

CONVENTION SITE NEEDED FOR 2009



In This Issue

- 3 Observation Platform
- 4 National & Chapter News
- 6 Installing Blue Point Turnout Controllers
- 9 Hamilton 2008 Photos
- 12 Part 6: The Rice Lake Bridge
- 17 Sheridan & Bruce Lake Railway: A Photo Tour
- 21 A Switching Puzzle
- 22 Pine Ridge Railroaders
- 23 Coming Events
- 24 Hamilton 2008

Cover Photo: Top Left

Business is booming at Fond du Lac Junction, Peter Stamford's freelance CN based layout set in Northern Ontario, east of Armstrong and west of Hornpayne. Fond du Lac translates as "Near the Lake" in this case Long Lake. Peter Stamford photo.

Cover Photo: Bottom Left

The location is LaSalette, Ontario, on a FreeMo Module built by Tim Warris as part of the CASO FreeMo Project. It is a short distance from where he grew up, so when he was asked if he wanted to be part of the group and build this module he jumped at the opportunity! The station is completely scratch built and was produced using Fast Tracks laser cutter. The module features all hand laid track built in Fast Tracks fixtures (of course) and has a double 30 degree crossing and interchange. Peter Moffett photo.

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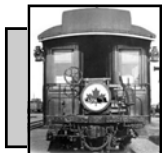
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THE OBSERVATION PLATFORM

HAMILTON CONVENTION

On behalf of CARM I want to thank Bob Duckworth and his Convention Committee for a job well done. Everything ran smoothly and everyone who attended appeared to have a good time.

I want to express our appreciation to the Sponsors who donated prizes for the Meet and Greet and who participated in the Train Show. My thanks to all of the individuals and modular clubs whose presence made the Train Show a big success. In particular I want to thank the Ottawa Valley guys who traveled a long way with their HO and NTrak modules.

Our thanks to all the Clinicians and Layout Owners who gave of their time and expertise to share with all of those who attended.

Finally, thanks to all of you who attended. You are the reason we put these on and you are the reason they are successful.

PROTOTYPE LAYOUT MODELLING

As you know if you have been reading this column for a while, I am building an N Scale layout based on the Pennsylvania Railroad and in particular the area between Works Tower in Altoona and MO Tower in Cresson. In designing the layout I followed the prototype trackplan quite faithfully and where I had to diverge from the prototype I accomplished this by not modeling that portion of the line. This was necessary due to the limitation of space that a model railroad entails.

Operations in the month or so leading up to the Convention and then when my layout was open during the Convention underscored a couple of things for me. One, the four mainline tracks don't flow smoothly. At varying times you are required to cross over through switches and in an open house environment you cannot utilize all of the tracks as a result of this.

I began to look at this in the context of the trackplan and why the Pennsy would have set it up this way. Altoona had 9 separate freight yards and was a Division Point at which most trains stopped and either changed power or definitely crews. This meant there was little requirement for the mainline to run directly through. The interlocking at Alto for example was set up to funnel traffic into the yards, not to facilitate mainline running. Since I am modeling none of these yards, Alto on my model railroad is meant to facilitate the mainline. The end result is that I have modeled an interlocking which was designed for one purpose and I am using it for another.

This led me to re-examine my approach and to ask the question, "What makes Alto, Alto?" The answers are, 1: The tower, it is a distinctive structure and known to every Pennsy modeller, 2: The 17th Street Bridge which is immediately adjacent to the tower, and 3: The surrounding structures including Wolf Furniture and the Pennsy Shop buildings. The one answer that didn't surface was the track configuration.

The second issue which has arisen has to do with switching opportunities. I knew when I committed to this particular stretch of trackage that there was literally no switching opportunities. This stretch was mainline, pure and simple. It was designed to get trains over the Alleghenies and to facilitate the movement of helpers. I committed myself to a purely mainline operation. This is no longer satisfactory.

All of this musing has led me to re-examine my approach to my railroad. I still wish to model the area between Works and MO, however, I want it to run smoothly as a model railroad and I wish to add switching opportunities. Switching areas that are off the modeled area of the layout will be moved onto the modeled area, even though that puts them slightly in the wrong place. I will be sticking faithfully to the right industries and will be modeling the structures as they existed.

I looked back over numerous layouts in the Press and on the Web and found that individuals who modelled large Class 1 railroads tended to ProtoLance, that is they used specific areas or structures to give the impression of the prototype without adhering to the prototype faith-

fully. There are some exceptions, but by and large this is the case. Those who adhered exactly to a prototype tended to be modelling smaller roads or branchlines.

I have begun the redesign of several areas. I have come to the realization that I am not building a museum, but rather a working model railroad which has to be fun to operate both for myself and the group who model with me.

I have chosen to share this self-examination process because for the last decade or so there has been a push in the model railroad Press led by Model Railroader to model the prototype more exactly and faithfully and in truth I got caught up in it. I have come to the conclusion that model railroads are driven by totally different factors from the real railroads. Prototype Railroads are driven by economics, operational efficiencies, safety, and numerous other factors. As model railroaders we are only driven by the desire to enjoy our hobby as a leisure activity. Part of that enjoyment is building layouts which operate well and where problems are minimized and where those things which drew us to railroading and a particular prototype or area are showcased.

My railroad will be more prototypical than most, it will be fun to operate. When you look at a scene you will know exactly what it represents. I will still do the research necessary to make each scene as prototypical as possible including the track configuration, but all of that will be balanced against "Does this make my model railroad run better?" Where there is conflict, the model railroad will win out.

CANADIAN VS AMERICAN SPELLING & WINDOWS

From time to time, I get a note from one of you which points out that I am using the American form of spelling for a particular word. The most common example in this publication is the word **MODELLER**, which in Windows come up **MODELER**, the American version. I have tried numerous times to convert my Windows programs to Canadian/English spelling with absolutely no success. If anyone has an inside tip.....HELP!

John Johnston: Editor



NATIONAL AND CHAPTER NEWS PAGE

NATIONAL NEWS

CONVENTION SITE REQUIRED FOR 2009

Now that Hamilton is over we need to look forward to 2009. We have groups and sites that wish to run Conventions in 2010, 2011, and 2012. Unfortunately no one has come forward for 2009.

What would it take to run a Convention. The most important component is a committed team. You need 4 to 8 individuals willing to help. CARM will underwrite the costs, you must put in the sweat equity to make it a success.

IF YOU ARE INTERESTED IN HOSTING IN 2009 CONTACT ME AT chair@caorm.org AS SOON AS POSSIBLE.

Ontario MidWestern Chapter: The April 27th spring meeting was held at the historic Palmerston Station. Business included planning for the 3rd annual fall train show at Holland Centre (see coming events). We also discussed the best file format to distribute the meeting minutes, chapter news etc. and our choice of a universal file format that all PC's can display was PDF. Adobe PDF Reader is a free download. Interesting that the software required to convert a Word document to PDF was explained by our own CARM Chairman John Johnston in the Canadian. The article is on page 3 issue #21. After adjournment members socialized, ran DCC equipment on one of the club modules, showed pictures, enjoyed the museum and spring sunshine.

