

## CARM INTRODUCES NEW INTERNET FORUM



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#### **Cover Photo: Top Left**

**Canadian prairie shortline Winter Valley Regional Railroad way freight. Photo by Dave Winters**

#### **Cover Photo: Bottom Left**

**CP 7402 eases over a wooden trestle on the Shelter Valley and Trent River Railway. Photo by Ted Rafuse.**

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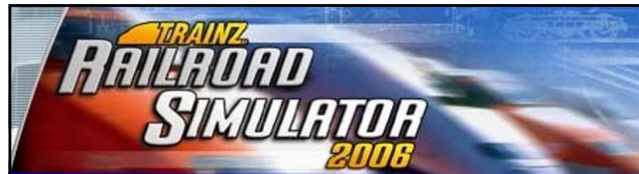
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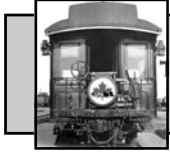
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## THE OBSERVATION PLATFORM

### Kudos to Ed Warren and the team that ran Victoria 2007

Another excellent convention, our thanks go to Ed Warren and his team out in British Columbia for the hard work and effort they put into it. I have heard nothing but positive feedback from everyone who attended.

We are now planning next years convention which will be held at McMaster University in Hamilton, Ontario.

### Digital Camera and Research

On a recent railfan trip to Altoona I found another use for my digital camera, besides regular photography. We had met members of a local model railroad club who invited us over that evening. As I was chatting to several members of the club, it came up that I was modelling the Altoona area. I noted that I was having difficulty finding good photos of the Altoona Station to model from. "Perhaps we have some" someone said. They then proceeded to tell me how one of their older members had been a PRR employee in the Test Department when the Penn Central merger took place.

The PRR was disposing of numerous files including hundreds, indeed thousands, of photographs. This gentleman saved them and donated them to the club. The club has preserved them all these years in plastic sleeves in binders.

As they started pulling out these massive binders, I felt like the proverbial "kid at Christmas". What a treasure trove! As I leafed through the photos I found a series which showed the station building from numerous angles. I enquired whether I might obtain photo copies of them. They assured me it would be no problem.

As I continue to go through the photos my eye caught my digital camera which was sitting on the table. Opportunity presented itself and I took advantage of it. Setting the photo on the table, shooting without flash under just the fluorescent lights that lit the room, I proceeded to take photographs of the photographs. The results are at the bottom of this page.

I am pleasantly surprised by the quality of the results. Certainly equal to or better than a photocopy. Next time you are at a library or similar research site and need to copy something, if you have a digital camera, you may wish to consider using it.

**John Johnston, Editor**



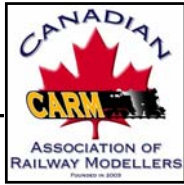
## N SCALE CANADIAN "VANS" AT A REASONABLE PRICE by Andrew Matheson

A while back, Canadian Hobby-Crafts through Life Like came out with a line of Canadian "Vans". The road names were CP (red), CN (orange), TH&B (yellow), ONR (yellow and blue), and BCR (two tone green). Average cost was \$13. The draw back was that all of them had Rapido style couplers. Converting these cars to Accumate or MT would be an expensive project for a \$13 car, or so I thought.

While I like these little gems, costs, and other issues sidelined the project and I forgot about it until one day in a hobby shop in Calgary I found them on sale for \$5 each. WOW! Since I couldn't get all 5 that I wanted I settled for the TH&B, ONR and BCR vans with a future plan to acquire a CP if the opportunity presented itself. Now that I had the vans the question was how do I bring them up to a reasonable standard without incurring significant costs. I was able to accomplish it with a bit of luck finding some surplus sales.

I bought a pack of Unimate long length couplers, 8 couplers for \$4.25, cost 50 cents per coupler. I was able to acquire some other older Atlas vans for \$5 each. I kept the Atlas Chassis, railings, and ladders. I then modified the Life Like vans to fit the Atlas chassis and with a little bit of glue they sit on the chassis reasonably well. I used the Atlas railings and ladders to finish the vans off.

I used the Life Like wheelsets in the Atlas trucks and replaced the Rapido's with the Unimates. Net result, I now have 3 upgraded vans without busting my wallet. I will use all the spare parts elsewhere. The unused van bodies will make good wayside stations.



## CARM INTRODUCES A NEW INTERNET FORUM

As noted last month we are constantly seeking out new services we can provide to members in a cost effective manner. One of the areas which we had really become focused on was communications. How could we enable members spread across the second largest country in the world to talk to each other easily. Of all of the tools at our disposal the Internet seemed to offer the best solution. Our current tools, the Website and The Canadian are primarily one way tools. We can communicate with you but you are not able to communicate back to us other than through one on one emails or letters. The Yahoo list allowed for communication but the inclusion of attachments such as photos or plans is limited.

We needed a two way tool that allowed members to talk not only to each other individually, but also to the membership as a whole. An Internet Forum seemed to offer that opportunity. We reviewed a number of Forums and settled on a software called VBulletin. Craig McCulloch, our new Webmaster had the unenviable task of creating the Forum. We certainly approached the whole issue with some trepidation. We did however have a plan. After the software was loaded, we would invite a Beta Test group of some 12 individuals to use the Forum for 3 months and we would work out the bugs.

## National News Page

We would then advertise it in The Canadian and invite everyone to participate.

Wow, were we in for a surprise. The software loaded up easily, the Beta Test group began using it with absolutely no problems, and within a week we knew we had a winner on our hands. It was time for Plan B.

I send an email out to everyone who had given us an email address with their membership application inviting them to join the Forum and participate with us. We have received an excellent response, though it did underscore how many of our email addresses are wrong. If you have a new email address it would be a good idea to forward it to the Membership Chair and update your information.

To date, in just short of two months, their have been 99 threads and over 500 posts. For the uninitiated, a Thread is a subject, and a post is a message to that subject.

If you would like to sign up and become a member on the Forum there are two ways to get to it.

**Option #1: Click onto the CARM Website and on the bottom menu you will see Forum. Click on Forum and it will take you to the Forum page.**

**Option #2: go directly to the Forum at the following web address:**

**[http://www.caorm.org/CARM\\_forum/index.php](http://www.caorm.org/CARM_forum/index.php)**

There is a requirement to register as this is a member only Forum.

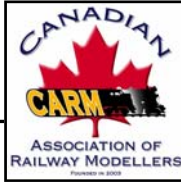
After you register, your registration is vetted by one of the Administrators, Craig and myself, and you will receive an email advising you that you are now a registered member.

We have posted a number of how to Threads to help you get oriented to using the Forum. If you have a question, post it and we will get you an answer. Here is a screenshot of the Forum page to show what it looks like.

### CANADIAN ON THE WEB

Starting with this issue, the web version of The Canadian will include additional photos with articles which space does not permit in the print version, due to costs.

Thread / Thread Starter	Rating	Last Post	Replies	Views
Announcement: IMPORTANT ANNOUNCEMENT FOR ALL FORUM MEMBERS shark_jj (Member)		28th April 2007		79
Sticky: Request Re: Profiles shark_jj		27th May 2007 16:36 by Engineman1	2	259
Sticky: Problems with Registration and Forum shark_jj		23rd April 2007 20:54 by shark_jj	0	52
Sticky: Avatars shark_jj		15th April 2007 13:52 by shark_jj	0	91
Sticky: How to Post a Photograph shark_jj		22nd March 2007 17:46 by Peter Wolfelt	4	258
Lurking vs Participating shark_jj		Today 10:20 by CN6401	1	3
Free MO Clubs shark_jj		Today 09:24 by shark_jj	0	2
Manual vs Electrical turnout control shark_jj		Today 09:21 by shark_jj	0	2
Pacific Rail 2007 Train Show Pics Castor River Railroad		Today 09:13 by shark_jj	2	18



## Chapter News Page

### UPCOMING CHAPTER MEETINGS

**In future issues, I will list the dates of Chapter meets I know about at the top of this area. Detailed information will be found in the Chapter Report.**

**June 30: Ontario Central**  
**Sept 8: Essex Kent**  
**Sept 19: National Capitol**  
**Jan 5: Golden Horseshoe**

### ONTARIO CENTRAL CHAPTER

The Ontario Central Chapter will be hosting its next meeting at Bob Hollywood's home, 247 Codrington St., Barrie, at 2:00 p.m. on June 30.

