



“THE CANADIAN”

www.caorm.org



JULY/AUG/ SEPT 2006 ISSUE #16

NEW INITIATIVE BY CARM AND THE MAPLE LEAF 2003 TRUST

The members of the Maple Leaf 2003 Trust Board have decided to provide funds to place model railroads into Children’s Hospitals and others Children’s Health Facilities across the country. This follows up on the successful initiative by the National Board, the Toronto Chapter, and the Credit Valley Chapter at Sick Children’s Hospital in Toronto. For more on this story look under National Board Discussions on Page 5.



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MEMBERS AREA: EFFECTIVE July 20

USERNAME: whistle

PASSWORD: blower

COVER PHOTOS

Upper Photo: David Ladore: Family watches the action on David Ladore's mobile Old King Coalworks. More on this remarkable layout starting on page 10

Lower Left Photo: Lex Parker: Logo for Pacific Rails 2007

Lower Right Photo: Ron Pullano: CPR #2816 in Banff, Alberta.



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



THE OBSERVATION PLATFORM

CHANGES TO *THE CANADIAN*

As you have noticed the format of *The Canadian* has been changed. We are also changing the number of issues. *The Canadian* will now be published four times per year rather than the current six. It will however increase in size to 20 pages. This means that on an annual basis there will be no change in the total amount of content being provided to members. We are also going to try and provide two pages of colour rather than the current one. There are two principal reasons behind the change. Firstly, as Editor I am finding it difficult to maintain the schedule of every 2 months. It seems I am just finished one issue when I start on production of the next. The reduced frequency will allow me an opportunity to work on writing some articles. Secondly, our single biggest expenditure is postage and the reduction of 2 issues per year allows us to take money being given to Canada Post and put that into the production of the newsletter. I trust that you will all understand the need for the changes and that they will meet with general approval.

Planning for my new layout is progressing and we are now on version 9 of the plan. I won't bore you with all the details or the reasons behind the changes, with one exception. We had just completed version 5 or maybe version 6 and I decided to simulate an operating session on the layout. To accomplish this I created a schedule and determined the movement of trains over a 2 hour operating session. The layout will stage about 36 trains and will have 20 to 24 mainline movements in a two hour session with about 2/3's of those moves requiring helper service on the Horseshoe Curve.

Everything seemed fine until I began to look at the number of operators it would take to move these trains. I would need 8 to 10 people at one time to keep the railroad moving. As I considered this I looked at the aisles and open spaces we had designed in. Minimum aisle width is 36 inches. Nonetheless it was apparent that 8 to 10 people in the space provided would be uncomfortable. We had too much layout and not enough people space.

This led us back to the drawing board and versions 7, 8 and 9. I think we have finally got it right and construction should be beginning shortly. It is very easy to get carried away when designing a layout and put the railroad ahead of all other priorities. Fortunately, I and the group of modellers working with me have taken the time to look at these plans from all angles, including difficulty of engineering, electrical, fidelity to the prototype being modelled, and most importantly, comfort of the people who will be operating the trains. My last layout was built on the shell of my previous HO layout and so really wasn't brand new. I am finding

starting from scratch to be an exciting and interesting opportunity.

I received a nice e-mail from Jeremy Fletcher after the last issue and my photo of the ONR F units. I believe in the caption I said they were "resting". Jeremy provided information that they had been converted to Caterpillar engines with Kato generators and had been taken out of service due to unreliability and whether they would go back into service would depend on whether the problems could be resolved. He wondered if any of the members had additional information? If you do, let me know, and I will publish the responses.

I want to congratulate Peter Murphy and everyone in Montreal for doing a truly fine job of putting on the Montreal Convention. Our colleagues in CRHA are to be congratulated for what they have achieved in preserving Canada's railroad heritage at the Exporail Museum in Delson. It really is a world class museum.

I travel the QEW between Hamilton and Burlington with some regularity to visit Trains on Brant and to go to my friend Justin's house to work/operate his layout (he is also a major design force behind my layout changes and a first class draughtsman). This route takes me past CN's Aldershot Yard. For those of you who still railfan in this era of heightened security, CN's mainline between Toronto and Windsor has become a very busy place. Over the course of the last several weeks I have seen almost every type of unit CN operates as well as Norfolk Southern, BNSF, Wisconsin Central, Union Pacific, and Kansas City Southern units. I am also informed that CN has installed "eye in the sky" cameras all along this line through Bayview, so if you are in the area and railfan the line, stay off CN property. As all of you know, this is not only legally the right thing to do, it is good common sense from a safety point of view, both yours and the train crews.

This issue includes a couple of very interesting articles from first time contributors. David Ladore has taken display modules to a new level with his self contained trailer layout. I hope to see it first hand since David will be in St. Thomas at the Elgin County Museum when I take my grandson to see Thomas. Also Bob Young has written an interesting article on using the Bacchus test bed. I urge others among you to follow their lead and try your hand at an article and send it in.

That concludes this month's rambling, I hope you all have a safe and enjoyable summer.

John Johnston, Editor

MINUTES OF CARM ANNUAL GENERAL MEETING

Held May 21, 2006 in Montreal, QC.

1: Called to order at 10:48 am. 39 members in attendance

2: **Membership Chairman's Report** by David King.
The current membership is just under 600. We are holding our own at this point but we will need to start a membership promotion campaign with our new directors leading the way by helping the chapters develop.

3: **Treasurer's Report** by Pete Moffett, presented by John Johnston. Motion to approve the report from Herb McCoy, seconded by Gerry Dube. Motion passed with no objections.

4: **Report of the Chair** by John Johnston.
John reported on the results of the membership vote and the continuing development of a new Board structure.

Progress is being made on the Federal Incorporation of CARM as a non-profit organization with the help of one of our members. Getting CARM incorporated will be a benefit to us in the long run and allow to work on projects like the one that is being done at Toronto Sick Kids Hospital. Currently the Toronto and Credit Valley Chapters are refurbishing the G Scale railroad at the hospital for the enjoyment of those children that need to be there.

As Editor, John thanks all current contributors, particularly Ted Rafuse and requested additional articles and information on chapter activities to include in newsletter.

John reported that Lex Parker is currently seeking some help or a possible replacement for his current role as Webmaster. This position requires a special skill set to ensure the quality of the web site be maintained. Lex has a list of needed skills for this position and John encouraged all that are interested to contact Lex and check on the required skills and commitment.

