

# PROMOTING CARM AND THE HOBBY



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



## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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**USERNAME: caboose**  
**PASSWORD: engine**

*Material for the Canadian should be sent to:*

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by e-mail at editor@caorm.org**



# observation platform

## john johnston: editor

### CARM ANNUAL GENERAL MEETING

There was a good discussion at the AGM about the Plan proposed by the Executive for the future of CARM. The main sticking point with the Membership appeared to be what was going to happen to The Canadian, with those in attendance clearly wanting to keep the printed Canadian. This had the ripple effect of putting aside the move to the Internet as well as the option to put our information into CRM. We shall continue on the present path but we will be adding more value to the website in the coming year. To that end, we have already purchased a high end scanner and will be starting on the Canadian Railroad database. Overall the Membership continues to be supportive of CARM and its leadership.

### OTTAWA CONVENTION

The Ottawa Convention was a lot of fun for those who attended. My Bayview Junction Modular Group took along our modular layout and we spent most of the three days in the gymnasium at the

show. I did manage to get out and see one clinic and two layouts and enjoyed all of them.

### MATERIAL FOR THE CANADIAN

This has been a very difficult issue to put together as I originally had very little material. Both at the AGM and on a personal basis, members give me very positive feedback about The Canadian and a desire to continue the present format. That format requires that not only do other members share with you but you share with them. That means sending me material for publication. It may be tips, it may be a layout article, it may be a how to. Don't worry about any lack of writing skills, we can work together to make the material presentable. Take the time now to put something together and send it in.

### BAYVIEW JUNCTION MODULAR GROUP

Our first showing of the layout at Copetown was very successful but did demonstrate to us that we needed to fully utilize all three legs of the Bayview



we designed a return loop which would attach to the Hamilton leg of the wye and work started on it before the Ottawa Convention. We weren't able to finish it so the benchwork "sans" track went with us and in the photo at the bottom of the preceding page you can see yours truly and Justin laying track on the return loop.

The tracklaying was completed on the Friday, as was the wiring, and on the final two days of the Show we ran trains through all 3 legs of Bayview. It ran great, operated well, and looked great when we had trains on both legs of the wye simultaneously.

## PROTOTYPE OR FREELANCE

The past year has seen no progress on the Pennsylvania Railroad Allegheny Division as I, and the fellow modelers in my group have focused our attentions on building our modular Bayview Junction layout in HO. We have recently shown it for the first two times at Copetown and at the Ottawa Convention. It has also been a year in which I have been doing a lot of soul searching about my choice of prototype for the layout and its design. This has led me to re-examine the whole concept of prototype modeling vs freelancing or proto-freelancing. To the extent that some of these questions may plague some of you I have decided to share my thought processes on the layout.

If you read the modelling press, there are clearly those who reside strongly in each camp and make impassioned pleas that theirs is the only right way to approach model railroading. I'm not one of them. To me this is still a hobby, not a "calling", and it is all about what is fun and enjoyable for me.

I have however, been influenced by a few individuals in the hobby. Two who have influenced my hobby life significantly have been Allen McClelland and the late John Armstrong. I had the pleasure of visiting Allen's Virginian and Ohio in the early 1970's and in 2000 in San Jose I had the delightful privilege of enjoying a cup of coffee and a conversation with John Armstrong. Both of these men can best be described as proto-freelancers. As an aside they were also two of the most pleasant, open, and sharing individuals you would ever want to meet which is a good lesson for all of us in how to approach fellow modellers and anyone who asks us about our hobby.

Getting back to the layout. I have looked at almost every layout ever published that tries to replicate the Horseshoe Curve and the massive Pennsylvania Railroad complex in Altoona. I can truthfully say that I have never seen one that followed the Pennsy's prototype track layout as faithfully as I did. I also felt that I had thought through how the Pennsy operated in this area, that I could replicate it on the layout, and that the heavy duty four track mainline and the helper operation would be interesting. With the track installed, and the trains running, what I discovered was that essentially I had created a big four track loop. Prototype trains would go up the Horseshoe Curve at speeds of 8 to 10 mph which is incredibly slow in N Scale and there were similar restrictions on downbounds to prevent run-aways. With no need for meets because of the four track main, running slow moving trains in a circle lacked operational excitement.

In the space that I have, this is a well designed layout thanks to the efforts of Justin, Craig, and the others in our operating group. It is in fact the layout that I had dreamed of building for almost 30 years, and now that I had it, I wasn't enjoying it. It has been a very painful process deciding what to do.

I finally fell back on reading once more every article ever written by John Armstrong and Allen McClelland and how each of them approached model railroad design. I also thought honestly about what I enjoyed most in the hobby and what didn't "turn my crank". In essence I was returning to John's "Givens and Druthers" approach, but this time I was trying to remove the influence of others and focus only on what I wanted from the layout.

I want interesting operation including a number of opportunities for switching. A four track mainline chews up a lot of space on what is essentially an around the walls shelf layout design. The current layout was not offering any switching opportunities.

