

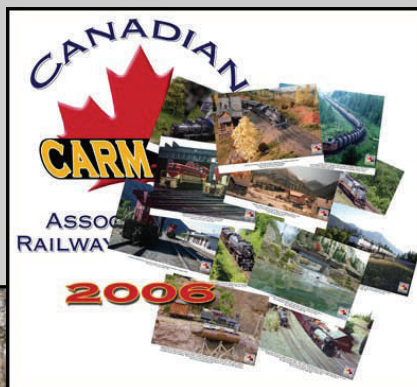


THE "CANADIAN"

a bi-monthly publication of the
"Canadian Association of Railway Modellers"
www.caorm.org

JANUARY FEBRUARY 2006 ISSUE #13

2006 CARM CALENDARS AVAILABLE

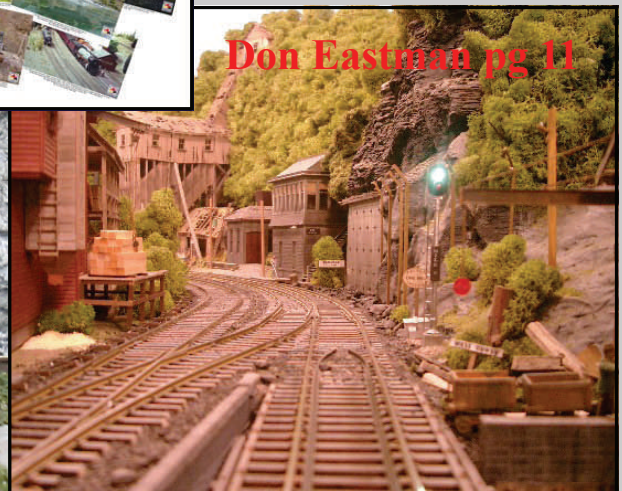


Order from secretary@caorm.org
payment may be made by cheque
payable to CARM or by PayPal
(www.paypal.com) with payment
totreaurer@caorm.org. Cost \$15,
Shipping included.
MAIL ORDERS: Carm Secretary, 7
Jolie Court, St. Catharines, ON,
L2M 6V5

Ron Hiscox pg 7



Don Eastman pg 11



Conrad Hill pg 5



Alex McLoud pg 9





THE OBSERVATION PLATFORM

I hope all of you had a very excellent Christmas season and that 2006 proves to be a good year for all of us. This was the first Christmas for the newest addition to the family and even though he is only 9 months old, Ethan got his first train from Grandpa. A pull along Thomas—sound equipped no less.

As you will recall from last month's Observation Platform, a recent trip to Altoona set me to thinking about converting my layout to a more prototypical representation of the Pennsy's assault on the Alleghenies via the Horseshoe Curve. The last month has been quite fascinating as Justin, Craig and I have drafted out plans for a new and improved PRR Susquehanna Division in N scale. The Internet is quite the tool for track planning, as I was able to find actual Pennsylvania Track and Interlocking Diagrams on line and utilize them in the track planning exercise. The layout will have the prototypically correct track plans for Alto interlocking, MG interlocking, AR & UN interlockings, the Gallitzin Tunnels, and the helper base at Cresson. There will be an 18 track staging yard with the shortest staging track being 24 feet. To accomplish all of this in the space I have available we will be building 4 levels of benchwork which are joined by 3 separate helices.

A major issue has been deciding on the type of track to be utilized. As many of you in N scale know, the standard for

track for many years has been the Peco Code 83 utilizing Peco switches. Operationally it works like a charm, however, in scale size it would work out to something like 200lb track. This raised the question about going to Code 55 and I have done some extensive research and testing, particularly of the Atlas line of track. There are a number of issues with it, though all seem to have simple solutions and it is pretty well the way I have decided to go. Turnouts were another question. The staging yards will definitely be Peco Code 83 so that they are indestructible, but on visible parts of the layout, appearance is as critical as operation. Atlas makes Code 55 turnouts which look excellent but have numerous operational issues attached to them. As a result I am turning to a product, Canadian made, by one of CARM's sponsors. Tim Warris's **Fast Tracks** templates create turnouts which not only look first class but operate as well or better than any turnout commercially produced in N scale or any other scale. Tim has taken the mystery out of hand laying your own track and has opened up the possibility to everyone. We have 77 turnouts to build but with Tim's equipment that should be a straightforward task. When we complete the benchwork I will be placing my order with Tim and I can truly say I am excited about trackwork for the first time in many years.

I will be taking photos as construction progresses and turn this exercise into a bit of a project railroad to show everyone what I have learned. There have been a lot of advances in the hobby and I intend to utilize as many as possible.

The old layout was on display in November as I was once again on the HOMES Club Layout Tour. I want to thank the 124 people who came to see the layout. If you get the opportunity to participate in a layout tour in your area, do so, it is a lot of fun, and you will enjoy talking to the visitors. This week is our annual club Chinese Dinner and I will be using the get together to share the plans and get input from everyone. We may also take a crack at building a cardboard mockup to see what those four levels look like. I am targeting an operating mainline for next years Open House. I wish all of you the best in 2006. **The Editor.**

PASSWORD CHANGE

MEMBERS AREA: EFFECTIVE January 20th

USERNAME: driver

PASSWORD: truck

COVER PHOTOS

Upper Left Photo: Ted Rafuse: this self-propelled railcar was a static model until Ron mounted a pdt motive source internally.