John mentioned the success of the Copetown Show and the efforts of Peter Moffett and the three Chapters who provided volunteers and that CARM would like to see the theme of the show, manufacturer based, be adopted in other parts of Canada by other Chapters.

Dave Burroughs has been writing articles for the newsletter to promote the development of the CRC Program.

Members were encouraged to start Chapters in their area if one did not already exist and to contact the Membership Director for assistance.

John talked about how a Canadian Manufacturers Trade Show might become a part of conventions in the future.

The convention for 2008 has been awarded to Hamilton.

John mentioned that the Executive is looking into Internet based memberships and that all of the pros and cons are being considered. How this would work is under review.

A Question and Answer session was held at the conclusion of the Chair's Report. A question was asked about membership distribution. Members are currently located in all 10 Provinces plus the United States and Europe with the largest number of members located in Ontario. The election process was discussed. A question was asked about the frequency of Chapter meetings. John informed everyone that this is a Chapter decision based on the desire of Chapter members. A question was asked on moving the location of the Copetown Show. John responded that at this time we plan to keep the show at its current location. This may be reviewed in the future if circumstances change. A question was asked if the profit/loss from the Copetown Show could be shown separately on the financial statements. This request will be conveyed to the Treasurer. There was a discussion about information flow between the membership and the Executive. A suggestion was made that a check box be added to future convention registration forms indicating whether an attendee would be bringing models for display. This will be conveyed to future convention committees.

Convention 2007 Victoria BC. Ed Warren talked about and promoted the next convention that will take place in Victoria, BC. Ed also answered questions about the convention. Ed also received various ideas from the membership to consider. All points were positive and well taken.

New Business.

Most items of new business were discussed during the Chairs report.

The membership asked what is going to happen with the CN, CP Sigs and other similar groups at future conventions. John replied that the Sigs and other groups would be asked if they wished to participate at future convention and would continue to be welcomed as they add to the overall co-operation and exchange of information and ideas between that various groups at the convention.

A motion was presented from the floor by Peter Jackson in reference to the Uncle Sam image that has been used on the CARM web site. The motion was that only images, symbols or characters that are Canadian or neutral in theme be used on the web site or other similar promotions. Dolf Roelofsen seconded the motion. A discussion was then heard with many varying viewpoints. A vote was called with 17 for and 17 against. John said that he would take these results back to the Executive Board.

Date and location of the next meeting.

The next Annual General Meeting will be held in Victoria, BC during the annual Convention.

Adjournment

Adjournment was moved 12:10 pm by Justin Parry and seconded by Bob Duckworth. Unanimous approval.

NATIONAL BOARD DISCUSSIONS

CHILDREN'S HOSPITAL INITIATIVE

The Maple Leaf 2003 Trust has committed funding over the next 3 years to placing model railroads into Children's Hospitals and Health Care Facilities. CARM will assist by providing the link to Hospitals and local volunteers. We are encouraging Chapters, Clubs and members to actively consider pursuing this initiative and taking advantage of this tremendous opportunity to both contribute to your community and to promote the hobby of model railroading.

There will of course be guidelines which will have to be followed and funding will be subject to review and approval by the ML2003 Trust, but none of these will be onerous and will follow normal practices for charitable activities. CARM will handle much of this administration for ML2003 and we will be publishing guidelines in the next issue of the Canadian. If you are interested in participating in this program I would ask that you contact me (John Johnston) as shown on the bottom of page 2 for further information.

INTERNET BASED MEMBERSHIP

The National Board has been giving consideration to implementing an Internet based membership. This would be a full membership, however, you would not receive a hard copy of The Canadian. You would download The Canadian from the website. Every 3 months you would receive an e-mail providing the passwords to the membership section of the website. You would be responsible for keeping us up to date on your e-mail address in the same manner you currently provide an up to date mailing address.

There are two benefits to this type of membership. Firstly, your dues would be reduced by the savings in not producing and mailing your copy of The Canadian and secondly, The Canadian on the website is a full colour version.

A new dues structure has not yet been set, but it would be in the \$20 to \$25 range. We would be interested in receiving feedback on this concept. You can e-mail me your thoughts at editor@caorm.org.

CONVENTIONS

As you are now aware the 2007 Convention has been awarded to Victoria, British Columbia. We have also received a bid for 2008 from the Hamilton/Burlington, Ontario area and it has been accepted by both CARM and CRHA. At the recent Montreal convention we were approached to consider Calgary, Alberta for 2009 and both we and CRHA are looking forward to receiving more information.

2007 CONVENTION TO BE HELD IN VICTORIA, BC

At the Montreal 2006 CARM/CRHA National Convention, Victoria, British Columbia was approved as the site for the 2007 convention, to be held May 17 to 21, 2007.

The idea of a national convention in Victoria was first suggested in the fall of 2005. A survey of members and interested groups showed great enthusiasm, and a meeting to form an organizing committee was held in Qualicum Beach, north of Victoria on January 15, 2006. Many groups were represented, including national organizations, clubs, and historical societies. The organizing committee was elected at that meeting, and the official sponsors were declared. These were the Canadian Association of Railway Modellers, the Vancouver Island Chapter, The Canadian Railroad Historical Association, The Victoria Model Railroad Club, and the Mid Island Railway Club.

The organizing committee gathered at the University of Victoria on February 9, 2006 and toured the conference centre that is the proposed venue. The University is a modern facility with a large, park like campus about 10 km. from downtown Victoria. It has easy access from the international airport and ferry connections to the mainland, with inexpensive, frequent bus service and lots of parking. Parking is free on evenings and weekends, and \$5 daily on weekdays.

The Conference Centre has three large meeting rooms that each can be split into three, an attached cafeteria upstairs and restaurant on the lower level. There is a mall in the Student Union Building next door with fast food outlets and a pub. There are many excellent restaurants and pubs nearby. The student residences are next to the conference centre, where a large block of single and double rooms have been reserved. A large gymnasium across the road from the conference centre has been booked for a public show with layouts, manufacturer's displays and vendors.

Victoria is a city of 500,000 people, initially established in the early 1800's as a Hudson's Bay trading post and British naval base. Therefore it has a very rich history, and a large stock of beautiful historic buildings. As it is on an island separated from the mainland by the Strait of Georgia, it is a self sufficient city with a more vibrant culture and selection of services than would be expected from the size of its population. It is a city well accustomed to tourists, and so has a large range of hotels and other services, such as museums, public gardens and tours. Most of these are in the downtown core, about a ten minute drive from the University. The gardens of Victoria are world famous, and will be a magnificent display in May. One of the finest, Finerty Gardens is on the campus, a few minutes walk south of the conference centre.

