



THE "CANADIAN"

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WINTER 2015 ISSUE #50

THUNDER BAY CONVENTION A ROUSING SUCCESS



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

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

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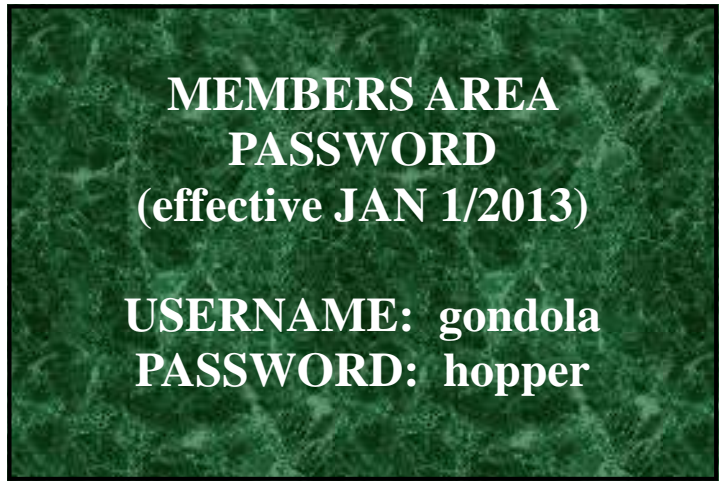
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e-mail at editor@caorm.org**

FRONT COVER

PHOTO TOP BY WALTER REID: The Canadian Northern Railway Station was the second property in Thunder Bay to be formally designated as a provincial Heritage Site. It is largely due to the success of the railway that Port Arthur was able to become a thriving port city in the early 20th century.

PHOTO BOTTOM BY GERALD HARPER: Group photo taken in front of a seagoing grain carrier and the Richardson International grain elevator.



observation platform john johnston: editor

TESTING, TRIAL AND ERROR, AND OVERCOMING OUR FEARS

One of the members of our Round Robin model railroad-ing group has been considering building a model rail-road in his basement for several years now. He has a clear idea of the area he wants to model and has cre-ated a plan but continually delays the start of construc-tion. Why?

The answer is simple. The truth is that he is afraid he will screw it up due to his lack of knowledge in what he considers key areas. He looks at the layouts which have been built, or are in the process of being built by myself, and Justin, and thinks that we have all the an-swers, all the skills, and that the bar is being set higher

than he can reasonably achieve.

We have been explaining to him that our results aren't because we are more highly skilled, but in fact, it is be-cause we are better trained, and we are willing to share our knowledge with him and advance his training in the hobby.

How do we get trained in this hobby of ours, model rail-roading. Some of it comes the old fashioned way, trial and error. Some of it comes from mentoring by some-one who has done it before us. Some of it comes from testing.

Let me share with you some of the examples we have shared with him. Perhaps you will see yourself in some of these scenarios, and hopefully, if you have been de-laying building a layout, or a model, this will help you get out of the armchair and start building.

My current layout is an N Scale, freelanced version, of the Lehigh Valley. The layout itself is two levels, but the

CARM NOW ON FACEBOOK



lower level is dedicated entirely to staging. A plan was drawn up, I was satisfied with it, and benchwork construction began. After several weeks, the benchwork was up, and subroadbed construction began to take place. During this process, I began to look at the "reach" issues that I was creating with the benchwork. On the peninsula part of the benchwork I had a corner which was 45 inches from the aisle. While there was no track located beyond 30 inches, even scenicing this area would require some planning. I stewed over this for several weeks and finally one day, I unscrewed the peninsula from the rest of the benchwork, flipped it around so that the bottom was now the top, and the top was the bottom. This simple maneuver, reduced the reach to less than 30 inches, some minor track redesign was required, but on balance, this was a far superior arrangement. The point we made to our friend was that what looked good on paper, didn't translate to real life, but the only way to discover that was through **trial and error**. Build it, review it, and if need be change it. The problem wouldn't have been discovered without those first steps in construction.