Vancouver Island Chapter: At the Nanaimo Train Show held on April 13 at the Beban Arena in Nanaimo, Martin Lapp brought along an HO switching layout for the public to operate at the CARM booth. It was a big hit with otherwise bored youngsters accompanying their train enthusiast fathers. As you can see from the smiles in the pictures, the younger show goers (and some adults) had a great time running the RS-3 en-

gine shunting cars to various industries. The normal layout for younger operators is a loop where they can run trains with abandon, but the switching layout seemed to hold their interest more keenly and for longer. Several parents got quite impatient and had to drag their child away from the controls. One mother thanked us sarcastically for getting her child enthused about a hobby where she would have to spend several hundred dollars on equipment. I pointed out that at least it wasn't a video game. Several mothers and grandparents were quite agitated worrying that the child would break the equipment, but generally after three moves, they had a better hand on the throttle than the adults. Perhaps all the video games have given them a lighter touch, and they understood the rules quickly. Martin's layout was one of the most popular attractions at the show. We hope that he will bring it to the next show in Victoria in September. Other groups thinking of building a child's layout should consider the merits of a switching layout over a loop, as it seems to generate more interest, and the children are surprisingly respectful of the delicate equipment.

The Vancouver Island Chapter held a meet at the BC Forestry Discovery Centre in Duncan BC on April 26th, 2008.

Jack Peake, the Chair of the Island Corridor Foundation, the group who own the Esquimalt and Nanaimo Railway on the Island, spoke about the challenges of operating a short line, and their plans for the future. It was an excellent talk, answering a lot of our questions and laying to rest many of the rumours that swirl about club rooms and internet chat sites about the E&N. Many of us were concerned about the fate of the historic Nanaimo station, that had one wing burned by vandals last August. Jack described the efforts to restore the building. As typical of these stations, it will have to be jacked up and a proper foundation poured, before the historic facade can be restored and brought up to code. It was clear the railway is being operated in a professional manner by enthusiastic people, and has a promising future.

The second speaker was Ken Cringan, a local hobby shop owner and modeller, who brought some of his wonderful collection of slides from the 60's and 70's taken around Vancouver and the Island. After a pizza lunch we had a guided tour of the shops and back lots of the three foot gauge railway on the property. They have a tremendous collection of industrial railway equipment in narrow and standard gauge, used in mining, logging and construction.





Sterling Stump Photos: **Left Above:** On April 13th at the Nanaimo Train Show, Martin Lapp brought along an HO switching layout for the public to operate at the CARM booth. It was a big hit with youngsters accompanying their train enthusiast fathers. **Right Above:** Members of the Vancouver Island Chapter admire some of the equipment in the shops at the Forestry Museum in Duncan. Number 25 is an 18 ton 1910 built Vulcan 0-4-0, with a home built tender. The tank car is White Pass and Yukon #8, built in 1906, and currently used for fuel storage. Parked in front is #1, a 25 ton Shay that was built in 1920 as a three foot gauge engine, converted to standard gauge for its working life on the Island, and converted back to narrow gauge before being donated to the museum. **Left Above:** A run by shot of the tourist train pulled by Plymouth #26, an 8 ton industrial engine. **Right Above:** John Monsieurs, George Shultz and Brian Milroy inspect Hillcrest Lumber #9, an operating standard gauge 50 ton two truck Climax. Their backs are turned on the diesel, a BC Forest Products Whitcomb 80 tonner #9.

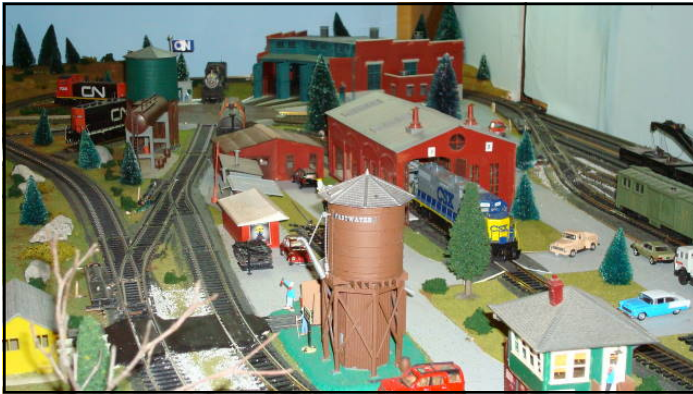


It was a very educational day, and the weather was fine.

Photo Left Below: Derek Gaine (member #197) of the Toronto Chapter at our table at the April 6 Lakeshore Model Railroaders' Association Flea Market at Humber College, partly to sell members' surpluses, and partly to promote CARM.

The sign beside Derek shows national benefits (conventions and The Canadian) on the left, and Toronto Chapter activities (meetings, layout visits and newsletter) on the right. In front of it are national and chapter newsletters and CARM and Hamilton Convention flyers. The rest of the table held bargains, mostly

Essex Kent Chapter: The Essex-Kent Chapter held a layout tour on Saturday June 14 and was attended by 15 members and layout hosts. We toured Bill Bigley's and Bill Young's layouts in Kingsville and Paul Brown's and Mike McIlwaine's layouts in Leamington. A tour of the recently rebuilt LE&DR/PM/C&O/CSX station in Kingsville conducted by Hector Ringrose was also included. The schedule permitted time for a visit to Bob Swaddling's Action Hobbies and lunch was arranged at Vernon's, both in Kingsville. Attached are some pics from the layouts, a group shot at the station and pics of some of the thank you awards that we're handed out.



Top Photo: Group shot in front of Kingsville station.

Above Left: Bill Bigley's layout.

Centre Left: Thank you award being given to Bill Bigley (on the left) by Chapter Chair Keith Snider (CN hat).

Above Right: Bill Young's layout. Bill only got into the hobby 14 months ago.

Centre Right: Thank you award being given to Bill Young (on the left) by Chapter Chair Keith Snider.



Right: Mike McIlwaine (on the left) receiving his thank you award from Chapter Director Bill Knox.

Left: Paul Brown and his CPR based layout.



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PHOTOS BY John Henwood



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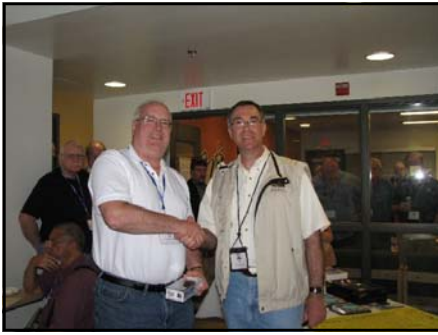
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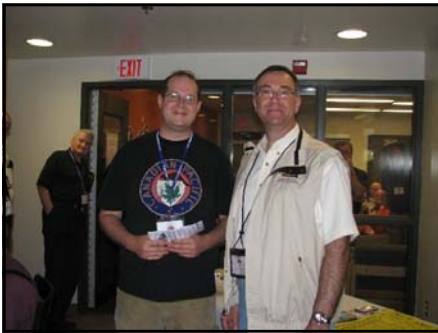
Ian Maynard won a Proto 2-8-4 from Trains on Brant



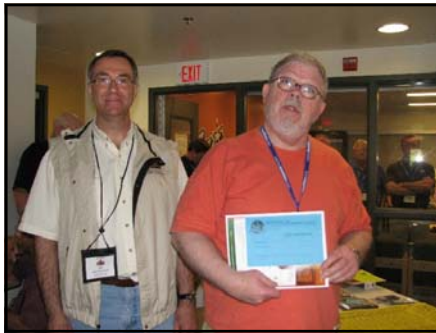
William Raiser won a Digitrax Zephyr from Just Train Crazy