### ESSEX KENT CHAPTER

Just a heads up for the upcoming CARM meeting & layout tour scheduled for Saturday, September 8/2007. The day begins with a 10:30 AM meeting and layout viewing of the "Dealtown Express / Lake Erie Division" at Bill Johnson's home in Dealtown (7154 Talbot Trail).

We proceed towards Erieau, but pass through Erie Beach on the way, to view the historical display plaque & details of the former CWLE Railroad (Chatham, Wallaceburg & Lake Erie) where their rail line ended. On to Erieau for lunch at the "Sandbar side" of Molly & OJ's .... a well known area restaurant.

After lunch, we will do a visual tour of the former coal industry of Erieau, viewing some track plans, old photos and points of interest in the village.

We then proceed towards Shrewsbury following the route where the former Pere Marquette and C&O rails lead to Rondeau Bay at the end of the line. The second layout viewing will be at the home of Dave Ladore at 55

Adelaide Street in Shrewsbury (Old King Coal RailWorks mobile display, and also the trainroom layout.

The last stop on the tour will be at Don Eastman's "C&O Cabin Creek Railroad" at 44 Ford Crescent in Blenheim. Adjournment at 3:00 PM.

At the meeting we can discuss future CARM outings. Tour participants will receive handouts which will include the track plan of Erieau, and some vintage photos. Note: A map to the layout locations & route will be emailed closer to the date of our event.

"Keep the rails polished" & hope to see a great turnout to our Fall Layout Tour & Meeting.

### GOLDEN HORSESHOE CHAPTER

The Golden Horseshoe Chapter held a joint meeting with Niagara Division CRHA and International Division, NMRA at Lock 3 Museum in St. Catharines on May 12, 2007. About 40 model railroaders attended from the three groups. Andy Panko – GHC Chair Opened the meeting at 9:00 am and introduced Pete Moffett. Pete gave a few words of welcome and said he was pleased to see GHC, ID and Niagara Division working together because we all gain by doing so. Pete thanked Andy Panko for stepping forward to be Chair of the Golden Horseshoe Chapter.

People attending paid the \$2.00 entrance fee and this was split three ways. GHC received \$26.50 and there were no expenses as CRHA hosted the event. The first presentation was by Terry Hughes of International Division- NMRA. Terry gave an overview of the steps for developing a model locomotive for Canadian markets. Dave Bingham, President of the

Niagara Division - CRHA was introduced by Andy and Dave thanked everyone for coming out. He said that he was pleased that the division was able to provide the hall for today's meeting. He then gave a brief history of the Canadian Railway Historical Society – CRHA and their activities. He invited everyone to go out with them on June 22, 2007 taking pictures. They do a radius of about 80 km and end up with a BBQ.

Andy Panko – Chair of the GHC spoke and suggested belonging to more than one of these organizations is a good thing and suggested that if you are not a member of CARM – you should be. He encouraged those present to join. Andy then introduced Dave Howard, Niagara Division - CRHA who presented slides of trains taken at various locations in South Western Ontario, but some around Belleville and a few in the United States.

Ron Tuff from the Homes Club gave a presentation on the 60 years of the club showing the three different locations that the club has operated out of over the 60 years. They are on the move again as they have been given notice that they have to be out of their present quarters by years end. The final presentation of the day was a Power Point presentation by Andy Panko on steam and electric Railways of Niagara Pre 1960. A lot of the slides were of the NS & T.

It was a worthwhile day. In the afternoon there was a layout tour and at 5:30 PM all present were invited to meet for dinner at Frado's Italian Restaurant. The GHC is planning the next meeting on January 5. This meeting will be hosted by the Dundas Modular Railway Club in Dundas, Ontario. Details will follow in a few months.

## NATIONAL CAPITOL CHAPTER

On Thursday June 14, 2007 the first official meeting of the recently constituted National Capital Chapter of the Canadian Association of Railway Modellers was held at St. Anthony's Soccer Club (one of the premier model railroading venues in Ottawa) with ten CARM members attending. Chapter membership is drawn from the eastern Ontario and western Québec region.

Chair Gary Baillargeon quickly got through the business portion of the meeting eliciting consensus to hold quarterly meetings, build membership by participating in several local festival events in the area over the summer and fall including the Smith Falls Railroad Museum and RailFair, and reported briefly on the National Convention in Victoria last month.

Seanna Watson, chapter webmaster announced the establishment of a no cost Internet meeting website at <http://natcapcaorm.blogspot.com/>

Ron Newby assumed responsibility for future reports to "The Canadian", while Peter Jackson took on member communications. Several members expressed interest in representing the chapter at the various upcoming re-

gional events.

Paul Anderson will co-ordinate the NCC contribution to the HO Free-Modular display at the CARM National Convention in Hamilton next May.

The evening concluded with Paul's fascinating review of his experiences at the National Convention including his return from Vancouver to Ottawa on VIA, with Gary adding many illustrative anecdotes.

The next meeting will be Wednesday September 19, 2007 at 7:30 pm at St. Anthony's.

## VANCOUVER ISLAND CHAPTER PACIFIC RAILS 2007

Last Saturday we had a Thank God the convention is over party at Ed Warren's house here in Qualicum for the organizing committee. It was terrifically relaxing and fun. Planning for it began about a year and a half ago and it was a lot more work than some of us realized. The end result was well worth it.

There were 233 registrants from all over Canada and the USA who came to beautiful Victoria for this event. We had a meet and greet party to start

with on the first evening that just hummed along for hours. I don't think anyone wanted to leave. Friday started the convention off with the bus tours to Port Alberni to the Alberni Pacific Railway and McLean's mill. 6 lucky people got to ride in the cab of the steam engine up to the mill and back. 2 of them were the editors of Model Railroader and Railroad Model Craftsman magazines. They never stopped grinning for 4 days! There were actually 2 tours with 1 being several hours longer. It included a tour of a converted curling rink now used for restoration of old logging equipment and much railway stuff as well. An extremely well thought out boxed lunch was provided as part of the tour as well. The real highlight was the visit to the operating McLean's steam sawmill which is a working restored mill.

After the tour back to the University campus were a variety of clinics and then self guided layout tours in the Victoria area. One of these was at the Vancouver Island Model Engineers live steam layout on 23 acres a mere 15 minutes north of the University. The attendance must have been over 100 as apparently they started to run out of food. As Ed Warren put it 'it was a raging success!!!'. Saturday started off with a bus tour of the Duncan Forestry Museum where they started up their steam engine about a



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month earlier than normal just for us. Lots of passersby also dropped in as well and an antique car show on later in the day helped to round out the day for the museum operators. A really fine barbeque lunch was available for us where all proceeds went to a local charity. The tour was a mere 4 hours long with 2 hours of that being on the bus. Most comments to me were that 3 hours at the site would have been better and I couldn't agree more.

Returning to Victoria brought more clinics throughout the day and evening. In the evening some chose to go to Our Wine and Cheese party and others went on a self guided layout tour of 2 layouts and a garden railway about 70 kms north of Victoria. Well the folks at the Wine and cheese really missed out on some nice layouts as we all had a fantastic time never mind having a great drive. Sunday brought more clinics and another bus tour this time to the historic E & N Roundhouse in Victoria. This building is still used for servicing the Budd cars for the passenger run up island. We got to go inside as well which was good as it just started to rain in typical west coast fashion. Throughout Friday, Saturday and Sunday were also numerous non rail tours handled by Ed Warren to various spots in the area of Victoria which those attending really enjoyed. I think Ed enjoyed

having the ladies all to himself and apparently they even supplied him some beer. Lucky huh!!!! The big event of the day was the Public show held in the McKinnon gymnasium. The setup for this happened on Saturday so that all the dealers and manufactures settled in nicely. We had a good showing of portable layouts and miscellaneous displays as well. There were around 1300 public attendees so it was a great success.

The evening brought on the banquet with the usual fantastic meal that they serve at all conventions. Except this one was probably better than others as we had fresh west coast Salmon on the menu! The university really did put on a very nice almost formal banquet that was enjoyed by all. After the banquet we sauntered over to the David Lam Auditorium for a presentation by our guest speaker Robert Turner. This auditorium is very ornate with raised stadium style seating in a very posh, decorated room. It was simply the best presentation that I've ever been too and hopefully everyone else thought so too. After that we returned to the main building where all the raffle prizes had been drawn and the winners picked them up.

