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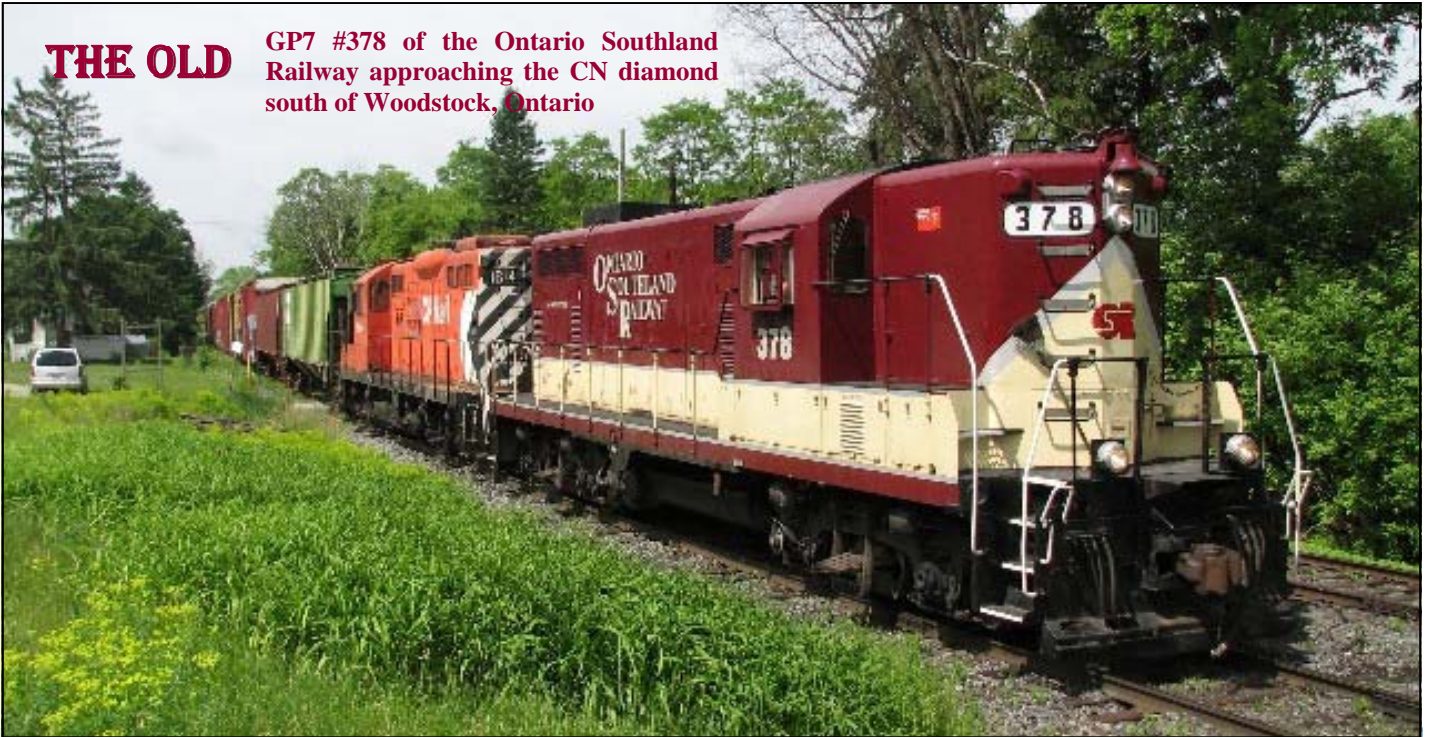


SUMMER 2010 ISSUE #32

THANKS TO THE TORONTO ORGANIZERS
FOR A GREAT CONVENTION

THE OLD

GP7 #378 of the Ontario Southland Railway approaching the CN diamond south of Woodstock, Ontario



THE NEW

Arcelor Mittal GE ES44AC's at Waterdown, ON. Units are awaiting CN pickup for delivery to the former Cartier Railway in Quebec.



a quarterly publication of the "Canadian Association of Railway Modellers"

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**observation platform
John Johnston: editor**

PROTOTYPE OR FREELANCE?

Justin and I were recently having a phone conversation and I was lamenting that fact that by building a prototype based layout that I couldn't make use of the many kits that I had accumulated over the years since they didn't match any of the buildings in the area I was modeling. I then made the *faux pas* of suggesting that he had it easier since he was freelancing his layout. Justin was quick to point out that my assumptions were totally wrong and that in fact the prototype modeler had the simpler task since he had a "template" to follow and copy. A proto freelancer like himself had the more difficult task of creating a "fictional" railroad while at the same time remaining true to the geographic area and the era which was being modeled.

It was an interesting discussion, one which has been bandied around in the model press a lot lately since "prototype" modelers seem to have come to the forefront of what is published. We talked about the fact that it takes equally as much research to proto-freelance effectively as it does to stick faithfully to a specific prototype. In both cases fidelity to the geography, the rolling stock and motive power, and the types of industries served by the railroad were important.

It is also important to maintain a set of modeling standards so that your railroad operates as effectively as it looks. In both cases you are trying to create a miniature world that is believable to the viewer. That also led to a brief discussion about the totally freelanced layouts which do not adhere to any particular prototype, geography, or era and steam can be seen running on the same tracks as AC4400's and Santa Fe units run along side TH&B or Seaboard Coast Line.

It was an interesting discussion in which we both saw the point of view of the other and came to realize that it really was irrelevant whether you modeled a prototype, freelanced, or proto-freelanced. The conclusion to this is whether you model a prototype, create a fictional railroad by proto-freelancing, or freelance and create a purely whimsical railroad, it's your railroad, your hobby, enjoy it and ignore anyone who may be critical of the decisions you have made.

John Johnston: Editor

**FRONT COVER:
Photos by John Johnston**

MEMBERS AREA PASSWORD

**USERNAME: caboose
PASSWORD: engine**



CHAIRMAN'S REPORT

Success, what a strange word this can be. It can be a measurement against something else, it can be a judgement by others, or it could be a feeling that you get when you believe that you have reached some achievement. My personal impression of success falls into the last of the of these three definitions. To date this organization has had many a success to count. We will have success in completing seven years come this October, this has been largely due to a number of volunteers and the membership.