Steve Cheasley won a Spectrum 4-8-2 from Niagara Hobbies



Eric Shergold won a free CARM Membership



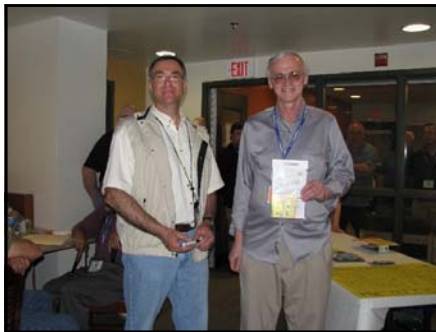
Tom Tarpy won a \$50 gift certificate from Hunterline



Reg Laprise won a DVD donated by the Aberfoyle Club



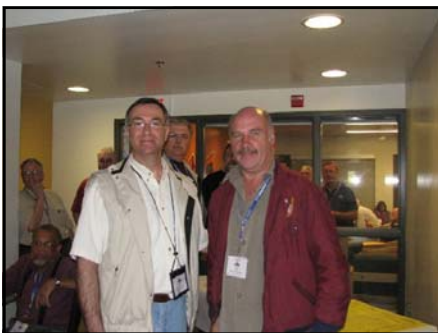
Richard Dilley won a set of Drill Bits



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Designing the Cobourg & Peterborough Railway Part 6: Rice Lake Bridge

Article and Photos by Ted Rafuse



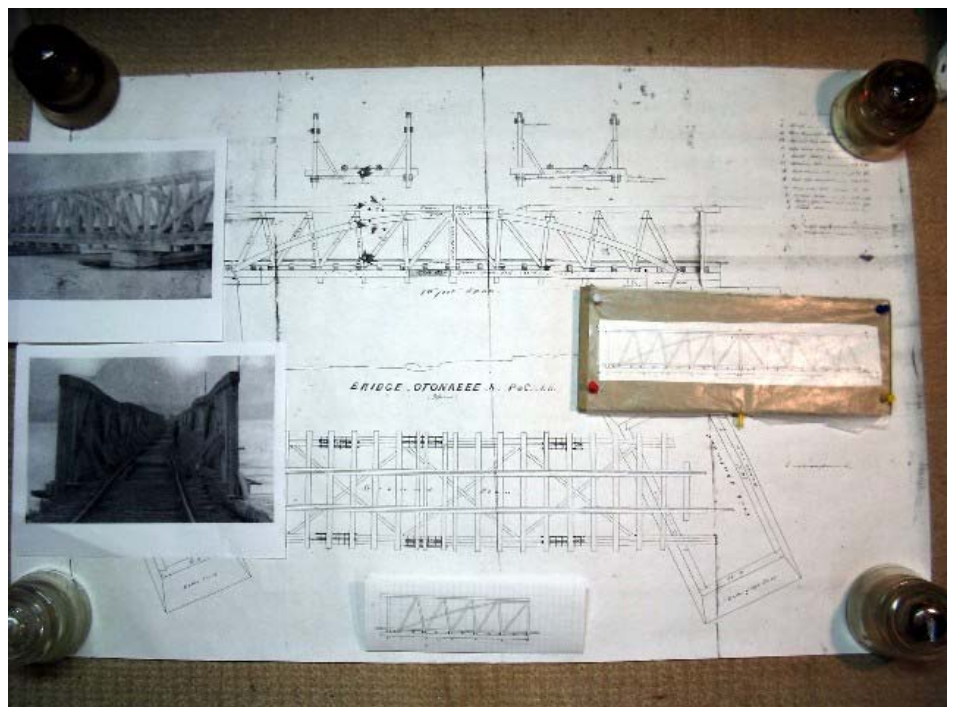
Part 6: Rice Lake Bridge

The most prominent feature of the Rice Lake module and indeed of the Cobourg & Peterborough Railway was the wooden pile trestle and 31 Burr Truss bridge sections that spanned the more than two miles across Rice Lake. When built in 1853-1854, the bridge complex was North America's second largest engineering project succeeded only by the railway bridge-trestle across the northern portion of Lake Champlain.

Research led to several documents that assisted in planning and constructing a model of two sections of the bridge. Several nineteenth century articles described the effect of ice on the wooden structure and these included line drawings of the structure. Some years ago a relative of John Dumble, CE, a mid nineteenth century Cobourg resident, contacted me. In the late 1850s Dumble leased the Cobourg & Peterborough Railway. Earlier he had built a structure similar to the Rice Lake Bridge in Peterborough. Known as the Black Bridge the four Burr Trusses spanned the Otonabee River in Peterborough providing access from the east bank of the Otonabee River to the west. Dumble's original engineering drawings of the Black Bridge were virtually identical to the Rice Lake Bridge. The only one significant difference between Dumble's Black Bridge plan and the Rice Lake

Dumble Plans

A photocopy of John Dumble's plans for the Black Bridge in Peterborough form the background of this collage. The Black Bridge was largely identical to the 33 Rice Lake Burr Truss spans. On the left are two of the three images of RLB taken late in 1856 which illustrate the ice damage inflicted upon the bridge. On the Homasote panel is the template created to build the model bridge sides. At the bottom is the half drawing made which was scanned and joined as in the template.



Bridge was the length of the span: the former spans were 70 feet long while the latter spans were 80 feet in length.

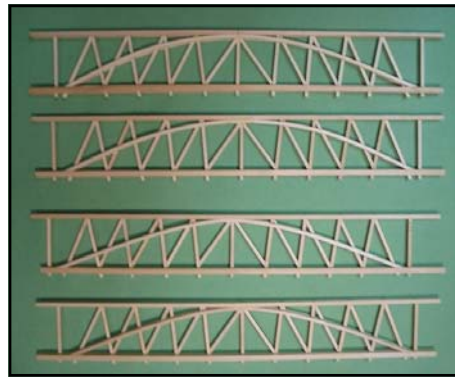
The first step in creating a model was to determine the quantity of the wooden components based on the Dumble drawing. Some dimensions I knew I could not obtain in scale dimension, such as 7x14" lumber, so there are some compromises in my model. Initially styrene was considered as a building material but being more familiar and comfortable with scale wood in modelling the latter material was selected. A quantity survey was made and a trip to my local hobby supply store followed. The use of my credit card allowed me to leave with a lumber yard of scale wood sufficient to build two Burr truss bridge sections as well as several sections of pile trestling. Prior to actual bridge construction the wood was stained.

Dumble's Otonabee River bridge plans provided the basic dimensions save for the length. An HO template of one half of the model Rice Lake Bridge was drawn. Once this half drawing was completed, it was scanned, a mirror image made and filed on my computer. Both halves were joined digitally in a software program and several copies of the bridge template were printed on letter size paper. Fortunately the scale 80 foot length was replicated on a single sheet. This template was glued with white glue to a section of Homasote remaining from my basement layout. The Homasote allowed me to use T pins to position lumber pieces during construction.



Template

In the lower part of the photo, one completed side of Rice Lake Bridge is shown. At the top, the middle of the 'sandwich' has been completed. The initial arch is on the bottom at this stage. Wax paper covers the drawing template. T-Pins hold the hold various pieces of lumber in place while the weights aid in the gluing and alignment process.



Four Sides

With four sides completed, two sections of the Rice Lake Bridge can be constructed. Each section actually has two arches in its composition.

Each bridge wall consists of three sections, and is constructed much like a sandwich. The first part, the bread of one side, was the top and bottom chords placed on the template and held in place by T-pins. The top chord consists of 8x10" lumber while the bottom chord is 8x14" lumber. Both pieces had the wider dimension flat on top of the template and were held in place with T pins.