Having now completed a new "Givens and Druthers" process, I can truthfully say that I was never honest with myself about what I wanted from my model railroad layout. I was building it for what others thought it should be and not what I needed it to be. This process is ongoing, since I do not want to make any precipitous changes, however, by the next issue I hope to share with you my new direction.

**John Johnston, Editor**



# CHAIRMAN'S REPORT

## Summer Sun and Trains

It's that time of year again, summer. This is when most of us get out from our basement or layout room and start enjoying the hot sunny days. A few from our group take the hobby in a new direction this time of year by transformer the backyard into an empire of trains travelling through the natural growths and scenic vistas in a scale larger than our basements will allow. I envy those that are willing and even look forward to creating these grand outdoor layouts. My backyard just doesn't allow for a layout as it is very small. I hope that some of you with these outdoor layouts may consider taking some photos and write a small article on any aspect of the layout from planning, building, wiring, lighting, operations or any other feature you can think of.

Just recently we had our annual convention in Ottawa, Ontario. The convention had a variety of activities to partake in as long as you were willing to take the time. There were clinics, tours (both prototype and family), train show and more. The committee in Ottawa mad sure everyone had plenty to do. If you missed the convention or have never attended a convention you should consider going to Regina, Saskatchewan. The group there is planning a number of activities to keep us all busy. Your first thought about going to Regina might be "What, do they have trains?" and you might just be surprised by the answer. I'll let you think about this as the committee in Regina is preparing material for the convention and it looks like it will be a good for all.

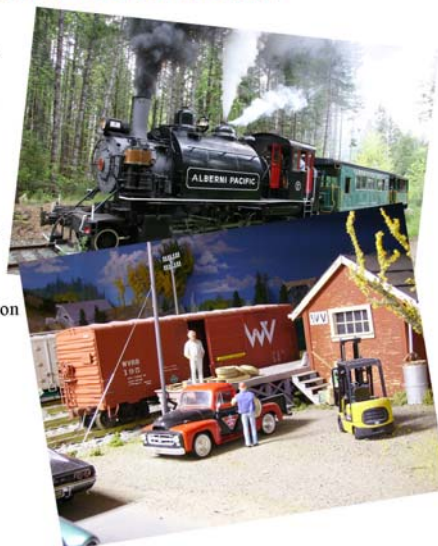
Also during the convention in Ottawa we held the AGM, Annual General Meeting, of CARM. This year we had a two hour time window blocked out for this meeting. We needed all of it as it was well attended. The majority of the time was spent taking about the plan that was printed in the last issue of The Canadian. There was great discussions of many of the points and great feedback from the group. One change to the plan was to keep the printed version of the newsletter going. This will cause us to look at the membership fee structure as the cost of mailing seems to be increasing at alarming rates. Another area where you will start to see changes is in the added and changing content on the website. All of the features presented in the plan will take effect over the next year. As the changes take place we will make sure that they are communicated in the newsletter.

Well that's all for this issue and I am also looking to take in some sun and fresh air from the great outdoors this summer and stay on track! **David**

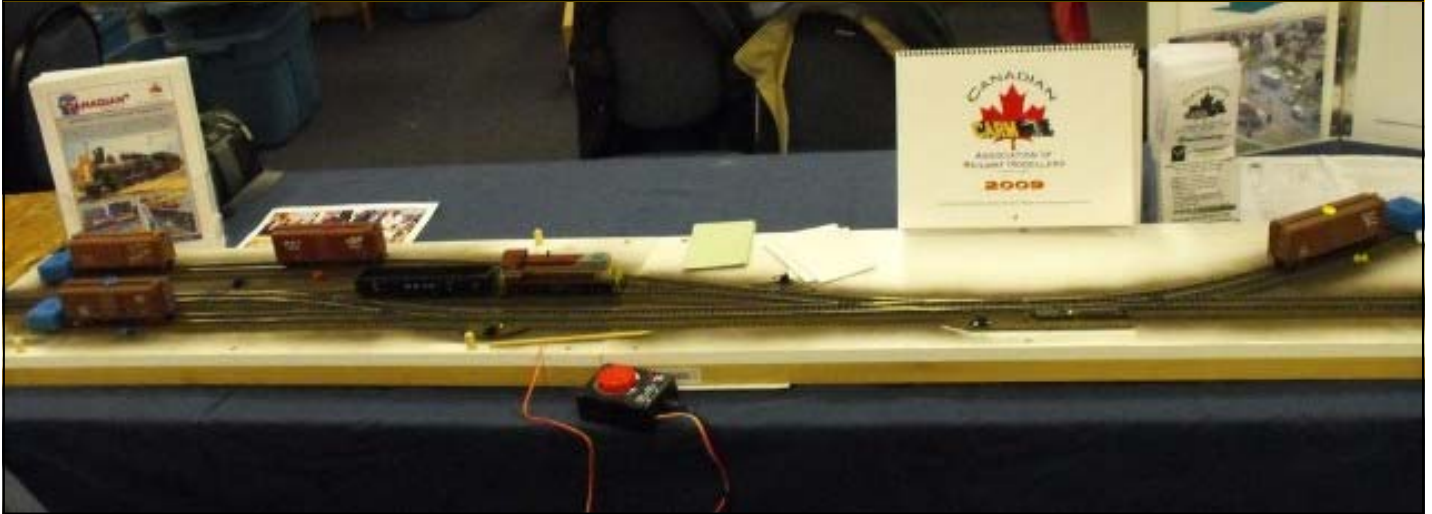
## A Call for Image Submissions for the 2012 CARM Calendar

