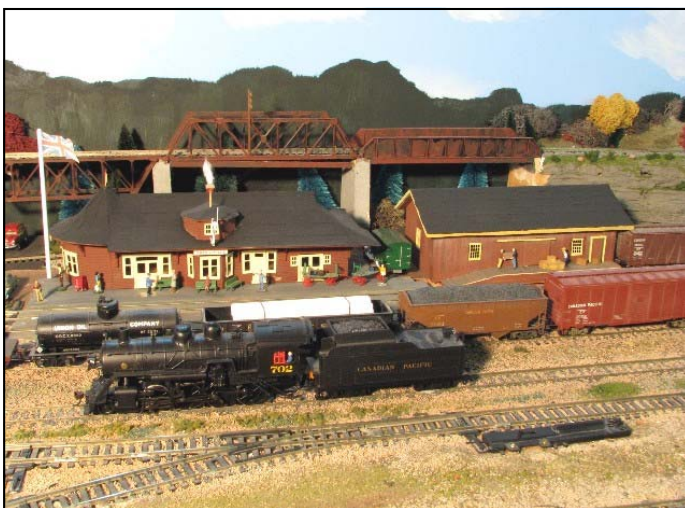


Photo Above: Orangeville station is a kit bash of Bill's while the freight shed is scratch built. The station is a busy place with people waiting to detrain and entrain. CPR 2-8-0 #702 is one of Bill's Bachmann Spectrum locomotives with DCC sound. It often sees duty on the run to Wingham and Teeswater



Photo Above: Gert's General Store is not a replica of a Bruce peninsula area business. But it is a scratch built replica of a commercial enterprise familiar to Bill. The B-A bowtie sign is indicative of a former chain of gas stations witnessed across Canada, the British American Oil Company

The bench work is quite simple as Bill often used what was at hand. The top is primarily plywood and cork provides a sub road bed. Atlas code 100 flex track and Atlas turnouts provide the ties and iron on which the wheels roll. Some Woodland Scenics products have been used to landscape the layout but Bill also uses his own landscaping material including local sand for roads and hand picked lichen from northern Ontario suitably dyed in a variety of colours. The lichen is made into trees and shrubs to adorn the landscape.

Scratch building is one of Bill's modelling loves and his skill is evident throughout the layout. By his own count there are 32 scratch built structures. Some represent structures related to the areas modelled. Other structures represent other areas that he has visited and simply liked the structures. Almost all are modelled from available photographs and this fact led him to interesting deductions as to the measurements of individual buildings. Again avoiding wood counters, he creates a pleasing visual structure which may or may not be a physically accurate rendition of the subject.

Of particular scratch building note are the four stations on the layout. They provide fine examples of his skill in this modelling facet. Glenannan was quite simple as it is but a whistle stop. Orangeville station was modified from a Lindsay station kit, the origin of which Bill no longer recalls. After some extensive modifications were complete, he discovered that had he simply reversed the station, and with little alteration, he would have saved himself considerable time and effort. But the fun is in the modelling!

Both the Wingham and Teeswater stations are scratch built. A partial picture only of each was available to Bill but his supposition and experience provided the requi-

sites to complete the structures to his liking.

With the layout largely complete that provides more time for Bill to operate the layout. He does so with a system of card forwarding. However when he does operate he scrutinizes what lies before him and often comes up with an idea that will add to the detail evident already. The latest venture was the replacement of the scene behind Orangeville station, completed but a few weeks prior to this interview. Bill also enjoys some woodworking and is a fan of railway related books and videos.



Photo Above: Bill referring to a copy of his Railway Bible, Steam Trains to the Bruce by Ralph Beaumont. This is the table where Bill builds his incredible scratch built structures.