Monday was the final day of this convention. 27 people got on the train in Victoria and rode up island to Qualicum Beach where we met them and shuttled them around to 4 layouts and 1

garden railway. We even fed them a really nice lunch supplied by our local Qualicum Foods store. About another 70 or so drove up from Victoria to make for a really busy day for all 5 hosts. After that we drove them back to the station in Parksville or Qualicum Beach for their return trip to Victoria. To me this was the highlight of the whole convention. Where else in North America could you go for a 4 hour train ride, get picked up for layout tours, fed lunch and take the train back. It was fun as was the whole convention. We all enjoyed hosting it and look forward to attending some of the other ones across Canada. Thank you to all that attended. We all enjoyed you coming over to Vancouver Island.

**Sterling Stump....President Vancouver Island Chapter**

## **CANADIAN RAILWAY CONVENTION**

### **HAMILTON 2008**

**Watch for further details  
in the next issue of  
The Canadian**

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# VICTORIA 2007 PROTOTYPE PHOTOS



Top Left: David King photo.  
Alberni Pacific RS3.

Top Right: Sterling Stump photo.  
Two cab ride winners pose in front of Alberni Pacific #7.

Centre Left: David King photo.  
The McLean Mill.

Centre Right: Sterling Stump photo.  
Conventioners disembarking from the RDC at Qualicum Beach.

Bottom Left: Sterling Stump photo.  
The Sunday evening banquet celebrated the 75th anniversary of the founding of the CRHA, our major convention partner.





Left: David King photo.  
Alberni Pacific #7 under full throttle.



Right: David King photo.  
Via RDC 1 6148 ready to depart for Qualicum Beach. The Johnson Street Bascule bridge behind the RDC spans Victoria's inner harbour.

# VICTORIA 2007 LAYOUT PHOTOS

PHOTOS BY DAVID KING



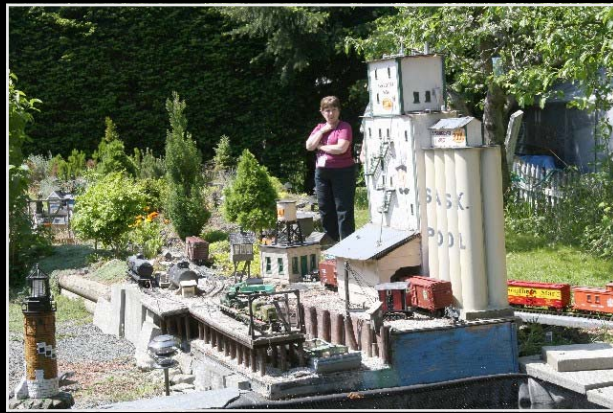
Top Left:  
Backdrop showing airport on Peter Gilbertson's layout.



Top Right:  
Log siding on Marty Philip's layout.



Bottom Right:  
Crown Forest RS3 on Ed Warren's layout.



**Top Left:**  
Mac West's N Scale CSX Mountain Division.

**Top Right:**  
Marty Philip's Maine Central Western Division.

**Centre Left Top:**  
Nancy Chrysler is dwarfed by grain elevator in garden railway.

**Centre Right:**  
David couldn't get any further into the yard at Ed Warren's layout and had to shoot this CP switcher through the trestle bents.

**Centre Left Bottom:**  
Wolf Reidel's beautifully scenicked German Railways layout.

**Bottom Left:** Sterling Stump photo.  
On Friday evening, the Vancouver Island model engineers brought out their live steam and diesel equipment and hosted a BBQ.

# VICTORIA 2007 MODEL DISPLAY PHOTOS

PHOTOS BY DAVID KING



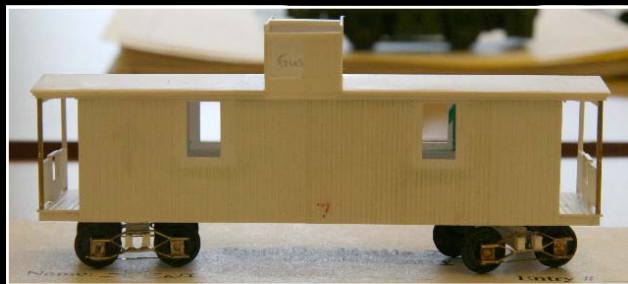
Above: Rob Thompson's Pacific Great Eastern Reefers



Above: Anthony Craig's Van Hobbies CPR P1d Mikado



Above: Rene Gourley's Canada Atlantic crossing shanty



Above: Rene Gourley's Canada Atlantic Caboose #2  
Below: Rene Gourley's Canada Grain Hopper



Above: Rene Gourley's Canada Atlantic 4-4-0 #10  
Below: Shaun Arthur's 1950 trucks and trailers





Top Left: Roger Chrysler's Grand River Railway #234

Top Right: Roger Chrysler's Lake Erie & Northern #335

Left: Roger Chrysler's Lake Erie & Northern #333



Top Left & Right: Brian Fayle's Gn15 industrial engines.

Centre Right: Shaun Arthur's Canada Southern hopper cars



Bottom Right: George Schultz's custom painted Northern Alberta Railway GP9 #205





**Top Left: Shaun Arthur's Canadian National sleeper "Lake Nipigon"**

**Top Right: Shaun Arthur built this Canadian National baggage car from a Walther's car.**



**Left: Red Line Sleeper built from a Walther's kit by Shaun Arthur.**



**Top Left: Dick Sutcliffe's in progress CN transfer caboose.**

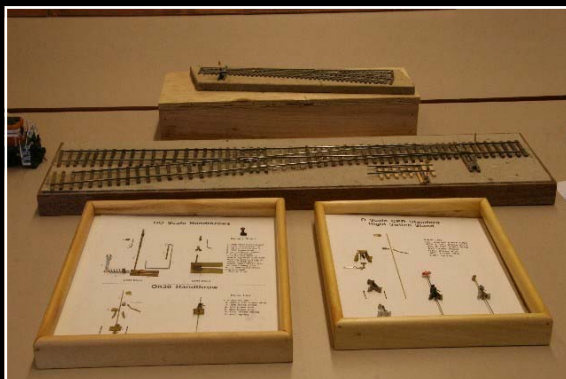
**Top Right: Dick Sutcliffe's Alberni Heritage Railway Richard E. Granby coach modified from a Sylvan Models CN transfer caboose.**



**Left: Dick Sutcliffe's completed CN transfer caboose.**

**Below Left: Display of handbuilt CN & CP switchstands**

**Below Right: Kettle Valley Trestle #14**



## Canadian Railway Craftsman Track Six: Craftsman Model Builder

by Dave Burroughs, CRC Manager

### Track Three Proposal update.

Three months have passed since the proposed additions to Track Three were printed in The Canadian. Every comment received regarding the proposed Track Three requirements for space limited members has been positive. Therefore, these proposed space limited options for Track Three will be considered as accepted by the membership effective immediately. Updated documentation will be submitted to the Webmaster for publication on the CARM web site. Members wishing to submit for Track Three under the space limited conditions will need to print out the new forms.

### Track Six - Craftsman Model Builder.

#### Overview

Track Six is the last Track in the CRC program and is broken down into three sections: Motive Power, Rolling Stock and Structures.

The standards for this Track are that the models must be representative of the prototype or a technically plausible model if submitting a freelanced item. Models may be in any scale as long as they adhere to prototype dimensions. The quantity of items for each of the three areas is limited as there is no need to build 10 similar items to prove your ability to construct the models. To qualify as a scratch built model, it must contain no less than 75% of the parts being hand built. Commercially available parts may be used as long as they do not exceed 25% of the total parts used to construct the model. Kitbashing, as it is commonly referred to, is not considered to be scratch building unless the percentage of hand built parts meets the criteria.

Construction must be dimensionally accurate, clean and complete. Models must be operative which means that motive power should propel itself and rolling stock should track well. Building should depict a model that indicates its purpose on the layout. Existing standards will be used for each scale/gauge. This means that the well accepted NMRA standards will apply to the models that you build.

1. Motive Power must be accurately built and demonstrate good craftsmanship. The superstructure and frame must be scratch built. Power mechanisms are exempt which may include power trucks, diesel truck side frames and gearboxes, motors, driveline components and steam locomotive drivers.
2. Rolling stock includes all freight cars, cabooses, passenger cars and MOW equipment. One model must replicate a prototype car.
3. Structures should be on-line buildings or railroad oriented.

Grading for all models will be on a pass/no pass basis as opposed to a numerical score. Judges must be selected based on their skills/accomplishments in the category they are judging so as to alleviate any doubt as to the competency of the judges.