If you have an image that you would like to submit to us for use in the 2012 CARM calendar please read the following. We need 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes. These images need to be in sharp focus for most of the image, well light, well composed and of interest. Images should have a minimum resolution of 2000 pixels in width and 1300 pixels in height, landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. To submit an image for consideration follow these steps.

1. Submit a small JPG image (less then 100kb in size) for consideration to [chair@caorm.org](mailto:chair@caorm.org)
2. Obtain all of the information about the image including:
  - a. Location
  - b. Date
  - c. Photographer
  - d. Camera stats
  - e. Owner of items in the scene
  - f. description of scene
3. Once accepted send the large file as a JPG, RAW, TIFF, etc.



# A Small Switching Layout



## Article and Photos by Steve Hoshel

This small, portable switching layout came about because of a discussion during the Spring 2009 meeting of the Ontario Midwestern Chapter of CARM. The discussion turned to the future and promotion of the hobby of railway modelling. The question was raised on the best way to introduce children into the hobby. One light-hearted suggestion was to bring back the railways to the abandoned rail lines to expose more people to railways. This idea was dismissed with many chuckles as being out of our hands.

A more realistic idea was to attend train shows and introduce children (and their parents) to the fun of operating a model railway. The best way to do this is to have an operating layout and to place the throttle in their hand and tell them what to do. A small layout that is simple for children to operate, light to carry, and rugged for re-use seemed to be the best plan. Here is the how that layout came about.

The benchwork/sub-roadbed is just two 1 foot by 3 foot white shelves from a major Canadian auto parts/hardware chain. The "legs" under the shelves are 3 foot lengths of 1" by 1" hardwood pieces from the same store. Dowels are glued into the ends of these hardwood pieces as an alignment aid. Brass latches are installed underneath to hold the two halves together when the layout is assembled for operation.

Once the benchwork is assembled, a trackplan was tested and once satisfactory, was drawn on the shelves. Cork roadbed was glued with LePage No More Nails latex adhesive. This adhesive is quick acting so after about 30 minutes to an hour of drying, the next step can be done and that is to cut through the cork at the joint between the two sections.

The track is HO scale Code 100. It's readily available and is generally bullet-proof. Atlas number 4 turnouts (three RH and 1 LH) and a LH snap-switch were installed. Atlas track nails were used to attach the track to the subroadbed. The shelf

material is tough, but can be nailed into. The turnouts are controlled by Caboose Industries ground throws for simplicity. The ground throw heads are painted green on one side for the normal route and yellow on the other for the reverse route. The snap-switch has it's own manual slide controller and was kept as is with paint dots to indicate normal and reverse routing. Most of the remaining track is flextrack with a few pieces of sectional track installed here and there; usually to obtain the needed track spacing in the runaround section.

Wiring is set up with two bus wires for power and a two pin trailer connector between the two halves. The drops from the track are wire that comes with Atlas twin coil switch machines. Drops were soldered to every piece of flextrack with the sectional pieces of track soldered to the next section of flextrack for better electrical connections. Drops were also added to the stock and point rails of the turnouts for better operation as the points usually only make contact through the pivots which are notorious for bad connections. The frogs were not powered as the groundthrows used didn't have that provision and it was felt that with small diesel models, there wouldn't be a problem. Control is DC with power coming from a Mehano throttle included with some of the later PC train sets. This throttle was used because the operator must turn the speed to stop before changing direction. (This is a little easier on the motor in the locomotive.) The way the wiring is set up, DCC could also be used with little change for those so inclined.

After everything was checked for operation, the layout was taken outside and the track was painted with my favourite track paint, Krylon Camouflage Brown. This paint is a very dark brown and is flat with absolutely no shine. After the paint dried the rail heads were scraped to remove the paint. Operation was rechecked for missed paint areas that might disrupt electrical contact. Wood screws were added at the track ends to prevent running off the layout. Later pieces of sponge foam were added to cushion the impact of 40 mph collisions when some operators don't slow down soon enough (or at all).

On the layout right now there are 4 coloured map pins to designate four spots. Before the show opens, 5 cars and a small switcher locomotive are placed on the layout at assigned spots. Operations for children involve having them pick a card and following the instructions written on it. Such as: Switch car at blue spot. The challenge is to have the operator exchange the car coupled to the locomotive with the car at the spot selected on the card. The operation is done when the locomotive and exchanged car are spotted back in the starting position. Other ideas may be used to make the operations more challenging for more experienced operators.