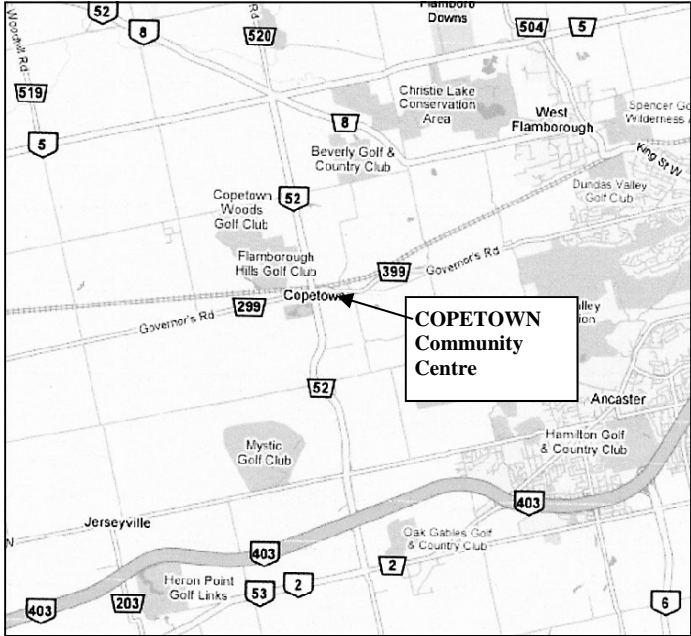



Photo Above: A bird's eye view of the Wingham and Teeswater peninsula. Wingham is on the left and Teeswater on the right. A Y track arrangement is at the far end of this peninsula which creates switching interest in this area.

Photo Below: The turntable provides a ride for one of the steaming steeds. Only one stall is vacant in the roundhouse suggesting that the sun is setting and the locomotives inside are there for the night.



COMING EVENTS





COPETOWN TRAIN SHOW

SUNDAY FEBRUARY 10, 2013 10 AM TO 4 PM

COPETOWN COMMUNITY CENTRE COPETOWN, ONTARIO

ALL MODEL RAILROADERS WELCOME

Admission \$6
Layouts, SIG's, Photo Vendors,
Displays, Canadian Manufacturers



Ontario, Copetown, Feb 10, 2013: CARM & RAPIDO TRAINS PRESENT THE COPETOWN TRAIN SHOW, Sunday, February 10, 2013, 10 am to 4pm 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. Operated by Bayview Modular Railway Group. Admission \$6. Kids under 12 Free with Adult.

Ancaster, Ontario, January 27: TH&B Flea Market, Marritt Hall, Ancaster Fair Grounds. Exit from Hwy 403 to Hwy 52 south. Follow Hwy 52/Trinity Road to Fairgrounds. 10 am to 3:30 pm. Over 120 tables of new and used equipment, books, and memorabilia. Admission \$5, Children under 12 Free. For info: John Henwood 905-335-9112

Burlington, Ontario, February 2: Burlington Model Railway Club Winter Model Railway Show, St. John's Anglican Church, 2464 Dundas St., (Hwy 5). 10am to 4pm. Adults \$5, children under 12 free with Adult. Model layouts, sale tables, displays. Info bmrclub@burlington-model-railway-club.com or Rick Groff 905-319-7703

Ontario, Dundas, Feb. 9: DMRC Fleamarket. Branch 36, Royal Canadian Legion, 280 King St. W. 10 am to 3 pm. Model trains, books, photos, and train memorabilia. Model planes, cars, sailing ships, warships, die cast. Dealers and individuals welcome. Adults \$3, children under 12 Free. For info: Tom Allen 905-575-9326 or home.cogeco.ca/~dmrc

Ontario, Essex, Feb. 23 & 24: Essex Model Train Show. 10am to 4pm. Essex District High School, 244 Talbot St. N. (County Road 24) Largest show in Southwestern Ontario. Sales, displays, collectibles. Adults \$5, Seniors & Teens \$4, Children \$3, under 3 free.

Ontario, Cobourg, March 2: Cobourg Model Train Show presented by Cobourg Model Railroaders. Lions Community Centre, Elgin St. E., Cobourg. 10am to 4:30pm Model train layouts, vendors, and displays. Adults \$5 Children under 12 \$1. For Information contact Ted Rafuse, 181 Armour Court, Cobourg, ON, K9A 4S6, or 905-372-8375 or tedrafuse@yahoo.ca

Ontario, Niagara Falls, March 3: Niagara Falls Model Railway Show, CAW Hall, 124 Bunting Road, St. Catharines, 10am to 3:30pm, over 8,000 square feet of vendors, layouts and displays. Admission: \$5.00 per person, children under 12 free when with an adult. Free parking, drinks and food available. Directions: Take the QEW Niagara and exit at Thorold Stone Road East. Turn right onto Dorchester Road (south). Turn right at the second set of traffic lights. Optimist Park is on the right side. For information 905-357-6539 Email: info@nfrm.ca Website: www.nfrm.ca