### Motive Power

This section of Track Six will most likely be found as the most difficult task for most modellers. Motive power must be built in a reliable and sturdy fashion so as to pull the train behind it. It must run smoothly and have enough traction to do the job at hand. Looks are not all that is called for when building a locomotive.

To make it a little easier, motive power may be any form of self propelled item that runs on the rails. It can be anything from a steam locomotive, diesel, trolley, speeder, hi-rail truck etc. As long as the item was powered as a prototype, it qualifies as a motive power model. An auxiliary water tender or a trailer for a trolley would not be considered a piece of motive power as it was never self propelled. Your model must be able to move on its own and be controlled in both directions.

Requirements for this Track for motive power are as follows:

1. Build two scale models of motive power, both must be scratch built.
2. Submit a detailed description of each model describing:
  - a) Identify all scratch built components.
  - b) Identify all commercial components.
  - c) Identify the materials used in building the model
  - d) Photos of the model, along with plans or erection drawings.

Document this on the Track Six – Motive Power Qualification Form.

### Rolling Stock

This section of Track Six demonstrates the skills needed to build operating freight, passenger cars, caboose and MOW equipment.

Requirements for this Track for



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rolling stock are as follows:

1. Build four different pieces of rolling stock that are capable of operating reliably on the track. Each piece should adhere to the existing standards for such things as wheel gauge, weight, coupler height etc.
  2. All models must be scratch built and contain a minimum of 75% of hand built components. The models must be an accurate representation of the prototype. Modifications to existing models or kitbashing are not acceptable.
  3. Submit a detailed description of each model describing:
    - a) Identify all scratch built components.
    - b) Identify all commercial components.
    - c) Identify the materials used in building the model
    - d) Photos of the model, along with plans or erection drawings.
- Document this on the Track Six – Rolling Stock Qualification Form.

### Structures

This section of Track Six indicates the member's ability to construct plausible, accurate models of prototypical railway structures. To qualify as scratch built, you must hand make at least 75% of the parts for the structure.

Requirements for the Structure portion of this Track are as follows:

1. Construct four scratch built scale structures in any scale or era. The four items do not have to be the same scale or even on the same layout.
  - A. Four different types of structures must be depicted. (on-line or railroad oriented)
  - B. One of the above must be a bridge or trestle. The construction method should be strong enough to support the load that it has to bear and appear feasible for the prototype. A railroad bridge is not specified here. You may build a road or pedestrian footbridge to qualify either as part of a layout or on a diorama. You

may not form a mold from a commercial part for duplication.

2. Submit a detailed description of each model describing:
  - a) Identify all scratch built components.
  - b) Identify all commercial components.
  - c) Identify the materials used in building the model
  - d) Photos of the model, along with plans or erection drawings.

Document this on the Track Six – Structures Qualification Form.

With the exception of the Motive Power section, I feel that there are a significant number of you who have already done the work for this Track. It is just a matter of doing the paperwork. With regards to building motive power, there is nothing in the requirements that prohibits you from building a "critter," doodlebug or trolley. It just has to run and be a respectable model.

This last article brings to an end the series on the Canadian Railway Craftsman program. This has been an inspiring series for me to write and I hope it has inspired a good number of you also. This is my first effort at writing for anything for a magazine or publication. To put things in perspective for all of you, the quantity of combined text in the articles is about twice that which is required to qualify for Track Four, The Canadian Communicator. If I was writing articles that contained 50% pictures, I would have been able to qualify for Track Three four times over. I would encourage you to write an article on a favourite railfanning location, construction techniques of a model, the basis and construction of your model railroad or any other article.

You will be surprised how quickly you will achieve Track Three.

The CRC programme is for self-recognition. It is a program that neither measures your stature in the hobby nor is it meant to initiate competition among members. It is a program designed to stimulate you in this hobby with a set of goals to achieve. Whether stimulation in this hobby is and individual thing or a group effort is for you to decide. If your personal goal is to attain one CRC Track Certificate and you succeed, then you have something to be proud of.

Back at the beginning of these articles, I told you that I would be working on the CRC program with you. I can report that at present I have attained one certificate being Track Three. I would like to hear from any of you who are working toward your CRC. Please drop me a note and tell me how you are doing. I hope this series has served to bring a better understanding of the CRC Program and give you a positive feeling that "YOU" can do it.

As always, questions may be directed via email to [crc@caorm.org](mailto:crc@caorm.org) or via Canada Post to:

CRC Manager C.A.R.M.  
373 Cranbrook Drive  
Hamilton, ON L9C 5W1

I would like to hear from any of you who are working on any Track in the CRC program.

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# Part 2: FreeMo Modular Framework by Randy O'Hara

In Part 1 we discussed why our Chapter has chosen the FreeMo standard. In this issue we will discuss how to build the framework for a module. When I was researching the framework I was a little intimidated at all the specifications. It must be this size and this height and the FreeMo group prefer you to use this grade of wood. Then as I did more research, I found that people were using all kinds of materials and all kinds of designs as well as lengths and widths. There are however a couple of specifications you must adhere to:

**End Plate Dimensions:**

For single track the endplate is to be twenty four inches wide with the track at the twelve inch center. See **Figure 1a** For double track the mainlines are to be spaced one inch from both sides of center of the module. This allows a two inch separation. The edge of the layout is to be

thirteen inches from center. Giving an endplate width of twenty six inches. See **Figure 1b**

**The Module Height:**

The module height is to be 50 “from the floor to the top of the rail. There must also be an adjustment from 49” to 51” of travel. If you follow those two major points you won’t have any problem hooking into other modules. See **Module Templates**

**Free-Mo Frame Terminology:**

It would be best at this point to give you an explanation of some of the terminology used in building FreeMo Modules.

**Framework:** The frame work refers to a modules frame, including, endplates interior supports legs and braces, Although there is no specific requirement for material I do agree that dimensional lumber should not

be used because of the warping characteristics

**End Plate:** This is probably the most important part of the module. This is where everything bolts together. The measurements are covered in fig 1 and 2. They must be parallel to each other and perpendicular to the track both vertically and horizontally. The end plates must also be flat as possible and must be sturdy enough for clamping a c-clamp to them. It is also recommended to keep the center clear of electrical hookups and allow at least a clearance of 2” wide and 4” high for the C-Clamp. Handholds cut into the ends help with transporting them.

**Mini-Mo:** A Mini Mo is a small scenic filler module. They can be single or double track. And have no specific specification other than if it is to stand on one end it will need legs.

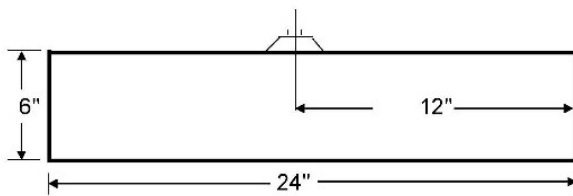


Figure 1a: Single Track End Plate

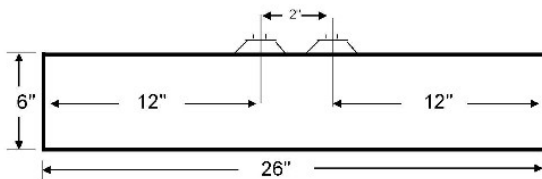
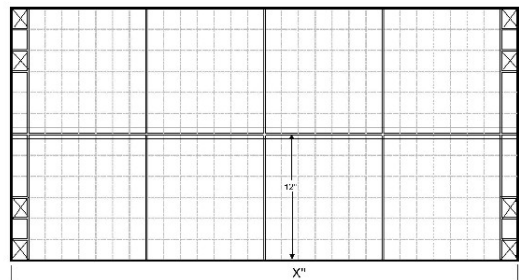
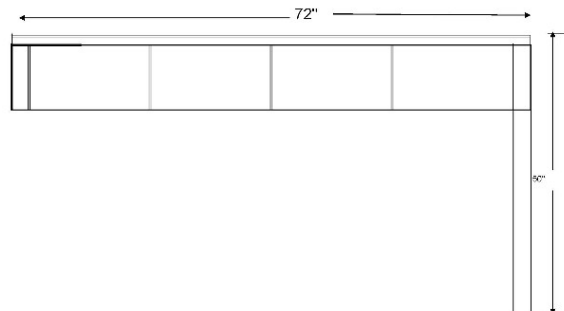


Figure 1b: Double Track End Plate

Template for Single track Module 2'X6'  
Track Design



Template for Single track Module 2'X6'





**Transition Module:** This is a small module end piece that bolts to a non Free-Mo module. This will allow a non conforming module to be used. It is important to note here that it doesn't have to be a separate module. Some non conforming modules are adding these to their layout to participate in Free-Mo events.