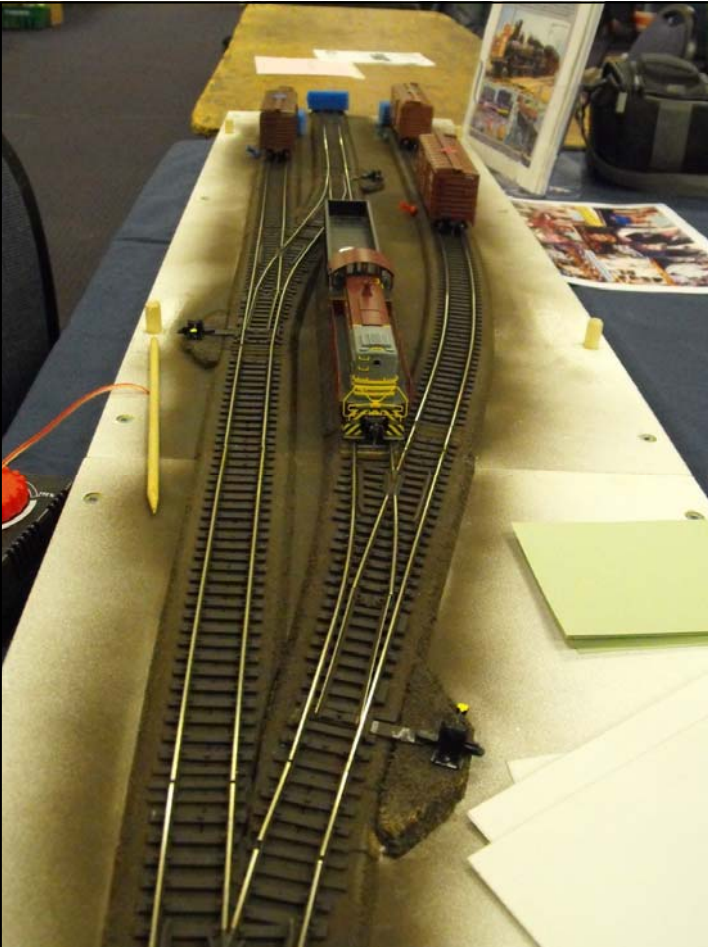
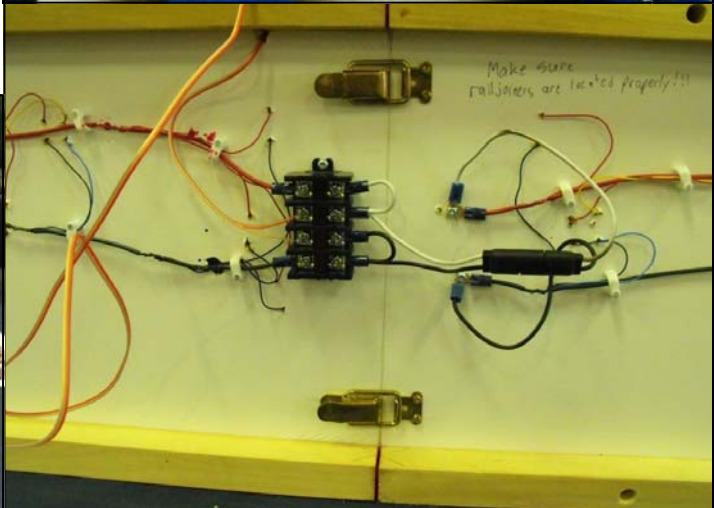
That is how our little portable switching layout was built. It has brought quite a few smiles from the young model engineers (and their parents/grandparents) who have operated this layout. Go ahead, build a similar one and enjoy the fun of sharing operations..

**Photo Top Right: Overall view of the layout**

**Photo Centre Right: Underside of the layout showing brass latches, jumper plugs, terminals, and wiring.**

**Photo Bottom Right: Stacked layout sections demonstrating how portable the layout is.**

**Photo Bottom Left: Yard end of the layout showing switcher working some cars.**





# CHAPTER REPORTS

## London and Area Chapter:

A Chapter meeting was held on January 18, 2011, at the home of John Kennedy. In attendance were Jason Essery, Rob Essery, John Kennedy, Dick Walker, Hank Duivenbode, Neil Froese, Bruce Harmer, and Don Wesley.

There was a discussion of the CARM Ballot question and members expressed an interest in an Internet solution as long as personal contact is still available and CARM still holds Conventions. The CRM option was also discussed and members felt it important to maintain a CARM view (leadership and Conventions). They felt a concern for CARM members with non-Canadian rail interests, since CRM is a Canadian railway only publication but this was a good alternative to keep CARM viable.

Layout Tour Status: Lorne James – no report. Neil Froese reported on monies collected at 2010 layout tour and handed to Don for deposit.

