



# THE "CANADIAN"

a bi-monthly publication of the  
"Canadian Association of Railway Modellers"  
[www.caorm.org](http://www.caorm.org)

**JANUARY FEBRUARY 2005 ISSUE #7**

## CARM CELEBRATES FIRST ANNIVERSARY



**JIM KEMPS'S TH&B SNOWPLOW**

We have completed our first 12 months and we have met many of the goals that we set for ourselves when we formed CARM. The number of you who have chosen to join with us exceeds all of our expectations and we appreciate your support. One of our major goals has been to keep the organization responsive to the membership and in order to keep focused on that I have included a survey along with this issue. Please take the time to fill it out and invest in an envelope and stamp to send it back to me. I will share the results with the National Board in order to guide their decision making and I will publish the results in the next issue to share it with all of you. Best wishes for the Season and a Happy New Year.



**JOHN LONGHURST'S MANITOBA & MINNESOTA**



**KICKING HORSE PASS MODULAR LAYOUT**

**SEE THESE AND OTHER LAYOUTS AT GOLDEN RAILS 2005 IN WINNIPEG, MANITOBA**



# FROM THE OBSERVATION PLATFORM

**John Johnston: Editor**

My wife and I spent the month of October in our RV vacationing in South Carolina. Those of you who know me appreciate that the first thing I packed was my golf clubs. The second thing I packed was a number of building kits that I needed on the layout. I took along my tools but decided against carrying a large box of different paints assuming paint was something I could pick up once the structures were complete and I decided on the colours I needed.


Well, I completed the structures and set about finding a hobby shop to purchase some paint. What I discovered was that the nearest hobby shop to Myrtle Beach was 100 miles away. I now have a much better appreciation for how much I take my local hobby shops for granted. Living in Southern Ontario I have access to a number of well-stocked hobby shops. I also thought about the number of modellers who live in rural areas who are either faced with 100 mile drives or utilizing mail order or more recently Internet Hobby Shops. I also better appreciate the important role for many of us that these retailers play in the hobby. It was an eye opening experience.

For those of you who have been following my rebuilding travails, the mainline has been completed and the layout

rewired. The rewiring was completed on Thursday, a test train run on Friday, and I opened the layout for the HOMES Club Layout Tour on Saturday. I think this is what the phrase "cutting it close to the wire" was meant for. In any event, the layout ran flawlessly for 12 hours. I was one happy camper. My next task will be to rebuild the two staging yards that are required for full operation to be implemented.

As noted on the front page I have created and enclosed a member survey with this issue. I really would appreciate as many of you as possible taking the time to fill it out and mail it back to me. With members spread across the country it is difficult to know whether everything we are doing is on the right track. Your answers will go a long way in helping us shape the future.

Also in this issue is an Op Ed piece by Gord McBride, who was most recently the President of the Niagara Frontier Region of the NMRA. I have received a number of these dealing with people's real or perceived problems with retailers and manufacturers that I have chosen not to publish. This one deals with CARM, which is why I have chosen to go ahead with it.



### 2005 CARM CALENDAR NOW AVAILABLE

CARM announces publication of its first annual calendar. The CARM 2005 calendar is now available. The calendar is in colour and is 8½"x11" landscape format. The calendar features Canadian prototype and model scenes. The suggested retail price is \$15 each including shipping.

Calendars can be ordered from the secretary ([secretary@caorm.org](mailto:secretary@caorm.org)) and payment may be made by cheque (payable to CARM) and sent to: CARM Secretary, 7 Jolie Court, St. Catharines, ON L2M 6V5. Payments may also be made using PayPal ([www.paypal.com](http://www.paypal.com)) with payment being made to [treasurer@caorm.org](mailto:treasurer@caorm.org).

### COVER PHOTOS

**Upper Photo: Ted Rafuse:** Mid 1950's photo of TH&B snowplow X786. Built in 1949 she still looks fresh.

**Lower Left Photo: John Longhurst:** CP Rail 5417 leads a train upgrade on the Manitoba and Minnesota Subdivision of the CP.

**Lower Right Photo: John Longhurst:** Kicking Horse Pass a 24X42 HO Modular Layout. See it at Golden Rails 2005

### BACK ISSUES AVAILABLE

Back issues of the Canadian are available and may be purchased for the cost of production and mailing. The costs are:

**Canadian Members:** 1 Issue—\$2.75 Each additional issue \$2.00

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Costs are in Canadian dollars, the increased costs for U.S. and European members reflect the increased costs of mailing.

**TO ORDER BACK ISSUES CONTACT THE EDITOR**

*Material for the Canadian should be sent to:*

**Editor: John Johnston, 41 Glenview Place, Hamilton, Ontario, L9C 6H9 or by e-mail at [editor@caorm.org](mailto:editor@caorm.org)**

## REFLECTIONS FROM GORD MCBRIDE

Like most model railroaders my age, I was introduced to the model railroad world with the customary train set around the Christmas tree. Unfortunately the bug did not bite me in those early days and interest died off quickly as I was more interested in Scouting and camping, interests I still enjoy to this day.

In the early 80's with three young boys of my own, we started an HO layout in the basement of our home based on 'The Little Railway That Grew'. Again, unfortunately, their interest did not match my own and the layout did not progress much past the bench work and track work stages with very minimal scenery. With only a small basement, and the layout not being used, it didn't take very long before 'management' said that she needed the space. The layout was dismantled, but something told me to hang on to everything, a move that I would be grateful for in later years.