Ed Warren MMR, CRC, Chair, Pacific Rails 2007

Pacific Rails 2007

National Convention

May 17 to 21, 2007

University of Victoria Conference Centre

Sponsored by the Canadian Association of Railway Modellers, Vancouver Island Chapter,
The Canadian Railway Historical Association, Victoria Model Railroad Club, Mid Island Railway Club with CP Sig,
West Coast Rail Association, West Vancouver Island Industrial Heritage Society



Clinics over three days on Railway history, preservation and modelling.

Prototype Tours- a steam excursion on the Alberni Pacific Railway to the McLean Mill National Historic Site- an operating classic steam operated sawmill, -the Duncan Forestry Museum with its operating Shay and Climax, and great collections of historic railway and logging equipment and structures -ride the Esquimalt and Nanaimo Railway with the last few RDC's in Canada over the Malahat Pass. Visit the Victoria Roundhouse and turntable.

Layout tours to famous home layouts.

A large public show featuring the best portable layouts and Canadian manufacturers and dealers with lots of free parking over the weekend.

There will be a Sunday banquet featuring a presentation by Robert Turner on Vancouver Island Railways. The city of Victoria is set among the mountains and sea, with the finest climate in Canada, world class public gardens, whale watching, and great shopping and museums. A world class destination. See tourismvictoria.ca

We have reserved a block of single and double rooms at the University of Victoria in the student residences at very reasonable rates for Bed and Breakfast. They can be booked after September 15th, 2006. Contact Ruth Hall at ruth-hall@uvic.ca Off site hotels should be booked early as many other events are competing for hotel rooms that weekend.

Air Canada, and Westjet fly into Victoria daily direct from most cities.

Further information contact the CARM Website at www.caorm.org/
or Ed Warren Chair, Pacific Rails 2007 at e.a.warren@telus.net

Canadian Railway Craftsman Track Three-Layout Builder Part 1 by Dave Burroughs, CRC Manager

This Track will get everyone back in the comfort zone working on a familiar item, your own layout. Initially, this Track appears to contain a lot of material. Although there are a lot of requirements, the average model railway will incorporate all that is required to attain this Certificate. I will break this Track into two articles and discuss the four major sections.

Track Three is broken down into:

Track Planning Layout Wiring
Layout Scenery Layout Operation

For this Track, you will be required to:

- 1: Prepare a scale plan of a model railway showing overall size, scale, track elevations, curve radii and turnout size. A layout should include track-work for handling freight and/or passenger cars in the form of a yard or terminal. There should also be track-work for the service, turning and storage of motive power appropriate to the prototype being modelled. Track should include at least one main line passing siding and four additional locations where switching can occur. Track-work should allow for simultaneous operation of two trains
- 2: Build and demonstrate the satisfactory operation of a completed section of the model railway as described above with an equivalent of 50 linear feet of track in HO scale. Track should be properly ballasted with proper profile and drainage and appropriate details such as culverts, signs, signals, relay boxes etc.
- 3: The track-work must contain at least six aspects of prototype track such as turnouts, crossings, turntable, super elevation, easements etc.
- 4: Scratch build and demonstrate successful operation of at least three examples of track-work
- 5: Complete and submit a Craftsman Layout Builder Track Qualification Form – Track Planning. Attached to the form should be the scale track plan, identification of all scratch-built features, commercial components and materials used in completing the section being submitted. Conformance to internationally recognized standards must also be documented and witnessed for each of the above components of this Track.

What appears to be a lot of work would well be started on by documenting your work on the appropriate form. Now, let's discuss the qualifications listed above.

Track Planning

Before starting construction on a layout, we all must assess the space that the layout will occupy, the type of bench work we will construct, the type of layout, be it mainline operation, switching or interchange, the era and location we wish to depict as well as giving consideration to access for construction and viewing after completion. Spend suffi-

cient time planning before you start. Make some sketches of what you intend on doing. Have a brainstorming session with some of your friends and refine your ideas. Lighting is also another major consideration and can turn a dimly lighted area into a showcase for your work. Installing good lighting before you build a layout makes lighting installation simpler and provides ample light when building the layout. Accent lighting can be added at a later date to enhance focal points on your layout. Low voltage strip lighting is ideal for this situation.

At this stage, we need to put our thoughts onto paper. Use paper with grid lines that represent 12" squares, and draw your layout room to scale indicating the walls, doors and any other details such as posts, stairs, and windows. With a compass or template and a straight edge, draw the main line and associated yards, sidings, servicing facilities, stations and industries to scale. Give some thought to how the scenery will fit your plans. You may wish to incorporate a prototype location in its entirety or a "modelling licensed" version that has been shrunk or altered to fit your space. Also, give some thought as to where you will position control panels. Is there enough aisle space for someone to pass you while at the control panel? You may decide to open up for a layout tour. Is there space for people to observe your work without blocking access for other visitors? This becomes important then you have a scenery highlight that people want to photograph.

These are all considerations that require careful planning before construction begins and can save a lot of time reworking after the fact. In the next issue, I will focus on Scenery and Layout Operation.

Questions about the CRC program can be directed to crc@caorm.org or by regular mail at:

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

VOLUNTEER REQUIRED FOR CARM WEBSITE

We are looking for a volunteer to assist with and then take over managing the Web Site. Several areas of the site will require weekly updates, other areas will be updated monthly and annually. The Web Site has already been designed and changes to the design are not required, only text and image edits will be needed.

You must have a working knowledge of Web editing and uploading to the server. Writing html is not required as the site is compatible with Adobe GoLive for editing. Software will be provided to the volunteer. An image editing program such as Adobe Photoshop is necessary to edit images.

The volunteer would start by assisting the current Webmaster who will guide him/her through the requirements and who would be available to advise the volunteer with any problems. This would be done with a view to assuming the role of Webmaster in the future.

If you have an interest, or require further information, please contact Lex Parker CRC MMR at webmaster@caorm.org

TRAIN WATCHING AT THE FOLKSTON FUNNEL

Article and Photographs By John Longhurst

Canadians who head south to Florida in winter on I-95 may want to turn off at Folkston, Georgia and spend a few hours at the Folkston Funnel. With 40-60 trains a day, the quaint Georgia town is a train-watcher's paradise. In January, while my wife was in doctoral classes in nearby Jacksonville, Florida, I had a chance to spend some time trackside watching the parade of trains going to and from the sunshine state.