Upper Right Photo: Dave Ladore: Camera car photo on Don Eastman's Cabin Creek Layout.

Lower Left Photo: Ted Rafuse: Conrad Hill's scratchbuilt engine house.

Lower Right Photo: Ted Rafuse: FC & D Railway boxcab is one of Alex McLeod's purpose built diesel locomotives. Number 18 was scratch built from the trucks up.

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

U.S. Members: 1 Issue—\$3.50 Each additional issue \$2.50

European Members: 1 issue—\$5.50 Each additional issue \$4.00

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

NOMINATIONS OPEN FOR THE NATIONAL BOARD

Following the overwhelming vote in favour of electing Regional Directors, we are now accepting Nominations for the National Board of Directors. This page outlines what you should know if you are planning to put your name forward.

What is required?

- 1: You must be a CARM member in good standing and live in the area in which you are running for election.
- 2: You should have Internet access. Communications will be primarily through e-mail and other Internet tools. While this may seem to eliminate some members from running, it is necessary to keep the costs of operation within reasonable limits.
- 3: For this first election, we are not requiring that you have another member second your nomination. We recognize that many of our members are spread out and that we currently do not have Chapters in many areas and so you may not be aware of other CARM members. It is more important that you are willing to volunteer and serve your fellow members.
- 4: A little bit of your time. This is hard to categorize, it could be as little as a few hours a month or it could be as much as a few hours a week. It all depends on you and how much time and effort you are willing to put into it.

What will I be required to do?

- 1: Participate in National Board meetings once a month by either Internet or Conference Call.
- 2: Be responsible for CARM activities within your Region, including Chapter support, promoting CARM at events such as Train Shows, and providing support, assistance, and information to members as required.

What are the Regions and what are the terms of office for each Region?

- 1: The term of Office for each Director will eventually be 3 years, however, in order to maintain continuity we will nominate and elect 1/3 of the Board each year. This will be accomplished by staggering the terms for this first election. Which Regions will be 1 year, 2 year, or 3 year was done randomly and staggered across the country.
- 2: **British Columbia Region**-all of the Province of British Columbia: 3 year term
- 3: **Alberta Region**-all of the Province of Alberta: 1 year term
- 4: **Saskatchewan Region**-all of the Province of Saskatchewan: 2 year term
- 5: **Manitoba Region**-all of the Province of Manitoba: 3 year term
- 6: **Northern Ontario Region**-the Province of Ontario from a line running along the southern edge of Algonquin Park to the Manitoba border: 2 year term
- 7: **Southwestern Ontario Region**-the Province of Ontario from Windsor to Highway 400, north to the southern edge of Algonquin Park. Does not include the City of Toronto, does include the City of Barrie: 1 year term
- 8: **Southeastern Ontario Region**-the Province of Ontario from Highway 400 north to the southern edge of Algonquin Park and east to the Quebec border, includes the City of Toronto: 3 year term
- 9: **Quebec Region**-all of the Province of Quebec: 2 year term
- 10: **Atlantic Region**-all of the Provinces of New Brunswick, Nova Scotia, PEI, Newfoundland and Labrador: 3 year term
- 11: **International Region**-all CARM members residing outside the geographic boundaries of Canada: 1 year term

What if no one stands for election in my Region?

1. The Board may appoint a Director for a 1 year term and then open nominations again in the following year.

How do I stand for Election?

1. Forward a letter or e-mail to John Johnston, Chairman, Canadian Association of Railway Modellers, 41 Glenview Place, Hamilton, ON, L9C 6H9, or e-mail at chair@caorm.org
2. Include your name, membership number, address, e-mail, and a statement indicating that you wish to stand for election.
3. Include a brief statement or biography for inclusion in the next issue of the Canadian. If possible include a headshot photo of yourself.
4. Nominations must be postmarked no later than January 31, 2006, or if sent by e-mail, sent no later than January 31, 2006.

GETTING STARTED ON YOUR CANADIAN RAILWAY CRAFTSMAN BY DAVE BURROUGHS—CRC MANAGER

In the last issue of the Canadian, there was an announcement stating that I had volunteered for the position of Manager of the Canadian Railway Craftsman program for your organization, CARM. It will be my goal to present you with an insight into the CRC program through the Canadian newsletter. I want to encourage all of you to read my column as we examine the CRC program in detail and give you some ideas on how you can become a Canadian Railway Craftsman.

The CRC program has some similarities to the NMRA Achievement Program and CARM has given a two-year grace period for any member who attains their Master Model Railroader before October 31st, 2005. They could apply to be grandfathered as a Canadian Railway Craftsman. After October 31, 2005, any work that you have done toward any of the Achievement Program certificates can be submitted if it matches any of the qualifications in the Tracks for the CRC program.

Now, before you say “It’s too difficult for me, I am not that good a modeller” or “It’s too much work to become a CRC,” let me tell you that you do not have to do all of the qualifications in a big hurry. You can take it easy and work on it a little bit at a time. The secret will be to break each qualification down into small manageable segments and work on them at your own speed. Each and every one of you has skills in this hobby and if you examine the CRC program, you will find that you are already on your way to completing some requirements.

I am probably as guilty as many of you have been in the past in being overwhelmed by the Achievement Program program. I will tell you, I am not an MMR. I have not started on any of the requirements for any of the Achievement Program certificates. However, I will say that I will be working along with you on the road to the CRC.