Fast forward to 1996 and my pending retirement. I started attending train shows and became a member of the National Model Railroad Association and the Niagara Frontier Region of the NMRA. Even then there was talk of establishing a Canadian organization but no action. It was also about this time that I realized how expensive model railroading can be and just maybe, I should have gotten more in-

involved before I retired. Thank goodness I had saved everything from my sons' layout.

Fast forwarding again to 2003 and the NMRA National Convention in Toronto. Although SARS and idiocy on the part of certain people almost killed the event, Maple Leaf 2003 and the companion Train Show were very successful due to the dedication and diligence of the organizing committee.

And out of this committee emerged four men with a vision, and might I add, a mission. John Johnston, Pete Moffett, David King and Lex Parker took the bold step of forming an organization that was to be dedicated to Canadian model railroading and Canadian model railroaders.

Just over a year ago, on October 15, 2003, the Canadian Association of Railway Modellers (CARM) was born. And what a first year it has been. In just two months the membership had passed the 140 mark and there were six corporate sponsors. In December, 2003 the premiere issue of The "Canadian" arrived at the door, and a very classy publication it was and continues to be. This was to be the printed 'voice' of CARM with all kinds of information for Canadian modellers.

And then there is the website ([www.caorm.org](http://www.caorm.org)). If you haven't vis-

ited the site, you should. You could spend literally hours on this site and it continues to expand and improve one year later. There is even a chat group that I understand is very successful and interesting.

Membership passed the 500 mark before May and during the Victoria Day weekend the very first CARM convention was held at Brock University in St. Catharines. If you missed it, do yourself a favour and plan on attending the 2005 convention in Winnipeg. The Golden Horseshoe Convention was a great success and thoroughly enjoyed by all who attended.

CARM has also taken on the planning, preparation and presentation of the Copetown Train Show in February 2005. What a fantastic first year and with the support of the membership it can only get better.

I, personally, am really looking forward to the growth of CARM across the country, so we can share the ideas and accomplishments of modelers in these areas, and pass the 1000 member mark some time during the second year.

In closing, I would like to thank the founding board and express my appreciation for the risk they took one year ago. Reflecting back, it was a risk that has paid off in spades.

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# CP RAIL'S MANITOBA & MINNESOTA SUBDIVISION

Article and Photos by John Longhurst

The CP Rail Manitoba and Minnesota Subdivision is my second layout. It represents a cross-border route from Winnipeg to Duluth, Minnesota via Fort Frances, Ont. (A route that is, in reality, operated by CN.) The double-deck layout has a 230-foot long point-to-point main line, with two six-track staging yards at either end. The grade is mostly 1.5 percent; it is two percent in a couple of areas. The layout fills a 20 by 17 foot room; a five by 11 foot storage room contains a helix and staging yards.

Track is all code 100. Switches are by Atlas. The lower level is L-girder style construction, while the upper level is two-inch thick Styrofoam suspended from the wall. I used upside down ceiling tiles on 3/8 inch plywood for the subroadbed on the lower level. The roadbed on both levels is cut from 1/4 inch cork bought in rolled sheets at a local home renovation store.

I use conventional DC and locally-made walk-around throttles to control the trains; four trains can be operated at the same time. The main line is controlled by a dispatcher in the storage



SOO SD60 leads a train past CP freight at Nance, Minnesota

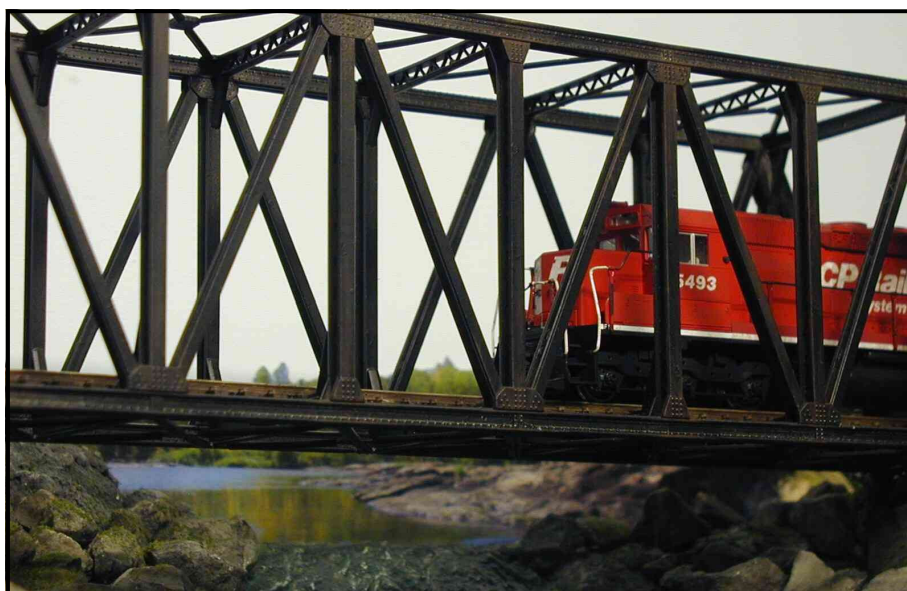
room, while all of the tracks in Fort Frances are controlled by the yardmaster. None of the switches are electrified, except for a few in the staging yard, and there are no signals. In this I am following the practice of the CPR's Weyburn Sub. between Moose Jaw, Sask. and Portal, North Dakota, which I railfanned last year. This busy single-track main line is dark (unsignalled) and all switches are thrown by train

crews.