**Legs and Longitudinal Bracing:** It's amazing how the legs add support to the module. Although free-Mo does specify how to build legs any design will work. I have chosen to build legs similar to their specs.

**Fascia:** The Fascia again is flexible. However it must be smooth and is allowed to follow the scenery profile. The only specification is it must be 6" tall at the end plate. 3/4" piece of Velcro Loop material is to be attached 6" down from the rail height for the full length of the module on both sides. This is used to attach skirting material.

**Scenery:** Your decision on scenery is up to you. The scenery must be level for 6" at each end of the module. This will allow the best transition of scenery detail from module to module.

**Paint/Color:** Endplates and fascia must be the same color throughout the module set. It is my intent to suggest that the Chapters decide on a color and have all chapter's member's modules be painted the same. Also the top of the module should be painted so that if any scenery products happen to dislodge there will be no wood showing.

### My Modules:

This is not intended to be a "How To" on building your module but rather an introductory guide on how easy it is. I am not a woodworker so I did two things I had Home Depot cut all the wood and decided to enlist some help. Chapter mate Dolf Roelofsen and I assembled this module.

I have chosen to build two simple modules of 24 inches by 72 inches.

When bolted together there's a total length of twelve feet. I have decided to build a yard and a factory as well as a little town scene. The mainline track runs down the center.

This is how I designed and built my first module. First thing to do is get some graph paper and draw it out. My module drawings were made in Excel. Using Excel will enable you to make your own graph paper. When I did this all the wood was exact. I had everything precut. Figure 3 shows the precut pieces of wood waiting to be assembled. The most important thing you must keep in mind is it has to be strong and light. For this I have chosen 5/8<sup>th</sup> plywood and 5/8<sup>th</sup> top.



Figure 3

The legs are made out of 2" X 2" X 49 1/4". Figure 4 shows the legs and module almost done.



Figure 4

I built leg pockets into the endplates. This gives the endplates lots of strength. I have decided to put the legs into pockets as shown in Fig 5.

When designing the pockets it was

my intent to make them a universal mount. Figure 6 shows the legs being installed into the pockets.



Figure 5



Figure 6

I made both endplates first. The endplates are shown in Figure 7. By using a 2"X2"s with a 2"space, I can use any set of legs in any module set. Figure 7 also shows the pockets before I installed the endplate.

Under the module top I put two cross supports at twenty two inches apart as shown in Figure 8.

All parts were joined by drywall screws and glue. I use "No More Nails" from Home depot but any wood glue would work, shown in Figure 9. Once everything is assembled its time to see how it looks. Figure 10 shows the module free standing.

At the Palmerston show we bolted the modules together and they went together reasonably well. Figure 11 shows the completed module.

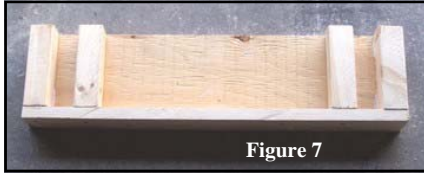


Figure 7

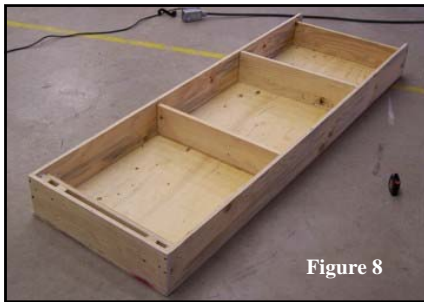


Figure 8

These modules are fun to build. I have talked to many people who own layouts and because of the flexibility and the ability to join others are considering building Free-Mo. I have also had discussions with modelers

who believe they can build modules with the excess wood from building their home layouts.

So lets all check your inventory of wood and just maybe you have enough to build one section. But I must warn you once you build one you are going to want to build another. Next issue I'll discuss track work and electrical.

**End Note:** Using these specs at our Chapters spring meet we bolted the four modules together. Now this was the first time we did this and it went to together quite smoothly. All specifications for Free-Mo modules are available on the web

At <http://www.calgaryfreemo.ca/index.html>

Or [http://www.garymgreen.com/trackwork\\_handbook.htm](http://www.garymgreen.com/trackwork_handbook.htm)



Figure 9



Figure 10

If you don't have a computer or Internet access or just can't find them, get in touch with me and I'll make sure you get a set. Or if you have any questions or comments again feel free to get in touch with me.


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# PHOTO TOUR OF THE WINTER VALLEY REGIONAL RAILROAD

## LAYOUT AND PHOTOS BY DAVID WINTER

The Winter Valley Regional Railway began operation in Northern Alberta way back in September 1972. The N Scale version was successful through at least seven major rebuildings over 25 years but the logo; theme and style were set during those early years and remain the same today. It survives as a 1/29<sup>th</sup> scale Canadian prairie shortline relying heavily on the grain industry and less so on coal movements and local industrial customers.

Bev and I built a new home in 2001 and used the opportunity to build a 1450 square foot basement designed especially for this layout. All the buildings, bar one, were built from scratch from plans, drawings and photos of actual structures from Portage la Prairie MB to Kelowna BC. The track work is old style brass but the mix of DCC and DC controlled engines are all being swiftly converted to RC on-board battery operation.

The railway is featured on a local TV every Christmas and I make a serious effort to have the web site updated every month with either a Proto-file posting of a full "What's New" story. See [www.wvrr.ca](http://www.wvrr.ca)

Glad to be a part of a growing CARM.

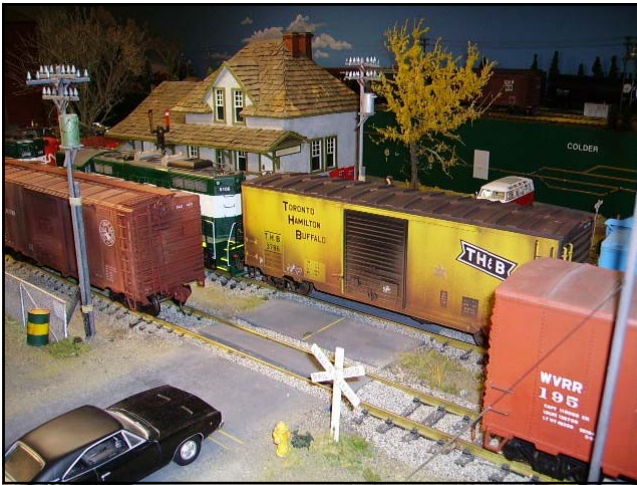


**Photo 1:** It's a quiet, early morning down at the station in Winter Valley. A few commuters have gathered but there are still chores to be done on the platform. *The station at Winter Valley is scratch built in 1/29<sup>th</sup> scale, as are all of the buildings on the WVRR. Plans were taken from various books and magazines but the details are specific to Turtleford Saskatchewan in the mid 1970's*

**Photo 2:** The first rays of the Fall sun welcome a lone tennis player to Centennial Park as the town's founder, set solidly in concrete, looks on. A westbound CN freight just clears the crossing. The swings need repair but the community's budget is tight. *As in most prairie towns, much of Winter Valley is really just open space. That's often harder to model than just buying everything in the hobby shop.*



**Photo 3:** The local station is a much busier place by 0800. The Railliner is in town and a pair of SW1200's is easing through town on their way to Pearson. The road switchers are heavily bashed NW2s from USA Trains. All of the details that make them Canadian were scratch built to match a pair of engines that passed by my house in Northern Ontario every day. The fields in the foreground are actually carpet used by visitors who can't resist putting their elbows somewhere.



**Photo 5:** Teenagers meeting behind the freight shed on their way to school are completely oblivious to the trackside action. I wonder if they'll get another year out of that snow machine? All of the buildings on the Winter Valley are built from plans, drawings and photos of actual structures located throughout Western Canada. Research into these buildings is a big part of the joy of modelling.



**Photo 4:** Trains come and go. No sooner has the daily CN way freight left town than the first Winter Valley Extra 5006 eases in, works the local industries and heads for Edmonton. The TH&B boxcar is a long way from home with machinery parts. Large-scale railroading today is much the same as N scale was during the early 70's. If you really want it you have to make it yourself. Still a challenge – still fun.