In a similar vein, I now have all of the trackwork on the layout and as I told you in the last issue my grandsons have been operating quite regularly. As well as being fun for the boys, these operating sessions have given me the opportunity to see what works and what doesn't. It was always my plan to use manual uncoupling. Now I discovered that I had placed one industry behind two beautifully constructed bridges and while my grandson has been very careful, I can see the day when reaching over those bridges to manually uncouple cars will result in one of those bridges getting damaged. I needed solutions. One would be to make the move to magnetic uncoupling, the second would be to do a small redesign of that section of the layout. How to decide which one? The answer is **testing**. I purchased various sizes of rare earth magnets and created a short section of test track. I went to the rare earth magnets since I don't want the visual of magnets between the rails, preferring to have them under the ties, and the rare earth magnets are relatively inexpensive. This testing is ongoing, but early results indicate problems. There is no question that it is easy to get couplers to uncouple and delay, however, it is proving difficult to find magnets with just the right strength to allow this while also allowing a slow speed switcher to pull a string of cars over them without randomly uncoupling cars in the string. At this stage I am looking at redesign as possibly the best solution.

Electrical has been one of my friends major fears, and when he looks at the developing wiring under my layout, he has concerns about wiring his own. I have tried to explain that it isn't as complex as it appears but as anyone who has dealt with an "unknown" knows, it is the "unknown" that scares us. I have explained that DCC wiring is very simple and that with layouts, it is simply a case of doing the same simple process over and over again. Those multitude of wires are simply two wires to two busses, replicated 70 or 80 times. The explanation, however, wasn't getting him over his fear hurdle. The solution, get him to do it on my layout. After an evening

of wiring it was clear to him that what we had been saying was indeed accurate, it was a simple process, being repeated time after time. In the business world they call this **mentoring**.

These are just a few examples, but there are numerous I could cite. Those of us who have been in the hobby for over 50 years have similar experiences that we could share. The bottom line here is that the only way to learn is to try. Even if you fail, try again until you succeed and reach the point where you are satisfied with the results. While planning is an important component of the end result, it isn't the end result. Doing is what creates that end result. Time to get out of that armchair.

MATERIAL NEEDED FOR THE CANADIAN

This is a common theme in every publication and most readers skip over it quickly. PLEASE DON'T. What makes the Canadian worthwhile is printing what we have learned or accomplished and sharing it with others. One of the reasons many of us have not submitted material to the commercial publications is the high standard they set for submissions, particularly photographs. In putting together the Canadian, my first and primary goal, is to share the work of members of our Association with other members. I don't set standards for either written or photographic material as I can edit what you write, and I can do wonders to make photos presentable. Even if your written material is in point form, I can convert it to written form. What I do need is the material itself. If you have a layout, take the time to photograph it, put together a description, and send it to me. I would love to publish it. If you have built a model, or learned a new technique, share it with me and with your fellow members.

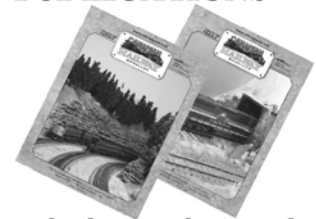
John Johnston, Editor

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COMING EVENTS

Ontario, Ancaster, January 25: Rail-Ops Club, TH&B Model Railroad Flea Market and Train Show, New Marriott Hall, New Ancaster Fair Grounds, 630 Trinity Road (Exit Highway 403 south at Highway 52 / Trinity Road, on right past Wilson Street / Highway 2/53.) 10am to 3:30 pm. Operating layouts. Over 150 vendor tables. Fare: Adults \$5, under 12 free. Info: John Henwood 905-335-9112

Ontario, Copetown, February 8: Copetown Train Show, 1950 Governor's Road, Copetown, Ontario. 10am to 3:30 pm. Take Highway 403 between Hamilton and Woodstock, to the exit for Highway 52, take Highway 52 east to Governors Road. Canada's Best Kept Model Railway Secret. Layouts, Historical Societies, Scratchbuilding Supplies, and Manufacturers. Admission \$6, Children under 12 free.

Ontario, Cobourg, March 7: Cobourg Model Railroaders present the Cobourg Model Train Show. Lions Community Centre. Elgin Street East, Cobourg. Saturday only. 10 am to 4:30 pm. Adults \$5, Children under 12 \$1. Info: Ted Rafuse, 181 Armour Court, Cobourg, K9A 4S6, 905-372-8375 or tedrafuse1@gmail.com

Ontario, Lindsay, March 28 and 29: Lindsay 41st Annual Model Railroad Show: Lindsay Victoria Park Armoury, 210 Kent Street West. 10 am to 4 pm both days. Admission \$5, children 6 to 12, \$2. children under 6 free. For info: annualshow@lmdr.org

Ontario, Stayner, May 2: 21st Annual Auction, Nottawasaga Model Railway Club. St. Patricks Parish Hall, 215 Pine Street (at William), Stayner, Ontario. Viewing 8:30 to 10:15, Auction starts at 10:30 am. Admission \$5 Info: Bill Payne 705-429-2762 or Martin Alborough 705-444-5370. www.nottawasagamodelrailway.com



CHAIRMAN'S REPORT

The Thunder Bay convention was a definite success, if the survey conducted at the banquet was any indication. The overall rating was 4.412 out of 5; this includes a 1 from an unidentified grouch! A detailed report on the survey follows the AGM Report on the next page.