The most visually distinct aspect of the bridge is the large arch. Although the Dumble structure used 6x12" lumber I had difficulty forming this dimensional lumber as several pieces split. (The original arch was built in sections with bolted overlapping joints.) Instead with modeller's licence 8x8" lumber was substituted for the arch. The lumber was moistened by running it through a wet cloth several times making the strip wood pliable. This strip lumber was formed and cut to fit over the template between the top and bottom chords. The lumber conforming to the arch was held in place using T pins to match the curvature of the template. Each end was marked and cut to lay flat against the bottom chord. The arch was then set between the two chords and any alterations as to placement and filing of the ends of the arch to meet flush with the bottom chord were made at this time. When satisfied with the fit yellow carpenter's glue was dabbed on the two ends of the arch and in the middle of the bottom side of the top chord. This assembly was left overnight to dry with the T-pins in place. Do not remove any of the T-pins so as to ensure that the next series of steps will align with this component.

The middle, or 'meat,' of the sandwich was made from 8" square lumber. Except for the middle and end uprights, all the remaining uprights were on an angle that varied according to its place on the bridge. Each piece was cut extra length, with slightly more than one scale foot to descend below the bottom of the bottom chord, as per the plans. Each upright was glued in place to create the 'meat' of the sandwich. When the glue on this component was dry, the third component, another arch section was formed and glued on top, following the same steps as in the above paragraph. The T-pins were removed when the glue was set, but the holes left through the removal of the pins provided a template for the remaining sides. Additional sides were constructed following the method outlined above.

Next the posts that extended above the top chord were sanded even with the top chord. On the bottom of each side a scale 1' beyond the bottom of the bottom chord was measured and each post was sanded on an angle that kept the bottom of the post at right angles to the post itself.

Unfortunately the plans of the Otonabee Bridge did not indicate the width of the structure. Based on several photographs, line drawings, the fact that the original bridge was built to carry rails at the Provincial Gauge width of 5'6", and that my model would carry standard gauge track and cars, I settled upon a bridge width of 20 feet outside to outside of the bridge sides.

Two bridge sides were positioned parallel to each other, spaced at 20' outside to outside and held in place with T-pins. Floor beams were made from 14x10' lumber, cut to a length of 22'. Initially two beams adjacent to either side of the centre upright were glued into place followed by one floor beam at each of the ends. In all cases these floor beams extend one foot beyond each bridge side. These were allowed to dry so that a firm structure resulted. All other floor beams were glued in position according to the template. Essentially a floor beam was placed in the centre between each post and another against the external side of each post.

To join the two bridge sections one end upright section had to be removed from the other so that it would but against the second bridge piece. On this second bridge piece the excess length of the bottom chord was removed even with the outside edge of the end



Bridge Splice

Illustrated are the two bridges with the splice plates on the top and bottom chords appearing lighter than the rest of the bridge structure. The three corbels on the bottom of the bridge are also visible in the photo.



Bridge Floor

The two bridge sides have been joined (glued together) by multiple 14x10 foot floor cross braces. These are butted against the side uprights and extend one foot outside the bottom chord. The twin floor braces are on either side of the centre upright.

upright brace. The two bridge sections were then joined on the top chord, inside and outside with a 3" by 10" four foot long wooden joint. Similar joints were made on the bottom chords. Using 8"x16" lumber 18' long corbels were added under each lower chord at the joint of each bridge section. These corbels reinforced the lower chord at its weakest spot and the corbel rested on the top of the bridge piers.

The rail stringers were built as two separate components. The stringers are 10x12' lumber with the 12" side on top of the floor beam. Not having scale 10x12' lumber that was long enough to span two bridge sections, the smaller sections were joined with a brace of the same scale placed on the inside of each length. Once stained and dried I ACCed the length of both stringers to seal the wood. Two rails, about 6" longer than the combined bridge sections, were prepared by first painting the web a grimy black and when dry brushing on a stain of rust. Each rail was then ACCed to the elongated stringers. Using several track gauges, the track inside the bridge was placed. When the location of the track was marked, the underside of the string-

ers was painted with yellow glue. The two stringers were lifted, with the gauges in place, onto the top of the bridge floor beams. Once the glue was dry the gauges were removed. A test train successfully navigated the track without derailment.

With the track in place, a lateral brace of 6x6" lumber was glued to connect each upright to every second floor beam. Each brace was sanded at each end to an angle to meet the upright and to be even with the bottom of the floor brace. A freight car was run on the rails to ensure that none of these braces would interfere with train operation. When all these braces were glued in place, the entire structure was turned upside down. Lateral braces of 6x8" lumber were added next. Each brace was cut 24 feet long and then 8 parallel braces were added the length of the bridge. Another 8 braces, laid in the opposite direction to form an X, were glued on top of the previously glued braces. Each X pattern was equal to 1/4 the length of one bridge section.

With the bridge completed, attention turned to the stone filled cribs, 10x20 feet, which supported the Burr



Bridge Braces

The knee bracing from the floor stringers to the side posts is evident in this photo. The angle is critical to avoid the braces coming in contact with any rolling stock. The lateral floor cross (X) bracing is evident as well. The sandwich construction of the sides is apparent from this view.

Trusses approximately four feet above the high water level. These cribs were replicated using line drawings that appeared in *Canadian Rail*, No 334, November 1979 as a guide. As 1" styrofoam was used for landscaping on the module, little cribbing or trestle work appears above the water on the module. Perhaps I can argue that the water level of Rice Lake on the module represents late April.

The two cribs were made were from 12" by 18" timbers laid on the 18" side. (The original timber used was 12" square, but I did not have that size on hand at the time of construction.) My cribs were built to a 22' by 10' foot outside dimension. On one crib I had to lay a 6" by 18" cap timber to meet the underside of the bridge. On the end crib where the bridge and trestle join I built up a 'pyramid' of 12" by 18" timber on one side of the crib to support the trestle. The bridge corbel rests on the opposite side of this crib the same as on the centre crib. On the land side a 3 sided crib was built underneath the bridge.

The two main cribs were fitted with a false floor about 1 scale foot below the top. The false work was painted



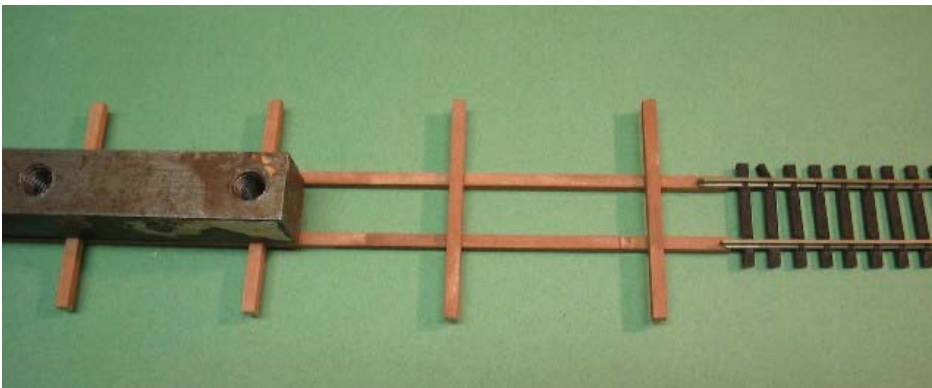
Top View

This aerial view illustrates the floor X bracing and the knee braces through the length of the bridge.



