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WINTER 2014 ISSUE #46

2014 CONVENTION—THUNDER BAY—SEPT 30, OCT 1 & 2





THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

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FRONT COVER

Top Photo: Dolf Roelofsen helps kids earn their Junior Engineer Certificate at the RBG Train Show.

Bottom Photo: Gerald Harper shows a youngster where a car is to be set out. Both photos by Randy O'Hara

MEMBERS AREA PASSWORD (effective JAN 1/2013)

USERNAME: gondola
PASSWORD: hopper

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john johnston: editor

ABOUT MANY THINGS:

Hi everyone, it is the week before Christmas and like most guys I haven't gone shopping for my wife yet. That is except for the new washer and dryer that was delivered yesterday. Went out on Black Friday to buy the pair that was on sale for \$799 and of course came home with the Super Duper pair that cost \$1800. I shouldn't say too much however, since she never complains when I come home with 3 new F units to join the who knows how many that I already have.

It has been a hectic year as my wife's Mom had been seriously ill since March, hospitalized for 6 months, before getting into a nursing home, and finally succumbing in mid November. Through it all we have had to cope with everything else in our life. We had contracted for home renovations last winter to take place this summer and so our home was in chaos from June to September. We got our house back just in time to take our grandkids to Florida and Disney World for two weeks. That was followed by 4 weeks in Myrtle Beach and time kept marching by.

On getting home, the grandkids were over to visit and on coming through the door made a beeline for the layout room. I patiently explained to them why nothing was running and in a moment of weakness promised that they would be able to run trains by Christmas. That didn't seem to be too large a promise at the beginning of November, but then Mom died. That was followed by

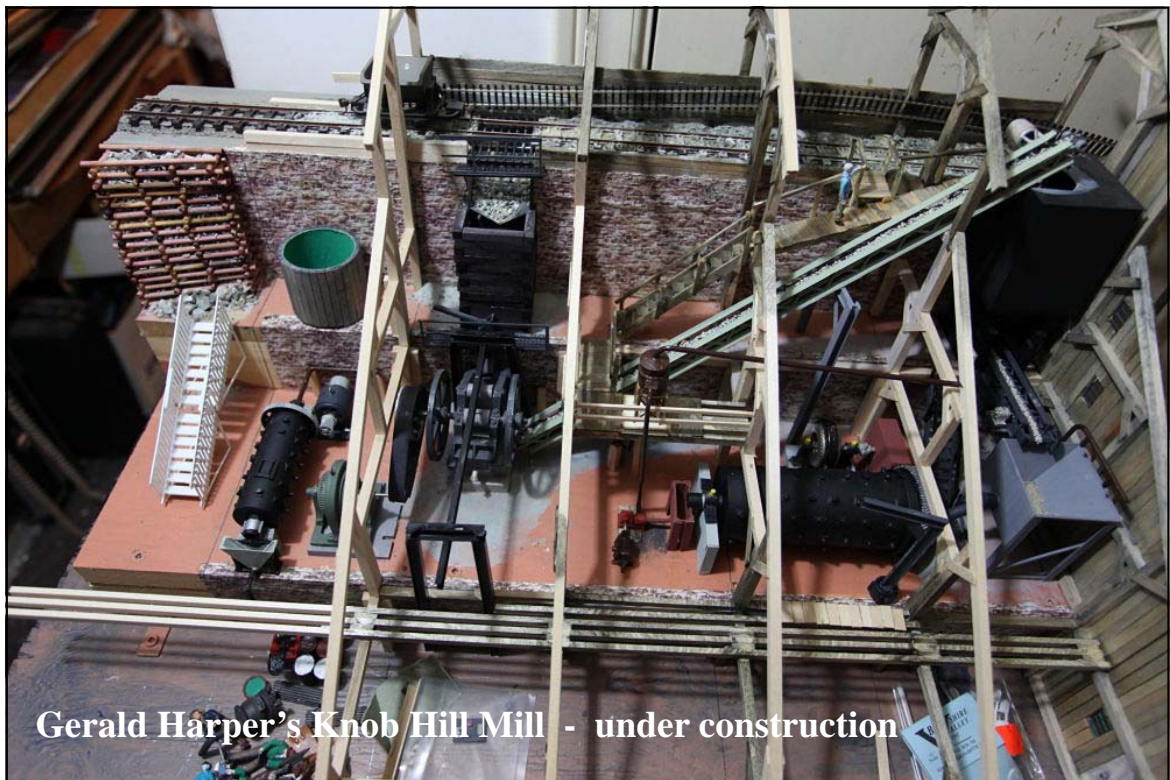
getting ready for the Show I run at the Royal Botanical Gardens and the Copetown Show, to say nothing of preparing this Canadian to go out in the mail before Christmas.

Into this chaos stepped my buddy Justin who is a track laying genius and working Tuesday's and Thursday's, him track laying, me wiring, we are down to the last 10 feet to be fully operational. It's unfortunate he won't be here Christmas Day when the boys go downstairs and run those first trains over the length of the new mainline. I am looking forward to seeing their faces. Nothing like a deadline to get things done.

Like all of you I was watching the news yesterday when the announcement was made about the major changes and price increases by Canada Post. It is still early, however, if the cost of postage is in fact doubling, it calls into question the entire cost model we use for the Canadian. We'll have to see how this one plays out.

Like many of you I use Atlas track components, Code 55 in N, and Code 83 for our HO Modular layout. The lack of track has been problematic, however, the lack of rail joiners has been a nightmare. Even with the track there has been no way to get it together. Thank goodness, I had a supply on hand.