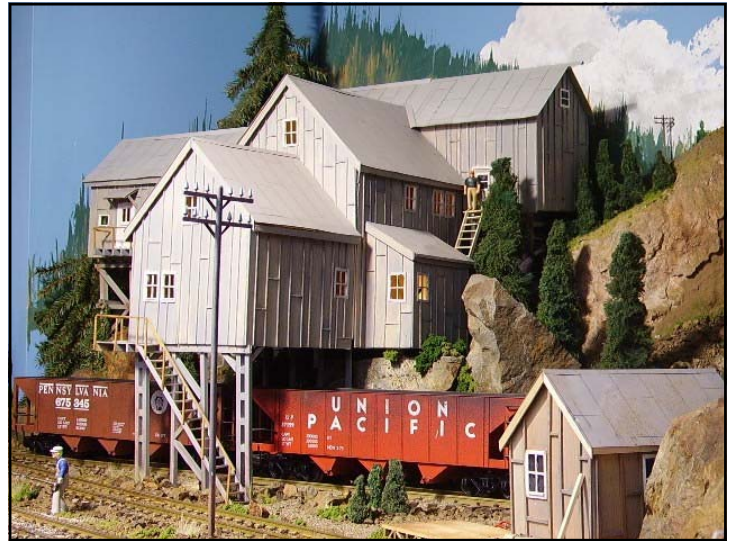


**Photo 7:** Home Street in down town Pearson gets tied up once a day. The rules say that the blockage mustn't exceed 10 minutes but during the harvest season some crews just can't get it done. The brick building on the corner is the only 'kit' on the layout but it's been well disguised with awnings and a new roofline. The IGA store is scratch built from drawings and photos of the same structure in Carberry Manitoba.



**Photo 8:** A local teen inspects a junker out behind the elevator in Grand Prairie. Perhaps there's still something that's worthwhile rebuilding. *All of the large trees are Sage from the side of the road and the ground cover is real dirt with Woodland Scenics highlights. The best thing to do with most plastic car kits is to have them wrecked so this scene works out just fine. The local rip track curves in behind what's left of the snow fence. It's a great place to show off the snowplow for most of the year.*

**Photo 9:** Activity at the mine site in Colder goes on 24/7 so no matter when you want to watch trains you'll probably find some action up here. Even the large fleet of Coalspur hoppers is used up today and we're left to watch foreign cars being loaded. These will be repainted for the branch line as time and money allow. *The mine had to fit into, and fill, an awkward corner in the basement. Because it was just at and above eye level the mountainside was built using real rocks. The same rocks were crushed and used as ballast in yard.*



**Photo 10:** All is quiet once again at Winter Valley. Freight trains and passengers have come and gone and the night man is alone with his TV, his telephone and his brown bag lunch. *All of the road vehicles on the layout have been fitted with LED headlights, taillights and turn signals, where necessary, buy a friend and HO modeller John Green. John models the NAR but enjoys the challenge of modelling in a different scale.*

# Designing the Cobourg & Peterborough Railway Part 2: Constructing the Travel Frame and Layout Base

Article and Photos by Ted Rafuse

As mentioned in the previous installment, the 4 by 6 foot, two module design was determined by certain features sought to present on the C&P layout. A further consideration of the size was determined by a framework to transport the two sections.

The travelling frame is made of various pieces of nominal 1x3½" spruce lumber. Four 6 foot long runners provide a base upon which the two layout sections rest. The runners are screwed and glued together in an L shape, much like the typical L shaped girder that is popular in many home layout foundations. One pair of L girders forms a base upon which one section of the layout rests. The L girders are positioned such that a runner is created on the bottom pair. The top pair of L girders are positioned in a like manner. The two L girder lay-

**The completed carrier is a simple construction of L girder format with 4 legs to create an over under platform for the 2 modules.**



ers are held together by four pieces of 1 by 3½" lumber, spaced two on each out side part of the L girders and screwed together so that a double deck transport frame is created. The dimension between the upright parts of the L girder is 24".

To hold the planned scenic divider, 3 simple 4" L shaped metal brackets were attached to each L girder. These were spaced along the frame to hold the 2 by 4 foot divider. Each L bracket was screwed to the outside of the top frame such that the inward facing arm was 1¾" beneath the top L girder frame. The divider slides into place from one end as do the modules.

To be portable the layout itself had to be light yet sturdy. The layout frame is built of nominal 1 by 4" deck spruce which provides a bevelled corner on all edges. Each module was constructed in a similar manner, but there is a slight variation between modules. Four 6' lengths of 1 by 4" stock were cut to form the back and front of each section. Four spacers were constructed from 1 by 4" material cut to a length of 22½".

With all the lumber cut to length assembly of the module frame commenced. With a friend helping to hold the pieces, an end section was attached to the front section. Screw holes were drilled into the front and back sections. A side section was glued with carpenter's glue and then the front and back sections were screwed to the side section. The second section was built in a similar manner except that the back of this section was indented by 1/8". This allows for a 1/8" hardboard scenic divider to be sandwiched between the

two modules when they are set up.

The view block is made from masonite finished on both sides. It is two feet high and 4'10" long. The length was somewhat determined by leaving sufficient room for the joining of the track with room to allow trains to pass from one module to the other. The divider was painted a light blue on each side to represent a sky background. A series of images and text panels for each side of the divider were created using my computer and printer. The text and image panels were laid out and when satisfied with the arrangement these were attached to the panel with stick glue. Each side clearly indicates the name of the railway featured on that side of the module.

With the travelling frame and divider completed next came construction of the two module bases. These were constructed using 1" pink foam insulation. As the layout has water surfaces, a single piece of foam insulation was cut to fit into each module. Additional 1 by 4" spruce was ripped in half to provide 1 by 2" cross sup-

**The L brackets installed along the side of the top carrier. Black electrical tape was wrapped about the end of each bracket to protect the paper attached to the background.**





**The completed base with both segments clasped and bolted together. The cross pieces support the styrofoam which acts as a base for the model railway. The apparent extra cross piece at each end and along the viewed sides support the end of each piece of styrofoam to allow the top of the frame to appear around the entire top of the modules.**

ports. These were screwed to the frame such that the top of these spaces provided a base upon which the foam rested with the latter's top surface even with the top of the frame. This initial layer of foam provides the water surface for each of the layout sections. When satisfied that the foam fit snugly a caulking compound glued the foam to the frame supports.

A second layer of foam insulation

**Although not readily apparent, the bottom cross piece is dropped 1/8" from the end of the bottom frame to allow for a scenic divider to be placed between the two modular segments of the layout. To the right in the photo is one of the bolts with a wing nut on the opposite end. These joiners serve to help align the two module segments and the bolt shaft provides a resting base for the scenery divider.**



was cut to form the land shape. On the Cobourg module, using a knife, an area near the front was cut out to represent a small portion of the harbour. A small section of this was contoured to represent the beach area of the harbour. On the Rice Lake side a large section of foam was cut out in a free hand manner to represent the lake while leaving sufficient material to represent the communities of Harwood and Indian Village. The foam was bevelled to represent the shoreline. Both land formations were glued to the top of the water base.

To provide a foundation for future landscaping and structure adhesion all the foam surfaces were painted with latex paint. Two different hues of blue were located amongst my house paint leftovers. The darker blue represents the harbour water while the lighter blue represents Rice Lake. A light beige colour was applied as a ground base. Once the blue colours were dry I coated the water with several applications of gloss medium to provide a glistening aspect to the lake and harbour. With the foam in place care had to be observed so as not to damage the foam water area during further construction.

When setup, each module is held together by two sets of trunk hasps. On the centre outside of each side frame a hasp was mounted to link the two modules together. Beneath the layout, holes were drilled in the back sides of each module frame about 10" in from the ends. Through each of these holes a bolt with a wing nut provides further insurance that the two modules are securely joined. These bolts also provide a resting post upon which the centre divider rests. With the base fabrication complete, the visible exterior surface was painted a dark green.