Ontario, Brantford, Simcoe, Port Dover April 13: 7th Annual Brantford, Simcoe and Port Dover Model Railroad Layout Tour. 9am to 5pm. \$5 per person, children under 12 free with Adult. Preview the tour book at www.brantfordmrrclub.com after Feb 1. Proceeds to Brant Food for Thought. Tickets can be purchased after March 1 at Paris Junction Hobbies, Broughdale Hobby, Credit Valley RR Co., Dundas Valley Hobby, Modeller's Choice, Otter Valley Railroad, and the Train Cellar. On April 13th tickets can be purchased at the Brantford Model Railroad Club and at SLN Hobbies 51 Newport Lane, Port Dover.

CALL FOR CONVENTION SUBMISSIONS

Conventions are one of the things that most CARM members have indicated are important to them and the survival of the CARM organization. Our annual convention gives us the members not only the chance to get together but the opportunity to learn and exchange ideas. Upcoming years are in need of CARM members or Chapters to host our annual conventions. If your CARM group or chapter has an interest, needs some assistance hosting or has questions on how to host a convention please contact me at wwessner@accesscomm.ca. I will be contacting all chapters at summer's end so that you can take it forward to your members at your next chapter meeting. Remember together we are strong.

Wayne Wessner, Convention Coordinator

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Gilead Northern Railway

Built by Mike Glover

“a layout focused on the details”

Text & Images by Ted Rafuse

Without even observing Mike Glover's HO railway, the name intrigues. The Gilead Northern Railway. It begs for explanation. The source emanates from Edgar Allan Poe's novel, *The Raven*. During a challenging time in his life, Mike was reading Poe's work and the sentence, "Is there balm in Gilead?" struck him. The interpretation suggests, "Is there any hope for the future?" That thought stayed with Mike as he was able to answer, yes, there is hope and optimism for the future. He eventually found that sense expressed in model railroading.

Gilead is reference to a Biblical town but in keeping with Poe's inspiration, Mike, topographically, set his layout in the eastern Georgian Bay area. To enhance the geographical plot, the railway became the Gilead Northern. A variety of layout structure names enhance the aura of the near north Ontario Georgian Bay region.

Years ago Mike bought a small model railway for his father. Father did not seem to be too interested so he acquired the set. The Tyco set grew like topsy, on a table, then all over the place. As it was growing Mike discovered that he really liked what he was doing in model railroading.

The town of Gilead was the starting point for Mike's initial significant foray into model railroading. At that time Gilead was a single module about 6 x 2 feet so he often removed it from his home to display in local model train shows. When he did so the overwhelming public comment always focused upon the remarkable details and mini-scenes displayed. People literally stopped and stared not wanting to miss any facet of the display.

Gilead is now a permanent fixture, part of the round the attic layout. Gilead lies at the end of the run from Nickel City with the community of Big River between the two end points. These latter two town names should further set the locale for people familiar with this area of Ontario.

The insulated attic provides the setting for the layout which runs along all four walls save for one section left open to allow access to another part of the attic. With a filler bridge, operation can be a continuous loop. This mode of operation he sometimes performs when on his own.



Nickel City at Noon! The streets are congested with road traffic and the café is experiencing its lunch time rush of patrons. On the track level even the yard shows no rail activity. The crews have deserted to the station lunch counter. Its roof impinges in the lower right of this image. The narrow streets of Nickel City near the yard creates much vehicular and pedestrian traffic. The Town House Tavern has a full house perhaps due to the great food and tap beer. Come one o'clock the lunch time crowd will disappear and a quieter patrons will invade the premises for their ritual barley brew.

Gilead was built on 1x2 inch framing material while the rest of the permanent layout is built on plywood and foam insulation as the base. This allows for almost a scale mile of run for the trains. Styrofoam insulation was used as a scenery base elsewhere on the layout.

The layout is electrically DC, powered by MRC Tech 4 power sources. Three Aristocraft wireless throttles provide operating power to the layout. There are four electrical blocks in the layout.