The layout is set in the early to mid-1990s. This is a time when the SD 40-2 is king—the newer AC 4400s have not yet begun to make an appearance. This allows me to run a mix of CP liveries—multimark, no multimark and two flags schemes, along with SOO line units and various other unique “rent-a-wreck” paint jobs (ex-Union Pacific and KCS units). The motive power is mostly Athearn blue box, with a few Kato and Proto 2000 units. As well, since I am modelling the 1990s, I can't run cabooses, although a few can be seen in the middle of trains headed for off-layout scrap yards.

Operations consist of trains traveling between Duluth, Thunder Bay and Winnipeg. The line sees unit coal, grain, piggyback, double stack and forest product trains, as well as mixed freights. All of the unit trains are run through—they only stop to change crews in Fort Frances. Mixed freights have blocks of cars for various destinations taken off and added in Fort Frances. For example, a train from Winnipeg to Duluth will drop cars headed to Thunder Bay, two connecting shortlines and local industries, before picking up cars headed for Duluth.

CP Rail SD45 on bridge. Water is backdrop photo cut from calendar.



Additional operational interest is provided by the Peace River Paper Mill, which uses building flats to cover a eight-foot long section of wall. The mill, which has its own switcher, receives cars twice each session to spot in the five mill tracks. There is also a local that serves 12 industries in Fort Frances, and a wayfreight that switches interchanges and industries along the line. The line also hosts VIA's *The Canadian* from Thunder Bay to Winnipeg, although I occasionally replace it with a private owners' train made up of a colourful mix of passenger equipment from various U.S. and Canadian railroads.

For operations, I set up a schedule using a version of the wheel report system, then run the trains in sequence. Since I mostly operate alone, running a complete schedule can take a few days, a few weeks, or more. My goal is to host operating sessions with others in the near future.

Scenery is made from extruded Styrofoam, carved to shape. I like this method since it is less messy than using plaster, and also because it allows me to make below grade scenery effects—with Styrofoam, it is possible to carve out gullies, ditches and undulating ground. I don't cover the Styrofoam with plaster; rather, I paint it using a mix of brown, grey and black paints, then add ground foam. The rock work is made from tree bark which I picked up along the banks of the Red River after spring flooding. The great thing about using tree bark for rocks is a) it's free; b) it's pre-coloured; and c) no two pieces of bark look alike—no more trying to disguise the fact that



CP Rail SW9 switches the interchange with the Peace River Northern

you are using the same rock molds over and over again.

#### Lessons learned

This is my second layout. It incorporates many things I learned from my first layout. These include:

**No duckunders.** I think my back still bears the scars from the first layout, an around-the-walls pike which required operators to duck under a two-foot wide section to gain access to the control area. A swinging gate and a "nod under" near the door to the present layout room permit easy access.

**Broader curves.** The previous layout had a 22 inch minimum radius, but got down to 18 inches in a tunnel. It worked, but it didn't look right. The minimum radius on this layout is 26 inches, but that is mostly hidden by a tunnel; most of my curves are 30 inches or more.

**Lots of staging.** Initially, my first layout only had two staging tracks, both hidden underneath the scenery. I added two more under the scenery after it was

finished—something I have no desire to do again. I added four more in another room after that. From that experience I learned that you can never have enough staging tracks, and that open staging is preferable. My present layout has 12 staging tracks, but even that's not enough; I stage three trains on the layout at the beginning of each operating session.

**Longer sidings.** The longest trains I could run on the old layout consisted of one locomotive, 9-10 cars and a caboose. That may be good enough for a branchline, but not for main line operations. I can run 20-car trains on this layout; longer would be better, of course, but this is a good train length, in my books.

**The importance of place and era.** One of the hardest things for many model railroaders is to stay disciplined when it comes to buying decisions—we often want one of everything, please. I have been able to keep within my budget by focusing on a single railway, a definite time span and a certain geographical area. If it isn't CP Rail Action Red, and if it didn't run in my time period, and if it wasn't seen on CP Rail on the prairies—then I don't need it.

This fall marked the tenth anniversary of the CP Rail Manitoba and Minnesota Subdivision. Although a number of areas are "finished," there is much yet to be done—I tell people that it's a 20-year project. I look forward to having many of you see the layout in person at Golden Rails, 2005!

#### Meet John Longhurst

John has enjoyed model railroading for as long as he can remember. Over the years he has owned wind-up, Triang, N Scale, and HO trains. The CP Rail Manitoba and Minnesota Sub is his second layout.

John directs marketing and media relations for Mennonite Economic Development Associates (MEDA), an international development organization based in Winnipeg. In his spare time he is Associate Editor of Canadian Railway Modeler. He is the Chair of Golden Rails 2005, the May 20-22, 2005 National Convention that will mark the 50th anniversary of the Winnipeg Model Railroad Club.

# KITBASHED TH&B SNOWPLOW IN O SCALE

Model by Jim Kemp

Article by Ted Rafuse—Photos by Ted Rafuse & Terry Ashcroft

As a long time Toronto Hamilton & Buffalo Railway modeler I have scratch built a number of models of their rolling stock for my home layout. Several years ago I purchased the book Toronto Hamilton & Buffalo Railway, Vol II, by John Spring, published by the British Railway Modellers of North America. On page 31 is a photograph of a TH&B snowplow that in my eyes begged to be modelled.