We had 45 delegates, a good number since this was the first time we scheduled a convention in the early fall, and in a location far removed from the routine! A number of us really benefited from perfect weather for the Agawa Canyon train ride, on the way to Thunder Bay.

The 3 prototype tours were well appreciated; the only negative comments involved a bus late returning to the hotel. We were extremely well received, and the guides went out of their way to ensure we appreciated their operations. The clinics were well attended; it was noted by more than one respondent the benefit of not having two clinics at the same time. The layouts were also well appreciated, some hosts inviting guys back the next night for an operating session.

The hotel was right beside the CP mainline, overlooking the harbour, and delegates enjoyed a lot of traffic, despite one complaint that the CP should be running more trains by, for our benefit. It was a financial success, coming in on time, within budget, and meeting all expectations. A special thanks goes to Gerald Harper, and his team of experienced and energetic organizers. There will be (if not already) a more detailed summary of the convention on the website.

At this moment, we do not have any offers to host the 2015 convention. While this year's organizers (same as 2013 in Port Hope) do not wish to do it again, they are willing to act as advisors/consultants to any group wishing to do a convention in 2015. From our experience this year, a train show is not a prerequisite to a successful convention.

The Annual General Meeting was held on the Friday morning. Some of the convention attendees could not be at the meeting, due to travel timing. None the less, it was a productive session, with a number of good suggestions coming out of it.

Now, back to the layouts and the workbenches, there is lots of modeling to be done, for me at least.

Ian MacLeod
Chair

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MINUTES OF AGM CARM October 3, 2014, Thunder Bay

Ian Macleod presided and in attendance were: Ian Macleod, Gerald Harper, Dave Fleming, Steve Hoshel, Gordon MacBride, Peter Hall, Rob Essery, Bill O'Shea, William Waithe, Keith Martel, Carl Kinzinger, Judith King, Gray Hancock, Randy Schnarr, Ed Freeman, Jason Essery, and Walter Reid.

The Agenda for the meeting was distributed and the meeting was called to order at 09:06. Addition to the agenda: Reading of the minutes of the 2013 AGM.

Reports:

Membership (Ian McIntosh): Five of the seven existing chapters are functioning well. Although no exact numbers are available, there are 250 subscribers to the newsletter (of which 50 are subscribed to the electronic version only), indicating a decrease in the membership from 2013.

Finance (Pete Moffett): The financial report was presented. (see box below). Bill O'Shea moved, and Keith Martel seconded, a motion to accept the financial report. a vote was held and the decision to accept was unanimous.

Promotions (Steve Hoshel): The clear plastic flier holders provided by Steve are popular with the chapters. At the Port Hope convention it was suggested that Hobby shops be provided with CARM fliers along with these holders. Steve noted that a guide for promotional events, prepared by William Waithe, is available for the use by members organising promotional events. He also raised the need for further promotion of CARM outside of Ontario and asked for other suggestions for promoting CARM. Gerald Harper noted that he mailed posters and flier kits about the Thunder Bay convention to hobby shops throughout Canada and that this and the website were effective in promoting the convention.

CARM YEAR TO DATE FINANCIAL REPORT 2014		
2014 YTD BALANCE SHEET		
as of September 25, 2014		
prepared by Pete Moffett CARM Secretary/Treasurer		
REVENUE		
	Account	Actual
	Membership	\$6,726.24
	Souvenirs	\$0.00
	Calendar	\$0.00
	Newsletter	\$0.00
	Capital	\$0.00
	Bank Interest	\$0.41
	Events	\$328.00
	Reserve	
	Total Revenue	\$7,054.65
EXPENDITURES		
	Account	Actual
	Newsletter	\$3,200.00
	Web/Pr	\$340.44
	Membership	\$0.00
	Gen Admin	\$134.23
	Capital	\$0.00
	Souvenirs	\$0.00
	Chapters	\$370.00
	Calendars	\$2,830.93
	Reserve	\$0.00
	Total Expenditures	\$6,875.60

Current Balances	
Chequing Account	\$ 15,129.31
Savings Account	\$ 1,421.75
Convention account	\$ 21,065.79
US account	\$ 573.82

Website (David King): Members are asked to contribute material. Jason Essery raised the question of social media and the importance of Facebook for recognition of CARM by younger modellers. A discussion of the pros and cons of the utility of a Facebook page for CARM ensued. A motion was proposed (by Dave Fleming and seconded by Carl Kinzinger) that we proceed with establishing a Facebook page, to be initiated and maintained by Jason. A unanimous vote to accept the motion

was passed and Jason was thanked for his efforts.