Rail is mostly code 100 with some code 83, 75 and 70 added in more recent years. Turnouts, mostly Peco, are typical although some Walthers code 83 turnouts have been added where that track is used. Push-pull links operate many of the turnouts, some are moved by Caboose Industries switch machines, and one that Mike especially likes is by Alder Models. It turns the target while moving the points.



The interior of Cricket's Motorcycle as befits Mike's attention to detail.

The hallmark of the Gilead Northern Railway is the phenomenal detail and weathering that appears throughout the layout. All locomotive and rolling stock have weathering to various degrees as do the structures and automobiles that abound in the myriad mini-scenes. Mike details some of his rolling stock to reflect where they have been, at least long enough to have chalked a town or city name on them. One example, a box car with Med Hat, painted on by fine brush, to represent a chalk mark on real piece of rolling stock.

Most of the structures have been scratch built. Some fit a particular location. Some replicate particular structures of the Georgian Bay area. Some represent other parts of Canada that he has visited. Some are named after family members, some honour friends, some are Sudbury names. Whatever the names all are extremely well detailed. Many have complete interiors as well interior lighting. Street and sign illumination abounds on the layout too.

A lingering few steam locomotives still operate on the layout, especially the dedicated switcher at Everett Mining. Elsewhere first generation diesels prowl the line, mostly Bachmann Spectrum in origin. Rolling stock consists of examples from Athearn, Roundhouse, Accurail and True Line. All have been weathered to some degree.

Mike is a member of the Northumberland Round Robin Railroaders group. On a NRRR night operation may appear simple but time to complete a session suggest that switching is not so simple. One crew is assigned to Nickel City yard, given a switch list, and informed to complete the necessary shunting moves. A second crew will take the way freight out onto the mainline and provide the necessary switching moves at Big River and Gilead and then return to Nickel City.



Mike the model railroader is also an avid Norton motorcycle fan as he shows off his colours for the latter in his T-shirt.



From a perch on the Canadian Shield the photographer looks over the Whitefish Hotel, a local biker haven. Here cyclists proclaim the merits of their particular hog. In this seedy part of town behind the hotel lies a portion of the Nickel City yard. The ore cars in the background have been filled at Everett Mining and await a freight to remove them beyond.

Having viewed the images accompanying this tribute to Mike's prowess you should be aware of his profession. It helps to explain the visual appeal of his meticulous layout. Mike is an artist. This helps to explain his devotion to colour and nuance and detail. His gallery is in Grafton, Ontario, in the Lawless Gallery. You can also visit his work electronically at www.meglover.ca. Be sure to scroll through his gallery tabs for the rail scenes.



A street scene in Gilead. Zoe's Hardware, named after Mike's daughter, has a fully furnished and lit interior. The Queen's Hotel built in 1929 similarly has a lit and furnished interior. How many readers recall the days of Supertest, a Canadian oil company? One end of the town of Gilead captures Mike's attention to detail which is evident throughout the Gilead Northern Railway. Zoe's Hardware, the Queen's Hotel and the Supertest gas station all have interior lighting and details. The 'industrial' end of Gilead displays a number of Mike's scratch built structures including the Devereaux Coal Ltd, an enterprise honouring Pat, Mike's wife.



A street scene in Gilead. Zoe's Hardware, named after Mike's daughter, has a fully furnished and lit interior. The Queen's Hotel built in 1929 similarly has a lit and furnished interior. How many readers recall the days of Supertest, a Canadian oil company?



There certainly is a mound of metal at Kelly's Scrap Metal. The cranes are kept busy filling the Algoma Central Railway gondola which will shortly be removed from the yard and taken to the steel mill in Sault Ste. Marie. Three cranes in action. Mike built all three from kits. One crane was given to him by another modeller whose frustration overcame him to the point where he simply wanted to get rid of it! Mike accepted the challenge, built it, weathered it, and has placed it on his layout.

Railfanning in Western Canada

By Ted Rafuse with Robin Lerpiniere

Images by Ted Rafuse



The eastbound Canadian surprised us as we mounted a hill near Neola, SK, to the east of Biggar, SK. Locomotives 6458 and 6410 lead an all stainless steel consist including three Skyline dome cars and a trailing Park car. The near track is CP's Wilkie Sub part of their secondary Prairie mainline.