We just had success by holding our 6th convention in Toronto. The local committee compiled a very good program and executed it well but the real success was measured by all of the great comments received from the attendees. As I write this a questionnaire has been e-mailed out to the attendees to get some specific responses so that future convention committees can do the best to present a favourable program to all of you. By doing this we will achieve success in Ottawa and beyond. Volunteers continue to take on new roles within CARM, myself included, as of this time I am now the Chair and Web Manager. This is not the only change as Ian MacIntosh comes aboard as the new Membership Manager, welcome Ian. Walter Reid becomes the new National Convention Registrar, welcome Walter. All of these changes are each a success for CARM, its membership and the individuals.


A new addition has been added to the members section of the web site. You will now have the ability to submit a request to have your layout added to a listing of layouts. The purpose of this listing will be so members of CARM can search out who has layouts in an area they going to visit that can possibly be visited. It will be up to the CARM member visiting to contact the layout owner by using the listed e-mail or telephone number and make the arrangements.

Members

Member Layout Information

[Members Home](#) | [Mentors](#) | [The Canadian](#) | [CRC](#) | [Youth CRC](#) | [Members List](#)

#4 - David L. King - david@kingerland.com



City: **Hamilton** Province: **ON**
Country: **Canada** Phone: **905-560-6414**

About David L. King's Layout:
Welcome to the CWRy, Colorado & Wyoming Railway a circa 1930, On30 layout. The layout is about 8' by 17' with staging in an adjoining room. It is comprised of two levels joined by a 5% grade. The layout is controlled by Digitrax DCC with sound. The layout is currently being built and no scenery is complete.

[Home](#) | [About Us](#) | [News & Events](#) | [Gallery](#) | [Links](#) | [Members](#) | [CRC](#) | [Newsletter](#)

As can be seen in the image above your name, city, province and country will be listed. Your e-mail address and telephone number will only be added if you approve them. You will also need to include a description of your layout, up to 500 words and three JPG file type images. The images will only be thumbnail in size but this will give the potential visitor an idea of what to expect. In this image you would need to click on the navigation "Members List" from the site once you login the members

area but this will be updated to "Members Layouts" shortly. The "Submit My Layout" button will also be in the top of the screen. Again following the theme of my writings this is another success.

It is also time to consider submitting a model or prototype image for use in the 2011 CARM Calendar. The continued production and mailing out of the calendar is a success. To submit an image for the calendar send it to me at chair@caorm.org along with a full description of the image. To be usable in the calendar the image will need to be a clean sharp image in a landscape format (horizontal) and at the highest resolution you have available. The file can be a JPG file type but others are acceptable, you will need to contact me if you are using some other format. I will work with you to get all of the needed information and work out any details regarding the image.

To wrap up here I can say with confidence that all of us in CARM have had success and will continue to have success time and time again in the future. It's all about feeling achievement.

David



CHAPTER REPORTS



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CARM's Midwestern Ontario Chapter at the Kitchener Train Show, March 28, 2010.

LONDON AND AREA CHAPTER:

The London and Area Chapter held a meeting on April 20, 2010. The meeting was split between Rob & Jason Essery's home, and Bob Robilliard's home.

In attendance were Jason Essery, Rob Essery, Bob Robilliard, John Kennedy, Dick Walker, John Kanakos, Hank Duivenbode, Neil Froese, Robert Langlois, Bruce Harmer, Eric Blunt, Don Wesley and guest Brent Lockyer.

Bob Robilliard hosted the first hour of the meeting with a business meeting and an overview of his N scale layout. Jason and Rob Essery hosted the final hour with drinks, snacks and an overview of building a new train room, track plans an initial bench-work for their HO empire.

The Business Meeting covered the CARM Convention, John Kennedy has a suite for anyone interested. John Ken-

nedly, Don Wesley, Robert Langlois, Dick Walker, Neil Froese Jason and Rob Essery, are planning to attend.

Chairperson Robert Langlois and Neil Froese finalized planning for the layout tour. It was noted that profits from the 2009 layout tour was held by LMRA for seed money for next show. Also noted there are dollars from the 2008 layout tour being held by CARM London and Area Chapter for receipted expenses for the next show.

Treasurer's Report: Show participation London Train Show, Kitchener Train Show and Woodstock Train Show attended by CARM London and Area Chapter with Hank Duivenbode taking the lead. Please if you plan to attend any shows give Hank a call and maybe you could spend some time at the CARM table. Thanks Don Issue: Cost of \$40 for table – full support of members to continue.

Show and Tell: Any items of interests please bring and share. John Kanakos demonstrated a motorized paint mixer and a clever mechanical cutoff table. Bob Robilliard presented his N scale layout to the group. Jason and Rob Essery presented their HO layout room with bench work and future plans to the group. Also, members viewed vintage tractors and Rob's private aircraft in it's own hanger.

The Michigan trip has been cancelled. General Discussion: Jason presented to the group in the first DVD exchange. So if you have any DVD's to share bring to next meeting.

Next Meetings:

- July 10/10 Picnic – 4:00 p.m. Planning Saturday Picnic - John Kanakos.
- October 19/10 – Bruce Harmer
- January 18/11 – John Kennedy
- April 19/11 – Robert Langlois

GOLDEN HORSESHOE CHAPTER:

April 17, 2010 A meeting of the Golden Horseshoe Chapter was held at St. Paul's Church Dundas on April 17, 2010 hosted by the Dundas Modular Railway Club. Present were David King, Thomas Allan, Merton Hambly, Jim Gardner, Bruce Roussey, Ronald Tuff, Craig Webb, Len Stern, John Bellsmith, Tony Czerneda, Mike Pearson, and Gord Sharpe, Guests: Marty Gold, Dundas Modular Railway Club Members.

The meeting was chaired by National CARM Chair David King and the meeting was called to order at 10:15 am. David explained that the purpose of the meeting was to try to get the Golden Horseshoe Chapter active again. It has been inactive for a couple of years now. David introduced Craig Webb who did a 45 minutes slide presentation on the East Broadtop Narrow Gauge Railroad. At the end of the presentation David thanked Craig for his presentation.

After the meeting there was a layout tour. Attendees visited the Dundas Modular Railway Club – HO Gauge Dundas Mineral Springs Railroad, Craig Webb's Algoma River O Scale Layout, and John Johnston's N Scale Pennsylvania Allegheny Division. Starting at 2:00 pm there was a workshop on installing Tortoise machines at John's N

Scale layout. Maps were given to those wishing to go on the tour.