This issue has been prepared in a hurry, so apologies in advance for any errors or omissions. Have a great Xmas and a Happy New Year. **John Johnston, Editor**



Gerald Harper's Knob Hill Mill - under construction



CHAPTER REPORTS

Toronto Chapter:

On 10 April we had a second operation session at Gerald Harper's layout. As usual the session was fully attended and everyone had a good time. Thanks again Gerald. On 30 April we visited the HO scale club layout of the Lakeshore Model Railroaders Association, hosted by Steve McCoy and other club members. The visit was well attended and included some members of the Credit Valley chapter. On 10 May, we had a very enjoyable visit to the York Railway Modellers extensive and impressive layout. The visit was well attended with 18 of our members and several others from adjoining chapters as our guests. Operations by car card was enjoyed by many, thanks to the efforts of the club members who had set up everything in advance of our visit. In June, we had our Annual General Meeting and barbecue. In spite of threatening rain, the sun came out and we were able to proceed with the outdoor barbecue. As usual, Bill O'Shea and Keith Martel were a great help with the preparation and cooking and Christiane Dauphinais was our gracious host. Joan McIntosh and William Waithe were re-elected for the final year of their three year mandate.

In September, along with several other clubs and CARM Chapters, we participated in a steam train excursion sponsored by the Blue Water chapter of the Southern Ontario Locomotive Restoration Society and the Waterloo Central Railway. Our thanks to Steve Hoshel of the Board for alerting us to this event.

In October, we had a talk by Gerald Harper on the progress of the building of the railway to Pearson Airport and a presentation by Tim Flynn of the CRHA Toronto and York Chapter on the history and present status of the Arcade and Attica Railway, a short line in New York State. The presentation was held at City Hall and over twenty people attended, including members of the Toronto And York division of the CRHA and of the Credit Valley Chapter. Our next meeting will be a visit to the HO Model Engineers Society (HOMES) re-built club layout in Hamilton on 12 November.

Planned for the spring is a another visit to Mike Walton's layouts in May. Mike is a member of the Credit Valley and holds regular operation sessions with his colleagues on his British railway, one of his three (including live steam in the garden) layouts. Keith Martel plans to present a talk on track and layout design of garden railways. Submitted by William Waithe, Chair.

Midwestern Ontario Chapter:

On October 17 the Midwestern Ontario chapter met with

seven members in attendance. The meeting was intended to be small on business and big on interaction of ideas. By all accounts it was successful.

On the business side, our finances are in good shape, bolstered by a cheque from the Grey Central Railway Club for our participation in their Fall Show. Our membership is up with a new CARM member, Jade Wassink, our youngest member at 6 years old, and Walt Annett, an existing CARM member transferred to our Chapter.

The Grey Central Show was held on September 21. The attractions at the show were the Grey Central layout, the Nottawasaga Club layout, the Switching Challenge, County Line Caboose, TVR Distributing and a selection of used modelling hardware. Traffic was down a bit at 98 (107 in 2012) due to bad weather. Local businesses supported the show with funds to advertise the event on local radio and in newsprint.

On the interactive side, Randy Schnarr showed a large collection of photos taken from the Convention layout tour. The photos sparked considerable discussion and were a perfect lead in to a new activity for our group, the Project Challenge, something learned from members of the Peterborough Railway Club while on tour. The idea is simple. All members build a project and present it at our next meeting in April. To get started, we did not put on any limits, just build a project to tell a story and present it to the group without a name attached. Our challenge is to determine who built each item. *It is not intended to be a competition.*

We walked away from the meeting with our heads full of ideas and a challenge with a time line attached and a

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sense of achievement. It was a good meeting. Submitted by Randy Schnarr, Secretary - Treasurer.

Golden Horseshoe Chapter:

The Golden Horseshoe Chapter held a meeting at the Dundas Valley Legion Branch 36 in Dundas, Ontario. Two layouts were on display before the meeting and clinics were presented at the meeting. The layout tour started at 9:00 am and we visited the layouts of Barry Kelly in Hamilton and Bob Rivers in Ancaster, Ontario. Both excellent layouts.

The meeting at the Legion started at 11:30 am Dave King from the National Executive told the group that he is again putting a calendar together and is looking for pictures for the calendar. If you are willing to send in a picture, and a 50 word description of the picture, what

camera you used, the setting of the picture. He is not looking for magazine quality but decent pictures. Dave also told the group that, the Port Hope convention went well and they actually made a little money. Next year the convention will be in Thunder Bay, Ontario and will be held in September. National Executive will again be running the Convention. Tony asked if there would be a show at Copetown in 2014. Dave responded that there would.

A clinic was presented by John Jukes on building a kit. The clinic lasted for 2 and ½ hours and those attending really enjoyed the clinic.

Next GHC Meeting – Hamilton Area in March/April 2014. Date and Place TBA. This will be our Annual General Meeting and election of Officers for the Golden Horse-

Photo Below: Barry Kelly's layout.



Photo Below: Bob River's layout





Photo Above: Ron working on his kit.



Photo Below: Tony presenting Certificate Of Appreciation to John Jukes

shoe Chapter. Please notify Tom Allan if you would like to put you name forward for Chair or Secretary/Treasurer. David King will be continuing with his electronic clinic and will be doing a track occupancy detector circuit. More info to follow when details are completed.

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. For information contact: Tom Allan at: thomaseallan@shaw.ca or 905-575-9326

A Call for Image Submissions for the 2014 CARM Calendar

If you have an image that you would like to submit to us for use in the 2014 CARM calendar please read the following. We need 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes. These images need to be in sharp focus for most of the image, well light, well composed and of interest. Images should have a minimum resolution of 2000 pixels in width and 1300 pixels in height, landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. To submit an image for consideration follow these steps.

Submit a small JPG image (less then 100kb in size) for consideration

Obtain all of the information about the image including:

Location

Date

Photographer

Camera stats

Owner of items in the scene

description of scene

Once accepted send the large file as a JPG, RAW, TIFF, etc.

Send your submissions to calendar@caorm.org

London and Area Chapter:

A meeting was held on Sunday, October 27, 2013, at 2:00 PM, at the homes of Bob Robilliard and Jason and Rob Essery. The members of the group who attended the recent National convention in Port Hope over the summer thought it was very well done, and all who went enjoyed themselves. The convention had excellent accommodations, fantastic layouts, good clinics and presentations, and the food was mouth-watering! Congratulations to those who organised the convention, and everyone is also looking forwards to the convention in Thunder Bay next year.