For a number of years two Eastern Canadians, Robin Lerpiniere and myself, have railfanned in various locations. Late in May and early June of 2011 we undertook a sojourn to particular areas of Canada's prairie lands. In particular we wanted to follow a portion of CPR's secondary mainline between Portage La Prairie, MB, and as far west and north as our time frame would allow.

In adopting this general guideline we knew that we could also, by various short detours, observe CNR's secondary mainline, the old Canadian Northern Railway line to the north. And the CN mainline, originally constructed by the Grand Trunk Pacific Railway, was just an easy drive southward. Really what we wanted to do was simply watch trains but this concept gave us a little structure to our plan. So with scanners and cameras in the back of my SUV, we left home from east of Toronto early one morning heading north and west.

Due to extensive spring flooding experienced in some areas of the Eastern Prairies, we had concerns regarding highway travel in some locations. We did witness the Assiniboine River still largely in flood on major portions of its meandering route but fortunate for us we did not have to divert from our primary course. We did observe that many fields were still saturated and that no crops appeared to have been planted. This fact we felt certain was disastrous for the regional farmers and ultimately for our collective pocketbooks in relation to any future wheat product purchases.

This article is a photographic essay of a portion of what we railfans witnessed on our ten day journey witnessing a portion of the railway lines in Western Canada. Perhaps one or other images will prompt a modelling scene for you!



Still a long way from exiting Ontario we came across the first train of our journey near McKerrow, between Sudbury and Sault Ste. Marie. This former CPR line is now operated by the Huron Central Railway. CP 5857 and HC 3013 are heading an eastbound freight of four cars. Perhaps this is an example of substantial over power for the number of cars behind the locomotives!

These CP units are idle in a siding, basking in the mid day prairie sunshine. With no crew and no engine noise, CP 9678 and 9531 await a new crew at Newdale, MB, west of Minnedosa, on the Bredenbury Sub. With a new crew they will to continue their eastbound journey.





Photo Below: Sometime when least expected, the unexpected occurs. In this scenario, an early GMD switcher appeared in reasonably fresh paint garb. The bold red Pioneer letters on the cowl easily made evident the ownership of the unit which was photographed near Yorkton, SK, adjacent to the Wynyard Sub.



Photo Above: With unusual fortune in all of our railfan trips have we have seldom experienced rain. However on this trip our good luck ended and we experienced a full day of rain in central Saskatchewan. From the platform of the abandoned station at Melville, SK, CN 2236 is leading 8874 as they bring their consist to a gentle stop in order to change crews. Within moments the new crew notched the throttle up and the train continued its eastbound journey along with DPU 2311 at the rear.

Photo Below: This image, if it does little else, should disprove the eastern conception that the prairie is simply an area of table top flat land. Here near LeRoss, SK, on the Watrous S/D westbound CN units 2699 and 8802 glide across a wooden pile bent steel topped trestle that bridges a small body of water.





Photo Above: On CN's Watrous Sub near Biggar, CN units 5662 and 2441 lead a mixed freight eastbound. In the foreground the wind wafts last year's decayed vegetation. In the background a clump of leafy trees protects a farmstead from the wind that blow above the undulating prairie landscape behind the train.

Photo Below: The impressive Battle River Bridge at Fabyan, AB, near Wainwright, AB, is a magnet for any serious railfan. Rolling onto the west end of the CN viaduct are units 2658 and 5862 with an eastbound train of hopper cars loaded with coal. Out of sight in mid train is a DPU. The Battle River has scarred the landscape with a deep gorge in the landscape that the Grand Trunk Pacific crossed with this marvellous example of bridge technology.





Photo Above: Train #314, a mixed freight led by engines 2202 and 2425, is reflected in the water along a part of the Rivers Sub to the east of Melville, SK.