Bruce Harmer has taken over as TREASURER. Hank needs your help with participation at Train Shows. Hank and Steven Hoshel are working shows together when ever possible.

During the Show and Tell portion of the meeting, Rob discussed the status of his layout with a PC presentation, and we viewed John's layout. Rob Essery will look into layout visit in Michigan for this year. The next scheduled meetings are April 19/11 – Robert Langlois, July 11/11 — Picnic at Dick Walker's, October 18/11 — Rob and Jason Essery / Bob Robillard, January 24/12 — Don Wesley.

## Golden Horseshoe Chapter:

A Chapter meeting was held on April 2, 2011 at Trinity United Church, Grimsby. This was the Annual General Meeting of the Chapter and was chaired by Tony Czerneda. Election of officers was held and Tony Czerneda was acclaimed Chair for another year and Tom Allan was acclaimed Secretary/Treasurer.

A clinic was presented by Bob Rivers on Car Care. This was a hands on clinic with those present learning how to care for a car to make it run perfectly on their layout.

There were a couple of layouts on display after the meeting. Bruce Rousseau's where he displayed his CN Ashcroft Sub and the other at Dave Manary's home where he displayed his 2 and 1/2 inch hand laid track for his Niagara Southern Rail-

road.

The next Golden Horseshoe Chapter Meeting will be held in Hamilton. It is planned for September 24th or October 1st. Gerry Wilkinson from the Dundas Modular Railway Club will be doing a "Hands On" clinic on scenery. A list of required materials will be issued later in the year. Come out and join us. Meeting will start at 9:00 am. Admission is \$2.00. Guests are welcome. There will be more to follow as soon as the date has been finalized.



**Photo: Bridge on the layout of Bruce Rousseau. Tom Allan photo.**



**Photo: Peter Moffett looks on as Bruce Rousseau works on a car. Tom Allan photo.**





Photo: Dave Manary's Niagara Southern Railroad

### Central Ontario Chapter:

The Central Ontario Chapter of CARM met on Saturday, June 25, at Ken Douglas's home for lunch and a short meeting to discuss future plans. This was followed by an operations session on the Nottawasaga Model Railway Club's (NMRC) HO layout in Wasaga Beach. In attendance were Gord MacBride, Max Watts, Doug Tate, Les Mavor, Bill Hambly, Jim Mulcock, Martin Alborough, Ken Douglas, Bill Osborne, and Robert Sparkes.

The NMRC layout is modular. The configuration used at train shows has been expanded for use in the clubhouse. Four free-mo compatible modules form the back of the layout and a centre peninsula is under construction.

The NMRC members, some of whom are also CARM members, guided the guests through an operations session. Martin Alborough has adapted the typical 4-cycle car cards into a fixed cycle (instead of random). This allows quick set-up at shows because all car movements are predestined. There's enough time between shows and operations for members not to become bored. Running four freights kept everyone on their toes as they tried to keep out of each other's way! Guest Engineers were Gord MacBride, Les Mavor, Bill Osborne and Robert Sparkes with NMRC members acting as brakemen/conductors to plan and execute the switching moves at the industries. It took about 3 hours to complete the session. Guests were invited to bring their own DCC-equipped locomotives. The Club supplied the Digitrax controllers. Engineers were given printed switchlists and a schematic of the railroad. Fortunately, Martin Alborough had come to the clubhouse earlier in the day to put signs at all industries and spurs. Several of the completed modules used at train shows are in the background. The tracks in the foreground curve onto the

semi-completed free-mo modules. The clubhouse is in a portable building. Meetings are held every Monday evening and guests are always welcome. The first Monday in the month is reserved for operations. The other Mondays are work nights.

The operations session was so successful and enjoyable that more will be planned when trackwork in the centre peninsula is completed. You can find out more about the NMRC club at its new website created by Martin Alborough. You can find it at <http://www.nottawasagamodelrailroad.com>.

Photo Below: Gord MacBride is completing switching moves while Les Mavor and Robert Sparkes wait for clearance to proceed into town with their trains. NMRC members acted as helpers





Photo: (left to right): Gord MacBride, Max Watts, Doug Tate, Les Mavor, Bill Hambly, Jim Mulcock, Martin Alborough, Ken Douglas, Bill Osborne, Robert Sparkes.

### Ontario Midwestern Chapter:

The Annual Spring Meeting was held on April 17, 2011 at Participation Lodge in Holland Center. In attendance were Steve Hoshel, Paul Korhonen, Judy King, Lloyd Koch, Robert McKinlay, Dolf Roelofsen, Randy Schnarr and guest Geoff Arnold.