Cribs

The crib construction is illustrated in this image. The basic frame on the left side illustrates two of the four floor supports. The hidden floor is in the centre. On the right is the filled stone crib with one side built up with timbers to mate with the trestle stringer. The stones are held in place with white glue. The centre crib was built in the same manner less the built up timbers. A U-shaped crib was built for the end of the bridge that joins the Harwood shore.



Trestle

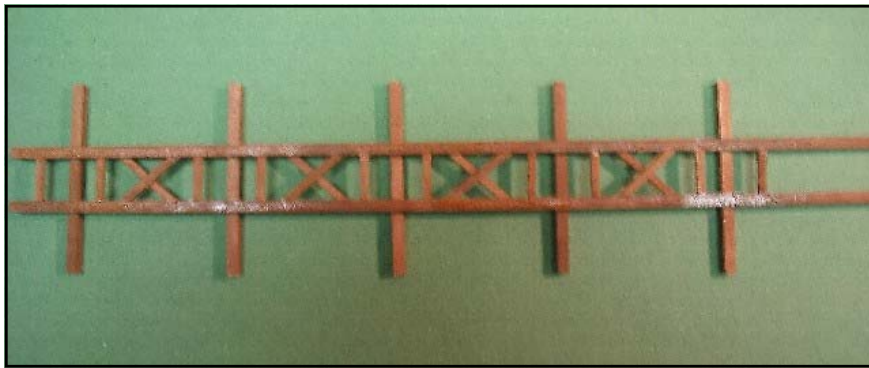
The stringers that will carry the rail and the five bents have been glued in place at the start of the construction of the trestle. The flex track on the right assures that the stringers are the correct distance apart.

dark gray. Painting a small portion of the floor with white glue I individually placed appropriate sized stones gathered from a stone walk way in place to simulate appropriately sized rock infill of the original cribs. The cribs were glued to the bridge, but not to the water in case I should want to remove the bridge in the future.

Trestle construction was not difficult and followed the same techniques as described in building the raised trestle at Cobourg's harbour. A jig was constructed that positioned the top beam, made from scale 12" square lumber and the four perpendicular piles, constructed from 1/8" dowel. The dowels' side was roughened with the blade of a razor saw. The four perpendicular piles were then glued in place. Two angled piles acting as braces on the outside piles were next glued in place with the bottom of the angled piles filed to conform to a flat water surface and the top to conform to the angle at which it met the perpendicular pile. A cross brace of 3 by 10" lumber was glued horizontally to secure all 6 piles in place. One lateral brace of the same dimension was added from the right centre pile to the left perpendicular pile. The bent was removed from the jig, turned over, and a second horizontal and lateral brace were added as in the previous step.

When all five bents required were completed, a stringer of 12 by 16" lumber was glued to the top of the bents. This stringer supported the rail which was attached to the stringer in the same method as described earlier in connection with the rail on the bridge. This was an adjustment from the original stringer construction in order to simulate the cross bracing of the piles. The were not glued to the water for ease of removal should that be necessary.

The trestle section was joined to the bridge section with rail joiners and positioned on the module between the two land forms. Rail joiners connected all in place and an initial test run of a train over the entire wooden structure proved successful. The joy of this crossing of Rice Lake was as palpable at this time as it was late in 1854.



Trestle A

The underside of the trestle complete with the cross-bracing between the stringers.

Trestle B

At the Indian Village end of the trestle an abutment was constructed consisting of a bent, six piles and 3x10 inch boards of varying length positioned to form a pyramidal retaining wall.

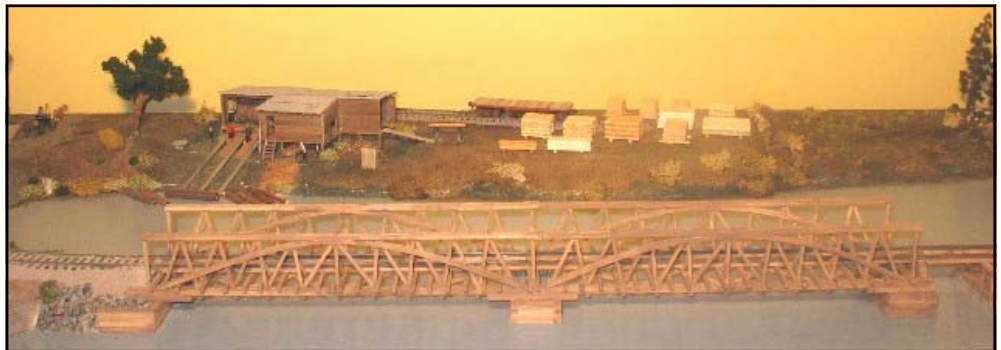
Trestle Done

Much of the original bridge structure across Rice Lake consisted of pile trestling. On the module only five pile trestles are modelled. There are several cross braces to maintain the position of the piles. Rail was glued to the top of the stringer with ACC type cement.



Bridge Final A

The two sections of the modelled bridge are completed and in place on the module. Harwood is immediately to the left in the photo while Indian Village is to the right at the end of the trestle work. In the background is a representation of one of the two lumber mills that once occupied the south shore of Rice Lake near Harwood. The track in the lumberyard serves the illusion that it is connected to the layout which it is not. It 'disappears' behind the mill.



Bridge Final B

A southbound freight train with an empty flat car in tow crosses through the newly opened Rice Lake Bridge. The centre crib supporting the bridge is beneath the tender. The tender is filled with wood which was the fuel burned in early 19th century locomotives. A plentiful supply was available in the woods of the county then.



SHERIDAN AND BRUCE LAKE RAILWAY

A PHOTO TOUR

ARTICLE AND PHOTOS BY BRUCE LECKIE

The Sheridan and Bruce Lake Railway is a freelanced shortline set in Central Ontario circa 1957. The line is the lifeblood of the area (highways are still some time away) and connects to the outside world via a car ferry to a fictitious port on Georgian Bay somewhere. This results in a fair amount of traffic for a small line and keeps the operators busy.

The layout is G shaped point to point with two separate branches all in a space 12 feet by 12 feet. The aisles are tight in places, but offer a good compromise between comfort and layout size. Bench work is eyelevel (64 inches) with Code 70 rail and Shinohara #4 turnouts provide the track. Most of my turnouts are hand thrown with Caboose Industries high level switchstands. There are some inaccessible turnouts that use tortoise switch machines.

Originally a two cab DC system, the layout was converted in 2001 to DCC. DC on a layout this size worked very well and did not need replacing, but at the time, the layout was "finished" and I was looking for something else to do. The Digitrax system replaced one of the DC cabs and I ran both for a few months, until finally throwing in the towel and yanking out the other DC cab. The wiring remains a two cab system- I have simply thrown all the block toggles to the DCC cab and buried the original panels behind new fascia plates (I am basically lazy and did not feel the need to rewire the layout.) This has worked well for several years without any major incidents.