The critical observer might by now have noted that there are no legs for this display layout. The layout is designed to be set atop two 30" by 8' tables commonly available at most train show locations. (In fact at the Cobourg Train Show instead 6 card



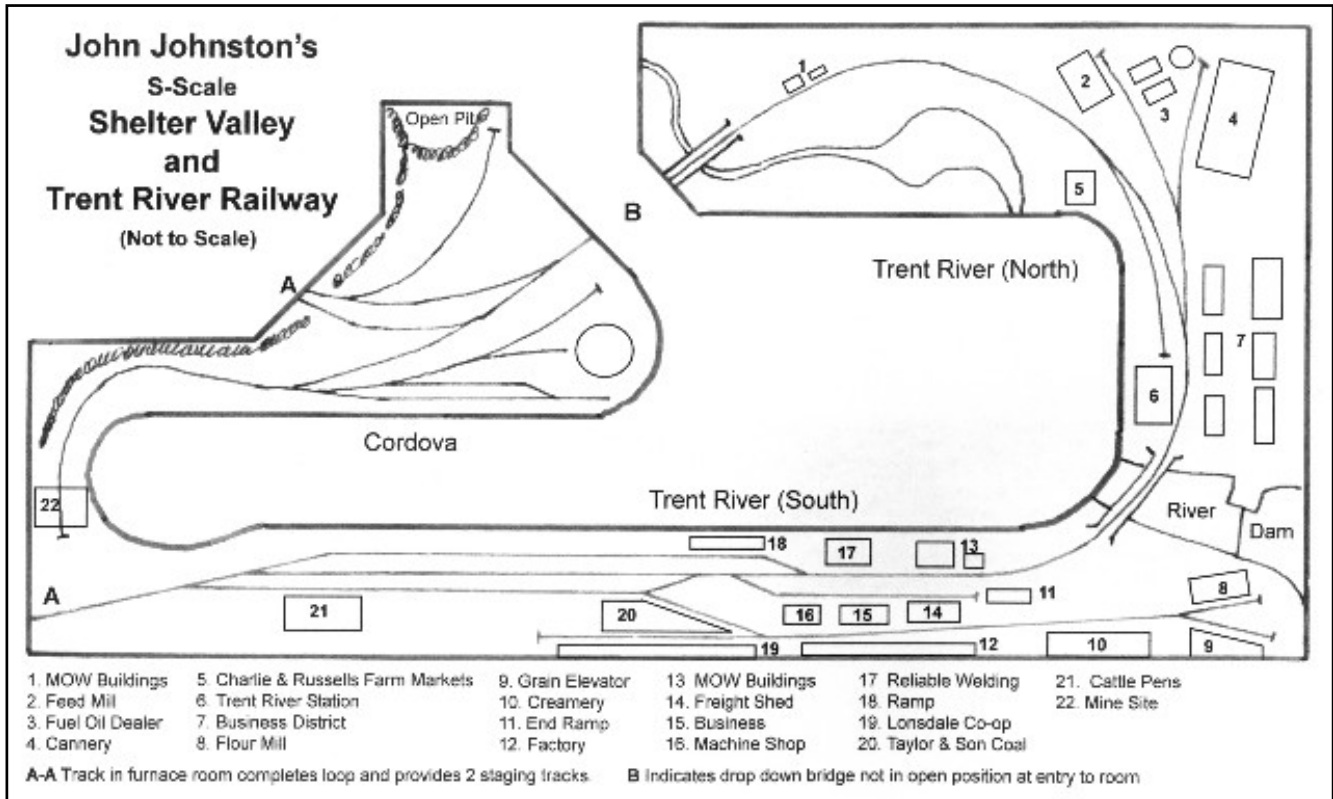
**The trunk clasp serves to hold both halves together at the same height. (Unwittingly I drilled a hold in a knot and the screw would not hold. The clasp was repositioned, the holes filled in and sanded prior to painting.) To the left of the clasp is the hole drilled for the female end of a phonograph connector. A small piece of plexiglass was subsequently drilled as a plate for the plug.**

tables were used as supports as there were insufficient numbers of regular show tables.) While this might seem low by some standards, it is at a level easily seen by children, and the bird's eye view afforded to adults provides both an overall view of the layout as well as the opportunity to view various details. The view block height allows for both children and adults to read the information with relative ease.

Laying track and running electrical wiring will be the next part of construction.

**The module carrier completed and holding the module divider. The holders for the divider are six 4" L brackets.**





### Article and Photos By Ted Rafuse

John Johnston met his first model railway through his cousin, the proud operator of an American Flyer set. At age eight, he and his cousin spent many happy hours operating the AF S-scale model railway. Due perhaps to his continued interest in this model railway he received a Lionel train set at Christmas when he was twelve. That Lionel layout was typical of its day being set up on a plywood base that was incorporated into a removable ping pong table top. This set-up satisfied his modeling through most of his adolescent years. John is not certain what became of the Lionel set as his younger brother 'inherited' it. Speculation is that it wore out due to constant use and excessive speed mishaps! Late in his adolescent years John altered his interest to HO scale.

A hiatus occurred while at university and he met his wife Esther at this



**The Shelter Valley and Trent River Railway's creator John Johnston is not the same person as the John Johnston who is editor of *The Canadian!***

time, yet his interest in railways continued. He became a railfan photographing the rail scene in central Ontario and extended his knowledge of local railway history at the same time.

John has lived a rural life style near Grafton, Ontario, most of his adult life. This predilection is acknowledged in several ways in his railway interests. He proudly displays copies of rare photographs of the three railway stations that formerly served his home-town in the early part of the 20<sup>th</sup> century. The three stations represented the three Canadian transcontinental railways that once served this area: the Grand Trunk, the Canadian Northern and the Canadian Pacific Railways. John has enlarged his own reservoir of images of the local railway scenes over the years and has had copies of his railway photographs published in Canadian railway periodicals.

Once John moved into his first home his HO modeling resumed in a modest way. A second move into the family farm house gave him a sizeable room where he created a basement operating layout without much scenic enhancements. While living in the farmhouse he constructed an HO





**The sun is low on the horizon when this image was taken at the Trent River Station. Once again our photographer missed capturing the complete OMR stock car. Judging by the cars at the station, this must be a railfan's night as passenger traffic has long been absent on the SV-TR.**

portable layout for public display. This model was based on the article 'Railroading for City Lovers' that appeared in the March, 1986, issue of Model Railroader. The layout received a full scenic treatment and John particularly enjoyed the operational aspects of this model railway. Consequently his basement layout received little attention. Working with a friend, John and he planned that their two very different display layouts could be joined for enhanced operation at public displays.

Yet another move to rural Eddystone (try to find this community on a map!) led to the portable layout being used initially as his home layout. At the same time John commenced to build a home layout based somewhat on the transition era which reflected some aspects of the local railway scene. Once again John did not move much beyond the operational aspects of this home layout. Interest began to wane with the maintenance and operation. With the family grown up and now moved it was time to down-size and simplify life including model railroading.

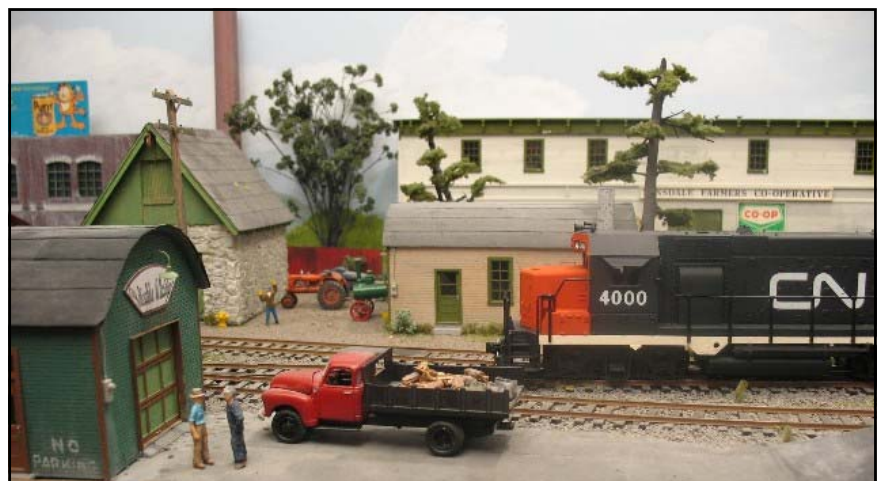
Five years ago John built the house he now lives in. It was designed with a basement model railway in mind with high ceilings and few impediments. During the reflective moments of wiring and drywalling and painting, he decided to undergo a model transition. HO items were sold and

the foray into S-scale was undertaken, perhaps a sign of reverting to his youthful first encounter with model railroading. The new scale guided him towards a novel modeling concept and the purchase of a portion of a completed S-scale layout facilitated his entry in this scale modeling.

Seeking to incorporate aspects of his local geographical area, John developed a new model plan with roots to local railway charters that were never more than paper realities. These improvisations evolved into his current S-scale model Shelter Valley and Trent River Railway. In concept the SV-TR operates from Grafton harbor through Shelter Valley to Trent River. All of these place names are real. On the model, the northern terminal will receive a fictitious but appropriate name for its geographical setting. But the real community of Hastings, at the east end of Rice Lake, provides the operational and modeling stimulus John's Trent River community.