David explained the reason for the meeting was to try and get volunteers for the positions of Chair and Secretary/Treasurer of the Golden Horseshoe Chapter to get the Chapter active again. He explained that there are not a lot of hours to these positions. You are required to setup two or three meetings a year.

The upcoming National CARM Convention was highlighted. The convention will take place Victoria Day Weekend and is being held at the Lakeshore Campus of Humber College. There is a full weekend of events, tours, Saturday night banquet, and workshops. Dave encouraged members to go to the Convention and it's not that far to drive if you do not want to stay over and this reduces your cost. The floor was then opened for questions.

Questions: How many members in the Golden Horseshoe Chapter Answer: 57 Members on the roll. With no further questions asked, Dave asked for volunteers for positions of Chair and Secretary/Treasurer. No Volunteers, but Dave said if someone was interested they could talk to him after the meeting. Thomas Allan volunteered to become Secretary/Treasurer again to try and help get

this Chapter going.

The Dundas Modular Railway Club donated a door prize. The prize was a CN Caboose and a ticket was given to each person present. The winner was Tom Allan.

The next speaker was David King. He did a 45 minute power point presentation on Grade Crossing Flashers. A handout was given to each person present. After the presentation members were invited to have a look at a module Dave had put together demonstrating what he talked about.

David thanked those who attended.

Next meeting of the Golden Horseshoe Chapter will take place on September 25, 2010 at 5121 Cabot Drive, Niagara Falls, ON. Meeting starts at 9:00 a.m., admission is \$2.00, guests are welcome.

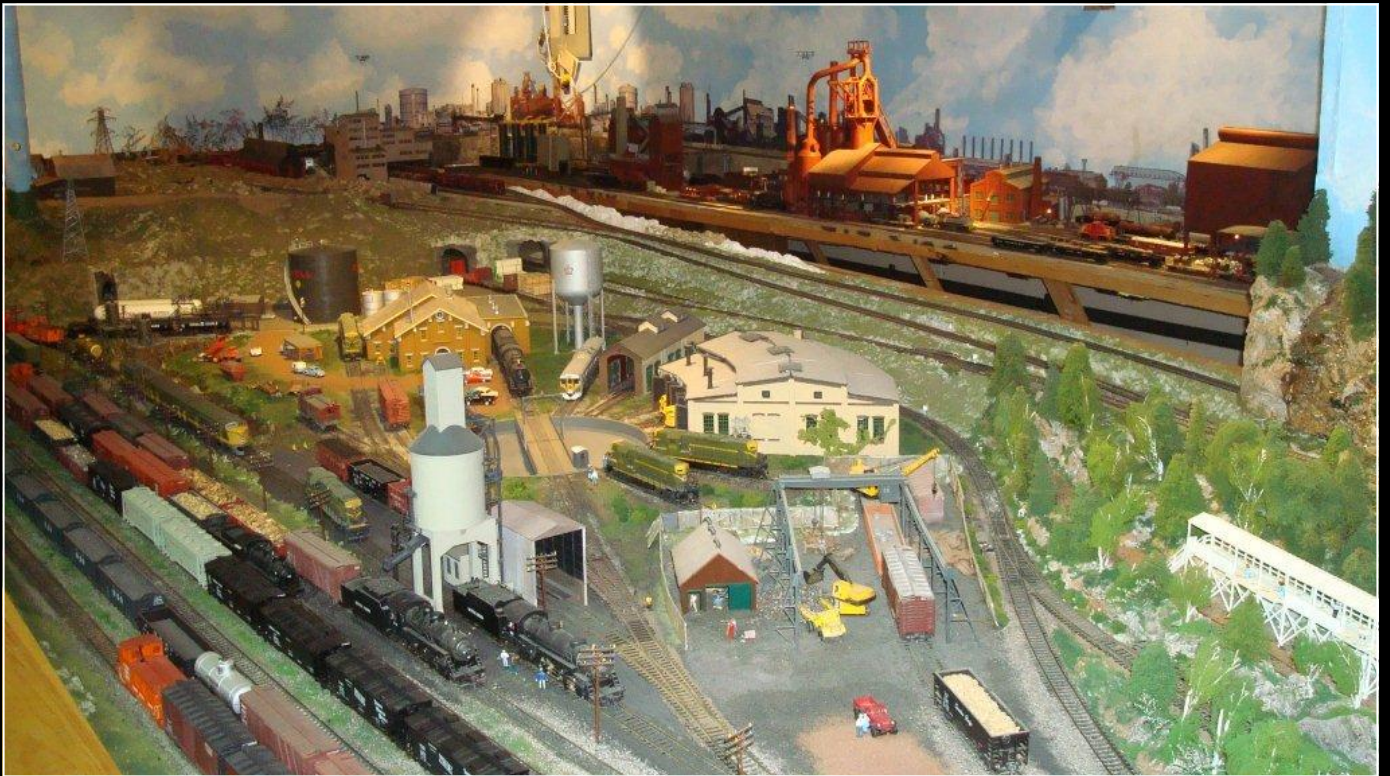
ESSEX KENT CHAPTER:

On Saturday June 5th, the Essex-Kent CARM group toured Gary Crowther's layout in Port Stanley, had a nice lunch at the Buccaneer Restaurant and then rode the Port Stanley Terminal Railroad in the afternoon. A good time was had by all.



Essex Kent Chapter members at the Port Stanley Terminal Railroad.

The Essex Kent Chapter visited the layout of Gary Crowther in Port Stanley, ON.



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Traction Effort Measurement

Photos and Article by Bob Young



The image above shows a HO scale Bachmann 4-8-2 locomotive operational on the trackage after a decoder installation. One of the more problematic issues with a steam locomotive is the traction effort of the locomotive. The traction effort refers to how much weight the locomotive can pull before driver wheel spin occurs.