The Topography is typical "Muskoka", mostly because I like the

way it looks and I can't afford a cottage there! I tried to keep the scenery to track ratio quite high and the predominant feature is trees and rocks. The early section is hardshell, with newer additions being carved foam covered with drywall compound. A single rock casting was used for the entire layout and these rocks were cast separately, broken into chunks and set using drywall compound. This allows final adjustments, fills in the gaps with something that will stain similar to

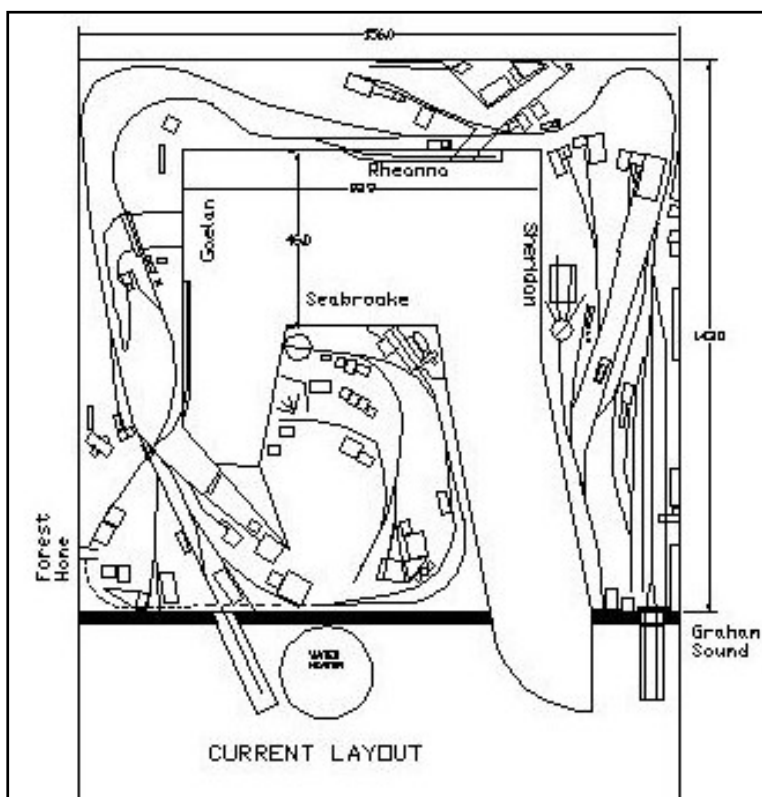
nally, I pulled the dowel place holders and inserted prepared Goldenrod tips. These were gathered in the fall, after they had died and dried, but before the first snowfall which would otherwise have bent them over. I trimmed them to size and spray painted them in the garage with one of the several shades of green spray cans I had. While some of these trees are over 25 years old, they are quite brittle. Many of the foreground trees were replaced by Woodland scenics plastic trees painted and weathered with medium foliage clumps glued on.

Many structures are scratchbuilt and most replace commercial buildings as I got around to it. Even the remaining kit buildings are modified in some way. Because it is a small layout, I have constructed several mini scenes to divide the scenery into small visual chunks, and increasing the apparent size.

Operation

While there is a loose timetable, in practice, trains are run one after the other. The most common "crew" consists of a yard operator and a road operator. Originally, I used a car card system, then switched to a computer

switchlist for about 20 years. Once that old computer died, I tried without success to replace the program. I went back to the car card system, printing the paperwork on self stick labels (at work, no less) which are then applied to index cards. These are folded as needed to provide pockets. The waybills are printed in a similar manner and inserted into the car cards. I stack the train cards in order of departure. The yard operator grabs the next train in sequence and builds it to the size limit if possible. I am able to reschedule trains if necessary



plaster and can be easily carved once dry. To finish, I painted a dark base coat, making sure this got into all the cracks etc. I then added subsequent lighter layers to bring out the detail. To plant the forests, I used 1/8 inch dowel segments in predrilled holes as place holders. This allowed me to vacuum up the drilling residue prior to adding real dirt and Woodland Scenics ground foam complete the ground cover. This was held down with a dilute white glue mixture. Additional applications of ground foam and dirt were added as necessary. Fi-



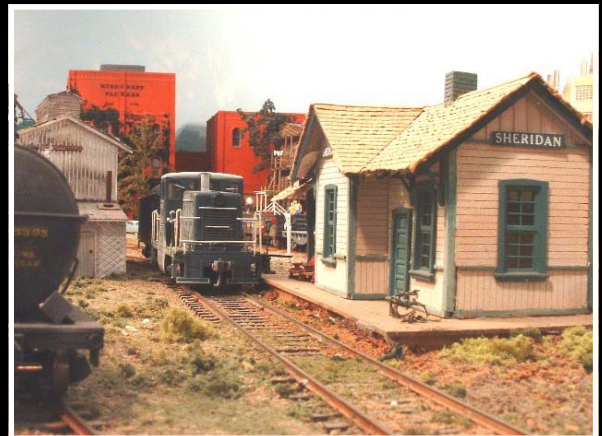
Turntable at Sheridan



#1 passes a tenement apartment at Sheridan



#2 and van at the docks at Sheridan



#6 passing the station at Sheridan



Inside the Engine House at Sheridan



Sheridan Supply Company



Engine House at Sheridan



Engine House at Sheridan



Engine House at Sheridan



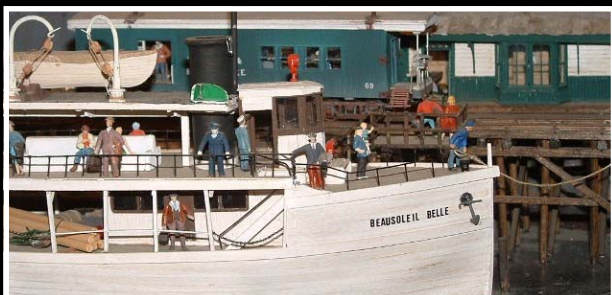
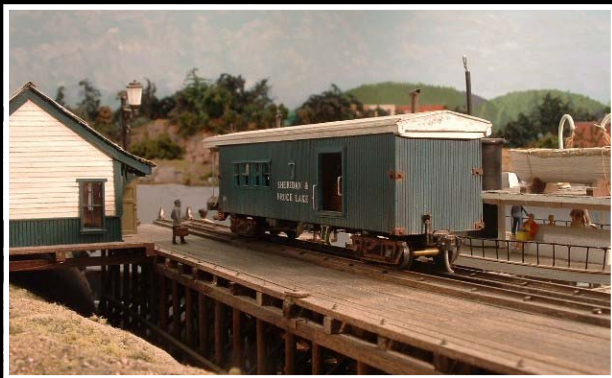
#1 at Rheanna Station



#2 at grade crossing in Rheanna



#5 and #6 at Gaelan



TOP LEFT: #1 & #4 at Seabrooke
TOP RIGHT: #1 & #5 at Seabrooke
CENTRE LEFT: #6 at Entra
CENTRE RIGHT: The Co-Op
LEFT: Combine on the wharf at Seabrooke
BOTTOM LEFT: The *Beausoleil Belle*
BOTTOM RIGHT: Seabrooke



SHERIDAN AND BRUCE LAKE RAILWAY

A SWITCHING PUZZLE

ARTICLE AND PHOTOS BY BRUCE LECKIE

It is a typical hot August afternoon in 1957. You are the conductor on the Seabrooke turn, usually a very low stress job, but today there is a problem that occasionally pops up and you need to deal with it as quickly and efficiently as possible so that you and the crew can enjoy a piece of Annie's world famous blueberry pie.