Newsletter (John Johnston): There is a need for more content submissions. Four of the 17 present at the meeting subscribe to the electronic version of the newsletter only. A discussion of the electronic version versus the hard copy edition followed. It was suggested (Gerald Harper) that the Executive should stress the advantages of the electronic version in that it can contain more material and is not constrained by pagination. It was suggested that the clinics of the Thunder Bay convention could be submitted to the Newsletter.

Calendar (David King): The 2014 calendar has not been published due to the insufficiency of suitable photographs. It was suggested that suitable photographs taken by delegates during the Thunder Bay convention could be submitted for the calendar. Ed Freeman raised the question of the necessity of a CARM calendar. Ian Macleod pointed out that the 2012 survey showed that the calendar was cited as one of the three advantages of membership. A discussion followed, including the idea of an electronic calendar which members could then download. Ian Macleod stated that the main issue is to submit something whatever the future format of the calendar. Steve Hoshel reminded the members of the need for photographs for the website as well.

Minutes of the AGM of 2013: A vote was called to accept the minutes of the 2013 AGM as unread. The motion was proposed by Gordon MacBride, seconded by Peter Hall. The vote to accept was unanimous. Randy Schnarr suggested that the minutes of the 2013 AGM be circulated to members for any corrections.

Constitution : There is a need to revise the constitution which is currently in a preliminary draft form. Keith Martel and Gerald Harper agreed to help with the revision. A rudimentary constitution has been drafted and will be circulated to the members via the website. Members are asked to contribute.

Conventions: The survey conducted at the convention was positive.

Members Comments: The lack of the presence of members of the Executive at this and the previous convention was discussed (Rob Essery, Carl Kinzinger, Peter Hall). Gerald Harper suggested that a CARM guest book could be provided as part of the membership package. Carl Kinzinger and William Waithe questioned the purpose and the function of Zone Directors. The stated purpose by the Executive of these Directors is to "enrich the direction". It was suggested that one role of the Zone Directors be to look after failing Chapters in their Zones. Peter Hall suggested that the role of the Directors be included in the discussion of the constitution. Dave Fleming urged all Chapters to create a switching layout for promotions. He offered to distribute CARM promotional material at the Toronto Train Museum (at the Roundhouse). Steve Hoshel will supply him with the necessary material. Walter Reid suggested that Steve's switching layout be a topic for an article in The Canadian. Judith King stressed the importance of switching layouts and the award of certificates to youngsters at train shows. These events also sometimes leads to parents returning to modelling. Carl Kinzinger mentioned a company that makes inexpensive banners for tables at shows. Keith Martel stressed the importance of hands-on activity. Judith King proposed that the AGM be held earlier in the convention schedule and possibly open to non-members with the proviso (Ed Freeman) that only members could vote. Carl Kinzinger raised the question of having an annual regional convention and a Canada-wide convention every five years. Several possible locations for the next convention were discussed: Ottawa, Winnipeg, London, Kingston, Quebec, Smith Falls and A joint NMRA/CARM convention at Thunder Bay,

Adjournment of the meeting: Carl Kinzinger proposed, and Gordon MacBride seconded, that the meeting be adjourned. The motion passed and the meeting was adjourned at 10h20.

LONDON AND AREA CHAPTER:

The London and Area Chapter held a meeting at the homes of Bob Robilliard and Rob and Jason Essery on October 26. While the organization is holding steady, we need to ensure that interesting activities are held to keep and grow numbers, and that members who drop out of the organization have a follow up to see how things are, and that people who do not renew also have a follow up as they may not realize that they are no longer part. Other than that, clinics, layout tours and road trips, operating sessions and other such things keep the group entertained and can add to our organization. Rob and Jason and Essery attended the CARM National convention that was held in Thunder Bay and thought that it was an excellent success, with great people, interesting layout tours, mesmerizing clinics, and astounding prototype tours. A great time was held by all, and the cold weather could not stop any from having a good time, and enjoying the lovely fall scenery surrounding that great city.