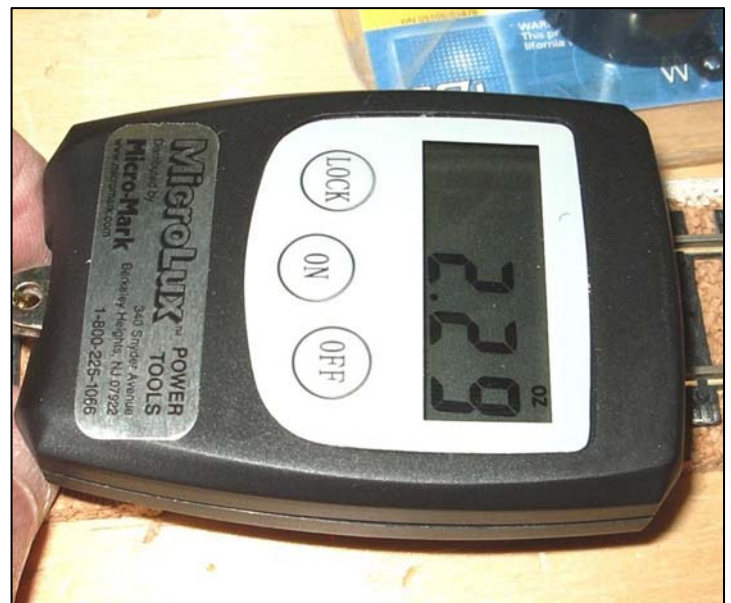
It is useful to have a device that can be used to establish numerical reference for locomotive traction effort. The device that I use to measure traction effort, a tensiometer, measures the tension in ounces applied by the locomotive. The image below shows the setup to measure traction effort.



The tensiometer is positioned so that it can not move. The locomotive throttle is increased until the driver wheels begin to spin then the throttle is reduced until the tensiometer displays a steady figure without wheel spin. In the specific measurement exercise wheel spin was reached at 2.8 ounces of tension and a steady 2.29 ounces of tension without wheel spin.

The reciprocal of this is that a tension of 0.6 ounces is required to start a drag of ten units of rolling stock with a steady tension of 0.4 ounces for continuous movement of the ten units of rolling stock.

It must be remembered that these figures are representative of operational parameters specific to any given layout.



RAILFANNING IN OHIO, KENTUCKY, MISSOURI, TENNESSEE & ILLINOIS

IMAGES AND ARTICLE BY TED RAFUSE

For many years Robin Lerpiniere and I have cemented a long personal friendship and mutual rail fan interest by travelling to a variety of rail points and routes of interest in Canada and the United States. In late September 2007 we toured several of the United States including parts of Ohio, Kentucky, Tennessee and Illinois. This article will highlight the beginning of our trip with a visit to Fostoria and the end of the same trip with a stop at Marion, both in Ohio. Both sites are less than one hour's driving time apart and it is possible to visit both sites in a single day.

Crossing the border at Windsor, Ontario/Detroit, Michigan we drove south about one hour to Fostoria. We checked into our hotel and quickly drove track side to Fostoria's railway triangle that we had 'discovered' one year earlier on a return from rail fanning in Iowa. Well known to other serious railfans, this triangle consists of three double track main lines that intersect each other. The south side of the triangle is formed by the east-west CSX (ex Baltimore & Ohio) double track line. On a south east to north west

axis another CSX (ex Chesapeake & Ohio) double track intersects the former B&O tracks to form a second boundary of the triangle. Norfolk Southern's (ex Nickel Plate) double track mainline lies in a south west to north east axis and forms the third side of the triangle.

At the north eastern intersection and at the western intersection of the triangle a public highway crosses very close to the railway diamonds. When observing or photographing at these locations be very prudent and vigilant. Do not trespass on railway property and be aware that train time is any time at Fostoria. The third intersection at the south east side is not accessible as it is on CSX property and they are very strict about enforcing no trespassing on their property. To add yet another dimension, there are interconnecting tracks to allow CSX trains to alter their direction to an alternate line in any configuration!

Fostoria was once a very busy industrial town but in recent years has suffered economically from the loss of closed factories. The local council however recognizes that within this triangle lies a

resource to aid the economy and that resource is visiting rail fans. The municipality is engaged in purchasing the property within the triangle with plans to remove derelict structures and develop comfort amenities to foster the triangle as a rail fan destination.

About one hour's drive west of Fostoria is Marion, Ohio. This second location was the home to the Marion Steam Shovel Company which was later purchased by the nearby Bucyrus Company of similar note. Like Fostoria, Marion has suffered economically in the past several decades and defunct rusting buildings dot the city scape. A part of the closed Marion Bucyrus industrial complex lies west of one leg of this rail fan site and their abandoned parking lot provides a good vantage point for photographers and fans alike.

At Marion three double track main lines intersect creating eight diamonds in close proximity to each other. While Fostoria's intersecting lines form a triangle in their crossing, those at Marion intersect in the form of an H. The cross bar of the H is an east-west CSX line, ex Conrail formerly Erie, Nickel Plate and NYC who used this route through Marion. Norfolk Southern, ex Norfolk & Western, forms the eastern leg of the H while another double track CSX, ex Chesapeake & Ohio, forms the western leg of the H. NS is the busiest of the three routes at this location. All rail movements across the diamonds are controlled by CSX in Jacksonville, FL. Enclosed by the three lines of the bottom half of the H is the closed Marion Union



Photo Left: Looking north ward, the former station complex is in view: on the left is the western wing waiting room, in the centre the main waiting room, and on the right the baggage and express sheds. Not pictured to the right but a boon to rail fans is a popular track side local restaurant, The Shovel.