*Original MTH Pennsylvania RR Russell snowplow.  
Photo by Terry Ashcroft*

Before starting from scratch, I decided to search for an appropriate model that might be kit-bashed. While attending the Railfare Train Show in Ottawa in 2003, I happened upon a Mike's Train House Electric Train Pennsylvania #497788 Russell snowplow for sale. Thinking beyond the box, I visualized how this model could be reincarnated as TH&B snowplow #786, and I purchased the model.

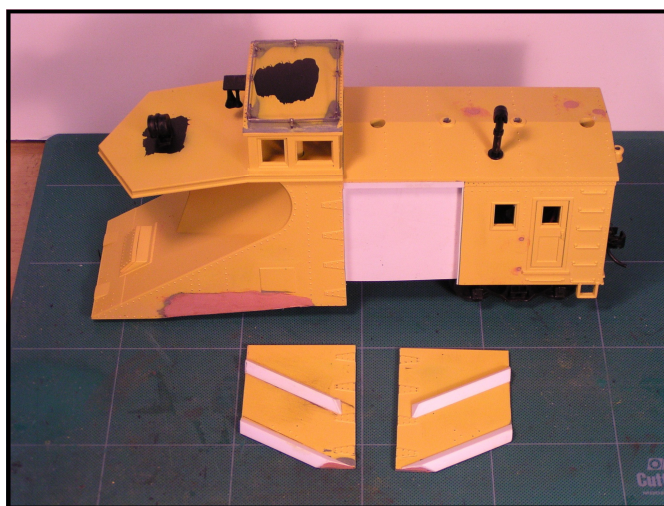
Once home, the first step in the transformation was to disassemble the model completely. This included the removal of the roof handrail, horn, smoke stack, side grabs, wings and trucks, and lastly the separation of the roof, body and frame. From this point on, constant reference was made to the photo in the book mentioned above.

The roof was selected as the first area for reworking. Since I was relocating several pieces, I filled in all holes left by the removal of some fixtures with spot glazing putty. Once dry, these areas were sanded with fine grit paper, and, if necessary, the process was repeated until I was satisfied that the area blended seamlessly into the roof. I had a steam locomotive head lamp in my parts box and this I mounted towards

the front of the roof, judging its position from the photo. I shaved off the original light mount on the front of the cupola, filled in the hole with sheet styrene and filled any gaps with spot glazing putty. When dry, this was sanded, and repeated until smooth. A three chime horn, also from my parts box, was mounted to a rectangular piece of styrene. This assembly was then attached to the front centre of the cupola roof.

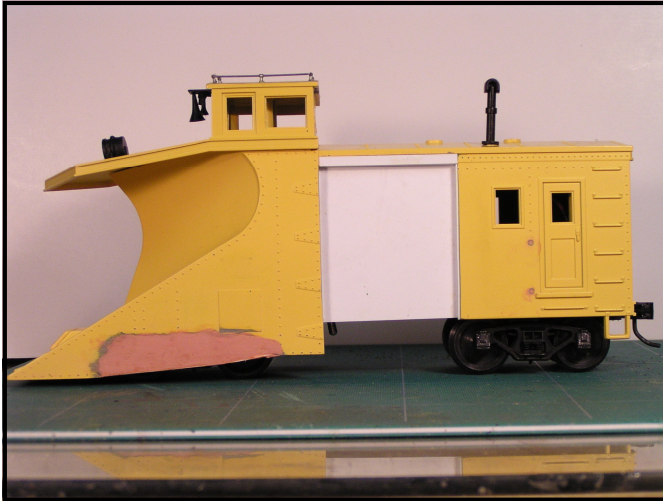
The moulded on hand rails on top of the cupola were removed by sanding them off. The hand rails on top of the cupola were formed from brass wire, size of the wire determined by the opening in the stanchions. Six stanchions were then positioned on the top of the cupola and wire threaded through them. The smoke stack was moved to the opposite side. I left the brake wheel in place, as I had no visual reference as to its particular location.

Next, the body frame required the most extensive rework of the MTH model. The original had an opening along the side to allow the model to turn on sharp radius curves but the TH&B plow did not have such a design. I fashioned a thin sheet of styrene to fill in this area, glued it in place, and then filled the joint and sanded the area until no joint lines were visible.



*The major alterations to the MTH snowplow are visible in this image. Note the filled in and filed roof and side section, the filling in and filing of parts of the roof, the addition of more prototypical roof appliances, the removal of the wings and the addition of the snow deflectors on them and the construction of the well for the snow wings. Photo by Terry Ashcroft*

I could have simply glued a piece of styrene from the back side, but this would have narrowed the ability of the trucks to turn, but this would have restricted the swivel movement of the truck.