Treasurers' Report: Everything is good as gold, and anyone who still needs to pay Bruce Harmer for the Waterloo Central Trip please let him know. Some road trips have been discussed and here is a list of ideas: OSR shops, Aberfoyle Junction, road trip to Michigan (Michigan Central, Chi-town Union Station, Detroit model railroad club, Mike Burgett's C&O), Halton Radial Railway, Credit Valley Explorer, Scarborough Model Railroad club, Weston model RR club, a cross country tour, Goderich railfan tour, etc.

We will going to be setting up some tables at some of the upcoming shows to get our name out, one of which will be the Paris train show, so let the Esserys know if you are able to attend. Upcoming dates: January 2014 -John Kana-kos? TBA, May 10th 2014 - Robert Langlois, July 5th- CARM Chapter picnic at Bruce Harmer's. Submitted by Jason Essery.



CHAIRMAN'S REPORT

It seems to have been a quiet time since the previous Canadian, each individual working on their personal projects and priorities. As for my personal projects; the scratchbuilt brass gondola is progressing slowly, my meager soldering skills need more work, but I am moving forward! My home layout has been cleared of all extraneous stuff, on top off, and below, ready for the next section of 3% grade to be installed.

The promotion guys are attending train shows, promoting the Association, and the hobby, with member volunteers helping man the tables. There is no loud self aggrandisement, simply taking care of business! Congratulations, Guys!

The executive have been meeting to put the Fall 2014 convention in place. This convention is specifically scheduled to enable the attendance by more members who still work for a living. More on this is elsewhere in this issue. As I have written in the past, the real benefit of CARM membership is the personal contact with fellow modellers, through the CARM Chapters and affiliated clubs activities. If you are wish to be more involved, contact the leaders of your chapter, see the CARM website for their contact info.



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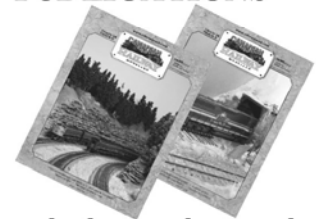
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HOME LAYOUTS AND CONVENTIONS

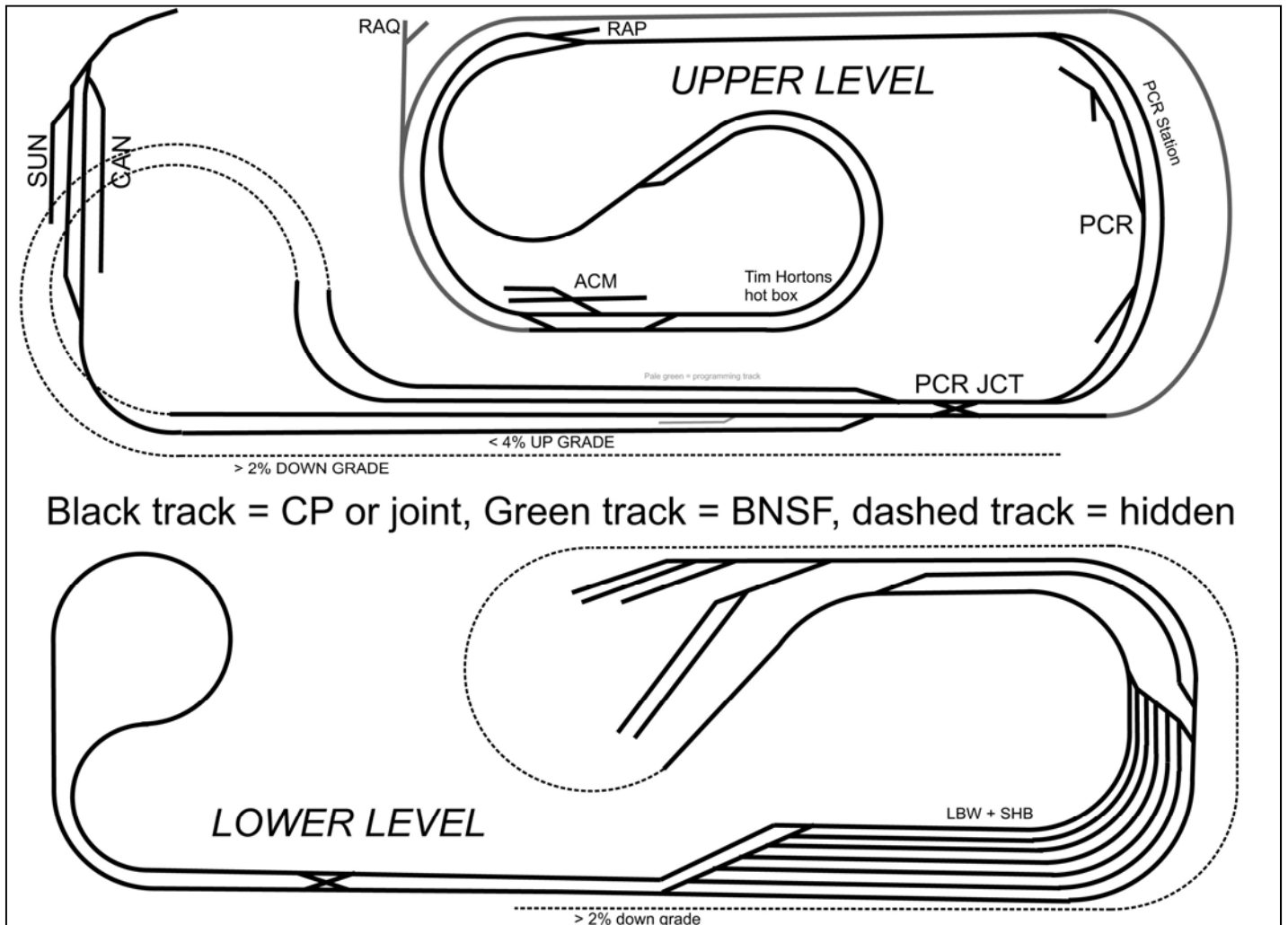
BY GERALD HARPER

Having displayed my layout at two model railroading conventions (Maple Leaf 2003 and CARM 2010) I can now look back and observe several common aspects to both experiences. Firstly volunteering ones layout to be on display is a terrific driver to get layouts built. Secondly it is very rewarding as all the visitors who see it provide constructive comments, ideas and suggestions and become part of ones wider network of hobby colleagues. Thirdly it forces one to apply discipline to the construction process to get a minimum amount of construction completed and to ensure that the layout operates in a foolproof manner.