After approval of the minutes Dolf described the 4 clinics that Nottawasaga tested. Prepping an engine for operation, Measuring tools and glue adhesives, Electricity measurement with voltmeters, and Installing decoders in engines. (On the decoder clinic, Judith King expressed an interest in adding a decoder to a three truck shay). Paul Korhonen expressed interest in including Grey Central and CARM members in future clinics. Geoff Arnold volunteered to put on a clinic about preparation of rolling stock. Dolf noted the timing for their clinics was in January which is not the best time for travel. He anticipates new time to be in November in order to get greater participation. Dolf and Paul will present a joint clinic proposal to Nottawasaga and Grey Central Clubs.

Steve and Dolf related their actions at Train Shows to promote CARM to young people, where young children perform switching operations and receive Jr Engineering Certificates from CARM. They seem to average about 18 to 20 Junior Engineers per day. This action is encouraged by many other show visitors.

Steve indicated a modular railroad group is looking to acquire curve units and may be interested in those we have surplus. Randy moved to sell the units except Lloyds which has about \$800 worth of good enclosed. Seconded and approved. Steve to negotiate on our behalf. Let's get these units into active service and claim a few dollars for our group.

Paul Korhonen announced the September 17 date for the Grey Central Show. CARM Members are needed to man the front desk and operate the switching layout. Details will follow as the date approaches. Following the Fall Meeting, Dolf, Paul and Randy reviewed the excess switching layout at Grey Central. Considerable work was needed to make it a viable working layout. Since joint efforts would be difficult Randy bought

it for his own use, with the proviso that it be made available for the annual train shows. The unit was shown and operated at the meeting. It is a "work in progress". The red and green lights between the tracks garnered much attention. They assist a neophyte (and experienced) operators when figuring out where the train is headed.

Randy Schnarr reported the membership is now 14 members. We anticipate that two members due to renew March 31, have just missed the renewal date and will be renewing soon. Randy reported a balance of \$477.77 per the latest bank statement. Three cheques outstanding with a total value of \$74.75. Net balance is \$403.02.

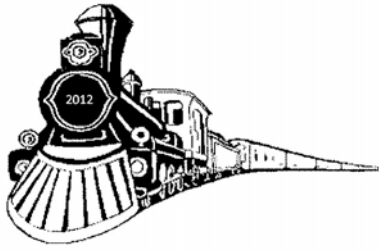
Three members have indicated they plan to attend: Dolf, Paul and Steve. The convention is in Ottawa this year and should be not only entertaining for rail oriented activities, but also for the ambience of our nations capital at this time of year. Steve addressed the current CARM issues: 1: The Canadian by e-mail or hard copy? ... 86% voted in favour of hard copy. 14% e-mail or hard copy. 2: Do you favour joining with CRM (to achieve hard copy reporting)? Vote in favour was unanimous. 3: CARM should provide a bulletin board so members can sell used equipment to other members. The bulletin board would be maintained by simply clearing the file at the end of each month.

Dolf shared concerns that so many people want to be members of train clubs, but very few are willing to contribute to make things happen. Without active support, the association will suffer.

The Annual Fall Meeting will be held October 23, 2011 at Participation Lodge, Holland Center. Nottawasaga Train auction is the first Saturday in May. Renewals are being missed by members in spite of the rubber stamp noting that the renewal is needed to sustain membership. While system is improved, we are still losing members who simply "forget".

### Toronto Chapter:

The Toronto Chapter held its Annual General Meeting and held elections. The results of the elections were Chair: William Waithe, Secretary Treasurer, Joan McIntosh.



# Living Skies Express

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[livingskiesexpress2012.ca](http://livingskiesexpress2012.ca)



Photos by Doug Johnson and Wayne Wessner - taken at the Echo Valley Railroad Guild



# LIVING SKIES EXPRESS

The South Saskatchewan chapter of CARM is pleased to host the 2012 Canadian Railway Convention "Living Skies Express" in Regina, Saskatchewan. The convention will be held at the University of Regina from Thursday, June 28 to Sunday, July 1. The organizing committee is planning an informative and fun-filled event.

The convention will begin on Thursday evening with a meet and greet session at the University. Friday will feature clinics and prototype tours and an evening barbeque and layout open house hosted by the Echo Valley Railroad Guild. As a special event, the committee is planning an extended "Modelling with the Masters" type of clinic.

On Saturday there will be more clinics as well as layout tours and a public show. Sunday will feature the CARM annual meeting and more layout tours, clinics and prototype tours. There will be an evening banquet followed by a mammoth July 1 fireworks display in the Wascana Centre park adjacent to the university.

Accommodation will be available in the university residences

located in modern high-rise buildings in the centre of the campus, which have covered access to the clinics and meeting rooms. Units containing two, three and four bedrooms will be available, all with full kitchens.

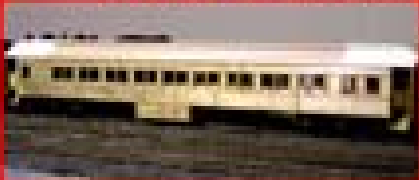
The committee encourages convention attendees to consider spending a few days in southern Saskatchewan before or after the convention. There is a lot to see and do in the Regina area, including:

- RCMP Heritage Centre
- Government House Museum
- Royal Saskatchewan Museum
- MacKenzie Art Gallery
- Casino Regina (former Canadian Pacific station)
- Saskatchewan Science Centre and IMAX Theatre
- Provincial Legislative Building
- Wascana Centre – the largest urban park in NA

Further information is available on these and other attractions at [www.sasktourism.com](http://www.sasktourism.com).