For those with internet access or through a friend, please print out each Track by entering the Members Only area on the www.caorm.org web site. You will have to enter the user name and password that is supplied and updated in each issue of the Canadian. Once you are logged in, follow the CRC link at the bottom of the page. You can now click on each Track and print out the qualifications. While you are in this area, I would also like you to print out the Youth CRC qualifications. If you cannot access the Internet, you may write to me at the contact address at the end of this column.

The aim of the program is to encourage all members, young and old, to participate in our fine hobby. If you have a junior member who you will be working with, you are sure to reap enjoyment as you watch this person progress toward his YCRC qualification.

Youth Canadian Railway Craftsman

There are four Platforms, which make up the Youth CRC program as follows:

- Platform 1:Service
- Platform 2:Model Railway Operator
- Platform 3:Model Builder
- Platform 4:Model Railway Builder

Each Platform is designed around the future of our organization. This is an opportunity for our young members to develop their model building and social skills in a program that is not as stringent as the CRC program.

Platform 1 requires that the applicant has served a minimum of 20 hours promoting the hobby by assisting at public train shows and exhibitions. A record of voluntary service should be documented for this Platform on the Service Platform Record of Service form.

Platform 2 demonstrates that the applicant understands and has participated in operating a model railroad in a prototypical manner for at least three operating sessions as Yard Master, Engineer, Conductor or Dispatcher.

Platform 3 is based on model building or super-detailing in the categories of locomotive, freight car, passenger car and structure.

Platform 4 looks for the construction of a fully detailed operating layout or module with a minimum of 8 sq. ft. in HO or equivalent in other scales. Some minimum items are required to be on the layout/module but similar to all the other Platforms, the degree of difficulty is set to be quite attainable given that the applicant puts forth a reasonable amount of effort.

The Youth CRC program can be completed in a relatively short period of time and should not lead to lack of interest due to the amount of work required. In the next issue, I will discuss the CRC program and begin to break it down into smaller manageable segments. In the mean time, start thinking about what you have already accomplished in this hobby, items that you have built such as layouts, motive power, rolling stock or building scenery. Also, think about the contributions that you have made to the hobby such as open houses, clinics and events that you have assisted with. As we travel through this series of columns, you will see where they can be applied toward your Canadian Railway Craftsman certificate.

If you have any questions about the CRC program, I can be contacted by email at crc@caorm.org or by regular mail at:

CRC Manager
Canadian Association of Railway Modelers
373 Cranbrook Drive
Hamilton, ON, L9C 5W1

ASHBURNHAM SOUTHERN RAILROAD

Article By Ted Rafuse—Modelling by Conrad Hill

The Ashburnham Southern Railroad springs from the fertile imagination of Peterborough resident Conrad Hill. Although a fictitious railroad, it has roots in reality. The first railway to reach Peterborough in the 1850's was the Cobourg & Peterborough Railway. Its terminus was at the small enclave known as Ashburnham on the east side of the Otonabee River across from Peterborough proper. Many years later, Ashburnham was amalgamated into Peterborough. As a current resident of Ashburnham and a strong inclination for local railway history, it is not surprising that with this knowledge, Conrad would provide his model railroad with a local setting.

An inveterate HO scale advocate, Conrad has built a half dozen previous model layouts of varying sizes and complexity. He is presently building his third layout in his current residence. The recent flood in Peterborough did not affect his house or layout but he seized upon that local calamity to create a disaster of his own making in his railroad room. When I visited recently, Conrad apologized for a portion of his layout being little more than plywood central. However, with his past skills, it will only be a short interval before the ABS is once again in full operation.

One aspect of the hobby that Conrad much enjoys is that of planning a layout for operation. The layout is built on an open grid with tabletop portions where a larger yard is modelled. Track is Peco code 100 nickel silver flex with Peco electric switch machines on the hard to reach turnouts. Some of the present modification is designed to simplify operation and maintenance. Traditional electric block wiring double pole double throw centre off toggle switches control sections of track.

Scenery is a mixture of wire screening or styrofoam covered with plaster cloth. This is painted black and covered with Woodland Scenics scenery materials.

Both steam and diesel locomotives provide a clue to the modelling time frame. Locomotives from most contemporary manufacturers are present on the ABS. The same is true of rolling stock although Conrad likes to kit modify or scratch build cars as well. No structure appears on the layout without being subject to some form of Conrad's kit-bashing modification. For operation a card system of car forwarding was created about five years ago, modified from earlier examples and



Photo 1 Above: Conrad enjoys building large. This derelict building was scratch built and detailed to represent an abandoned factory. Note the frosted glass panes, some of which have been subject to youthful rock throwing with consequent breakage.

Photo 2 Below: The ABS railroad car ferry sees service primarily for the movement of coal shipments across Rice Lake.



 Our mission is to bring you the best possible selection and service at the most competitive prices.

CREDIT VALLEY RAILWAY COMPANY

Your first choice for model railroad supplies

Located at 184 Queen St. S., Streetsville, ON
Phone: 905-826-1306
Fax: 905-826-7306
www.cvrco.com



We carry everything for the creation of scale buildings from basic shell construction to realistic finishing materials in every scale.

MODEL BUILDERS SUPPLY

40 Englehard Drive
Unit 11
Aurora, ON, L4G 6X6

Phone: 905-841-8392
modelbuilderssupply.com

 **Miller Models** CUSTOM MODEL BUILDERS

Miller Models Services

Custom kit building	Vehicles & Figures
Scratchbuilding: Structures and our speciality	Modular Layouts and Dioramas
Custom Finishing of Locomotives	Weathering

See us at millermodels.com
Contact us at info@millermodels.com

customized through use.