That third point is worth elaborating on as, in each case, I found that it didn't operate in a foolproof manner. How many of those operational failures were the result of attempting to do too much construction and not enough trouble shooting is debatable but I believe that those

who visited my layout were pleased to see the high percentage of completed scenicing and interpret for themselves the objective of the layout. When I attend other conventions and scan the guide to layout tours before planning my drive around I eliminate any layout with scenicing only 10% complete.

During the open house one is rarely going to have more than one train operating, in a simple loop routing (if that is available to you) so that you have almost all your time available to answer questions, go to the door to welcome other visitors, etc. It is important it is to have a pencil and paper handy at all times to make notes on what worked well and what failed or caused problems during the display periods. After all the long evenings of construction leading up to the convention it is almost inevitable that after the convention construction comes to a complete stop and it will be probably six months or more



before one picks up construction again. That is when the notes come in handy.

Hand outs: Prepare a written hand out for visitors and for your own benefit. Sitting down to describe your layout and making a simple track plan helps order your thoughts as well as being very much appreciated by your visitors. The track plan could show gradients and curves radii as well as town names. The description should include the fantasy information about the setting, degree of proto-typicality, period modelled and the technical information such as DC or DCC system, switch control systems and construction methods. While most people have computers and word processing programs so can write the text and import pictures, very few have graphics programs capable of creating track plans. This can be overcome by drawing a simple marker pen line diagram and then scanning the page. It does not have to be to scale nor full of coloured scenery indicators. The example from my layout is accompanied by a text page which describes the curve radii and amplifies the names of the abbreviated locations.

Switches

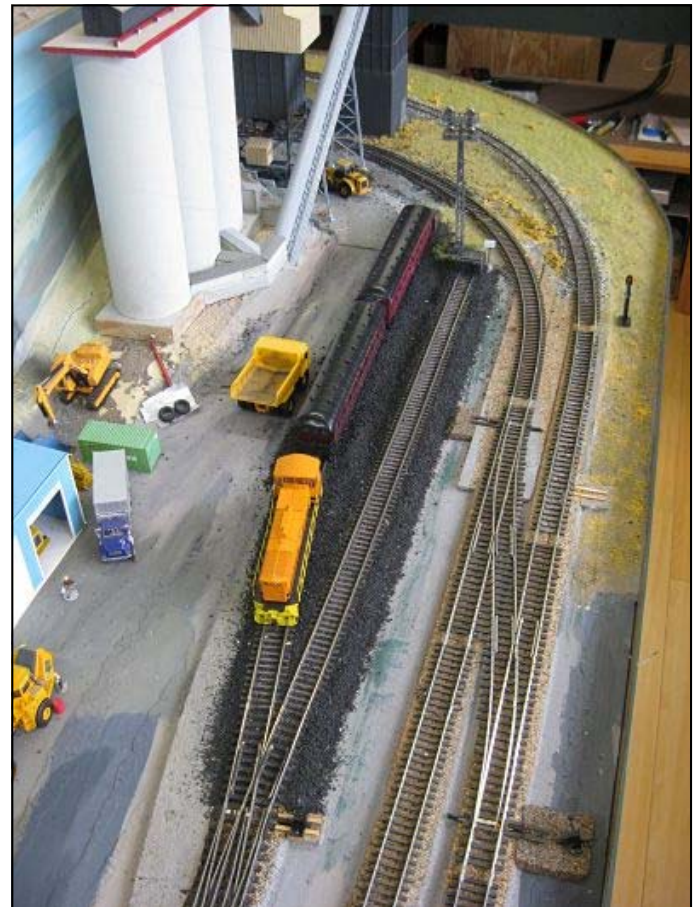
I want to draw your attention to PCR JCT or Pincher Creek Junction. This junction is critical to the smooth running of almost every train everywhere and is vital to facilitating moves between levels. As a result we spent a lot of time and money installing the best items initially. During the convention open house it worked extremely well until almost the end when one of the eye holes in the switch for the wire rod from a switch motor tore apart due to the excessive torque of the switch motors.

For several months after the convention we pondered how to fix it without completely rebuilding the whole switch system. We finally cut out the whole switch complex and its underlying structural frame. Then we rebuilt all the switches with printed circuit board ties soldered to



the track and then mounted the set of switches on a laminated sheet aluminum / plywood / cork panel with the switch motors mounted on the underside and all wired up with a connector plug so that the whole thing could be lifted out for future repairs. The use of the laminated metal base provided for an extremely rigid but thin sheet which allowed the switch motors rods to be shortened. (See picture)

Another problem we discovered was the tightness of the radius of curvature on the inside track for a curved switch. The picture of the coal mine area shows the curved switch as it was and the subsequent picture shows the rebuilt revised switching layout.