*Illustrated is the major work on the body to allow for the wings to be recessed into the car. The fill that hides the front truck is visible as is the fill in the two holes made by the removal of the single grab iron by the door. The roof appliances are visible as are the newly applied hand rails that surround the roof of the cupola. Photo by Terry Ashcroft .*

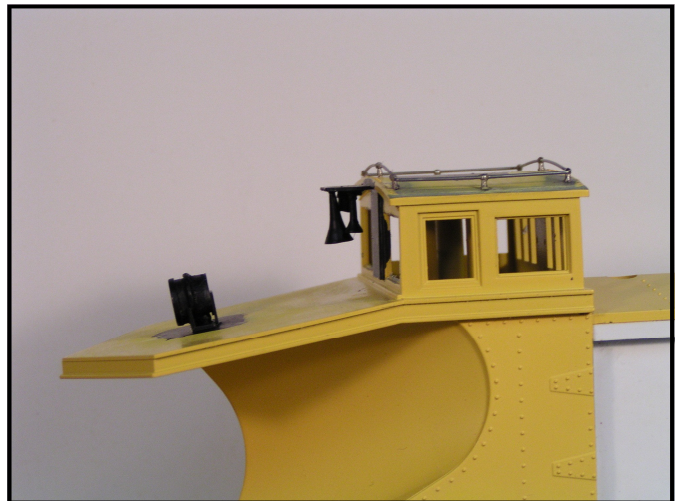
The major modification to the model was the next step. I carefully cut out the wing door area with a model saw and knife. The purpose for this was to recess the wings into the body of the plow so that they did not project from the side as they did with the original design. The model doors were moveable but I sacrificed this operation for a more prototypical look. Once the opening was complete, I used styrene to create a 'door' jamb effect. This was sufficient to allow the wings to recess flush to the side of the plow. Once satisfied I filled in the opening with more styrene sheet. Refer to the in progress photo to see the finished reconstruction. With reference again to the photo, I added styrene angle to represent the snow deflectors on the wing blades. The openings left at the ends of the angle brace were filled with spot glaze putty and sanded smooth. New grab irons were fashioned from brass wire and added to either side of the doors as seen in the photo.

A snow flange was fabricated from sheet styrene and attached to the bottom of the frame floor in front of the rear truck. While with the underbody, I decided to add a working light to the model. I placed a 1.5 volt bulb in the headlight, stringing the wire leads from the underside of the roof. I installed a micro switch to the underside of the floor and

mounted a battery holder to the top of the floor. The floor of the original model is attached to the body of the car by screws so battery replacement is straight forward. I connected all the wires and tested the circuit to ensure that the switch operated the light. Next I replaced the original wheels with North West Short Line 36" wheels, as well as side frames from the parts box. Finally a KD coupler was mounted on the rear of the plow.

With the car still disassembled, painting followed. I air-brushed the car body and wings with Polly S #410458 TH&B maroon. The front plow and wings received TTX yellow, Polly S #40407. Lastly, the roof and underframe were coated with Polly Scale #414290 engine black. When all the paint was absolutely dry, I began to apply wet decal black stripes to the wedge plow. Strips to size were cut from a sheet of Micro-Scale TF-38 flat black and applied as per the image. For the side lettering, I used HO CDS TH&B Box Car decals as they seemed the appropriate size. Next, I sprayed the assembled model with dull cote.

As I reassembled the model, the frosted window glazing was replaced with clear styrene. Individual panes were attached to the back side of the window frames. The wings were glued to the side of the car. To represent the hinge pins, I cut appropriate sized styrene tubing the length of the moulded hinges and touched these up with yellow paint. This completed the transformation of the MTH Pennsy snow plow to a model that more accurately portrays the TH&B original. Placed on my layout, TH&B #X786 rests ready to battle any model snow that hampers train movement.



*Front roof alterations are clearly evident in this photo. The head light has been added, the horn and bracket mounted, the original lamp hole has been covered by sheet styrene and the cupola has new hand rail stanchions and hand rails. Photo by Terry Ashcroft*



*TH&B freight locomotive #73 is a newly arrived, London, Ontario built, GMD GP7. She will replace the TH&B's venerable steam engines in mainline service. Here she is performing a minor yard job in moving X786, the only snowplow that the TH&B owns at the time this photo was taken. Photo by Ted Rafuse.*

*This bird's eye view of the completed model clearly illustrates many of the modifications made to the model: smoke stack moved to its new position, roof walkway handrails removed, cupola handrails added, addition of new bracket and horns, addition of head light, clear window glazing, two door grab irons, identifying decals, added snow deflectors to wing and recessed wing well, added styrene to cover front truck and striping on wedge plow. Photo by Ted Rafuse*



## HINTS AND TIPS

By John Longhurst

**Window frosting:** What if you want to light the interior of a building, but you don't want to detail the inside? One answer is to frost the windows. But what's the best way to do that? Well, there were a lot of ideas on the Yahoo scenery group (a group for people interested in model railroad scenery. For example, Gerry Gleiser suggests gluing a piece of vellum across the windows—it allows the light to pass through, but you can't see in. He also suggests etching the windows before installing them in the building. He places a drop of MEK on the plastic windowpane and then blots it with a cloth or paper towel. This hazes the plastic, making it look cracked. He notes that MEK should be used only with good ventilation. Meanwhile, Scott Mason says that he sprays the inside of his windows with dullcote, while "Sedona" says an easy method is to sandpaper one side of the plastic windows. Donald Kinney uses 3M medical tape (the opaque kind); he puts it over the inside of the windows and says it creates a thick diamond patterned glass like you might see in older factory buildings. Finally, Jeff Gerow uses tissue paper, while Elliot Thomas suggests drafting mylar. Any other ideas out there?