Several complex and detailed structures are scratch built, including a two-stall engine house that was part of a recent Peterborough Model Railroaders' Christmas contest. Conrad built the basic frame from door skin plywood. DAS modelling clay was then rolled into a thin layer and glued with white glue to the door skin. The stone work was formed using homemade inexpensive tools. Especially helpful was a modified nail! The nail was pressed into the clay surface, not dragged along the clay. This was the most tedious aspect of the model and was time limited to about 30 minutes before the clay became hard and unworkable. Engine house doors and some windows came from the parts box, while others were scratch built. The detachable roof was formed with plastic sheeting to which ribs were added. When covered with tinfoil it gave the appearance of a soldered tin roof. With the roof removed, the interior stall area with its model fixtures is displayed. The side machinery shop is also detailed to suggest ongoing repair activity. The building was constructed on a base which allowed for landscaping the exterior. The model is an indicator of Conrad's modelling prowess.

Conrad has been a member of the Peterborough Model Railroaders for many years and is a member of CARM. He is an avid train photographer and train watcher. He and several other PMR members make an annual trek to some railroad haven which adds to their camaraderie and modelling activity.

All of his railroad interest stems from an American Flyer train set he received one Christmas as a 10-year-old lad. It wasn't long until he added extra ties to the track and built scenery to give it a more natural setting. Since his youth, Conrad has been a model railroader and that lifelong interest has provided him with an enduring pastime and many friends.



Photo 3 Above: Olsen Feeds & Supply Co., completely scratch built, is an important year round customer for the ABS. Grain movement, both in and out, is frequent along with box car loads of many of the products and implements used by the local rural community.

Photo 4 Right: Conrad Hill is the Creator and Operator of the Ashburnham Southern Railroad in Peterborough, Ontario.



Photos 5 & 6 Above: One of Conrad's submissions to an early PMR Christmas model contest was this two-stall engine house completely scratch built. The walls are thin plywood, covered with a thin layer of rolled DAS clay affixed to the walls. The stones are individually tooled using a modified nail. The roof is made from wood covered with tinfoil which has been painted and weathered.

THE RAILWAY MODELLING OF RON HISCOX

ARTICLE AND PHOTOS BY TED RAFUSE

Like so many modellers his age, Ron Hiscox began as a child. He was introduced to the world of model railroading through his father who presented him with a Lionel train set. His dad did most of the modelling at that time as Ron admits his interest was more casual than intense at that time. As a young adult, the Lionel equipment, regrettably now, was sold, displaced to pursue interests in cars and girls. Once he had passed that life stage, Ron returned to model railroading about 20 years ago with renewed interest.

The layout featured is Ron's third HO layout and is constructed in the "basement" of his home at Fife's Bay outside of Peterborough. The basement "meeting" room overlooks one of the Kawartha Lakes. One entire wall is glass that features a changing seasonal vista for any visitor. Along one side of this room is a 16 foot by 30 inch layout extension from the main layout room behind. With this part of the layout Ron experimented, successfully, with using metal studs for framing.

The extension features an industrial area with sidings, a small yard and a car float for interchange. Although not a large area, this part of the layout greets the visitor with a detailed display of Ron's modelling skills and portends of what is beyond. While Ron would argue the point, this area appears to be visual finished down to the final details. Not content with any 'finished' area, he continues to adjust, improve, modify and refine all areas of his layout.



Photo 1 Above: As you enter Ron's Railway Room, it is difficult to take the entire vista into view simultaneously. This general view reveals about one-half of his layout and a close examination reveals much intricate detail starting with the turntable and going beyond to the end wall.



489 Brant Street Burlington, Ontario L7R 2G5
Ph (905) 637-3721 Fax: (905) 639-6658

Web site: www.trainsonbrant.ca
E-mail: mainline@trainsonbrant.ca

Hours of Operation Mon. 10 am-4 pm
Tues/Wed 10 am-5 pm , Thur/Fri 10 am-8 pm
Sat 10am- 5 pm , Sun 11 am- 4 pm

JOIN THE CARM MODELLERS LIST ON YAHOO

Do you have the Internet? Are you interested in a dialogue with other modellers across the country? Then go to www.caorm.org and follow the links to sign up for the CARM Modellers List located on Yahoo.com. In addition to the e-mail list the site hosts monthly chat sessions.



PRO TRAK
50 MILL ST., BADEN, ON
N3A 2N6

Operations, Control and Design Software
Plan Your Railroad—Operate Realistically
Control Your Railroad

Our mission is to provide state of the art model railroad operations software and operations related electronics products at a fair price

protrak.cc/ E-mail: jim@protrak.cc



**NIAGARA CENTRAL
HOBBIES**

Canada's Largest Hobby & Craft Shop

More than 600 pieces of brass in stock in scales from N to G	3000 square foot train department, 400 square feet of detail parts
--	--

395 St. Pauls St., St. Catharines, ON
niagaracentralhobbies.com
Phone: 905-684-7355 Fax: 905-684-1700



HUNTERLINE
Manufacturer of Canadian
Prototype Wooden
Trackside Structures

*Exclusive Canadian
Distributor*

**Mt. Albert Scale
Lumber**

hunterline.com
E-mail: hunterline@golden.net
Phone/Fax: 519-653-4174

Ron's friend Ian Dixon painted the back ground scenery and he accomplished fine work in disguising many of the typical features prevalent with basement walls. His layout features many modified kits and many scratch built structures. He also uses mirrors effectively to create additional interest or to expand the layout. Two are particularly useful in expanding the layout. One is at the end of the shelf layout and the second is beneath the stair case and considerably expands the towns scape that he has created in this location.