Neil Froese brought up the subject of using Radio Control throttles and battery units inside of locomotives as control instead of using DCC, as this eliminates the needs for wiring and clean track, and would only require strong batteries and space inside locomotives. There are several different manufacturers of the wireless controls, including the AirWire 900 from CVP, Tam Valley Depot, Crest, and S-CAB. They are well worth a look at for future layout builders. Don Wesley showed us some photos of his own layout, while the group also toured Bob Robilliards' layout and Jason and Rob Essery's layout. The Esserys also showed the photos from the Thunder Bay convention from earlier on in the month.

Ideas were again raised about travelling to the OSR and the Michigan trip, though more information will have to be researched before anything can be planned.

The next meeting will be in January at the home of John Kanakos.

ONTARIO MIDWESTERN CHAPTER

The OMW Chapter held its Annual Fall Meeting on October 19th at the Marine & Rail Museum in Owen Sound. In attendance were: Peter Bowers (guest), Graydon Hancock, Steve Hoshel, Judith King, Paul Korhonen, Mike Pickup, Randy Schnarr. Regrets were sent by Walt Annett, Anthony Fletcher, Lloyd Koch, Robert McKinlay, Dolf Roelofsen, Peter Stamford, and Jade Wassink,. Steve opened with a welcome to all, and an introduction



of our guest host, Peter Bowers. Peter shared insights into the origins of his book *Two Divisions to Bluewater*, and stories associated with its production. He signed member's copies.

Recent Switching Challenge activities include the Mount Forest Fireworks Festival in August and the Grey Central Show in September. Other venues being looked at to promote the hobby, include:



October 25: Boomer Auction - Harriston Community Center - open 8:00AM, Auction 10:00. November 1: Hamilton Layout Tour. November 2: Kitchener Train Show & flea mkt - Bingemen Park - Setup 8:30AM, Opens at 10:00AM. November 9: Ancaster Train Show (TH&B group) - vendor show/ flea mkt. December 13,14: Royal Botanical Gardens Christmas Train Show - Hamilton. Setup 8:00, Open 10:00. February: Copetown

Model Train Show. See CARM web site for date. Manufacturer Show. February: Barrie Model Train Show. February: Heritage Day, Bruce County Museum, Southampton

Steve reported on the convention and showed slides of the layout tours, displays and items of interest to rail enthusiasts. Many stories were shared. The conversation extended long past quitting time.

Richard Thomas, a museum director described the trauma of saving the Marine & Rail museum from planned destruction. A new volunteer group, including Peter Bowers and Wayne King now has responsibility for the site. Our chapter donated \$100 in support of their efforts. Next Meeting: April 12, 2015 at the home of Paul Korhonen, RR3, Meaford. Take the challenge for our next meeting. Pick a category that fits into your layout long term plan and tell a 3-D story, creatively. Have fun!

We had five projects submitted in response to our Project Challenge for this meeting. **(see photos below)**

Graydon Hancock showed his conversion of a camel back mogul to a rear cab model. Nicely finished.

Steve Hoshel presented a model of the Atwood cenotaph. Finely detailed.

Peter Bowers showed a 40 year model, station & freight shed. Nice design of typical branch line structures.

Mike Pickup showed pictures of his railway expansion project. Growing despite health issues.

Judith King: produced a very tidy blacksmith shop with pigeons and cats. A great model for any layout.

Randy Schnarr kitbashed a switcher. An SW1500 body shortened to fit a 3 axle powered truck. Cute.



TORONTO CHAPTER

Joan McIntosh and Ian McIntosh, with the assistance of Willie Waithe staffed a table at the Lakeshore Model Railroaders' flea market on 6 September. Dave Fleming also attended to distribute information on the upcoming Thunder Bay convention. It was a good opportunity to meet with other modellers to promote membership in CARM, as well as a chance to sell some rolling stock for one of our members. This semi-annual show is well attended, both by visitors and vendors and is well worth visiting.

Also In September, three of our chapter members (Joan McIntosh, Ian McIntosh and Peter Lewis) attended the second annual Steam Train Excursion from St. Jacobs to Elmira. A number of steam enthusiasts attended and enjoyed not only the train ride but also a couple of run-by's of the engine under full steam. The former Aberfoyle large model train layout, now located in the town of St. Jacobs was also open for viewing. It was a great outing.



Gerald Harper was kept quite busy organising the Thunder Bay convention, travelling frequently to the area , chairing the convention committee and arranging some spectacular prototype tours. Willie Waithe coordinated the clinics and managed the accommodations for the convention. A final operation session on Willie's CN Weston sub was held in October before the layout is demolished prior to a move.