Folkston, located about an hour north of Jacksonville and about 40 minutes off the I-95, is the place where two CSX lines meet—one from the Midwest, the other from the north-east. They merge into one double-track mainline just north of the town at what is called the "Folkston Funnel." But it's not just the number of trains that makes this a special place for railfans.

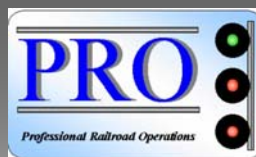


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When the citizens of Folkston realized how many train watchers were coming to their town, they decided to make them comfortable. They built a covered train-watching platform alongside the tracks, equipping it with chairs, benches, ceiling fans, picnic tables, lights, a BBQ, maps of the subdivision and bathrooms. But that's not all; they also installed a sound system that is tuned to radio transmissions between the dispatcher and crews, and to two defect detectors—one north of the town and the other to the south. When you hear the defect detector announce the milepost, you instantly know that a train will be coming through in a few minutes, and what direction it will be coming from. In addition to the platform, the town also has a small railroad museum in the restored Folkston depot, located just to the north.

The Folkston Funnel is located at MP 602.2 on the CSX Nahunta Subdivision, where the Jesup Sub. joins the Nahunta Sub. All of CSX's trains moving to Florida must pass through the Funnel. Waycross, located a few hours north of Folkston, is the home of CSX's Rice Yard, the largest rail yard in the southeast. Traffic through Folkston includes intermodal, coal, gravel, phosphate, grain, molten sulphur, the Tropicana orange juice train (five nights a week) and mixed trains, along with Amtrak (including the Auto-train). I spent four hours at the Funnel and saw ten trains.

While enjoying the action, I had to wonder: How many locations in Canada could capitalize on railfan interest and build a similar train-watching platform?



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.

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



OLD KING COAL RAILWORKS A MOBILE RAILROAD DISPLAY

Article & Photos

David F. Ladore

Welcome to the new Old King Coal Railworks mobile railroad display. The conceptual layout design of the O-Gauge 3 rail display started in April 2005 and was ready to roll in the custom built display trailer by October 2005.

There are four (4) levels of track which includes five (5) mainlines and one (1) end to end line. Classic steamers to modern diesels with "train sounds" run on more than 150 feet of realistic looking Atlas track. All of the mainlines go around or into the "Magic Mountain" then weave throughout the grouped themed areas of railway work crews, lumber milling, coal mining, oil production, and "Old King Coal-town".

Interactive green buttons are located on both sides of the display, allowing you to operate various accessories and two (2) lines of track. Other features include:

Scratchbuilt wooden trestles and elevated main line piers.

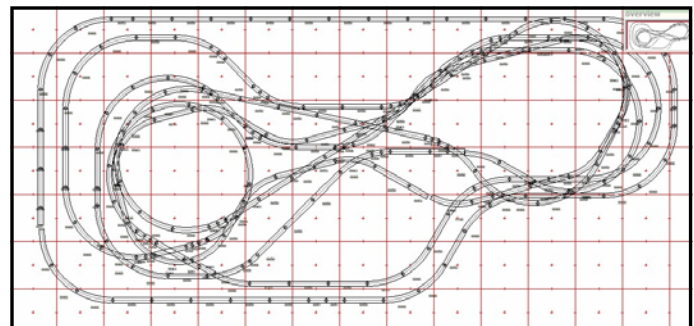
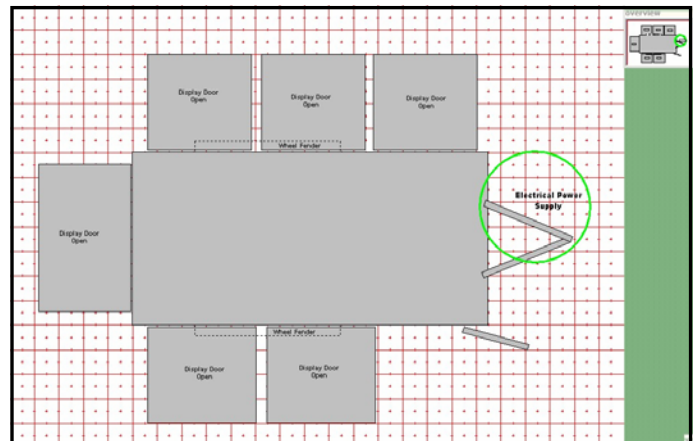
Tunnels, bridges, crossovers, rock formations and scenery elements.

Rolling stock including an assortment of freight, ore, and passenger trains.

The classic tinplate "Lionel City" Train Station located in the town centre and the Lionel Irvington Factory atop Magic Mountain.

A sound system playing a variety of railroad music.

Train videos, photos, or video camera action shown on a 20" TV screen.



The viewing height is suitable for children, and persons in wheel chairs. Step stools are provided for young children. We have attended many train shows, parades, festivals and events in Southern Ontario, including the Annual Toronto Christmas Train Show at the International Center.

We will be running our trains at the Day Out with Thomas 2006 event in St. Thomas during the last 2 weekends of July. This is our fourth year in attending train shows to exhibit our model railroad displays. It is very rewarding to see the faces of kids, young and old, as they move about the different areas of the layout and experience the action, sights and sounds of our Lionel display.

The "first generation" display was on a pair of core doors with a figure 8 crossover and adjoining outside loop, with attached second door industrial area with working accessories. We found that kids wanted to operate some the accessories, so this lead into the "second generation" 12ft by 12ft display the following year made up of 9 modules. This display had 2 main lines and 2 end to end lines, and incorporated more operating accessories, but now with inter-active push buttons to get the kids involved in learning about railroads and having more fun. This display setup and tear down after the event was taking a considerable amount of time and I wanted to incorporate more realistic detail, with more trains running, additional buildings, and multiple levels, so the lead to the third generation display.

Brian Montgomery, a train buddy of mine had seen many years ago, a Lionel 2 level train display inside a 47ft trailer pulled by a dual axle truck. He jokingly commented that I should do the same. The concept made sense, but the size of the trailer did not, so I decided to develop my own smaller and more compact version.