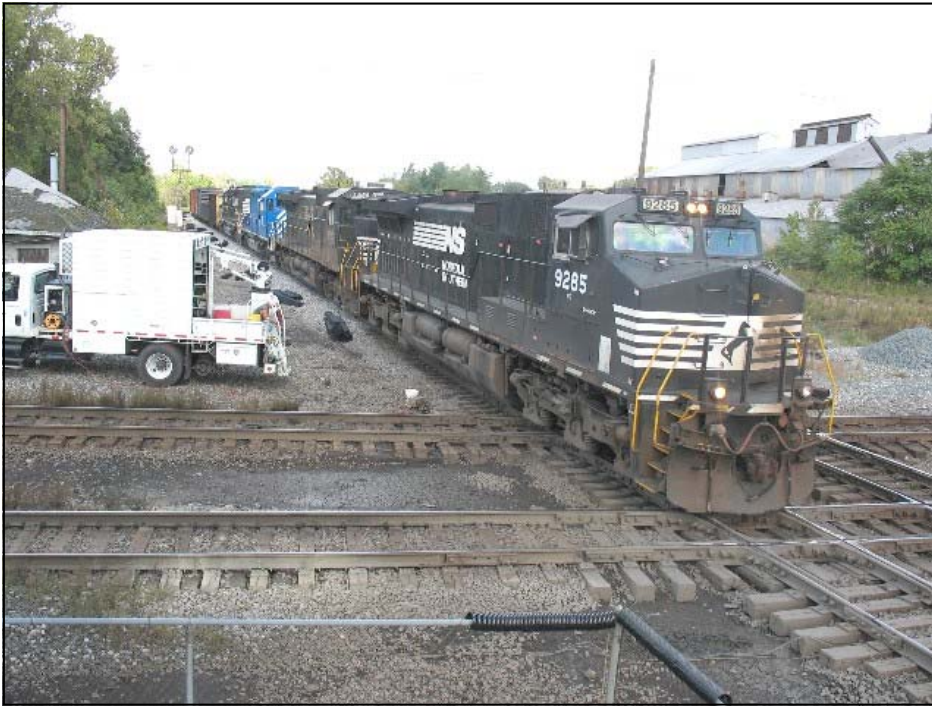


Photo Left: Southbound on the west track of the east leg of Marion's H double track mainline intersecting rail lines, NS 9285 leads three sister units, NS 8830, CEFX 3178 and NS 3269 with 82 cars in tow. Rail welders have vacated the diamond to allow the NS train to cross the CSX east-west double track main line. Above the lead cab unit's roof an abandoned factory looms.

Photo Below: Northbound Conrail 7307, followed by CSX 5382, trailed by a general merchandise freight near the diamonds in this photo taken from the parking lot of the former Marion Steam Shovel plant. Careful examination of the photo level with the top of the plow reveals the NS rails on the east leg of the H.

Station, now home to a museum. Since 1950 the former baggage building has been home to the Marion Model Railroad Club. We were fortunate that several members came by while we were there and they opened and operated the layout for our enjoyment.

In comparison with other rail fanning activities on this September 2007 trip we observed far more traffic at these two Ohio locations than elsewhere as both communities claim more than 100 trains per day.

In the second half of Robin Lerpiniere's and my September 2007 railfan trip we visited various sites in Kentucky, Tennessee, Missouri and Illinois. Our first destination was the area known as 'The Rathole,' the current Norfolk Southern rails between Danville, KY and Oakdale, TN. This district once had 23 tun-



Photo Left: Backing up westbound on the north track of the east-west CSX tracks, CSX 2662 propels a caboose on a short hop past the former union passenger station. In this photo taken from the balcony of the former switch tower clearly illustrates the west diamond at Marion behind the caboose.

nels hence its nickname the 'Rathole' division. Few of those tunnels remain but this secondary NS mainline is still a busy link from the south-east through to Cincinnati, OH. Where there once were tunnels obstructing the view of the rains, cuts which eliminated the tunnels now reveal spectacular sights from high overhead road bridges NS thoroughbreds as they run the rails. Although Hwy 27 for the most part parallels this rail line some secondary road use is warranted to get closer to the dramatic views.

Danville was our first view of the Rathole Division and from a road bridge we watched the action in the busy NS yard as dusk neared. The next day we continued south and visited Kings Mountain. We followed the Rathole as far as Somerset, KY, then we attempted to follow the CSX Corbin subdivision but there was little activity there. We returned to the southern end of the Rathole at Harriman, TN.

A stop in Chattanooga, TN, allowed us to board the Tennessee Valley Railroad train for their short tourist trip. As we were leaving their grounds we discovered a CN steam locomotive #5288 but its heritage was unidentified and it had been cosmetically altered somewhat.

The next day in Memphis, TN, we found the CN yard but could not find a road to take us close to the site so we satisfied ourselves with a few long distance shots of shunting activity and then pressed on across the Mississippi River into Missouri. Turning north we followed a



Photo Above: Under a threatening overcast sky, five units restrain a south bound stack train as it descends the grade at underneath the bridge at state road 804 in Kentucky.

BNSF line on the west side of the Mississippi. Several times occurred to train watch during the drive to our goal of Cape Girardeau, MO.

At the Cape we crossed the Mississippi for the last time and headed south in Illinois following an IC line with our destination the Thebes bridge. The current 3,910 foot long bridge with several spans was constructed in 1904 and is now the Chester subdivision of the Un-

ion Pacific RR empire. It is the only railroad span across the Mississippi between Memphis and St. Louis and witnesses about 50 trains daily crossing the bridge at a top speed of 50 mph.

The yard at Fulton, KY, was our next railfan site. While on the bridge the local constabulary approached us in a friendly manner to inquire, in a stereotypical southern lilt, of our purpose there. As soon as we spoke, it was apparent that we were not locals! Once satisfied that we were genuine rail fans from Canada without any ulterior motive we were told to have a good day of photography. Before leaving, he informed us that the rail employees had observed us taking photos and, according to the officer, they have to call the police, Homeland Secu-