Your consist:

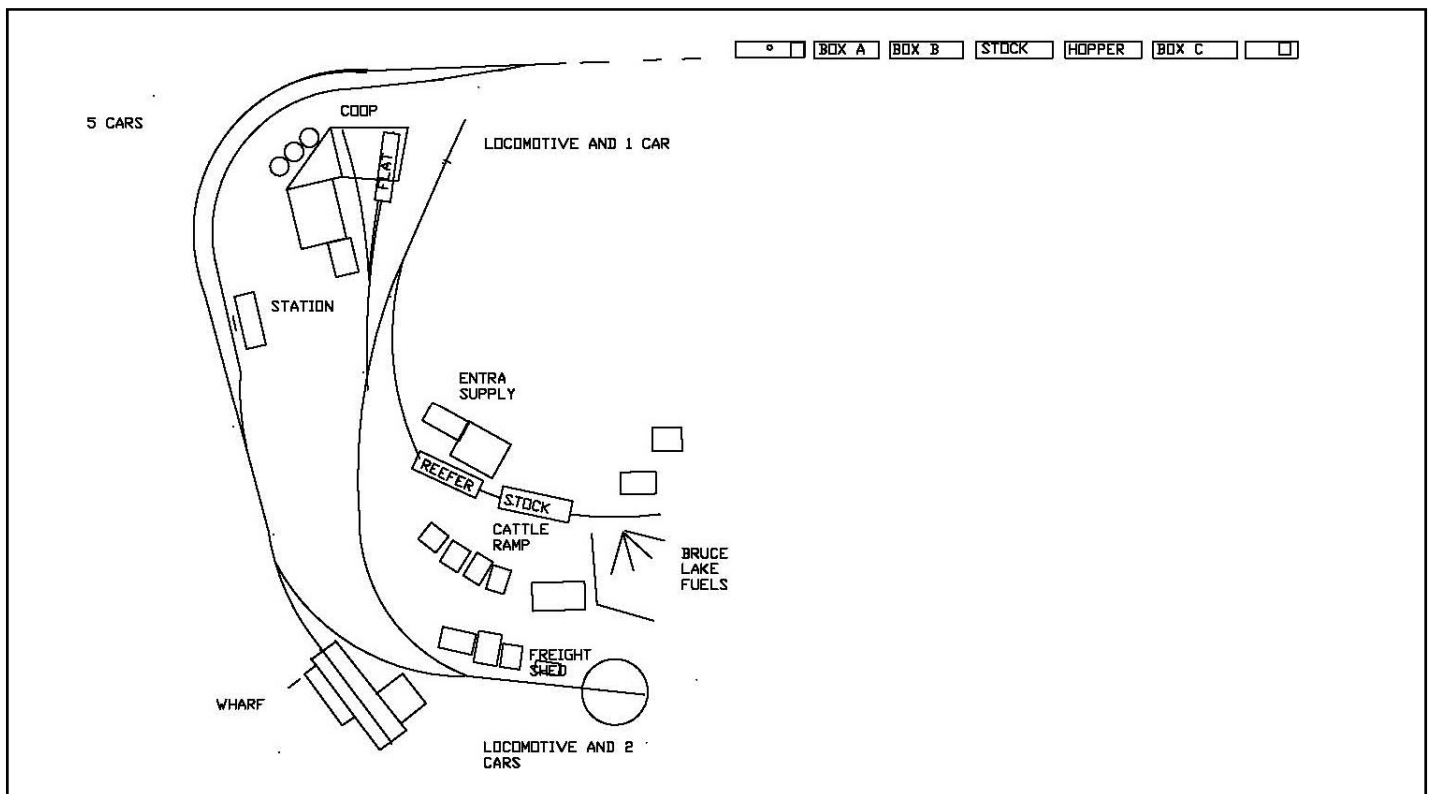
Box A: Loaded: this is spotted at the Freight shed next to the turntable. **Box B:** remains with the train. **Stockcar :** empty spotted at the cattle ramp. **Hopper:** loaded spotted at Bruce Lake Fuels. **Box C:** remains with the Train.

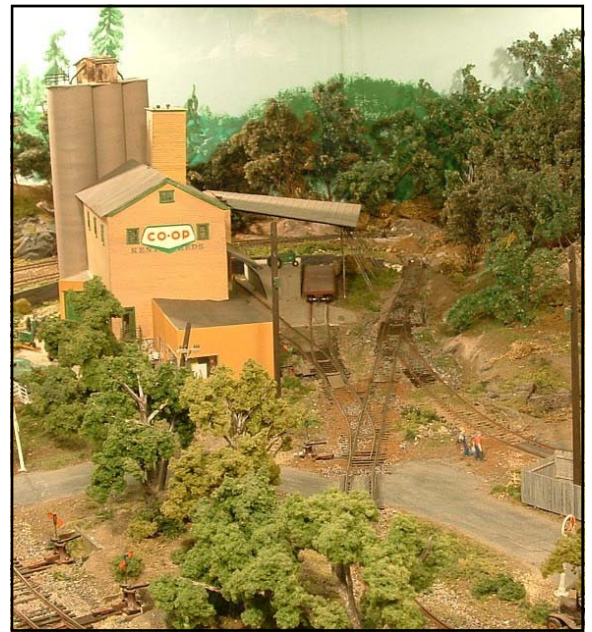
Your lifts

Flatcar: empty from the Co-op. **Stockcar:** loaded from the cattle ramp.

The reefer must be replaced at Entra Supply once all the moves are done. The tail track for the Bruce Lake Fuels spur will hold a locomotive and 1 car. The track between the industrial cutoff and the turntable will hold a locomotive and 2 cars. The wharf can hold 2 cars, but cannot take the locomotive. The Van must be on the rear of the train when departing. Each change of direction constitutes a move. No move is called for a stop as long as the train proceeds in the same direction. Because you have a sensitive nose, the stock car must remain at least one car away from the van.

Will you make it to Annie's before the pie is all gone? Send your solutions to: The Editor at 41 Glenview Place, Hamilton, ON, L9C 6H9 or editor@caorm.org The best solution will be published in a future issue.

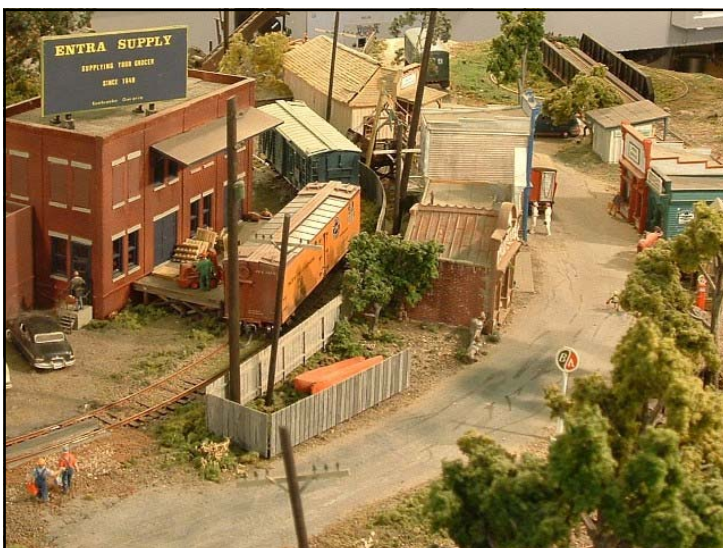




TOP LEFT: The Approach. TOP RIGHT: Co-Op Flat BOTTOM LEFT: Siding 2 BOTTOM RIGHT: Your Train



BOTTOM LEFT: Siding 1. BOTTOM RIGHT: The Wharf



PINE RIDGE RAILROADERS

ARTICLE AND PHOTOS BY TED RAFUSE

As the Pine Ridge Railroaders of Oshawa approach the club's fortieth anniversary next year, they can take pride in their longevity and their liveliness. Formed in 1969 this group of model railroaders have participated in many train shows, constructed a number of layouts, witnessed changes in membership and happily continue to enjoy a common camaraderie.