I started making layout drawings for the third generation display with the RR Track software, and my intention was to go 3 levels with a large detailed Magic Mountain, and ended up with an additional 4th level with the classic tinplate Lionel Irvington Factory, atop the Mountain. Because the display would be inside a metal trailer, there were many considerations that had to be addressed. Seasonal temperatures from



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hot to cold, the humidity factor, the movement and jarring while in transit to shows and events and reliability of train operation. The track selected was Atlas 3 rail nickel silver as it will never rust, and looks very realistic. The main platform is comprised of 3/4" plywood framing with 3/8" plywood tops for strength and minimal weight. The 2nd, 3rd, and 4th upper level mainline profiles are cut from 1/2" select plywood with 1/8" pine outer trim strips which conform to the varied contours.

The mountain and rock formation material is high density SM Styrofoam. This was chosen due to its lightness, ability to flex and not crack, ease of shaping, and it does not absorb moisture. The initial free form shapes were cut on a bandsaw or jigsaw, then contours rough shaped with a coarse abrasive wheel mounted on a cordless drill, then the finer detail applied by means of dremel tool with a fine wire wheel attachment. Final finish details were accomplished using an electric heat stripper to gently "flame" the surfaces of the form. This technique removed all of the fuzzy edges on the Styrofoam, and also created smooth indentations where necessary.

The paint used was water based latex which also acted as an adhesive for ground cover and rock formation applications. My thanks go to Don Eastman of Blenheim with his expertise in painting the mountain, Eastman Bridge, and applying many of




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the scenery element details.

Underneath the main platform is an unobstructed 16" crawl space area where wiring can easily be accessed, the mountain inside loop of track can be cleaned, and where the rolling stock and trains are stored in tote boxes. The trailer was custom made to my design specifications by a local manufacturer and was completed by mid June 2005. The trailer inside height was increased by 6" to allow an adequate clearance height for the six overhead display doors. The rear door is actually an opening ramp door. This allows for rear access to the trailer when lowered, or when closed has the large rear display door framed inside of it.

The five mainlines and 1 end to end line are all independent and without grades. They all run off their own separate power source and this simple concept means reliable operation during the day. There is enough action these five mainlines weaving around the different levels of track to make the action "mesmerizing" to the viewers.

The *Old King Coal Railworks* name came about by choosing a whimsical name and running *Coal* trains and accessories that *Work* on the railroad.

The mobile trailer display now gives me the ability to quickly set up, and flexibility to run my trains at a variety of locations inside and outside. I use a 1000 watt Honda generator to run the display if power is not readily available, or operating the display while moving in a parade. We run a variety of locomotive types, from classic steamers to modern diesels. These units vary from basic starter set locomotives to well detailed high end locomotives. Many have realistic train sounds including whistles, steam chuffing and release sounds, engine revving, screeching brakes, horns, bells, crew talk, and command tower instructions.

My philosophy is for the viewers to have fun, learn about model railroading, and be within inches of the display action if they choose. The Lionel trains are large, robust, and resistant to derailment. We get the odd occasion when a child may get a little too close, and a derailment occurs. When this happens we just put the train back on the track, and life goes on.



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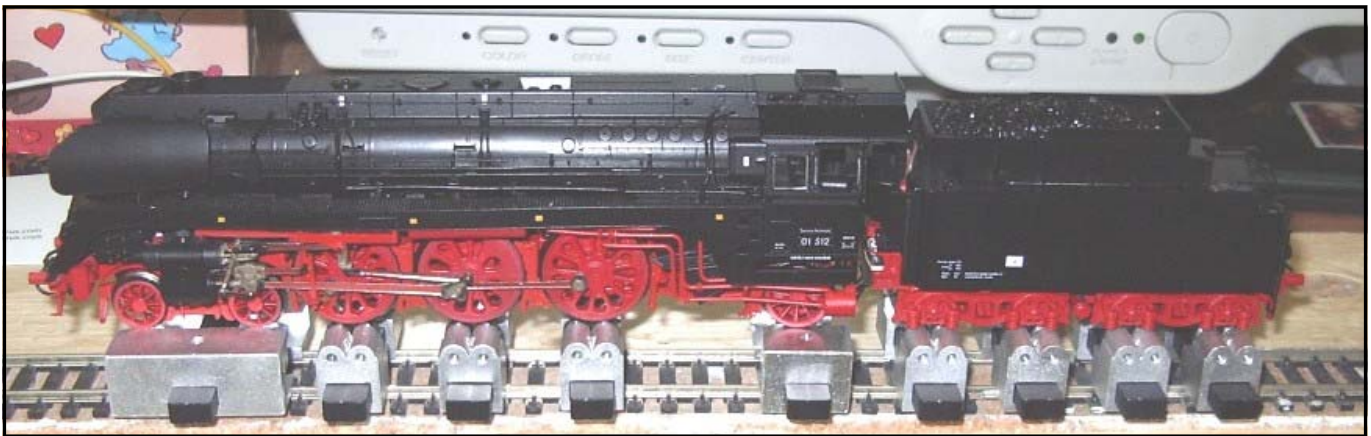
APPLICATION FOR BACHRUS DYNAMIC LOCOMOTIVE TEST BED

Article and Photographs By Bob Young

As I install decoders in diesel and steam locomotives I have found it very convenient to be able to setup the various decoder parameters with the locomotive under power. Of course that can be a bit trouble some if the locomotive is allowed to roam around the trackage during this testing process. Tethering the locomotive is not advisable as this would soon wear away the rubber traction treads on the driving wheels on locomotives that use this feature.

I have been looking for a test device that uses a roller mechanism to cradle the moving locomotive wheels yet allows the locomotive to have an electrical connection with the trackage. I was led to a device designed and distributed by Bachrus Inc. The web site address <http://www.bachrus.com/> and the Email address is brian@bachrus.com.

The following images are provided to show the Bachrus device as I use same.



The image above shows a 4-6-2 and a 4 axle tender sitting on a Bachrus unit. The 4 pilot wheels and 2 cab wheels are not driven but do pick up power from the track so these wheels are sitting on blocks (Stirrups). The 6 locomotive driver wheels and 8 tender wheels are all driven and as such must sit on rollers (Saddles).