Trains safety

While visiting an open house layout during the Narrow Gauge Convention in Hickory, North Carolina, this past September I joined into a fascinating conversation about the history of building a large club layout. The person initially in charge of scenicing wanted the track to be al-

ways at the front of the layout with nothing to obstruct the view. The person who took over had the opposite viewpoint and the layout we saw reflected his efforts. I do not want to push one view or the other but I do want to mention train safety as an expensive issue. If the track is close to the edge then a derailment is likely to send an expensive locomotive a metre or more down to a hard floor. That will inevitably do some damage. If the track is pushed back a bit then it lessens the likelihood of the long fall and if there is some scenery then it acts as an additional barrier to derailment damage. Some modellers like the appearance of a train that appears and disappears between scenic elements. Lafarge ready mix plant and a Tim Hortons provide such an effect on my layout as shown hereafter.



Another safety aspect to adhere to if at all possible is on bridges, particularly single track bridges. Keeping the bridge straight and installing guard tracks will help immensely. Those guard tracks work at full scale and HO scale. Curved bridges provide more opportunity for a derailment to occur and depending on the drop it could be expensive. Another protective measure for your locomotives and cars is to have a vegetation filled gully under the bridge rather than a hard sheet of plastic water. The vegetation cushions the fall of the train.



der the bridge rather than a hard sheet of plastic water. The vegetation cushions the fall of the train.

At the start I noted that discipline in the construction process is critical. The team working on my layout worked regularly every Wednesday evening on construction for well over a year. I would like to express my gratitude to Tim Harrison, Harold Kemp and Zen Pozniak who all contributed so much. This team had the great advantage that they all brought different skills to the construction process and we quickly accepted what components of the work would be done by one team member or another and had confidence in that team member's ability to execute that part of the work.

In a second part to this article I plan to discuss some more aspects of building and operating the layout including selection and implementation of a DCC system. Hills and helixes as the way to get from one level to another



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streamway valley railroad an inspirational G scale outdoor layout

text and photos by Ted Rafuse

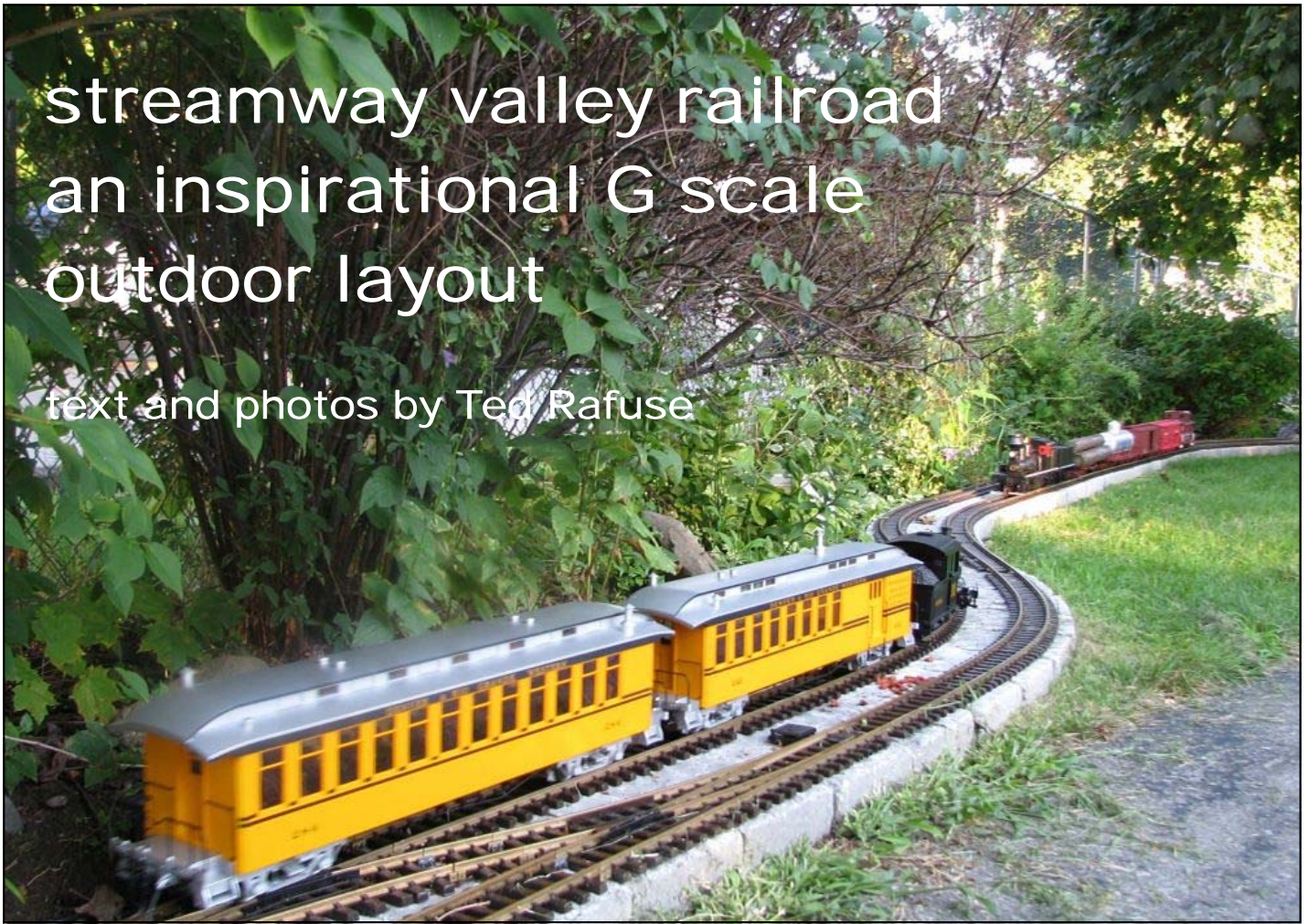


Photo Above: The track layout is essentially a loop with a portion of it squeezed together in the middle to suggest a double track mainline at this locale. The switch in the foreground allows for a train to alter direction by moving to the near track. No trains operate swiftly on this railway. The passenger train consists of Jackson & Sharpe model cars moving away from the camera lens and led by #11 a Bachmann Forney. Approaching from the opposite direction is a freight train led by a three truck Shay.