The main layout room is 11 by 26 feet. The construction in this area followed standard L girder design. Track is primarily code 100 with some code 70 on sidings and industrial spurs. Turnouts are a mixture of Atlas and Peco; those in hard to reach locations are electrically powered. Rotary electrical switches control blocks for train movements. Several scratch built, hand held, tethered throttles are used for operations.

Ron follows a CNR generic format modelling in the 1950s through 1970s. Emphasis on first and second generation diesels predominates. The line features a coal hauling theme and most open loads feature a loads in empties out routine. A double ended operation separated by a mountain is used for coal operations. In total there are four such scenarios on his layout. As well, there is a hidden staging yard beneath a mountain. Freight movements are governed by a card operation system. Passenger trains use a pool of eight cars.

The track plan was designed on the KISS principle, an oval heavily disguised. A branch line, masked as a loop, provides loads in to a generating station while the empties out are returned to the coal mine. Off the oval is a branch line that leads to an interchange with the BAR (???) which is the shelf layout seen upon entering the basement.

Like his Peterborough pals, Ron enjoys their annual contests which foster the development of mutual modelling skills. Ron often accompanies the Peterborough Modellers layout at many shows as well. Additionally he enjoys railfanning, especially at Cobourg and Port Hope locations.

Ron expresses his philosophy of model railroad-ing as "I run what I like!"



Photo 2 Above: A large number of people are at the Allendale Station today. Perhaps some actually have tickets to the big city, but many appear to be railfans watching the railway activity in the yard. It further appears that some of the PMR group are amongst them. The station is scratch built.



Photo 3 Above: Ron maximizes all areas of this layout. Many of the structures have noteworthy names attached to them, in this case G. Hayes is a member of the Peterborough Model Railroaders. The furniture factory is another example of Ron's craftsmanship.



Photo 4 Right: Ron enjoys model railroading and on this day his smile is indicative of his good nature and of his well deserved pride in his model railroad.

THE OTONABEE CENTRAL RAILWAY OF ALEX MCLEOD

ARTICLE AND PHOTOS BY TED RAFUSE

As the model railway name implies, Alex McLeod resides in Peterborough. His fictitious HO railway owes its name to the river that bisects Peterborough, Ontario as it flows south into Rice Lake.

While growing up in Belleville, Ontario, Alex's parents lived one half block from the CNR double track mainline between Toronto and Montreal. Steam was king then and Belleville a divisional point. This meant lots of railroading to captivate the impressionable youth. He recalls from the age of three, in the company of his father, going to the station to watch trains. When his age doubled he received a Lionel electric train set, the kind with 4 wheels. This set was fixed to a 4' by 8' sheet of plywood with little else, but the novelty of a model train endured.

In the later 1950s Alex entered earnestly into model railroading with his first HO layout. Since then he has constructed several more alternating between large and small in size. Latterly he has focused on small portable layouts that form a part of his home layout but can be easily removed for display purposes at train shows in the area.

With the entry of reliable and interesting On30 models in the past several years, he has become captivated with the possibility of that scale especially when mingled with HOn3. Currently he is constructing an HOn3 portable layout as well as a new permanent layout. Some of Alex's new direction came about as a result of his own inclination, but the Peterborough flood in 2004 negatively affected his train room and to a degree made the change in layout necessary.

The Otonabee Central Railway has a number railway offspring. Fiddler's Creek & Drummond Railway is an HOn30 short line. Other short lines connection with the OCR are Herkimer Mining Company, Lang Lumber Company, Duoro Scenic Railway, Booger Packing, Pickering & Fletcher and the Shaw-King Electric Company which operates a factory and has house cars.

Alex is the master of improvisation and invention within the Peterborough Model Railroader group. His everyday materials find remarkable transformations as items for transplanting for his model railroading. His skills are remarkable as indicated with the accompanying photos of some of the models he has created and some of which will appear shortly on the new Otonabee Central Railway.



Photo 1 Above & Photo 2 Below: Liftlock Locomotive Erectors is a fabricator and repair firm specializing in refurbishing steam locomotives. Located in Peterborough, the company incorporates a local engineering feat, the Lift Lock, in its company name. It is a unique structure one that displays Alex's imagination and scratch building prowess. People animate Liftlock Locomotive Erectors. The carved stone base on the foundry building to the right and the slight lean to the loading platform lend further authenticity to the scene.



Bachrus Inc

HOME OF THE SADDLE

LOCOMOTIVE RUNNING STANDS
FROM Z TO G
WE'RE ALL UNDER IT!

WWW.BACHRUS.COM

Contact us at: sales@bachrus.com or
905-337-9592

CANADIAN RAILWAY MODELLER

NORTH KILDONAN PUBLICATIONS

Publisher of Canadian Railway Modeller

ALSO AVAILABLE FROM NORTH KILDONAN

Books	Pins
Christmas Cards	Prints
Train Cards	Post Cards

cdnrwymod.com

D.R. CUSTOM MODEL RAILWAYS

Custom Designed and Built Model Railroads

591 Green Blvd., Peterborough, ON, K9K 1K2
E-mail: bscott122@hotmail.com
Phone: 705-760-5213 Fax: 905-745-3280



Photo 3 Above: The back of Liftlock Locomotive Erectors reveals further details of Alex’s skills. Note the variation in shingles on the building roofs. The oil tank at the far right is a packing peanut, reinvented as a fuel oil tank.