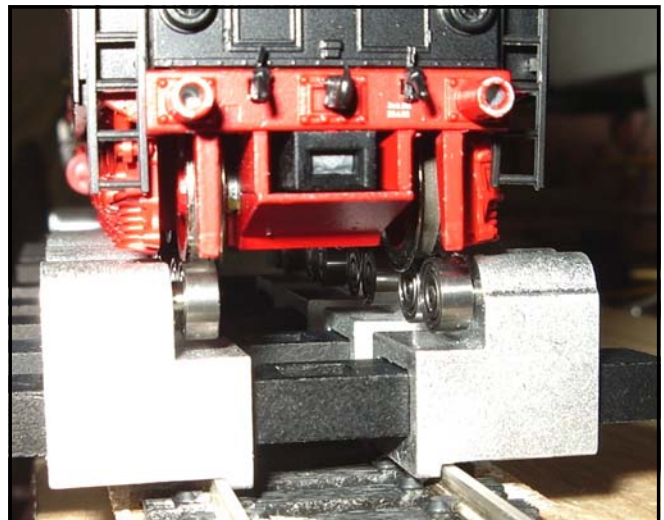
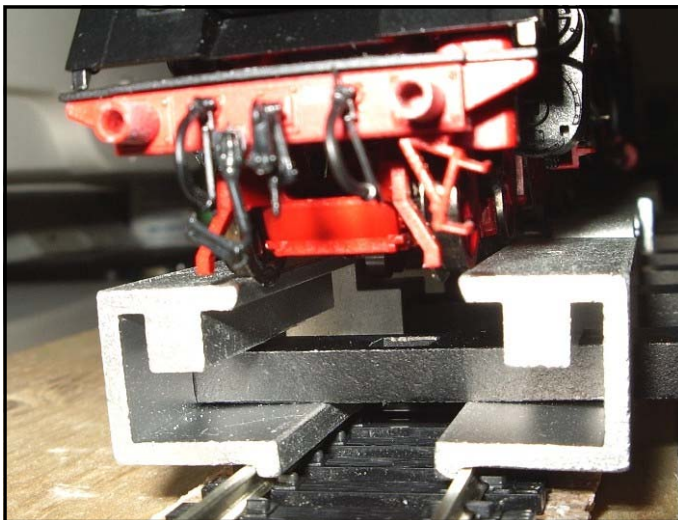
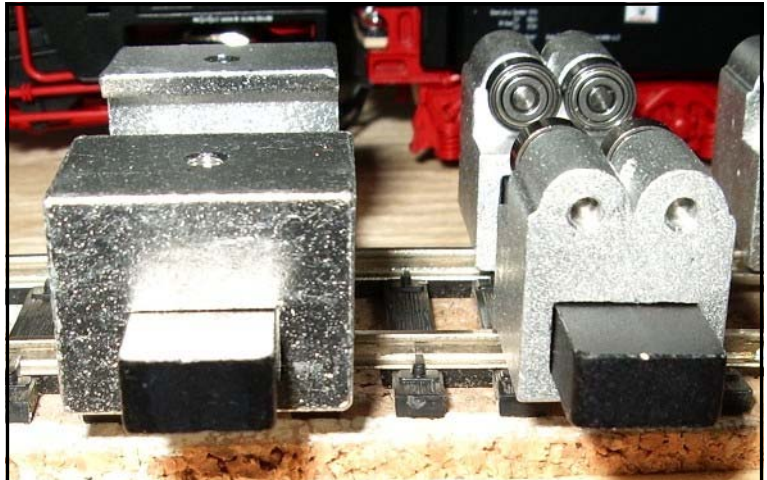


The image above shows the Bachrus system components positioned for the locomotive wheel arrangement.

The image to the right shows the two elements of the Bachrus device.

The unit on the left is called the 'Stirrup' and is used to support and provide electrical pick-up for non-moving wheels. This unit is available in various lengths.

The unit on the right is called the 'Saddle' and is used to support and provide electrical connection for moving wheels.



The image above, left shows the wheels supported by the 'Stirrup' block. The image above, right shows the wheels supported by the 'Saddle' rollers. Note the electrical connection at the track and non-conductive spacer that positions the units in the track. These units are adjustable in width for various gauges of track.

All said and done, in my opinion, the Bachrus unit is an ideal addition to the inventory of model railroad locomotive maintenance tools. Particularly for those of us who have a requirement to program DCC decoders.

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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: Dec 1, for the January/February/March issue. March 1, for the April/May/June issue. June 1, for the July/August/September issue, and September 1 for the October/November/December issue.

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ONTARIO MIDWESTERN CHAPTER

We had our annual spring get together at Holland Center's Participation Lodge on April 8th. Although it wasn't a large turnout everyone who attended had a great time. The purpose of the spring meeting is just to catch up on what's happening in our hobby and to show off our newest addition to our collection, or display a winter's project. There were no minutes taken for this meeting. Steven Hoshel from Atwood, Todd Anderson from Paisley and Rob McKinlay from Thornbury all brought engines to show and run on the Host's layout. Randy O'Hara brought his winter project which was a scale reproduction of the Markdale CP Station. This station was a common design in Grey & Bruce area with several towns having the same or similar designs. After several open discussions which included The Convention, Railfanning and our Train show called simply "Day of Clinics" (More on this later), Randy opened up the Grey Central Railway Club's layout for some running of equipment.

The Ontario Midwestern Chapter of the Canadian Association of Railway Modeller's and the Grey Central Railway Modeller's group will hold a Train show at The Participation Lodge in Holland Centre On September 23 from 10 am to 5 pm. While the Grey Central group will be hosting this event the OMW Chapter is planning to hold "**A Day at The Clinics.**" While there will be the usual vendors and local Hobby Shops the OMW Chapter will be offering clinics. These clinics are free with admission and are open to the public as well. The OMW Chapter is calling on assistance to hold the clinics. If you feel you can give a Clinic on any topic relating to our hobby feel free to contact me personally at 1 519 371 1998 ask for Randy. Or I have set up a yahoo account especially for this event. You can email me at attheclinics@yahoo.ca This event has been a long time coming and well anticipated. It will be advertised heavily in our area as well as outlying areas. If anyone would like to help spread the word I'll be glad to send you flyers, just let me know how many? Thanks. **Randy O'Hara**