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## ASK DOCTOR DICK—THE SCENERY DOCTOR

### **Question:**

I am building a mountain on my HO scale layout and need some information on how to build realistic rock tunnel liners. I will be using two double track plaster tunnel portals. The double track enters the portal and then curves since the mountain will be in the corner of my layout.

### **Doc:**

Well, I would cast the liners out of molding plaster and shape them like the inside of a cut rock tunnel making sure they follow the radius of the track. Easier said than done.

First, use a large latex mold like the No. 1 mold sold by *Bragdon Industries* of CA. This mold has great rock structure and is about 12" x 30" so has lots of area to choose from. You can use a portion of the mold to get the rock tunnel liner structure that you will need. Remember that most of the liner will not be seen by the viewers since it will

be inside the tunnel and dark, so it is not as critical as a casting that would be on the outside of the mountain.

Next, lay out the mold so that when you make the casting you will get the curvature desired. That is, height, width (check with your NMRA gauge), and also convex or concave. I would make sure the mold is positioned in such a way that when the casting is made, the rock face is toward the inside of the tunnel, not the outside. Once out of the mold, square up one end of the casting so it butts nicely with the portal.

Here is the big problem. You want a curved tunnel liner and the one you just cast is straight. What to do? One way to solve this is to cut the liner in half (across the liner, not linear) and make two liners. Fit the two liners to the track radius and proceed to make them one liner again, but with the proper radius. You can do this by covering the outside of the liner with plaster cloth or *Wet N Shape*. Then cover

with *Hydrocal* plaster cementing the liners into one liner.

The next step is to fill in empty triangular space between the two liners created when you fitted the two cut liners together. Use small pieces of cast plaster from the mold. Make sure you use the same material (molding plaster) so that the repair will take the acrylic stain at the same way as the original casting. Also, try to fit the small pieces with the least amount of gap so that the filling process is minimized.

To fill the gaps between the pieces and the original casting, mix up a small batch of molding plaster and use a large eyedropper. Be careful here and try to be neat. Then before it dries, use a wire brush to blend the filed gap with the rock casting. Or you can let it dry and chip some of the newly filled material to match the original casting. Lastly, color the rock tunnel liner with your favorite acrylic washes.

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## CARM presents the COPETOWN TRAIN SHOW 2005

### A SHOWCASE OF CANADIAN RAILWAY MODELLING

**ADMISSION \$5**

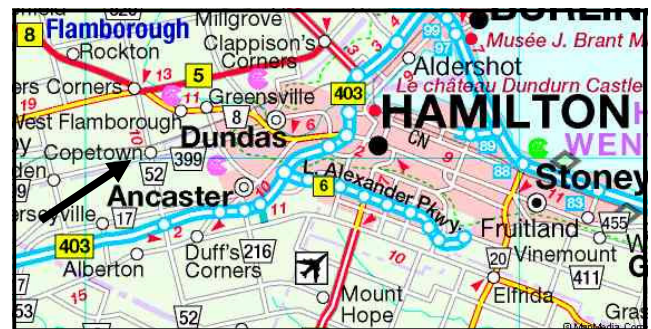
**WHEN:** Sunday, Feb. 20, 2005 10 am—4 pm

**WHERE:** Copetown & District Community Centre  
1950 Governors Rd, just east of Hwy 52

### **WHAT:**

- Operating Canadian prototype layouts
- Displays by model craftsmen
- CNR, CPR, TH&B, and ONR Special Interest Groups
- Canadian Model manufacturers displays and sales
- Photo Vendors
- Refreshments available on site

The Copetown Centre is wheelchair accessible



For more information visit the CARM website at  
[www.caorm.org](http://www.caorm.org)

Or contact  
Peter Moffett @ 905-934-6575

# Come to Golden Rails, 2005!

## May 20-22, 2005, Winnipeg, Manitoba

Be part of CARM's second annual convention and join members of the CN & CP SIGs, the Canadian Railroad Historical Association (CRHA) and Winnipeg's Midwestern Rail Association/Winnipeg Railway Museum as we join with members of the Winnipeg Model Railroad Club (WMRC) to celebrate their 50<sup>th</sup> anniversary!

### Schedule

**Thursday-Friday Pre-convention tours (May 19-20)** Some of you may want to come to Winnipeg early and take in a special May 19-20 VIA Rail tour from Winnipeg to Sioux Lookout, Ont. and return, sponsored by Rail Travel Tours (see details below). Those who come a little later can go to what's been called the best place to watch trains in Canada—nearby Portage la Prairie, where the CP & CN mainlines cross at grade (8 a.m. to 4 p.m. on Friday, May 20.)

**Friday, May 20** The convention kicks off on Friday, May 20 with a BBQ at the Assiniboine Valley Railway, a 1.5" (1.6") scale 7.5" gauge riding railway located on a seven acre site near CMU. (For more information about the Assiniboine Valley Railway, go to [www.swedenfreezer.com/avr](http://www.swedenfreezer.com/avr)) After the Friday evening BBQ you have the choice of visiting some of Winnipeg's fine home layouts or taking in a couple of prototype or heritage clinics.

**Saturday, May 21** On Saturday morning you can attend more clinics, while Saturday afternoon will offer a tour of the CPR Weston Diesel Shop and the Winnipeg Railway Museum (and more clinics!). Saturday evening will feature a presentation by Ian Wilson, followed by more home layout tours and clinics.