Photo 5 Above: The gas pumps at (DOME BUILDING) are about to become quite active as a motor cyclists approaches and a woody awaits the gas jockey who is no doubt inside doing paper business with the driver of the Cities Service tanker truck. Inside a Model T awaits service in the bay.



Photo 4 Left:
Alex McLeod, owner and operator of the Otonabee Central Railway.

Photo 6 Below Left: Caustic Maple Hydroxide? That’s the product carried in this Point Chemical shorty tank car. This chemical must be highly dangerous to be loaded in a dedicated car. Wonder if the transient on the beam is aware that he is flirting with danger.

Photo 7 Below Right: Fiddler’s Creek & Drummond #10 is the only locomotive on this short line connecting with the Otonabee Central. The FC&D’s primary customer is Point Chemical.




JUST TRAIN CRAZY
 SPECIALIZING IN H.O. RAILROAD SUPPLIES
905-309-9690
 NEW • USED • BUY • SELL • TRADE

Specializing in HO Railroad Supplies
 New*Used*Buy*Sell*Trade

7 Livingston St., Suite B
 Grimsby, ON,
justtraincrazy.com
 Phone: 905-309-9690

HANDLAID TRACK ASSEMBLY FIXTURES
 Finally! An economical alternative to store bought trackwork that lets model railroaders of all skill levels build their own Scale Turnouts, Crossings, 3 Way Turnouts, Wye Turnouts and Slip Switches


FAST TRACKS
Helping You Build Better Railroads
handlaidtrack.com
 E-mail: service@handlaidtrack.com
 Fax: 403-398-0579


 AVAILABLE NOW

Operate the many included railroads including the immense Toronto Rail Lands of 1954 with 69 kilometers of track, over 900 switches, over 900 signals, the CNR 6213 Northern steam locomotive and the CPR “Canadian”. Download 100’s more routes.

Visit www.auran.com/TRS2006 (click on region of Canada)
 Contact Russ Milland at trainz@cogeco.ca

CAMERA ON A FLAT CAR

ARTICLE BY DON EASTMAN AND PHOTOS BY DAVE LADORE

Dave Ladore and I recently placed a camera on an 'O' Gauge flat car which can be pushed by a locomotive, throughout the layout. The camera we used was a Pentax Optio MX with 3.2 MP, and dimensions of 4" in length, by 2 3/4" wide, by 2 3/8" in height. The unique feature of this unit is that the lens is at about eye level with 'O' Scale figures on the layout. Realism is everywhere.

The most challenging part of the flatcar construction was getting the camera to turn in the direction the wheels were turning. By soldering a 16/32" metal bolt to the head truck bolster, this was possible to have a solid bolster shaft coming through the flat car floor. The base of the car was constructed from .60 thou styrene for its rigidity. Above the car foundation, a .60 thou platform was constructed to the shape of the camera's base, along with 2 side rails which hold the camera centered. In attaching the camera mount to the truck, a .20 thou washer was put over the 16/32" bolt for ease of maneuvering left and right. Behind the camera on the flat car was enough room to place some weight, either a bag of lead shot or a plate of steel. This weight is retained on the car by some styrene rail strips so the weight would not roll off center, and to add some stability to the car when rolling down the tracks.

When this 'O' Scale camera flatcar worked so well, I built a flatcar with Lionel trucks & couplers to carry the same camera. With a few adaptations, Dave & I got his flatcar to perform, and photographed his Lionel "Old King Coal RailWorks". You can make applicable flatcar size adjustments depending on what scale you are modeling in. Using this technique, it adds a new perspective as to how you can view your model railroad.



Photo 1 Above: Shows the camera on a styrene flat



Photo 2 Above: shows how the camera travels in the direction of the trucks on rail.

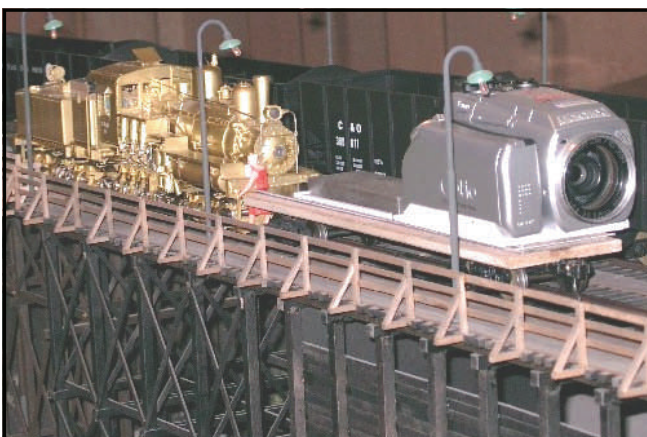


Photo 3 Above: Shows the camera car being pushed by the locomotive.