The SV-TR track is operational and the layout itself is 60% complete and scenicked in a 10x20 foot room, less a small intrusion. At Trent River bal-

**Before beginning their chores one of the train crew is conversing with the owner of Reliable Welding in the hopes of being offered a cup of coffee and conversation. The locomotive is parked off the main track in the foreground but is fouling some of the passing and spur tracks. In the background several tractors await repairs at the local machine shop.**





**CN 4000 and its van have arrived in Trent River to switch the local spurs on the south side of the river. The nearby hills have constricted the flat land available for rail service, and the trackage in this area makes for interesting switching operations.**

lasted rail is in place and most of the structures have been constructed and are in site. On the opposite side of the room, John is developing an open pit mine scene inspired by the large open pit mine at Cordova. When complete this site will gain a fictitious name in keeping with his railway. It will also have complete steam servicing facilities including a turntable.

With nature at hand, John has one unusual scenery technique. Some of his trees are made from the roots of natural growing plants. The roots for trees are enhanced by applying leaves of various Woodland Scenics products including foliage and ground foam. The tree is then planted up side down with the root system then forming the branches of the layout trees. Other deciduous trees are constructed from built up sedum and yarrow. For the base ground cover John uses Woodland Scenics products of various colours and textures.

The SV-TR is a well disguised loop. A lift-out provides ease of access to the inside of the around the wall railway. With the lift-out removed, the layout operates as a point-to-point route. With the lift out in place, the railway is operated on a loop basis. At one end the track leaves the main room and enters the furnace room to complete the continuous loop and allow for several hidden staging tracks. As a challenge to himself, John has hand laid all of the track and turnouts save for three of the latter. The HO code 100 rail is spiked to hand laid ties. Tortoise switch machines operate all mainline turnouts and those turnouts that are not easily reached. Caboose Industries ground throws are used elsewhere. Much of the recent time has been spent wiring the layout for cab control. Control panels are mounted on the fascia and provide easy recognition of the track plan, cab control blocks and switch machine operation. Aristo-Craft Train

Engineer throttles provide locomotive control. KD magnets in strategic locations in the track allow for hands free uncoupling while operating.

The river in one corner divides the main town of Trent River in two. One side along the long wall is essentially complete and includes a passing track and a variety of switching sites: cattle pens, coal yard, team track, unloading dock, creamery and flour mill. On the other side of town, and around a curve in the track, lies the station, an oil dealer and several small industries. On the opposite wall the mining town site has only been developed to the track stage. A passing track and several spurs provide switching interest. A turntable will be installed in this town along with appropriate steam servicing facilities.

None of the buildings on the layout are stock models from a box. Many are kit bashed and others are scratch built. John works in both styrene and wood, but prefers the latter as he believes it accepts paint better than styrene.

John's locomotive roster reflects his interest in the 1950-60s transition era, and include an SW1200, S2, RS18 and RS3. Currently he operates with first generation diesels but a steam locomotive for the SV-TR is an acquisition in the near future. American Models, S Helper and Pacific Rail Shops provide rolling stock, the latter company sourcing most of his Canadian railway lettered cars.

The Cobourg Model Railroaders provide John with a fellowship of local modelers and for the past several years he has been actively involved with organizing their annual public Model Railway show. He can also be seen frequently railside between Brighton and Bowmanville watching CN, CP and VIA trains pass by, camera at the ready for the unusual and the usual.

## COMING EVENTS

### CANADIAN RAILWAY CONVENTION

**HAMILTON  
2008**

Watch for further details  
in the next issue of  
The Canadian

#### Chapter Meetings

**June 30: Ontario Central**, 247 Codrington St., Barrie, 2:00 p.m.

**September 8: Essex Kent**, meeting and layout tour. Starts at 7154 Talbot Trail in Dealtown at 10:30 a.m.

**September 19: National Capitol**, meeting at St. Anthony's Church at 7:30 p.m.

**January 5: Golden Horseshoe**, details in next issue of Canadian

**Ontario, St. Thomas, August 26:** Railway Heritage Day 10 am to 4 pm. Admission: \$4.00; Under 12 free. Elgin County Railway Museum, Wellington St., St. Thomas ON Info - 519-637-6284 email: promotions@ecrm5700.org

**Maine, Portland, August 29-September 2:** 27th Annual Narrow Gauge Convention, www.27thnarrowgaugeconvention.net%20

**Ontario, Holland Centre, September 22:** The 2nd Annual "Day at the Clinics". 10am to 5pm. Holland Centre (on Hwy 10) then east 5 minutes on county #30 at Participation Lodge. Featuring operating layouts, displays, Clinics, vendors/exhibitors. Admission - \$5.00 Children under 6 free. We are always looking for people to give clinics. Further information/table request, contact Randy O'Hara at 519 371 1998 attheclinics@yahoo.ca

**Ontario, Brampton, September 29, 30:** The 10th Annual Brampton Model Railroad Show, Brampton Fairgrounds, 12942 Heartlake Road, 8 kms North of Bovaird Drive, Sat & Sun 10 am—4:30 pm. Adults \$5 Seniors \$4, Children 5-12 \$3, Children under 5 free, Parking free. For information Carl Kinzinger at cpk@sympatico.ca

**Nova Scotia, Truro, October 13:** Truro Model Railroaders Association presents their 30<sup>th</sup> ANNIVERSARY (1977 to 2007) FALL TRAIN SHOW at the Nova Scotia Community, Time 9:00am - 4:00 pm, College, Arthur Street. Admission: Adults \$5:00 • Students \$3:00 • Children under 12 Free if accompanied by parents. You will see Operating Layouts in Z---N---HO scale; Railroading Sales and a variety of Display Tables. Contact Persons Tex Corning 893 1448 or Howard MacLellen 897 0642, Email: jcorning@eastlink.ca or pai@ns.sympatico.ca

**Bowmanville, Ontario, Oct 13 & 14:** 21st Annual Train Show, Bowmanville High School, 49 Liberty St. N., Sat & Sun 10 am to 4:30 pm, Adults \$5 Seniors \$4 Family \$10, For information Ron Radcliffe 905-987-3099 or rjr.kse@sympatico.ca sponsored by Soper Valley Model Railroad Association.

**Ontario, Aberfoyle, October 13, 14, 20, 21, 27 & 28:** Aberfoyle Junction Model Railway Open House. Located at Quonset Hut #128 Brock Road, 1.5 kms north of Hwy 401, Exit #299. 10 am to 4:30 pm. Adults \$7, Students & Seniors \$5, Children \$4. For information: Craig Webb 257 Broadway Ave, Hamilton, ON, L8S 2W7 905-527-5474

**Ontario, Harriston, October 27:** Annual "BOOMERS" Auction of model railroad equipment and materials at the Harriston Community Centre. Admission \$5.00 (includes door prize draws). Tables available at 8:00am. Auction starts at 10:00am. For additional information contact Harold G. Jones, 16 Conroy Cres, Guelph, ON N1G 2V6, 519-821-2454. Email: hgjones@golden.net.

**Ontario, Whitby, November 17/18:** Pine Ridge Railroader Model Train Show, Saturday 10 am - 5 pm and Sunday 10 am - 4 pm. Father Leo J. Austin School, 1020 Dryden Boulevard, Whitby (near Anderson, south of Tauntan) Adults \$5.00, Children under 14 - \$2.00, Children under 5 - FREE. www.trainweb.org/prc

**Belleville, Ontario, December 2 & 3:** Quinte's 12th Annual Model Train Show and Sale. Sat & Sun 10 am to 4 pm. Adults \$5 Seniors and Students \$4 Children \$2 Family \$10. Quinte Secondary School, 45 College St. W., 10,000 square feet of displays and vendors. Sponsored by the Belleville and Brighton Model Railroad Clubs. For information Paul Martel 613-968-9270 or pmartel@cogeco.ca

DO YOU HAVE A PHOTO, AN ARTICLE OR  
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# Randy O'Hara's FreeMo Modules



**Below Left: Dave Winter photo.**  
 CN 1200's roll through Pearson headed for the grain elevator, the scrap siding, and the power plant.

**Below Right: Ted Rafuse photo.**  
 CPR local peddler rolls through Trent River holding up traffic. The Chevy driver is a railfan who was happy to see that Ontario Midland stock car.

**Above: John Johnston photo.**  
 Randy O'Hara's HO Freemodules on display at Palmerston CARM Meet.