**Sunday, May 22** Sunday morning will begin with membership or annual meetings for the sponsoring groups, followed by another set of clinics. On Sunday afternoon you can take in a public model railroad show (1 p.m. to 6 p.m.) and ride the Prairie Dog Central, a popular southern Manitoba vintage excursion train (3 p.m.).

**Clinics:** A top-notch group of clinicians from across Canada has been assembled for Golden Rails, 2005. More details on their topics will come soon. Your biggest problem will be: Which ones to take in?

**Featured Speaker: Ian Wilson:** Saturday evening will feature a presentation by Ian Wilson, author of the books *Stratford Under Steam*; *Steam at Allandale*; *Steam Through London*; and *Steam Over Palmerston*. The topic hasn't been determined yet, but you won't be disappointed!

### Tours

- Visit some of Winnipeg's finest home layouts (included in registration).
- Tour the CPR Diesel Shop and Winnipeg Railway Museum on Saturday afternoon (extra fare: \$15).
- Come early and take in a pre-convention railfan trip on Friday, 8 a.m. to 4 p.m. to nearby Portage La Prairie, where the CN & CP transcontinental main lines cross at grade (extra fare: \$17).
- Ride the vintage Prairie Dog Central on Sunday afternoon (Extra fare; 2005 prices not yet set, but is estimated to be \$15-\$16 per person.) The train will be led by a ex-GTW GP 9 (built 1958). Reserve your ticket on the registration form and pay at the convention. For more information about the Prairie Dog Central, go to [www.vintagelocomotivesociety.mb.ca](http://www.vintagelocomotivesociety.mb.ca)
- Take the May 19-20 VIA Rail tour from Winnipeg to Sioux Lookout, Ont., arranged by Winnipeg's Rail Travel Tours. After traveling for the day, the group will arrive in Sioux Lookout, go to the hotel and have supper at an adjacent restaurant. A continental breakfast will be available at the hotel the next morning; after breakfast the group will tour Sioux Lookout and visit the local museum that has retired CN Cabooses #78642 and a 1923 MLW saddle tank locomotive on display. Then it's back to Winnipeg on the westbound Canadian, arriving at a scheduled time of 16:55 (in time for the Friday evening BBQ). Cost: \$245, double occupancy, plus GST. Reserve your space by calling Rail Travel Tours at 1-866-704-3528. Booking deadline is 30 days before departure (April 18, 2005). For more information, visit [www.railtraveltours.com](http://www.railtraveltours.com) or e-mail [railtraveltours@mts.net](mailto:railtraveltours@mts.net)

**Accommodation:** Golden Rails, 2005 will be held on the campus of Canadian Mennonite University (CMU), 500 Shaftesbury Blvd. Accommodation at CMU is dormitory-style (two beds per room). Cost per night is \$27.50 double-occupancy; you can also reserve a room to yourself for \$34.50. Linens, soap, towel and breakfast are included. Note: No alcohol is permitted at CMU. A list of nearby drinking establishments will be included in your registration packet. If you need accommodation at CMU before Thursday, May 18 or after Sunday, May 22, please contact goldenrails2005@yahoo.com or call (204) 667-2903. If you prefer to stay in a hotel, there are several within 4 to 6 km of CMU: Holiday Inn West, 2520 Portage Ave. (204) 885-4478; Viscount, 1670 Portage Ave., (204) 775-0451; The Clarion, 1445 Portage Ave. (204) 774-5110.

**West Jet Discount:** West Jet is the official airline of Golden Rails, 2005. The airline offers a 10 percent discount on flights to Winnipeg for the convention. To obtain the discount, you must fill out a form and send it to West Jet. To get the form, go to [www.caorm.org](http://www.caorm.org) Click on the convention logo and follow the links.

**Cost:** Registration cost for Golden Rails, 2005 is \$60 for members of the sponsoring groups (CARM, WMRC, CRHA, Mid-western Rail and the CP & CN SIGs). Immediate family of members of the sponsoring groups can also register for the member rate. All others pay \$70. The registration fee includes layout tours, clinics, public show entrance and Saturday lunch & supper. Extra fare items: Friday pre-convention railfan trip to Portage la Prairie, where the CP & CN main lines cross at grade (\$17); Friday night BBQ at the Assiniboine Valley Railway (\$7); Saturday afternoon CPR Diesel Shop and Winnipeg Railway Museum tour (\$15); Sunday 3 p.m. Prairie Dog Central train ride (2005 price not yet set, but it will be between \$15-\$16 per person; indicate number of tickets you want on registration form and pay at convention).

**If you like model railroading, prototype railroading or preserving Canada's railway heritage, Golden Rails, 2005 is for you! See you in Winnipeg! More information is available at [www.caorm.org](http://www.caorm.org)**

## Golden Rails, 2005 Layout Displays & Train Show

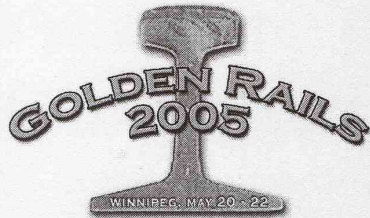
Portable layouts from N to G will be featured at Golden Rails, 2005! In addition to fine layouts from Winnipeg, we'll have two guest layouts from out of town at the convention:

The layouts will be open for viewing by convention-goers only on Saturday, May 21; during that time you can get a behind-the-scenes look at their construction and operation--maybe even run a train! The layouts will be open to the public on Sunday, May 22 from Noon to 6 p.m. Entrance to the train show is included in your registration fee.