George Parker's entry into model railroading is a truly unique and fascinating story. It started in 2003 when his mother suffered a stroke. George was living in Toronto at the time but soon realized that if his mother's quality of life was going to improve to the level he wanted, his intervention was requisite at the nursing home in Cobourg. To keep his mind sharp after spending long hours each day at the home, George realized that he needed a diversion of some sort.

As luck would have it, his new apartment in Cobourg was but a few yards shy of the mainline CN/VIA and CP lines through town. So following a period of contemplation, his solution was to create an HO layout in his apartment. This outcome was not a complete surprise - George had always been fascinated with trains, and, in 1998, he voluntarily renounced his automobile to use VIA as his default mode of transportation. The apartment layout quickly grew such that when George's sister arrived from New Brunswick to visit her mother, there was no room for her to stay at the apartment. The layout had overtaken the living room!

Photo Below: Taking the turnout at the south end of the 'double track' section, #11, the ochre coloured passenger train typical of the 1880s and 90s, will eventually head northbound through the same switch which will be aligned for a through movement from the right hand track in this vignette. Only when this crossover move takes place does the train alter its running direction.



The staff at the nursing home learned of this scenario and one of the staff members eventually approached George to determine if there was anything they could do at the home involving model trains. One of the residents at that time was a former CN employee and the staff member thought that watching a model train might provide a mental boost for him.

George soon had an HO layout constructed and operating on a biweekly basis in the home. More of that layout in a future issue. With the HO railway in operation, he became a visionary and approached Streamway Villa with another railway proposal in late 2010: He foresaw an outdoor railway in the large enclosed garden adjacent to the main building. George could visualize a train winding its way through the greenery, for the enjoyment of residents. His idea of the garden railway met with immediate agreement, especially as George assumed responsibility for all costs associated with the project.

The Streamway Valley Railway: The new railway would be known as the Streamway Villa Railway when completed. George discovered that there were challenges in developing a G layout - ones that he had not encountered at the HO scale. The first challenge was ensuring that the outdoor layout would be visible enough. Choosing the largest scale of the five readily available for G gauge - 1:20.3, also known as Fn3, or "Narrow Gauge" - seemed to be the best bet. The cars at that scale were big, highly detailed, and were well suited to the early steam era that George had chosen to model. Bold colours on some of the rolling stock would also help make the train more visible in the garden setting. As for location, he thought that the trackbed would need to be somewhat elevated, so that the view of the train would not be obscured by the greenery.



Photo Above: Easily observed in nineteenth century ochre garb are the two cars of the local passenger train. The train is not known for its speed, having earned the nickname *The Garden Gadfly*, an epithet earned from its frequent stopping at various points along the garden route. The train is heading north led by engine #1 having just passed the far freight heading south. At this site the foliage provides a 'prototypical' background.



Photo Above: Comin` round the bend and through the chain link fence the three truck Shay has negotiated the track in the foreground to complete a return loop and is here heading southbound with her charge of freight cars following. A small portion of the track lies outside the fenced lawn necessitating two `cuts` in the fence to save on garden space. The loop here is the smallest radius on the line at ten feet.



Photo Above: Climax #7 is hard at work, moving slowly with her charge of empty boxes on the flat cars. Trailing the Bachmann flatcars is a small bobber caboose. The flat cars are the only Bachmann models on the railway. All other rolling stock is AMS produced. Both Bachmann and AMS rolling stock were converted to Kadee couplers - 901's for all of the AMS rolling stock, and 902's for the Bachmann flatcars, with the Bachmann process (new couplers, gearboxes, and shims) quite a bit more work.

The second challenge was coming to grips with the sheer size of a G layout. Since it was not possible for nursing home residents to walk around the layout, George thought that the "action" would need to be concentrated in specific viewing areas, accessible by wheelchair and walker. The main viewing area would be outside on the grass. But the other viewing area would be inside the dining room with residents looking out through the large picture window. This inside location would cater to the many residents at the home who were reluctant to venture out of doors. A linear layout with a loop at each end seemed to respond best to these viewing requirements.

The third challenge was finding a way to cope with all of the greenery. The locomotives needed a clean track to run smoothly; one large blade of grass or a leaf from a plant could bring the whole train to a grinding halt. That being said, George did not want the presence of the rail-

way to make more gardening work for the maintenance staff - or for him. In practical terms, he felt that the trackbed would have to be resilient enough to withstand the regular use of a "weed whacker" running along its edge.

With that in mind, George chose concrete paving stones as the basis for the raised trackbed, rather than loose granular material. He felt that not only would the weed whacker make a mess of the granular material, spreading it onto the grass and flower beds, but that it would be a lot of work to remove, if, for some reason, the railway had to cease operations at the nursing home. This was, after all, a project with no "track record".

Control Centre Development: George's vision was for residents to be able to operate locomotives independently - in other words, a DCC operation. The control centre would provide two wheelchair accessible workstations designed to hold NCE controllers in place, so that residents with only one good arm could successfully operate the trains. The control centre would also include a separate panel with toggle switches for controlling the fourteen turnout combinations on the layout. The handheld NCE "ProCab" control wand was more than capable of performing all of these control functions "right out



Photo Above: Shay meets Forney. The trains are about to have a pass by on the double track segment of the Streamway Villa Railway. This location is the most popular viewing point for the residents as they can observe two trains passing on the double track "S" curves. The railway is DCC operated with only two feeder wires to the track. Amazingly these two leads have not provided any problems. George however uses split jaw rail clamps that employ 2 Allen screws to each rail segment. These replace the usual rail joiners. Track power is 18V at 10 AMPS. The rolling stock seen here is all AMS in origin. George discovered that the great under body detail occasionally interfered with the functional operation of the trucks. His modifications now prevent derailments from taking place. Both the Shay and Climax have manufacturer's pre-wired DCC units, and these operate flawlessly. However, when other Bachmann locomotives have been operated on the layout - such as the Forney, which does not come with a factory-installed DCC unit - frustration has resulted, as the after market DCC installation has not been reliable. In fact, the Forney pictured in this article is currently in the shop with a decoder problem.