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: February 1 Summer Issue: May 1
Fall Issue: August 1 Winter Issue: November 1

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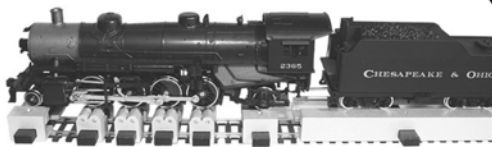
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About the Convention

The 2014 CARM convention held in Thunder Bay, Ontario is now finished and was acclaimed a great success by all who attended. Delegates held forth at the Prince Arthur Hotel, one of the original Canadian Railway Hotels, in meeting rooms that overlooked the CN and CP mainlines. Every time a train went past during a convention event, activity came to a halt while everyone speculated on whether there would be a mid-train unit or a rear end pusher.

The weather was extremely favourable for those who went on the Algoma Central Railway Agawa Canyon Trip on the prior Sunday, September 28th, and during the convention it rained while we were indoors and held off while we were exploring the roofs of grain elevators and huge bucket wheel stackers.

Another remarkable feature of this convention was how many delegates brought models and pictures with them to be viewed, enjoyed, appreciated and admired by their peers. The models were not by any means limited to small freight cars but included a grain elevator complex rivalling the real ones for size. For those interested in Canadian Pacific Railway history there was an added attraction with the presence of Bill Needham and his multiple binders of historic photos of the CPR between Thunder Bay and White River, material that he and D'Arcy Furlonger have been collecting, some dating back to the 1930s. The traditional banquet had an added flare to it with a printed menu which was inspired by that of the one hundredth anniversary dinner that had been hosted by the hotel a year earlier to commemorate its hundredth anniversary since opening by the Canadian Northern Railway. Our after dinner speaker, George Patterson, very appropriately described how much of a rail- to -ship interchange hub Port Arthur and Fort William had been. Many delegates commented favourably on the program arrangements that eliminated overlaps in the events and also on the offering of self- guided tours for those not participating in the prototype tours. From all of us who attended to all those who offered layout tours, organised prototype tours and generally helped with making this a great success we offer a great vote of thanks.

Gerald Harper

EDITORS NOTE

I have included substantial coverage of the Thunder Bay convention in the ensuing pages for several reasons. Firstly, it is not often that you get inside a working grain elevator, or coal terminal. Walter Reid and Gerald Harper were able to photographically record numerous areas of both industries which could be extremely helpful to anyone modelling such facilities, so I have chosen to include almost all of their photographs. Similarly we did not have extensive coverage of layouts in the Thunder Bay area prior to the convention so I have included them here so that we can all share in them.

Photo Right: Walter Reid photo: Front entrance of the Thunder Bay CN Station.

Photo Next Page Top: Walter Reid photo: Full view of the CN Thunder Bay Station from the street side.

Photo Next Page Bottom: Walter Reid photo: Crest on the CN Thunder Bay Station showing its build date of 1905 and its Canadian Northern Railway heritage.





Richardson International operates one of the larger grain elevator terminal complexes along the Thunder Bay waterfront. During the shipping season which typically runs from March until early January the terminal loads ships with 1,880,000 – 1,900,000 tonnes of products representing the contents of 25,000 rail cars. Their rail car unloading operations utilise the services of several GE switcher locomotives rather than relying on capstan winches and cables as is the case with other elevators. Richardson International which was formed in 1857 is one of Canada's top handlers of durum wheat, feed peas, and oats.



Photo Left: Gerald Harper photo: Taken from the top of the Grain Elevator Complex, this photo shows grain hopper entering the building where they will be unloaded.

Photo Bottom: Walter Reid photo: Inside the building this close up shows the chutes in the floor where grain will be dumped before being hoisted up into the elevators.





Photo Above: Walter Reid Photo: Inside the unloading building we see the Daycon machine used to open the hatches and grain flowing from the hopper.

Photo Below: Walter Reid Photo: We see a grain freighter tied to the wharf as it is filled with grain for the overseas market.