**We look forward to seeing you in 2012!**

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# CALL FOR CONVENTION SUBMISSIONS

Conventions are one of the things that most CARM members have indicated are important to them and the survival of the CARM organization. Our annual convention gives us the members not only the chance to get together but the opportunity to learn and exchange ideas. Upcoming years are in need of CARM members or Chapters to host our annual conventions. If your CARM group or chapter has an interest, needs some assistance hosting or has questions on how to host a convention please contact me at [wwessner@accesscomm.ca](mailto:wwessner@accesscomm.ca). I will be contacting all chapters at summer's end so that you can take it forward to your members at your next chapter meeting. Remember together we are strong.

Wayne Wessner, Convention Coordinator

**Clinicians  
Needed**



We will be looking for additional clinicians for the Living Skies Convention. Anyone who is interested should contact Ron Coburn at [rdcoburn@accesscomm.ca](mailto:rdcoburn@accesscomm.ca) or Wayne Wessner at [wwessner@accesscomm.ca](mailto:wwessner@accesscomm.ca).

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# Member looking for assistance with CPR Plans

My name is Doug Mayer and I have a model railroad under construction in my basement that is in a state of suspended animation. It has been in this condition since I got involved building a layout in the Revelstoke Railway Museum. The Revelstoke Model Railway Society started out as a group of about a dozen modelers that has since dwindled to half that number due to several factors beyond our control.

Our layout depicts the CPR between Revelstoke and the Connaught Tunnel. See the attached diagram. The layout then enters a hidden staging yard representing points east and west, and then re-emerges at Revelstoke. We are modeling the line as it existed in 1952, although members run equipment from any era they choose. My focus is on big steam and early diesels. We are searching for drawings, photos and any other information that will help us model the area accurately.

My specific interest at this time involves locomotive bunker C fueling facilities and specifically the one at Revelstoke. I need drawings and/or photos of these. I have some photos of others in British Columbia. I wish to ask the membership if they have information that would be of assistance in this regard.

**Editors Note: If you have any information which is helpful to Doug, please contact the Editor at Editor@caorm.org and I will put you in touch with Doug**

I scanned this drawing which our retired CPR civil engineer swears would have been drawn accurately. We know Revelstoke had a 100' turntable. I then inserted it into my drawing program so that the turntable could be used to scale out everything else.

Pump house =  $0.954 \times 1.372$  or 24' x 34'

Sand Tower =  $0.84 \times 0.84$  or 21' x 21'