VANCOUVER ISLAND CHAPTER

The Vancouver Island Chapter is the lead organizer of Pacific Rails 2007, the CARM/CRHA national convention on May 17 to 21, 2007 at the University of Victoria. The organizing committee, Ed warren, Andy Barber, David Tomljenovich, Sterling Stump, Wolf Reider, and Denis McWilliams have made several visits to the venues and have put together a tentative program. Visits have been made to the West Vancouver Island Industrial Heritage Society and plans are underway to organize a steam excursion from Port Alberni to the McLean's Mill on Friday, May 18. We will be recruiting volunteers at the train show in Victoria on September 24, 2006 at the Cedar Recreation Centre. Will also be at the Burnaby show on the memorial day weekend in November. Come by the CARM booth and offer your suggestions or sign up as a volunteer. There will be a meeting of the Pacific Rails 2007 organizing committee at the Victoria Show on September 24 and all members are invited to attend so they can hear about the plans for the convention. We have ambitious plans for a large clinic program, layout tours, extensive prototype tours, and a large public show. We will need the help of our members with their ideas and time. We plan to meet at noon in the cafeteria at the Cedar Rec Centre on Sept. 24, so bring your lunch and offer your ideas. **Ed Warren**

TORONTO CHAPTER

On Monday June 26th we had our last meeting of the spring at Gordon Crossfields home where we saw layouts from G Scale live steam to Z Scale. John Hinbest has been reelected President and Ian McIntosh, Treasurer. A workday is planned for Labour Day at Sick Kids Hospital and we are planning to be at the LMRA Model Railroad Flea Market on Sept. 10. **John Hinbest**



Above: Rob McKinlay, the youngest member of the Ontario Mid-western Chapter operates train during recent meet.

Below: Larry Murphy and CARM Board Member and Webmaster Lex Parker carry on a discussion at the Copetown Show. The modules are Larry's.



MIDWESTERN CHAPTER MEETING:

Above: Steven Hoshel, Todd Anderson and Art Ball
Below: Chapter Members watch as Rob's Dad sorts out a derailment.



Below: Lex's grandson Dallas spent the day operating Larry's layout and taking his turn at the computers at the Trainz Simulator display with Russ Milland. Grandpa's planned 11 am departure soon became 3:30 pm.



COMING EVENTS

BRITISH COLUMBIA, VICTORIA, MAY 17-21 4TH ANNUAL CARM CONVENTION

ONTARIO, COPETOWN, FEBRUARY 25 CARM COPETOWN TRAIN SHOW

10am to 4pm, Copetown & District Community Centre, 1950 Governors Road just east of Hwy 52. Operating Canadian prototype layouts, displays by model craftsmen, CNR, CPR, TH&B Sigs and more, Photo Vendors. Refreshments available on site.

Ontario, St. Thomas, July 21, 22, 23, 28,29,30 Day out with Thomas, St. Thomas Elgin County Community Centre on Third Avenue just east of the Railway Museum, 8 a.m. to 6 p.m. Tickets \$18 plus GST for ages 2 and up, available through Ticketmaster.

Ontario, Gananoque, August 12, 13 Thousand Islands Model Railroad Show sponsored by the Thousand Island Model Railroaders. Gananoque Recreation Centre, 600 King St. E. For info contact Bill at 613-382-7575 or Rick at 613-382-3244

Ontario, Bracebridge, August 12, 13 Muskoka Rails 2006, Train Show and Sale, Bracebridge Fair Grounds, James Lang Activity Centre, Sat 10am to 5pm, Sun 10am to 4 pm. Adults \$6 Seniors \$5, 5-12 \$3, Family \$14, two day passes available. For information Brian Forsythe 705-645-6164, Ed Sutherland 605-645-7923 or www.muskokacomputes.com/MMRC.htm

Ontario, Toronto, September 10 Lakeshore Model RR's Flea Market, Humber College Main Gym Entrance D, 205 Humber College Blvd, Toronto, 10am to 3pm, Adults \$5, Youth \$2, Under 6 Free. 20,000 square feet of items for sale. For information contact Steven McCoy 416-656-4498

Ontario, Picton, September 16, 17 Picton Model RR's Train Show. Prince Edward Curling Club, Picton Fairgrounds, Sat 10am to 5pm Sun 10am to 4pm, Adults \$4 Children \$1. For information contact Jack Strachan 613-476-3721

Ontario, Holland Centre, September 23 Holland Centre Model RR Train Show and Sale and a Day at the Clinics sponsored by Ontario Midwestern Chapter of CARM and the Grey Central Railway Club. Participation Lodge 5 miles east of Holland Centre. Follow the signs. Admission \$5. 10am to 5 pm. Operating layout and a day full of clinics. For information Al Ireton 519-794-3692 or Randy O'Hara attheclinics@yahoo.ca

Ontario, London, September 24 29th Annual Model RR Exchange, Komoka Community Centre, 133 Queen St, Komoka. Presented by London Model RR Group in conjunction with Komoka Museum. For information flea-market@lmrg.org

Ontario, Brampton, September 30, October 1 8th Annual Brampton Model Railroad Show sponsored by the

Orangeville Shortlines Model Railroad Club, Brampton Fairgrounds, 12942 Heartlake Road, 8 kms North of Bovaird Drive, 10:30 am to 4:30 pm. Adults \$5, Srs \$4, Children 5 to 12 \$3 Kids under 5 Free. For information contact Dave Kennedy at dektoy@sympatico.ca or Carl Kinzinger at cpk@sympatico.ca

Ontario, London, October 3 London Model RR Group Open House, 69 Holborn Ave, London, 7pm to 9:30pm, large O scale layout. Admission by donation.

British Columbia, Chilliwack, October 14, 15 Mount Cheam Lions 9th Model Railway Show, Heritage Park, 44140 Luckakuck Way, Chilliwack. Sat 9am to 5pm Sun 10am to 4 pm Adults \$5 Seniors/Students \$3 Family \$12 (limit 6) Under 6 Free For information James Hill 604-824-1757

Ontario, Bowmanville, October 14, 15 20th Annual Train Show at Bowmanville High School, Presented by Soper Valley Model Railroad Association, 10am to 4:30 pm and Sun. 10am to 4pm. Adults \$5, Senior \$4, Family \$10 For information contact Ron Radcliffe at 905-387-3099 or rjr.kse@on.aibn.com

Ontario, Ottawa, October 14, 15 Railfair 29 at Algonquin College, Woodroffe Campus jointly sponsored by British Railway Modellers of North America (BRMNA) and the Ottawa Valley Association of Railroaders (OVAR) featuring operating layouts, displays, clinics, artifacts and dealers. Adults \$7 Teens/Seniors \$4 Children 5-12 \$1 Free Parking, Wheelchair accessible. Sat. 11am to 5:30pm Sun 10am to 4:30pm For information contact Tom Patterson, 159 McCurdy Drive, Kanata, ON, K2L 2Z7, 613-831-1133