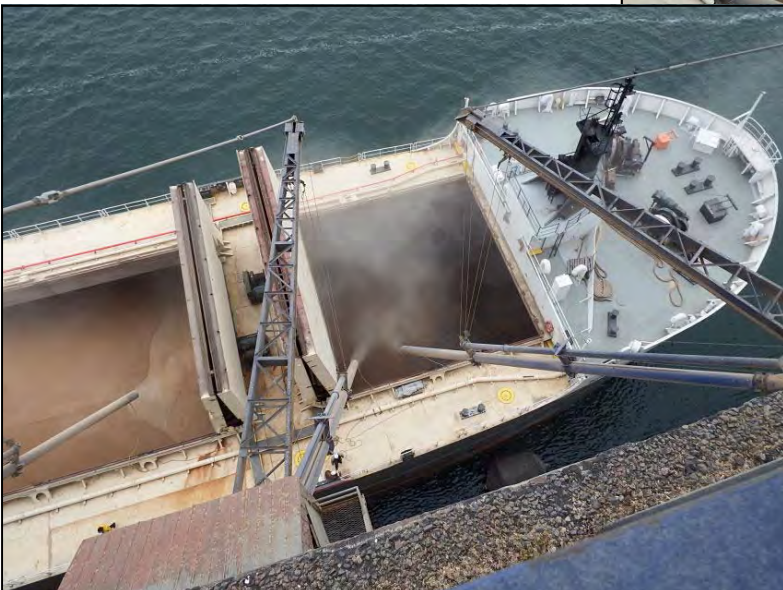


Photo Above: Walter Reid photo: As the ship is loaded, we can see that multiple nozzles are used to load the grain and even out the load in the ship's holds.



Photo Left: Walter Reid photo: Exterior view of the Richardson Terminals Elevator clearly showing the dust collectors.



Photo Below: Walter Reid photo: Large exhaust fans are installed on the roof of the grain elevator to remove grain dust.

Gerald Harper Photo: Group photo on the Bombardier Tour





Walter Reid Photos: Exterior photographs of grain elevators adjacent to the Richardson Terminal elevator.