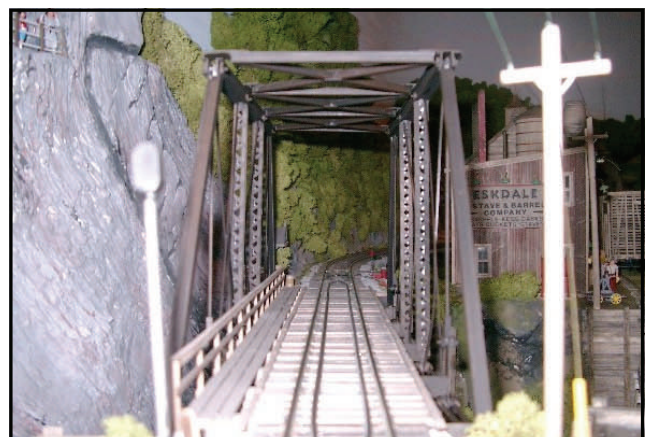


Photo 4 Above: Shows one of the scenes through the camera's eye.

CHAPTER NEWS

Editors Note: If you have news about your Chapter, I need to receive it 30 days prior to the publication date of the Canadian. These dates for the entire year are: Feb 1, April 1, June 1, August 1, October 1, and December 1.

VANCOUVER ISLAND CHAPTER

At the Victoria Train Show held on Sunday, Sept 25th 2005, Herb Jackman, Dick Sutcliffe, and Ed Warren helped man the CARM display. Dick was wearing many hats, also covering the PNR 7th Division display and helping to run trains on his club display layout. Ed Warren did a clinic on constructing trees using local plant materials, which was well received. These clinics appear to be a good way to get CARM before the public and increase value for members. The show numbers were down a bit from last year, according to show organizer Ted Alexis, due to competition from many other public events on the same day. Nonetheless it was a great day at a great venue, with lots of fine layouts and bargains.



Photo left: The photo shows Sterling Stump in the access area on the HO scale Noname Railway. This large home layout ran flawlessly, and is an operators dream. It is almost all an urban scene with switching opportunities everywhere.

ONTARIO CENTRAL CHAPTER

We had a very successful meeting on the 19th of Nov. with 9 people attending and we have 16 members out of a possible 22. I would not be troubled about the time it would take to organize your chapter. What I did was contact David King about a list of members in the area with the idea of starting a chapter. When you get the list I first phoned as many as I could and got a consensus of opinion on trying to get the chapter going. From these phone calls I gathered I had a chance to get it going. I then set a date and time and emailed all who had computers. I then sent a letter to every member in the area even if they had said no or I was unable to contact by phone or email. The letter set out what I trying to accomplish and then I waited. A lot did not tell me if they were coming or not. About 6 or 7 wanted to come but for various reasons could not make it. Two of them who could not make it came before the meeting and signed the application. So I didn't have any trouble getting the five names I needed. Yes, it did take a little time on my part but it was well worth while. Thanks to all for their support. Bill Bradford. I invite you to visit my web site at www.esnmodeltrains.com

LETTERS TO THE EDITOR

EXPANDING THE BOARD OF DIRECTORS

There appears to be some misgivings on expanding the Board so let me add my thoughts. Most organizations consist of a Board of Directors and an Executive. To me the Board made up of members from across Canada, can pass on to the Executive the interests and concerns of the areas they represent. The Executive, regardless of its current or future make up should remain where it was founded, Hamilton/Niagara. This will provide the stability required to keep CARM a viable organization. As a closing question I am wondering why John Hinbest referred to centering the CARM activities in Toronto/Niagara in his letter. (Nov-Dec issue).

John Eydt, Wallaceburg, ON



CANADIAN RAILROAD HISTORICAL ASSOCIATION
CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Montreal Convention 2006



Join us in Montreal, Quebec for **the third annual CRHA / CARM convention** with pre-convention activities taking place on May 18 (evening) and during the day on May 19. Our host accommodation will be McGill University's *New Residence Hall* which offers student type accommodation as well as two floors of four star hotel accommodations, (this is a former hotel partially converted to student living quarters). Our outstanding program of clinics will be held in the hotel's meeting rooms all under the same roof.

We will be celebrating 170 years of railroading in Canada, and what better way to celebrate than a visit to Exporail (located five kilometers from Laprairie, site of the first railroad in Canada). You will enjoy Canada's largest railroad exhibition facility which has just undergone a twelve million dollar expansion project. Over 45 pieces of equipment are on display as well as an HO gauge model railroad layout, miniature outdoor railroad with the Montreal live steamers visiting, operating train and streetcar rides, etc.

Our Exporail hosts have numerous special events and activities in store including a banquet dinner with Greg McDonnell, author of *Canadian Pacific, Stand Fast Craigellachie* as our guest speaker.

In addition to the official program, several club and private model railroad layouts will be available for visiting by convention delegates.

Our convention gets off to a rousing start with our annual 'meet and greet' which will be held at the Canada Central Railway club layout, this is Canada's largest HO gauge layout measuring 125 X 37 feet. Located under the CN viaduct south of Central Station, twelve inch to the foot trains rumble overhead while we enjoy the hospitality of our Canada Central hosts. Just a sampling of what's in store: 4,000 feet of HO gauge track, 475 switches, 10 control panels, 15 stations, 18 bridges, 17 tunnels and 70 industries. DCC control with real time TV on board a train.

As if that's not enough, the Montreal N-Track shares an adjoining space, this permanently erected modular layout has 80 modules, need we say more.

STM city busses will shuttle between the McGill University hotel and the layouts as parking is limited. Snacks, appetizers, sandwiches dessert, tea and coffee will be served (included in registration). Beverages will be available (not included in the registration).