England, Swanley, Kent, October 28 Expo Narrow Gauge 2006, White Oak Leisure Centre, Hilda May Avenue 10:30am to 5:30pm Visit Europes premier narrow gauge modelling show. Adults \$6 accompanied children 6-16 \$1 009 Society, 7mm NGA, GEMME Members \$5

Ontario, Harriston, October 28 Annual 'BOOMERS' Auction of model railroad equipment and materials at the Harriston Community Centre, Admission \$5 (includes door prizes) Tables available at 8am, auction starts at 10am. For information contact Harold G. Jones, 16 Conroy Crescent, Guelph, ON, N1G 2V6 519-821-2454 or hjones@golden.net

Ontario, Ancaster, November 12 Model RR Flea Market presented by the Rail Ops Club. Operating layouts and over 120 tables. 10:30am to 3:30 pm Marritt Hall, Ancaster Fairgrounds, 625 Hwy 53E, Adults \$4 Children under 12 Free. For information contact 905-335-9112

Ontario, Belleville, December 2, 3 11 Annual Quinte Model Train Show 10am to 4 pm. Quinte Secondary School, College St, 9000 sq. ft of vendors and displays. Adults \$5 Seniors/Students \$4 Children \$2 Family \$10. Sponsored by the Belleville and Brighton Model Railroad Clubs For information contact Paul Martel, 15 Aldersgate Drive, Unit 17, Belleville, ON, K8P 5N1 or pmartel@cogeco.ca

RAILFANNING BRIGHTON

ARTICLE AND PHOTOS BY TED RAFUSE

At Brighton, Ontario, parallel track running east to west (or west to east) and a road bed built on flat terrain for several miles provide the essentials for watching trains operate at high speeds at this rail fan site. During the steam era, many unofficial train races, especially true of passenger trains, occurred on this stretch of track as the engineers of CNR and CPR did not want there steeds to be second to the competition. Today, VIA trains operate to their maximum through this corridor.

Brighton is a small community about ten miles west of Trenton, Ontario. Trenton is best known as one of Canada's military air bases, while Brighton is in the heart of central Ontario's apple country. The Brighton station, constructed in 1857 of local brick by the Grand Trunk Railway, remains today in its original place although it no longer provides passenger or railway service. Now part of Memory Junction Museum the station stands astride the two track Canadian National Railways mainline and on which operate VIA trains between Toronto, Ottawa and Montreal. About 150 feet to the south lies the single mainline track of the Toronto-Montreal Canadian Pacific Railway.

The museum is reached by car from highway #401 by exit #509 south (Hwy #30) towards Brighton. In town, continue south on Prince Edward Street to Richardson Street. Turn right (west) to Maplewood. At Maplewood, turn left and then immediately right on Monck Street. This will place you at the rear of the Brighton Station. At the west end is the access to the parking lot.

In *The Canadian*, Issue #9, May-June 2005, I described railfanning at Cobourg and a number of trains on this corridor were highlighted in that article. All trains seen in Cobourg can also be observed passing through Brighton as well. However there are two principal differences between the locations. At Brighton all trains operate at speed: at Cobourg some VIA trains stop at the station and the local shunter also works out of the yard. A second difference is visible in the straight track at Brighton unlike the gentle curve at Cobourg's station site. A scanner helps to alert the railfan at Brighton but the trains also whistle for several crossings in the town and the bells on the crossing gates to the west of the station grounds provide an audible indication of approaching trains. Trains no longer whistle at the Cobourg location.

On the late October Friday I was at Brighton between noon and two p.m. with my grandson, we saw seven trains in two hours. Two were eastbound VIA trains on the south track, one led by F40PH-2 #6431 and the second by Genesis unit #919. One VIA westbound on the north track, led by an F40PH-2 was watched, but I forgot to record the locomotive number! The CN Belleville freight turn on the north track was eastbound to Belleville. Two freights, one in each direction were also seen: eastbound had three units led by SD701 #5616 while the westbound train was led by four units, #5341, a SD40-2(w), in the lead. Due to track work,

only one CP eastbound freight was seen. Its three units were led by SD40-2 #5829.

On a late August day that I was there with my grandson we did not see as many trains as we have at other times. Perhaps this was due to a reduced holiday schedule or perhaps it was due to the fact that we were there at an earlier time than other visits. Nonetheless we did witness several VIA trains both east and west bound, and several freights on both CN and CP tracks.

Brighton Station is the home to Memory Junction Museum, a designated historical site. Under the guidance of Ralph Bangay, the owner/operator of Memory Junction, a large display of railway artifacts and memorabilia are on display in the former GTR station. Admission is free and donations are welcomed.

For those with a steam memory, or those with an interest in steam locomotives, former CNR #2534 is on display as well, heading CPR outside braced 1913 built box car #434109 with wooden 1929 CNR caboose on the tail end. Several other pieces of railway rolling stock are also on hand.

Locomotive # 2534, class N-4-a, was built by the Montreal Locomotive Works in 1906 for the Grand Trunk Railway as their #670. In the mid 1960s the locomotive was donated to the City of Belleville where it stood in a waterfront park for many years. In 1998 the City no longer wanted the responsibility of maintaining the locomotive. Mr. Bangay made arrangements to have the steamer dismantled and moved to his property. Two sister N-4-a locomotives survive elsewhere.

During the temperate season, the museum is a great place for train watching, examining heritage railway equipment, scrutinizing railway memorabilia, or having a picnic. Memory Junction operates year round 10:00 am to 4:00 p.m, although it is normally closed on Tuesdays and Fridays. Check their web site for full details at www.memoryjunction.netfirms.com. For e-mail information, re.bangay@sympatico.ca. Memory Junction provides a unique railfanning destination and experience.





RAILFANNING BRIGHTON: Above: Museum room **Top Right:** CN 5616 on point of eastbound freight. **Right:** Ted's grandson Shay poses on #2534 a locomotive with which he has become fascinated. With help he was able to reach the cab this summer.



IMAGES OF MONTREAL 2006: Left: CN 2602 is in for rebuilding after being in a wreck. **Bottom Left:** Streamlined CPR steam and CNR Alco cab unit sit side by side in the new facility at ExpoRail in Delson, Quebec. **Bottom Right:** Spectacular scenery on one of the many railroads open to convention attendees.