**The Kicking Horse Pass from Calgary, Alberta is a 24 by 42 foot HO scale layout that features big, modern power and long trains through an accurate representation of the world-famous Spiral Tunnels--if you can't get to B.C. to see the real Spiral Tunnels, this is the next best thing!**



**For large scale fans, we'll have the G-Whiz Gang from Minneapolis, Minn. This 16 by 36 foot G-scale layout was featured in the February, 2003 Model Railroader**



**Winnipeg, May 20-22, 2005**

**Golden Rails, 2005** is sponsored by the Winnipeg Model Railroad Club (WMRC), Canadian Association of Railway Modellers (CARM), CP & CN SIGs, Canadian Railroad Historical Association (CRHA) and the Midwestern Rail Association/Winnipeg Railway Museum. The convention will be held May 20-22 at Canadian Mennonite University, 500 Shaftesbury Blvd. Winnipeg. **For more information, contact: goldenrails2005@yahoo.ca**

(Please complete a separate registration form for each person.)

**NAME** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_

**PHONE** \_\_\_\_\_ **E-MAIL** \_\_\_\_\_

**NAME FOR NAME TAG** \_\_\_\_\_

If you are a member of a sponsoring group, you can register at the member rate (\$60). Immediate family members also qualify for this rate. Please indicate what group (or groups) you belong to if applying for this rate.

WMRC  CARM  CN SIG  CP SIG  CHRA  MIDWESTERN RAIL/WPG. RAILWAY MUSEUM

(All prices per person.)

- Member Registration: \$60** (includes immediate family) \$ \_\_\_\_\_
- Non-member Registration: \$70** \$ \_\_\_\_\_
- Friday 8 a.m. to 4 p.m. railfan trip to Portage la Prairie: \$17** \$ \_\_\_\_\_
- Friday BBQ at the Assiniboine Valley Railway: \$7** \$ \_\_\_\_\_
- Saturday afternoon Diesel Shop and Railway Museum tour: \$15** \$ \_\_\_\_\_

Accommodation at CMU is **dormitory style**, two beds per room and shared bathroom/shower down the hall. You can reserve a room alone for a higher cost. Prices include linens, soap, towel & breakfast. If you know who you will room with, please indicate below. **Reminder: Alcohol is not permitted at CMU.**

- Double occupancy: \$27.50 per person** (times number of nights) \$ \_\_\_\_\_
- Single occupancy: \$34.50 per person** (times number of nights) \$ \_\_\_\_\_
- Check nights needed:** 9 Thurs. 9 Fri. 9 Sat. 9 Sun.
- Sunday Lunch: \$8.55** \$ \_\_\_\_\_
- TOTAL PAYMENT:** \$ \_\_\_\_\_

CARM is handling registration for Golden Rails, 2005. **Make check payable to:** Golden Rails, 2005. **Mail to:** Golden Rails, 2005, 31-120 Quigley Road, Hamilton, L8K 6L4 Canada.

- **I will room with:** \_\_\_\_\_
- **Do you need a ride for the layout tours?**  Yes  No  I can provide a ride for \_\_\_\_\_ people.
- **Please reserve \_\_\_\_\_ ticket(s) for me for the Sunday 3 p.m. Prairie Dog Central ride.**

**Questions? Contact goldenrails2005@yahoo.ca call or visit www.caorm.org**



# CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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

## APPLICATION FORM

New  Renewal  Membership No. \_\_\_\_\_

General 1 Year  \$36 3 Years  \$103

Family 1 Year  \$41 3 Years  \$118 one household

Youth 1 Year  \$20 Under 18 years old

Sponsor 1 Year  \$150 3 Years  \$400

First Name \_\_\_\_\_ Middle Initial \_\_\_\_\_

Last Name \_\_\_\_\_ Age \_\_\_\_\_ dd \_\_\_\_ mm \_\_\_\_ yy \_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province \_\_\_\_\_ Postal Code \_\_\_\_\_

Country \_\_\_\_\_ Chapter \_\_\_\_\_

### Additional Names if Family Membership

1: \_\_\_\_\_ Age: \_\_\_\_\_

2: \_\_\_\_\_ Age: \_\_\_\_\_

3: \_\_\_\_\_ Age: \_\_\_\_\_

4: \_\_\_\_\_ Age: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Web Site: \_\_\_\_\_ Include me on the Web site data base

### OPTIONAL INFORMATION

Primary Scale: \_\_\_\_\_ Gauge: \_\_\_\_\_ Secondary Scale: \_\_\_\_\_ Gauge: \_\_\_\_\_

Occupation: \_\_\_\_\_ Interests: \_\_\_\_\_

Please enclose this form with your payment to:

CARM Membership Director  
 31-120 Quigley Road  
 Hamilton, ON L8K 6L4  
 Canada

Date of Application dd ____ mm ____ yy ____ For Office Use Only
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Make all cheques payable to "Canadian Association of Railway Modellers".  
 If you require to make a payment in other then Canadian currency, please contact the treasurer at [treasurer@caorm.org](mailto:treasurer@caorm.org) for instructions  
 Memberships will activate on the first day of the month and expire on the last day of the month  
 Dues subject to change without notice. Check web site for current dues rates.