Photo Above: Canada Central Railway which will be open on the Layout Tours at Montreal 2006

CONTACT INFORMATION FOR CARM OFFICERS

CHAIR/EDITOR OF THE CANADIAN

John Johnston
41 Glenview Place
Hamilton, ON, L9C 6H9
chair@caorm.org

SECRETARY/TREASURER

Peter Moffett CRC MMR
7 Jolie Crescent
St. Catharines, ON, L2M 6V5
secretary@caorm.org

MEMBERSHIP DIRECTOR

David King
31-120 Quigley Rd
Hamilton, ON, L8K 6L4
membership@caorm.org

PROGRAM DIRECTOR/WEBMASTER

Lex A. Parker CRC MMR
4296 Village Park Drive
Grimsby, ON, L0R 1B8
webmaster@caorm.org

COMING EVENTS

Ancaster, ON: Model RR Flea Market: sponsored by Rail Ops, Jan 29th Marritt Hall, Ancaster Fairgrounds, 625 Highway 53 East. Adults \$5, Seniors \$4, Children under 12 Free. 10:00 am to 3:30 pm. Operating layouts and over 120 tables. For info: contact 905-335-9112

Paris, ON: Paris Junction 2006 Model Train Show: January 15th, Paris Fairgrounds, 10am to 4pm. Contact Gord King, 519-583-0975

Gatineau, QUE, Club Ferroviaire En Voiture Model Train Show: sponsored by Mont Bleu FORD. Feb 18 & 19, 2006. Mont Bleu FORD, 375, Blvd Maloney Ouest, Gatineau, Quebec. 9am@5pm both days. Free admission. Operating model layouts, multiple scales, diecast models, static displays, vendors and exhibitors. No table rental fee. Contact Marc 613-859-8289 or Mario 819-671-2354.

Calgary, AB. Supertrain 2006: Canada's largest model railroad show arrives in the Big4 Building, Stampede Park. Feb 18 & 19 Open 9am to 5pm daily. Admission \$7, Child under 12 \$4, Family \$15. \$1 of all admissions with food bank donation. Info: Mike Borkristl 403-203-1970

Copetown, ON: CARM Manufacturers Show: Feb 26, 10am-4pm, Copetown & District Community Centre, 1950 Governor's Road, just east of Hwy 52, Canadian manufacturers, operating layouts, photo vendors, SIGS, displays by model craftsmen.

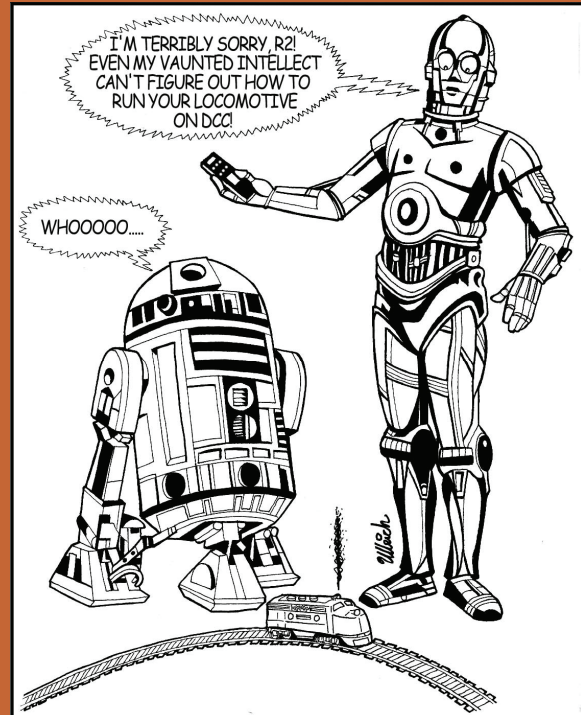
Cobourg, ON: 11th Annual Cobourg Model Train Show: presented by Cobourg Model Railroaders. March 4, 10am to 4pm. Cobourg Lions Centre, 157 Elgin Street E., Adults \$4, Seniors \$3, Children \$1. Info: tedrafuse@yahoo.ca

Niagara Falls, ON: 6th Annual Niagara Falls Model Railway Show: Optimist Park Hall, Dorchester and Morrison. 8000 square feet of vendors, displays, layouts. Adults \$4, Seniors/Students \$3. Info 905-357-6538

MONTREAL 2006

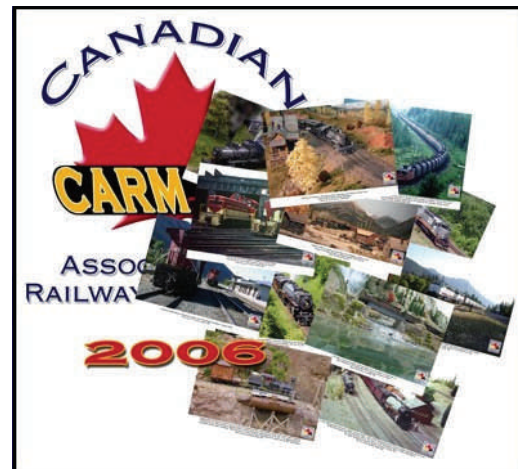


Cartoon by Paul Ullrich



2006 CARM CALENDAR

\$15



Order from the secretary (secretary@caorm.org), payment may be made by cheque payable to CARM or by PayPal (www.paypal.com) with payment being made to treasurer@caorm.org. Cost \$15, Shipping included.

MAIL ORDERS
Carm Secretary
7 Jolie Court
St. Catharines, ON, L2M 6V5