Photo Above: The passenger train is on the west track northbound while the freight is on the east track southbound. Some distance behind the passenger train is another freight train also northbound. The track is cleaned prior to each operating session by using dry wall screen attached to the end of a broom handle device. Sharp eyes will observe three trains in this image, an advantage for using DCC control.

The sub roadbed comprises landscape bricks. George has created a unique wooden track holder for keeping the sections of track centred on the landscape bricks as seen beneath the pilot. All track on the SVR is LGB flex track. Where the loop is compressed a seven inch centre to centre alignment is maintained. This allows for LGB R5 turnouts, the widest available which maintains the centring.

of the box"; building the control centre was necessary in order to present the controls in a way that was accessible to nursing home residents.

Trackbed Construction: To build the trackbed, sod was carefully cut and removed from underneath the marked location of the track; the vacant space was then backfilled with top soil. For areas designated as single track, 4"x8" paving stones were laid end to end on top of the top soil. In places where the track was aligned to appear as a double track mainline, or where there was a siding next to the mainline, 8"x12" paving stones were laid side to side.

For the transition points between single and double track roadbed, 8"x8" stones were used. Once all of the blocks were in place, and the natural high and low points of the road bed determined using a 48" hand level, a transition between these two points was achieved by adjusting the height of all of the stones in between, by removing or adding topsoil.

The pattern of the stones laid on the ground provided the template for assembling and bending the track components. Rails were joined with rail clamps, rather than the customary rail joiners. Rail joints were staggered in locations where the track would be bent into curves, using a



Photo Above: The components in place. The paving stones create the base of the roadbed. Two pavers line each side of the central paver. All stones are laid in earth in the manner illustrated with the two outside pavers below the top surface of the centre paver. On top of the central paver is one of George's track holders built up of cedar strips and painted black to represent creosote. Note the stacked cedar strips that descend the side of the central stone. A similar drop is located on the opposite side. These drops prevent lateral movement of the track holder. The track holder has a channel which acts as a holder to contain the electrical wires that lead to the turnout motors.



Photo Above: All together! Here the uniquely designed track holder is in place on top of the stone paver and beneath the track. George manufactures each of the track holders from cedar strips he cuts. The pieces are assembled with brass screws. This combination of products reduces damage from weather, especially rain. (George does not use the rail joiners seen here to join segments of track on the outdoor track.)

To encourage involvement, George, over the winter, has the residents, many of whom are have physical and/or mental challenges, paint the track holders. For two removable sections of track (where it crosses over a walking path) 5" long piles will be fastened to the bottom of the track holders, forming a series of track-supporting trestles.



Photo Above: In this image the focus of interest are the ends of the track. George employs solid brass split jaw rail clamps as joiners for the link between sections of track. These are visible at the end of this short track. Each joiner has two Allen type screws. One screw tightens against one end of the rail, the second against the rail being joined. These joints are much stronger than a typical LGB rail joiner. These split jaw rail joiners create a positive electrical bond between each section such that George feeds the entire layout with but two feeders. He has no problem operating DCC on the layout with but these two electrical connections.

Train Li curving device.

On top of the paving stones will eventually rest a series of wooden track holders of George's design. The track holders do exactly what the name implies, but also contain a channel underneath to hold wiring for the turnout controls and track power. A few dozen of these wooden track holders were finished this summer, but most will be built over the coming winter, ready for next year's operation. George was somewhat surprised this summer to find that the track stayed in place most of the time, simply due to its own weight and rigidity. He had originally thought that all of the track holders would need to be in place before operations could begin.

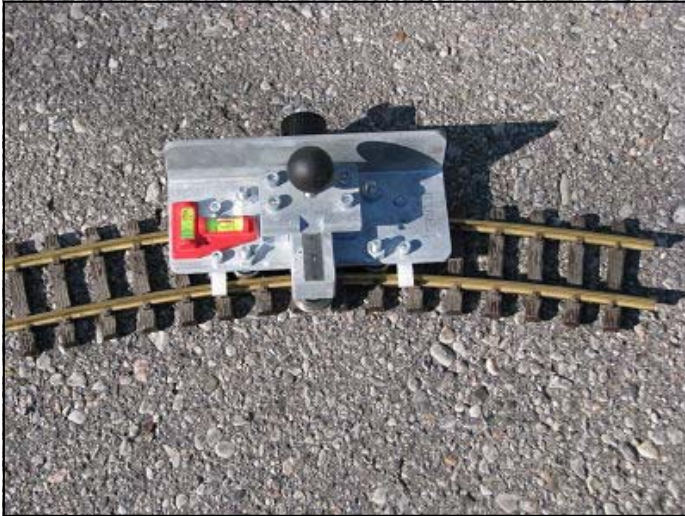


Photo Above: Train-Li is the device that George uses to curve the track to match the roadbed of paving stones. This contraption latches between each rail with a series of flat rollers. Moving the device back and forth curves the track. The knob at the top of the device is turned to determine the degree of curvature and this can be measured on the scale ruler imbedded in the shaft projecting to the bottom of the image. Two levels are provided for levelling the track in two planes. An expensive device that George believes has been his salvation for curving

Control Centre Construction: With the track in place, attention turned to constructing the control centre. Its location was in an open sided roofed structure in the middle of the garden, from which there was a good view of virtually the whole layout. The control panel was composed of three large outdoor PVC junction boxes, framed with cedar, and mounted against one of the railings. The operator workstations were also framed of cedar, and mounted against the railing. Power units for the track and turnouts were housed in separate weather-proof containers. Wiring from the control panel was via 1" underground conduit, running out to 8"x8"x8" PVC junction boxes mounted near the track. From the junction box to the track, low voltage outdoor landscape wiring was used - 16 gauge for turnout motors, 12 gauge for track power.