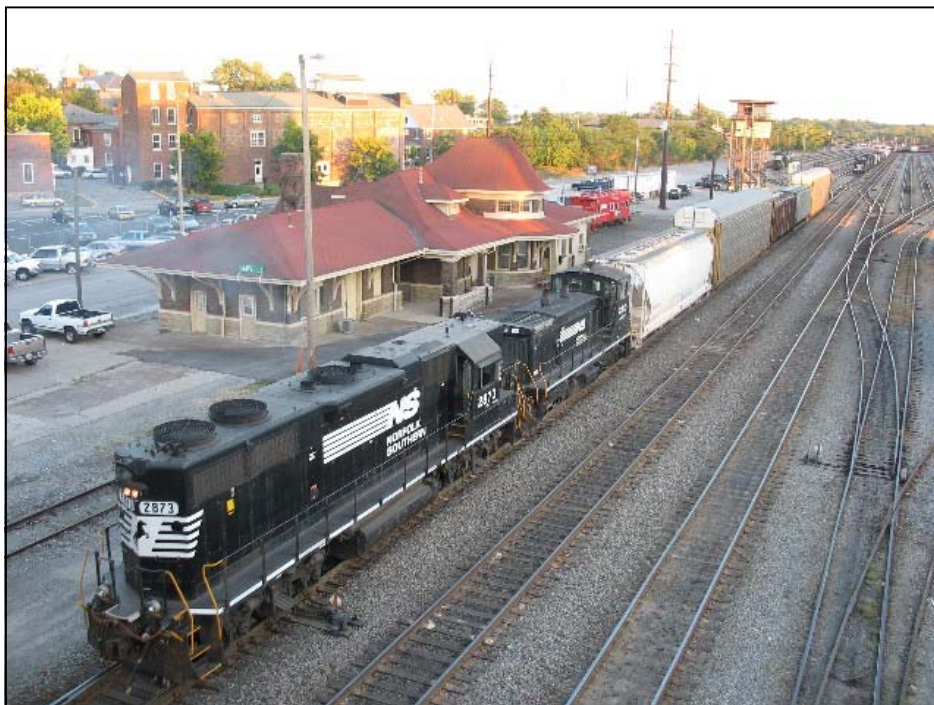


Photo Left: From an overhead road bridge with dusk dropping there is action at Norfolk Southern's Danville, KY, yard. This rail community is on the north end of the Rathole Division and is a busy centre. Norfolk Southern units 2823 and 2310, the latter an ex Southern Railway switcher, are busy blocking a new train. In the distance are several other NS locomotives all surveyed by the elevated switch tower.

rity protocol being what it is, and he had to investigate our presence.

As the traffic at Fulton faded we continued our journey returning in the direc-

tion of the Rat Hole with second stops at some of the spots visited several days earlier. We stopped at both Marion and Fostoria, OH, the next day on our return north to Windsor and eventually to our

homes east of Toronto. We had visited all our planned destinations, and some unplanned excursions, all of which realized a great rail fan trip while further cementing a long standing friendship.

Photo Below: Resting temporarily at the north end of the Fulton, Ky, yard, this colourful trio of CN owned locomotives was captured digitally. Under a clearing sky, GT 5847 wears an older blue and orange nose paint scheme, CN (ex IC owned) 2466 sports an unusual CN blue jacket with white monogram, while CN 2712 wears a familiar CN mantle with noodle and web site printed underneath.



Photo Below: As we were leaving the grounds of the TVRR museum, a steam locomotive of distinctive design appeared amongst a variety of railroad museum equipment stored in an open area. The headlight is not original, and the bell is missing, as is the name from the tender, but there is no mistaking ex CNR Pacific # 5288. Built in 1919 as GTR #1516, this CN J-7-B was retired in 1961 and now resides south of the border her heritage unheralded.





Photo Left: Conrail 8319 and 8306 accompanied by a single NS unit move an auto rack train south through Kings Mountain, KY. A road bridge on State Road 501 provides a safe, spectacular spot to view the action from the north side of the overpass.



Photo Above Left: Pushing the rear of the train led by UP6950 and 5756 is UP #8067. The unit train is southbound heading for the coal powered generating station at New Madrid, Mo.



Photo Above Right: UP #6950 and 5756 lead a southbound unit coal train made up of very new aluminum hopper cars at Chaffee, MO. Its destination is the coal fired generation plant at New Madrid, MO.



Photo Left: Once the southbound UP coal drag had cleared, BNSF #2100, which had been waiting on a siding, began its sorting operation in preparation for a northbound trip.

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COMING EVENTS

UPCOMING CARM EVENTS

**2011 CARM NATIONAL
CONVENTION:
Ottawa, Ontario.**

**2012 CARM NATIONAL
CONVENTION:
Regina, Saskatchewan**

**Ontario, London, Sep 25:
LMRA/CARM/NMRA London
& District Layout Tour.
Times: TBA. Adults \$5. Free
for LMRA/CARM/NMRA
Members. Information:
Robert Langlois
rplanglois@gmail.com**

**Ontario, Niagara Falls, Sat.
Sept 25: Golden Horseshoe
Chapter Meeting. Place: home
of Rick Duggin 5121 Cabot
Drive, Niagara Falls. 9:00 a.m.
start. Admission \$2. Guests
welcome. Clinics in the morn-
ing, Layout visits in the after-
noon. For information contact
tomallan@mountaincable.net**

**Ontario, Holland Centre, Oct
23: CARM Ontario Midwest-
ern Chapter Annual Meeting.
1:30 pm**

Ontario, Bracebridge, Aug 7/8: Mus-
koka Rails 2010. Bracebridge Fair-
grounds, James Lang Activity Park, 331
Fraserburg Road. Sat. 10am-5pm Sun.
10am-4pm. Adults \$6, Seniors 65+ \$5,
Children 5-12 \$3, Under 5 free. Family
of 5 \$14, two day passes available. Info
Ed Sutherland 705-645-7923

Ontario, Gananoque, Aug 7/8: Thou-
sand Islands Model RR Show. Ganano-
que Recreation Centre, 600 King St. E.
Operating layouts, children activities,
vendors. Open 10am—4pm both days.
Adults \$2, children under 13 free. Info:
TIMRailroaders@sympatico.ca or Mike
Shaw 613-382-3117

Ontario, Toronto, Sun, Sept 12: Lake-
shore Model Railroaders Association
Flea Market. Humber College North
Campus Gym, entrances D & E, Hum-
ber College Blvd. Open 10am-3pm.
Adults \$5, Youths \$2, children under 6
free, parking free. Tables 8ft-\$35. Info
Steve McCoy supertraindude@yahoo.ca
or 416-817-4015

Ontario, Holland Centre, Sep 18:
Grey Central Railway Club 5th Annual
Open House and Train Show. Participa-
tion Lodge, 5 minutes east of Holland
Centre on Side Road 30. 9am-4pm.
Grey Central layout, vendors, Admis-
sion \$5.