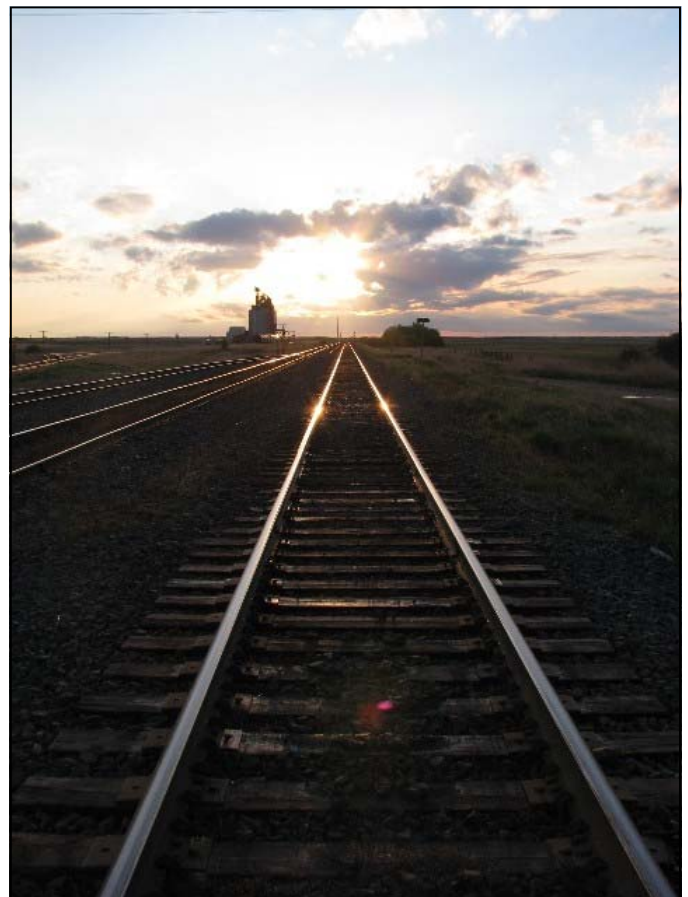
An unusual sight these days is modified GMD-1 1429, class GR412b, coupled with another modified unit, 7016, class GS 418b, both engaged in yard work at Melville, SK



Above: Just east of Rivers, MB, intermodal train #199 crosses the spindly appearing viaduct across the Minnedosa River erected by the Grand Trunk Pacific as it built northwest from Winnipeg across the prairies.

Below: At the cut near Neola, SK, on CP's Wilkie Sub, CP 9668 and a sister struggle up the grade with their mixed freight trailing behind

Right: We easterners believe this to be an archetypal prairie sun set. While there is no train present, the fading sunlight glistens off the shiny steel rails and silhouettes a contemporary grain storage facility along CN's Watrous Sub near Biggar, SK.



RBG CHRISTMAS TRAIN SHOW

My own Bayview Junction Modular Group, Steve Hoshel and Randy Schnarr with their switching layouts (also their photos), the N Scale Roadshow, the S Scale Workshop, the Dundas Modular Club, the Burlington Model Railroad Club N Scale Group, and Chuck Faist participated in the first ever Train Show at the Royal Botanical Gardens in Hamilton/Burlington. Over 1600 people took in the show, mostly families with kids. When you look at the faces below it reminds you of model railroading's continued hold on the imagination of the young and the "young at heart".



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Royal Botanical Gardens G Scale Display Layout

The Royal Botanical Gardens in Hamilton, Ontario has installed a G Scale display layout designed and constructed by Applied Imagination of St. Louis. Everything on the layout with the exception of track, electrical, and rolling stock is constructed using natural materials. The layout is the centerpiece of their Xmas Display. In conjunction with the Display a Train Show was held on the first weekend of December featuring layouts from the Bayview Junction Modular Group, the Dundas Modular Group, the Burlington Model Railway Club, the S Scale Workshop, the N Scale Roadshow, and Chuck Faist. Steve Hoshel and Randy Schnarr were there with their switching layouts and over the course of the weekend gave out hundreds of CARM Junior Engineer Certificates.



Photo Above Left: by John Johnston: Overview of the G Scale layout. All buildings and bridges are made from natural materials.

Photo Above Right: by John Johnston: CN Tower on the left and Niagara Falls (real water) in centre of photo.

Photo Bottom Left: by John Johnston: Walkway through layout. Parliament Bldgs., can be seen in the centre.

Photo Bottom Right: by Steve Hoshel: You can see 3 of the bridges which allow visitors to walk under operating trains.