Photo Above: The control panel is another reflection of George's attention to the purpose of the Streamway Valley Railway. He has ensured that all electrical connections are protected by three weather proofed plastic boxes. The track plan of coloured tape is marginally visible on the panels in this image. The toggle switches, double pole, double throw, momentary type, control the electric motors on all the turnouts. Power for this operation is provided by an MRC 6200 transformer providing 5 AMPS. Using the toggles, residents can change the direction of a train when it is in the middle of the deflated oval track which appears to be a double track mainline. The panel boxes are easily removed for winter storage.

Summer 2011 Operation: The summer of 2011 was the first season of operation. The SVR was a quick hit - particularly among family members of residents. Several family members told George that it provided a reason for them to venture outside with their relative (many residents resist going outside), and then once outside, the watching the trains provided an ongoing subject of conversation. George's decision to select the large, highly detailed, rolling stock and locomotives of the 1:20.3 scale was validated, as several residents and family members remarked on how "realistic" the trains looked. It seems they were expecting to see something much less sophisticated.

Viewing the trains had much greater appeal than operating the trains, and George learned quickly that for many residents, the 'show' was more important than fidelity to operation. George's sense was that viewers could not readily appreciate the challenge - and the operator's satisfaction! - in successfully uncoupling cars remotely, using the Kadee 844 track magnets. Keeping the mainline clear of shunting activity, so that at least one train could keep running at all times, became an important operational consideration. George also learned that it seemed to interrupt the imagery to have to walk up to the layout to fix things unexpectedly. Reliability was therefore a valuable commodity; unreliability was a real nuisance. One locomotive - the Forney - simply became too unreliable, and had to be removed from service. As for attract-

ing more operators, George feels that once the operation of the layout becomes established, more residents will be interesting in operating on the layout. But whether that happens or not, George feels that the satisfaction of the viewing audience alone has made this a worthwhile project.

2012 Operation: A number of structures are to be assembled over the winter months, filling out the layout. George's vision is to rotate various buildings (a passen-

ger station, a grain elevator, a stockyard, a coal shoot, a water tower, etc.) around designated sites on the layout on a one-week schedule. Not only will the building rotation provide new points of interest, it will introduce specific rolling stock to the layout, corresponding to the building's function (box cars to service the grain elevator, etc). The new buildings will begin to appear on the layout in the late spring of 2012. So look for a future update in the pages of *The Canadian*.

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A PHOTO ESSAY

MEMBER STANLEY TOUT CONVERTS A MODEL POWER GRAIN CAR TO A CANADIAN PACIFIC SLURRY CAR

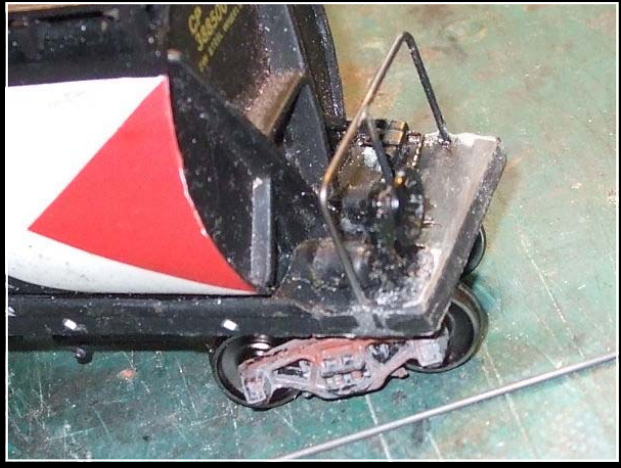
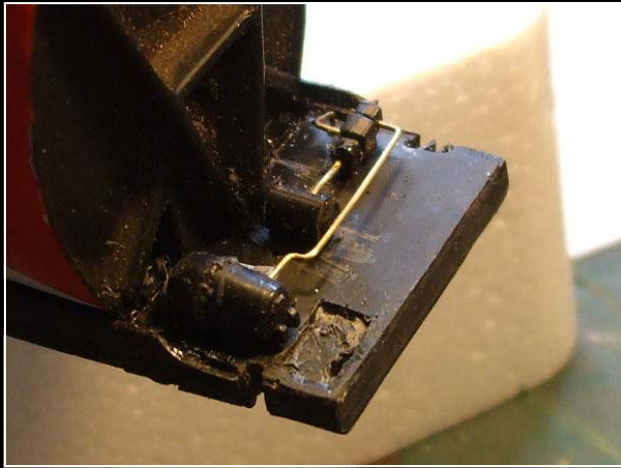
Letter to the Editor from Stanley Tout, somewhere UK:

Please note that this model is not intended to be accepted as scale. I couldn't find any drawings even though I thoroughly checked the Internet including Canadian and North American sites. The given length used was 29.5 feet along with the known 36 inch diameter wheels. These I used within reason to find other measurements. The drawings of full length grain cars helped as a guide. The attached photos show how I cut the main frame into four sections, sanded, and filed to fit.

The main body was halved, sliced, and sanded to size. Can you see the joint? Running boards, walkways, all Model Power, were cut to fit. Brake parts along with the soldered brass wire make up the gear. Hand rails are soldered brass wire. Various spray paints, powders, decals, and hair lacquer were used to finish the model.

The whole object was to take a ready to run car and convert it. If I can do this at the age of 80+, anyone can!





2014 CONVENTION—THUNDER BAY—SEPT 30, OCT 1 & 2



Photo Above: Huron Central freight between Sudbury and the Soo.

Photo Right: CP freight lead by leased unit, east of Thunder Bay.



If you are driving to Thunder Bay, here is a sampling of the railfanning that is available to you.



Photo Left: CN freight with run through UP unit east of Thunder Bay.

Photo Right: CN freight with leased CEFX and Bessemer units operating on CN mainline south of Thunder Bay.