Ontario, Picton, Sep 18/19: Picton
Model Railroaders Annual Train &
Hobby Show, Prince Edward Curling
Club, Picton Fairgrounds, Main St. E.
(Hwy 49). Sat 10am-5pm Sun 10am-
4pm. Train Layouts, boats, aircraft,
vendors, door prizes. Adults \$5 Chil-
dren under 13 \$1. Information. Jack 613
-476-3721 or Frank 613-476-4503

Ontario, Brampton, Oct 2/3: Bramp-
ton 2010 Model Railroad Show. Bramp-
ton Fairgrounds, 12942 Heart Lake
Road (3kms north of Mayfield Road,
west of Hwy 410), 33,000 sq ft of oper-
ating layouts, vendors, how to clinics,
proceeds donated to the Boys and Girls
Club of Peel Region. Sat 10am-4:30pm
Sun 10am-4pm. Adults \$5, Seniors &
Teens \$4, Children under 12 free,
Family of 4 \$10. Info
www.bramptonmodelrailroadshow.com

**Ontario, Aberfoyle, Oct 16/17, 23/24,
30/31, Dec 4/5:** Aberfoyle Junction O
Scale Model Railway Show. #128
Brock Road, Village of Aberfoyle. 1.5
km north of Hwy 401 exit #299. Quon-
set hut at southern village limits. 10 am
to 4:30 pm Large "O" Scale layout.
Adults \$8, Students & Seniors \$6, Chil-
dren \$5. For info Craig Webb 905-527-
5474 or www.aberfoylejunction.com

Ontario, Nepean, Oct 16/17: OVAR/
BRMNA Ottawa Railfair 33. Algonquin
College Woodroffe Campus, 984 Eiffel
Avenue. Operating layouts, vendors,
demonstrations., clinics, advice. Info:
www.ovar.ca or Mike 613-382-3117

Ontario, Harriston, Oct 30: Annual
"BOOMERS" Auction of model railroad
equipment and materials at the Harriston
Community Centre. Admission \$5. In-
cludes door prize draws. Tables avail-
able at 8:00 a.m. Auction starts at 10:00
a.m. For additional information contact
Harold G. Jones, 16 Conroy Cres,
Guelph, ON, N1G 2V6. 519-821-2454
or hgjones@execulink.com

Material for the Canadian should be sent to:

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

TORONTO CONVENTION PHOTO ALBUM

PROTOTYPE TOURS

Photo Top: Toronto Heritage Centre: photo by Steve Hoshel
Photo Bottom Left: TTC Harvey Shops by Gerald Harper
Photo Bottom Right: TTC Harvey Shops by Gerald Harper



TORONTO CONVENTION PHOTO ALBUM



Photo Top Left: David King addressing the Annual Meeting photo by Ian McIntosh. **Photo Top Right:** Ottawa 2011 Display. **Photo Centre Left:** Banquet photo by Ian McIntosh. **Photo Centre Right:** Gobbler's Knob Maple Sugar Mine photo by Ian McIntosh. **Photo Bottom Left:** Ralph Renzetti's Weathering Clinic photo by Ian McIntosh **Photo Bottom Right:** Zen Pozniak answering questions. Photo by Ian McIntosh



TORONTO CONVENTION PHOTO ALBUM



LAYOUT TOURS

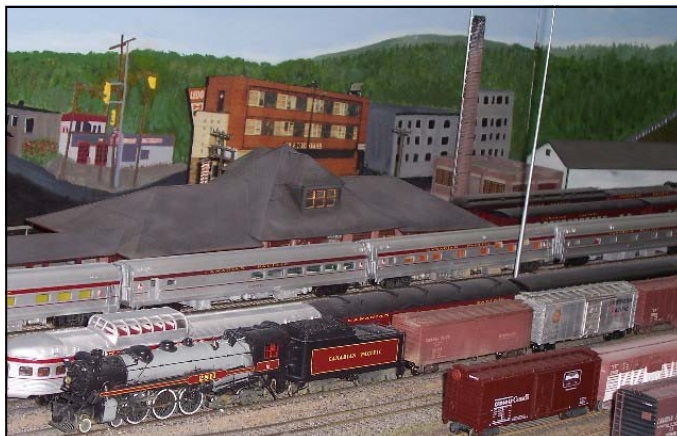
Photo Left: Ivor Walsh's O Scale Massachusetts Bay Transit Authority Arborway Line. Photo by Ian Maynard

Photo Centre Right: George Pfaff operating on Tony Robert's Layout. Photo by Ian McIntosh



Photo Bottom Left: Roy Audus' Canadian Pacific Sudbury Division. Photo by Andrew North.

Photo Bottom Right. The Algoma Central by Reg Laprise and Ian Maynard. Photo by Andrew North.



TORONTO CONVENTION PHOTO ALBUM

Both Photos by Randy O'Hara: Bob Winterton's Layout



TORONTO CONVENTION PHOTO ALBUM

Photos by Randy O'Hara: Top and Centre, Photos Bruce Horin's Layout: Bottom Photo, Modular Layout at PRO Show