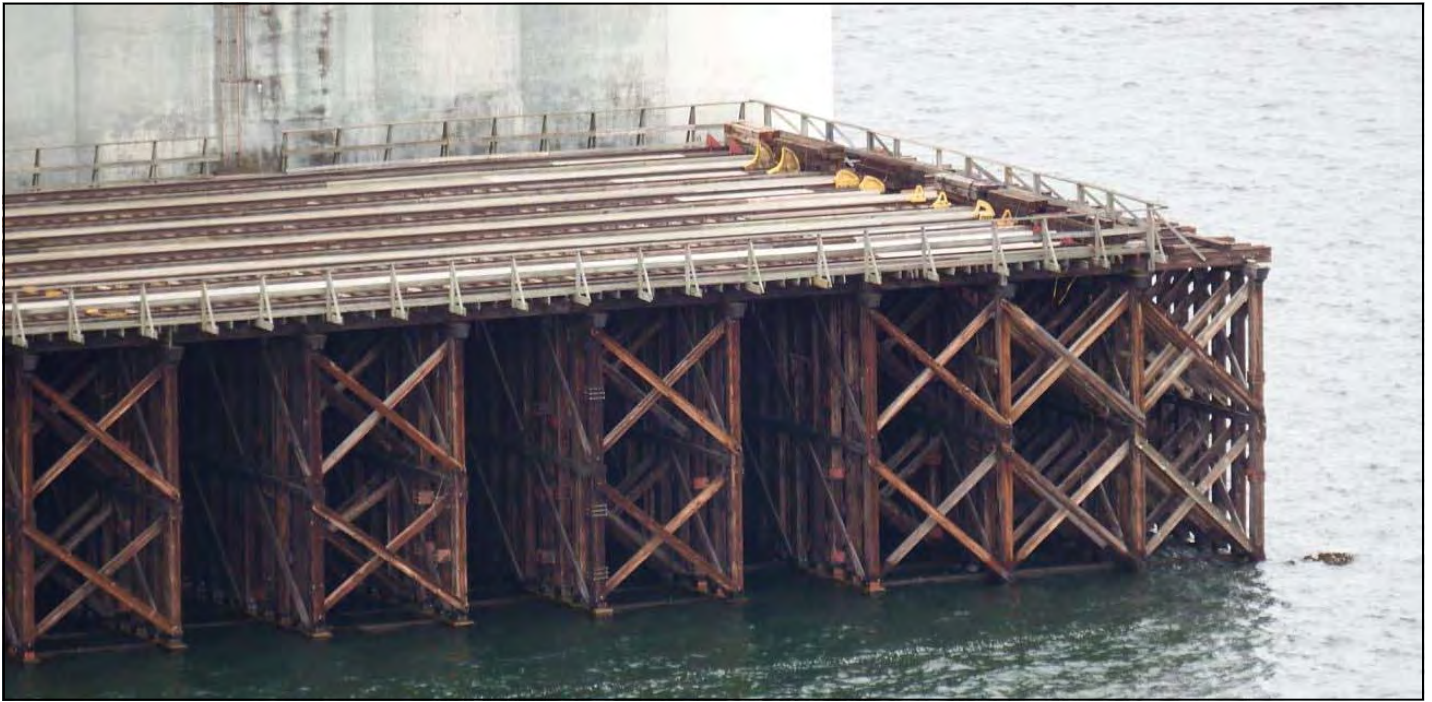


Photo Top: Walter Reid photo: View of the grain elevator adjacent to Richardson Terminals showing the extensive trestle-work beneath the tracks on the dock.

Photo Centre Left: Gerald Harper photo: one of the three switchers which work the elevator.

Photo Centre Right: Walter Reid photo: Gerald Harper and Steve Hoshel present the tour guide with a Certificate of Appreciation.

Photo Bottom: Walter Reid photo: The interchange yard for grain hoppers.

Thunder Bay Terminals was established more than 30 years ago as a transfer facility from rail to marine for the growing thermal coal demand by power stations around the Great Lakes. With the decline in thermal coal demand in recent years the company has developed new business handling metallurgical coal, potash and a variety of agricultural products. The facility occupies most of McKellar Island and is served by rail access from CNR and CP leading into a large circular track plan allowing unit trains to unload continuously through thawing sheds and rotary dumpers. Stackers store coal until reclaimers are used to load the ships. The company also has supplementary rail trackage to store large numbers of rail cars when usage of specific car types is slack. All photos by Gerald Harper:

Below: Shiploader. Bottom Right: Bucket Wheel Reclaimer. Bottom Left: The pusher device in the coal train rotary dumper shed which actually engages over the coupler between two cars and pushes the whole train ahead by one car length rather than relying on the train power to start and stop at exactly the right points.



Rio Grande Southern Silver San Juan - Craig Symington

This HOn3 layout occupies an area of 26 x 26 feet in one room with a cleverly designed pull out section which adds another 18 x 6 feet in a second room. The layout is mostly scened with spectacular mountain vistas providing a backdrop to the struggling steam engines on the steep grades between the end points of Ridgeway and Rico, over the summit at Lizard Head pass, which frequently requires helper locomotives. The Ophir Loop occupies a large part of one room.



Photo Above Left: Walter Reid Photo: Convention attendee looks out over the area around Ridgeway Station.

Photo Above Right: Walter Reid Photo: Ian McLeod presenting Craig Symington with his Certificate of Appreciation for opening his layout for the Thunder Bay Convention tour.

Photo Above: Walter Reid Photo: Model of the D&RGW K27 Class narrow gauge Mikado. Known affectionately as "Mudhens".

Photo Right: Walter Reid Photo: A model of Ridgeway Station.



The Great Undecorated and Unnamed - Frank Gerry.

This two level layout in HO scale occupies a 12ft x 14ft room. The lower level represents an industrialised area with switching activities while the upper level has more extensive country - city running trackage. Not modeled on any real life example Frank describes it as his stress reliever layout which provides the optimum potential to concentrate on modeling.

Photo Below: Walter Reid Photo: The highly detailed engine house on Frank's layout.



Photo Left: Walter Reid photo: the entry gate into Frank's layout.

Photo Below: Gerald Harper and Walter Reid present Frank Gerry with a Certificate of Appreciation





Rock Mountain Railroad - Doug Deley.

This very extensive, modern era, N scale layout, occupies an area of 28 x 12 feet with three levels, a centre island and 5 scale miles of mainline track serving multiple industries, yards and service areas. Some of the switched facilities include Aunt Jemima pancake factory, Redpath Sugar, the Pierce coal mine, the Carberry quarry, Rainy Farms and the Carberry Farms Co-op elevator. Benchwork and trackwork are complete and scenicing is making progress.

Photo Left: Walter Reid photo: custom painted power on the Rocky Mountain Railroad.

Photo Left Below: Walter Reid photo: one of the many industries on Doug's layout
 Photo Right Below: Walter Reid photo: Ian Mcleod and Gerald Harper present Doug Deley with his Certificate of Appreciation.



Photos Below: Walter Reid Photos: Pictures of the benchwork on Doug Deley's Rocky Mountain Railroad.



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Snowshed and trestle under construction on Craig Symington's layout.