Some 35 members strong, the PRR meets on Monday nights at their clubhouse in central Oshawa. The organizational structure includes a president, vice-president, secretary, treasurer and membership secretary. Richard Blackwood is the current president and he is proud of the group's cohesiveness in demonstrating to the community the enjoyment of model railroading. The PRR has a modest annual membership fee to help defray the cost of rent, layout construction and participation in other activities.

The group sponsors two public 'main' events. Every mid-November at Leo J. Austin Collegiate in Whitby, the PRR present a model train show that is a must for area modellers and for the general public to witness a variety of layouts and

to purchase model related items from novice to advanced. In late March the club presents an open house at a Whitby church hall and invite the public to see their various layouts, meet the members, and discuss the merits of model railroading. This article portrays the latter activity. In addition to their own public presentations, the PRR group participate in most model train shows in eastern Ontario with at least one of their portable layouts.

The open house allows the PRR to set up their Pine Ridge Railway HO layout, their N-scale layout, the HO Durham Belt Line Railway modular layout as well as various displays of model railway building and layout construction. All the model railways operate with Digitrax DCC throttles.

The first layouts constructed by the group were HO and N scale portable ones. The flagship may well be the HO layout. This rectangular layout is 9 by 16 feet. The n-scale layout, 10 by 18 feet, occupies a similar space but is in the form of a U. Depending upon which layout is on display, it can be identified by highly visible yellow and black triangle denoting the club's presence.

With the maturity of the two club layouts a group within wanted to encourage those without a home layout to become involved in a different way. To that end the HO modular Durham Belt Line Railway was born in 2001. All the modules of the Belt Line Railway are individually owned and operated and each individual expressed their own interest and ability in their own module. Each module is 30" wide with two tracks at 8 and 10 inches from the front. A third track can be added to the front or rear but the group prefers the main track distances as it allows for a degree of foreground scenery and the back space allows for a generous display of modelling skills. At the March 2008 Open House the modular group approached eighty-five linear feet, although in fact the modules when put together did not form a linear display. Nor were all the modules present for this particular display. At this point there has not been a repeat in the way in which the modules have been assembled for display which can be a very appealing for visitors and operators alike.

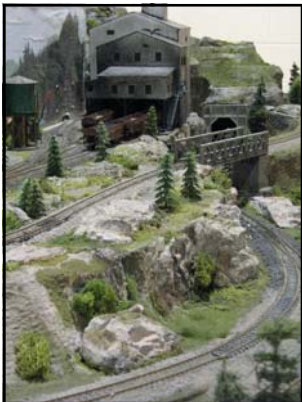
For more information on the club, it's activities and its layouts, visit their web site at <http://trainweb.org/prrc>.



Left Above: This RBL module depicts a well detailed scene of an active Petro-Canada petroleum and oil depot. A CNR freight is passing nearby with an older wooden Montmorency coloured van on the tail end. Note that all this action is packed into the limited foreground space of the module. **Right Above:** Without a secure elevated vantage point this photo is the best your photographer could do to provide a modest overall view of the PRR open house. To the left is the HO PRR layout beneath the triangular sign. In the middle at a slightly lower level is the PRR N-scale layout. In the right foreground and linked directly to those in the distant background are the modules of the Durham Belt Line. Along one wall out of sight are the demonstration tables.



Left Above: l to r Randy Tallon, Steve Pees and Hans Hudsonroder, three PRR members who are active participants in the Durham Belt Line, overlook a part of their rail-marine transfer module. **Centre Above:** The opposite long side of the HO layout is an active spot with transitions in elevation to challenge the operating crews. **Right Above:** A multi-stall roundhouse dominates one end of the N-scale layout which is designed in the form of a U. A yard is also a major feature of this section and it is large enough that 100 car trains can be assembled. **Left Below:** At one end of the HO PRR is a large mining complex. **Centre Below:** McDonald's Salvage occupies the back portion of the Petro-Canada module. Through the middle of the image can be seen the double track mainline. Presumably the loaded CP gondola is outgoing to a steel plant. **Right Below:** One side of the HO Pine Ridge Railroad layout depicts a small engine facility and yard along with the station to serve the area's passengers.



COMING EVENTS

Ontario, Holland Centre, September 20: The 3rd Annual "Day at the Clinics". 10am to 5pm. Holland Centre (on Hwy 10) then follow the signs east 5 minutes on County Rd. 30 to Participation Lodge. Featuring Operating Layouts, Freemo modules, displays, Clinics, vendors/exhibitors. Admission \$5.00. Children under 6 free. Sponsored by the Grey Central Model Railway Club and CARM – OMWC. Further information Peter Stamford trainguy.04@bmts.com

Ontario, London, September 20: London and Area Layout Tour. Registration free for LMRA, CARM and NMRA Members. Others asked for \$5 donation. Four registration sites. St. Thomas, Elgin County Railway Museum, 225 Wellington St. London North, Broughdale Hobby, 1444 Glenora Drive. London South, London Model Railroad Group, 69 Holborn Avenue. Woodstock, Don Pearce, 549 Sales Drive. Registration open 9 am to 1 pm. Layouts open at varying times between 10 am and 5 pm.

Ontario, London, September 28: The Big Little Train Show. Komoka Community Centre and Komoka Railway Museum, Komoka, ON. Flea Market, Live Steam Locomotives, Consignment Table, How To Clinics, Model Railway Vendors, Museum Tours and Operating Layouts. Adults \$5, Students \$3, supervised children under 11 free. Contact 519-432-1491 or trainshow@lmrg.org

Ontario, Woodstock, October 19: Woodstock Model Train Show, in the Oxford Auditorium, on the Woodstock Fairgrounds, at 875 Nellis Street. Hours 10 a.m. to 3 p.m.. Admission: \$4.00 per adult; Children under age 12 admitted for free when accompanied by an adult. Featuring over 125 vendor tables plus operating layouts. For vendor space or information contact Ian Ward at 519-426-8875 or email toyshow@kwic.com

Ontario, Kitchener, November 2: Kitchener Model Train Show, at Bingemans (Ballroom), at 425 Bingemans Centre Drive

in Kitchener. Hours 10 a.m. to 3 p.m.. Admission: \$4.00 per adult; Children under age 12 admitted for free when accompanied by an adult. Featuring over 100 vendor tables plus operating layouts. For vendor space or information contact Ian Ward at 519-426-8875 or email toyshow@kwic.com

British Columbia, Burnaby, November 7-10: Trains 2008, a NMRA Divisional Meet with CARM representation for the past three years. This is British Columbia's Premier Model Railroading Exhibition; the meet, in its 26th year, is held at the Cameron Centre in Burnaby, BC and has a number of meet activities and a two-day public show. Meet activities for 2008: self guided layout tours, operating sessions, escorted layout tours, various clinics/seminars, prototype tours, escorted hall tours, and a meet banquet. Details and more activities are available on our website. Register early! More information at www.bctrains.org

CARM COPETOWN TRAIN SHOW



Peter Moffett Photos: Above Left: Craig Webb at the Aberfoyle Junction display. Above Centre: Pierre Oliver works on the FreeMo CASO modules. Above Right: A module on the Ontario and Quebec layout.

CARM CONVENTION—HAMILTON 2008



ABOVE LEFT: S Scale Workshop Module, photo by John Henwood. ABOVE RIGHT: Ted Rafuse's layout on display at Train Show, John Johnston photo. BELOW LEFT: Brooklyn Terminal layout of Tim Warris, John Johnston photo. BELOW RIGHT: Overview of modular layouts at Train Show, John Johnston photo.