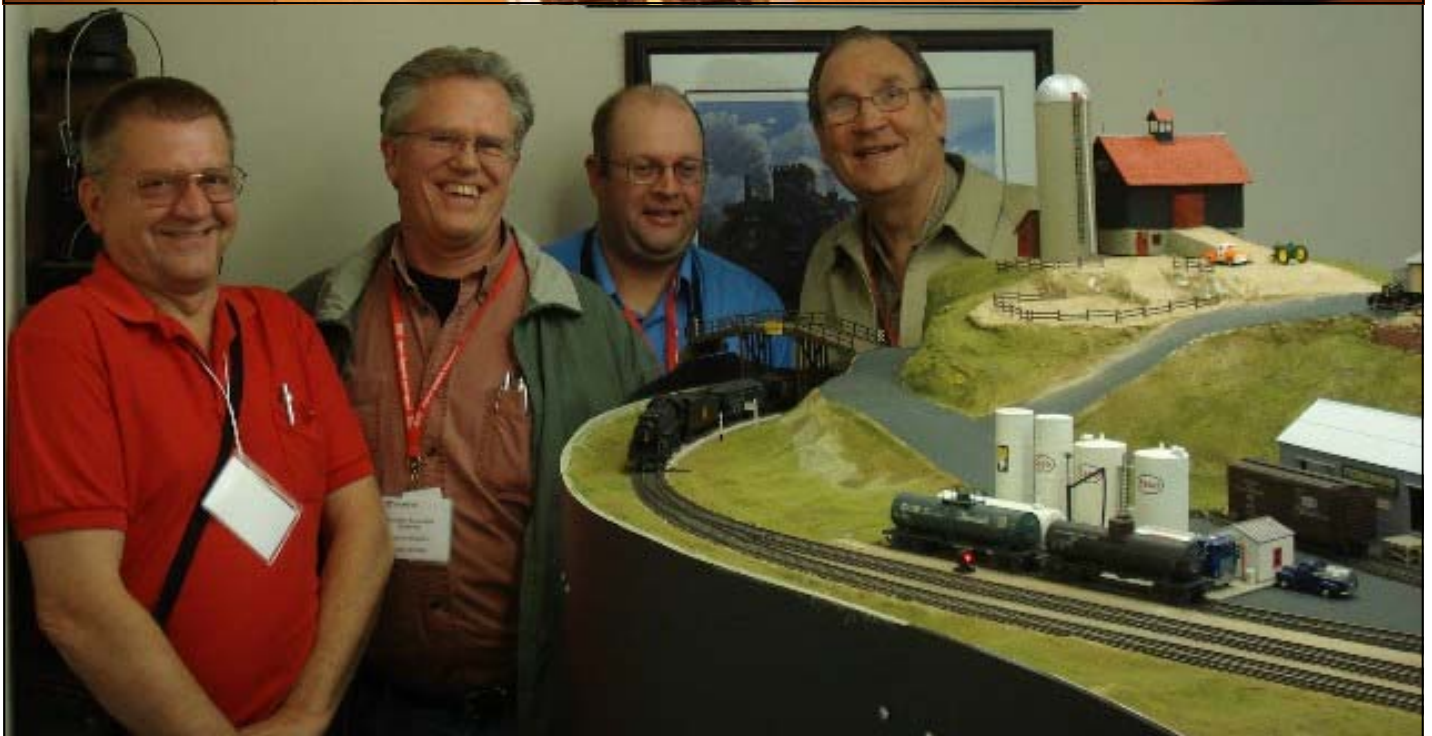
TORONTO CONVENTION PHOTO ALBUM

Photos by Randy O'Hara: Top Photo, Inglenook Switching Puzzle at PRO Show: Bottom Photo, Ken Wilson's Layout



TORONTO CONVENTION PHOTO ALBUM

Photos by Randy O'Hara: Top Photo, Tony Kerr's Layout: Bottom Photo: Dolf, Randy, Steve, & Paul at Steve Bourdon's.



TORONTO CONVENTION PHOTO ALBUM

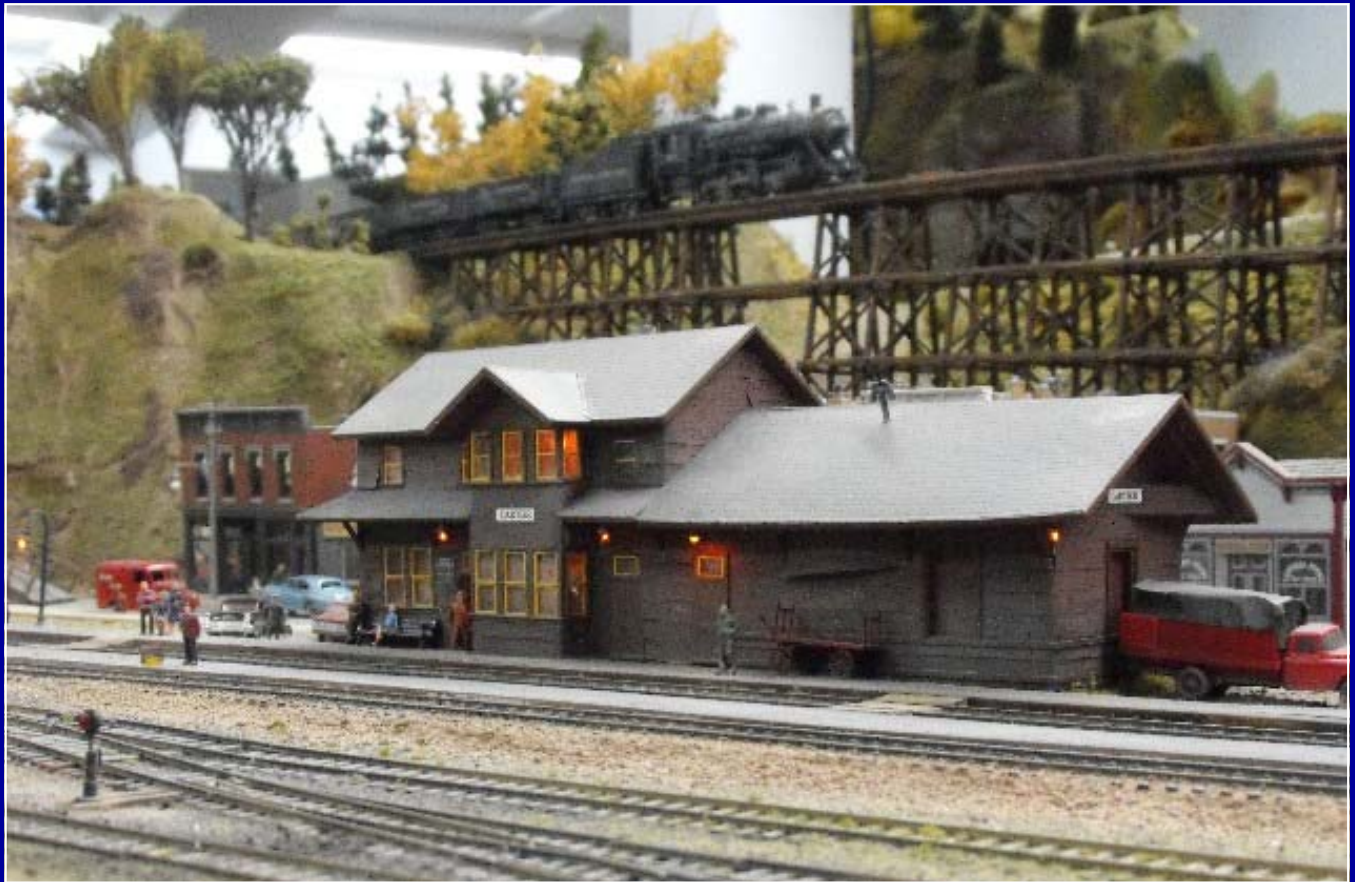


Photo Above: Roy Audus' Canadian Pacific Sudbury Division. Photo by Steve Hoshel
Photo Below: Bob Winterton's CPR & Lake Superior Northern. Photo by David King