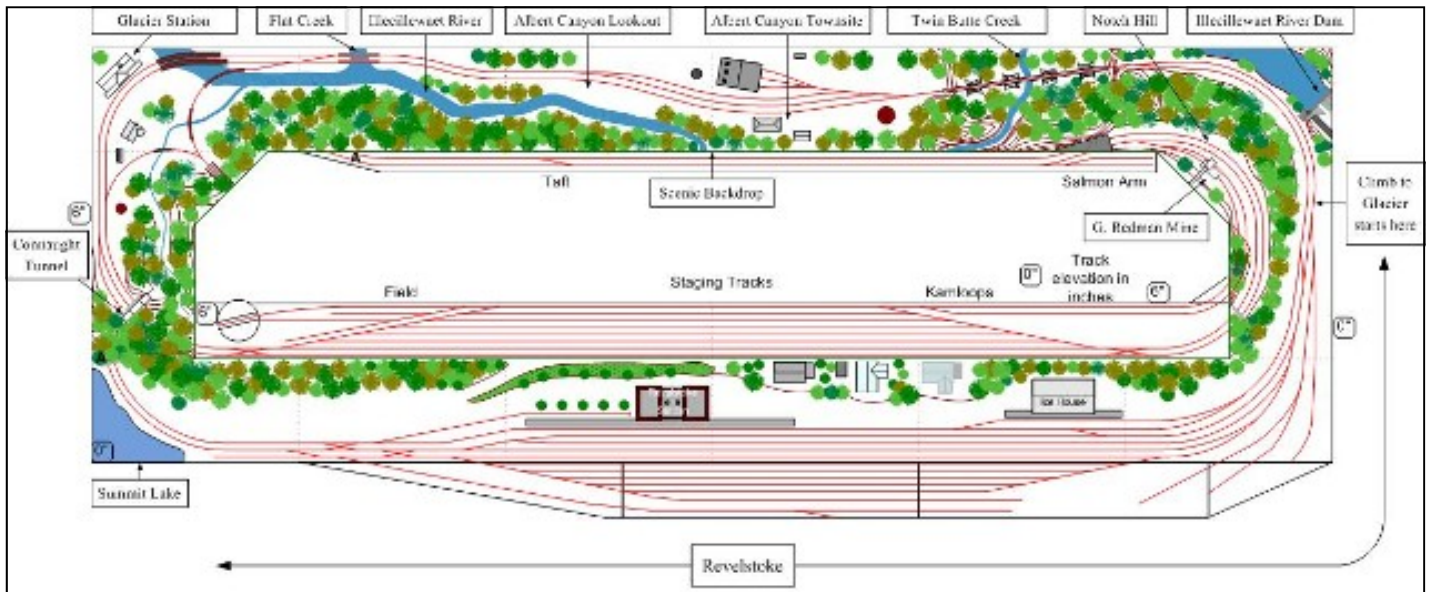
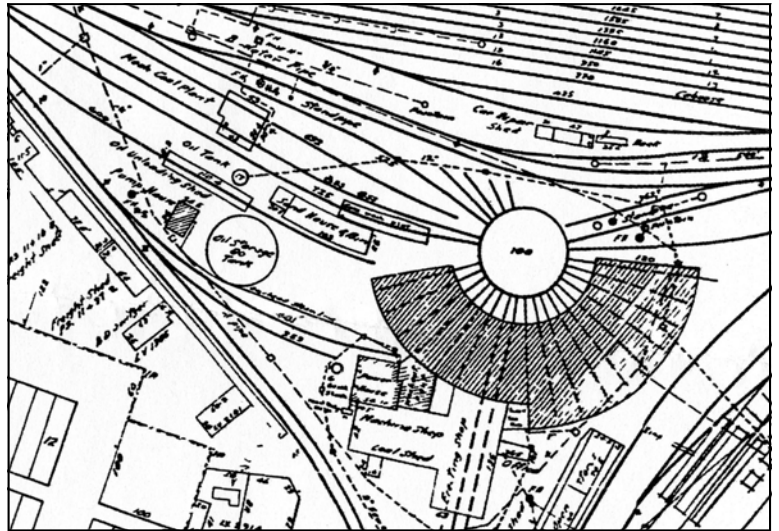
Oil Unloading Shed =  $0.7 \times 4.333$  or 18' x 110'

Sand Bins =  $1.146 \times 2.5$  or 28' x 75'

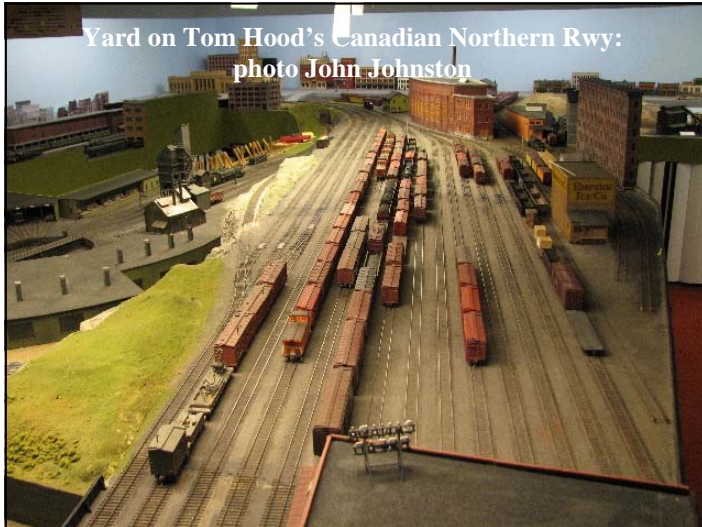
Bunker C Service Tank = 0.688 diameter or 17' diameter

Smoke Stack = 0.469 diameter or 17' diameter

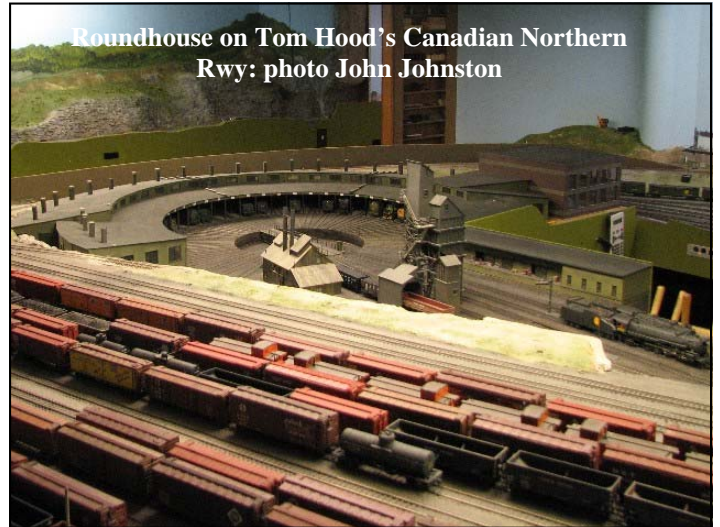
Power House =  $2.153 \times 2.073$  or 54' x 52'



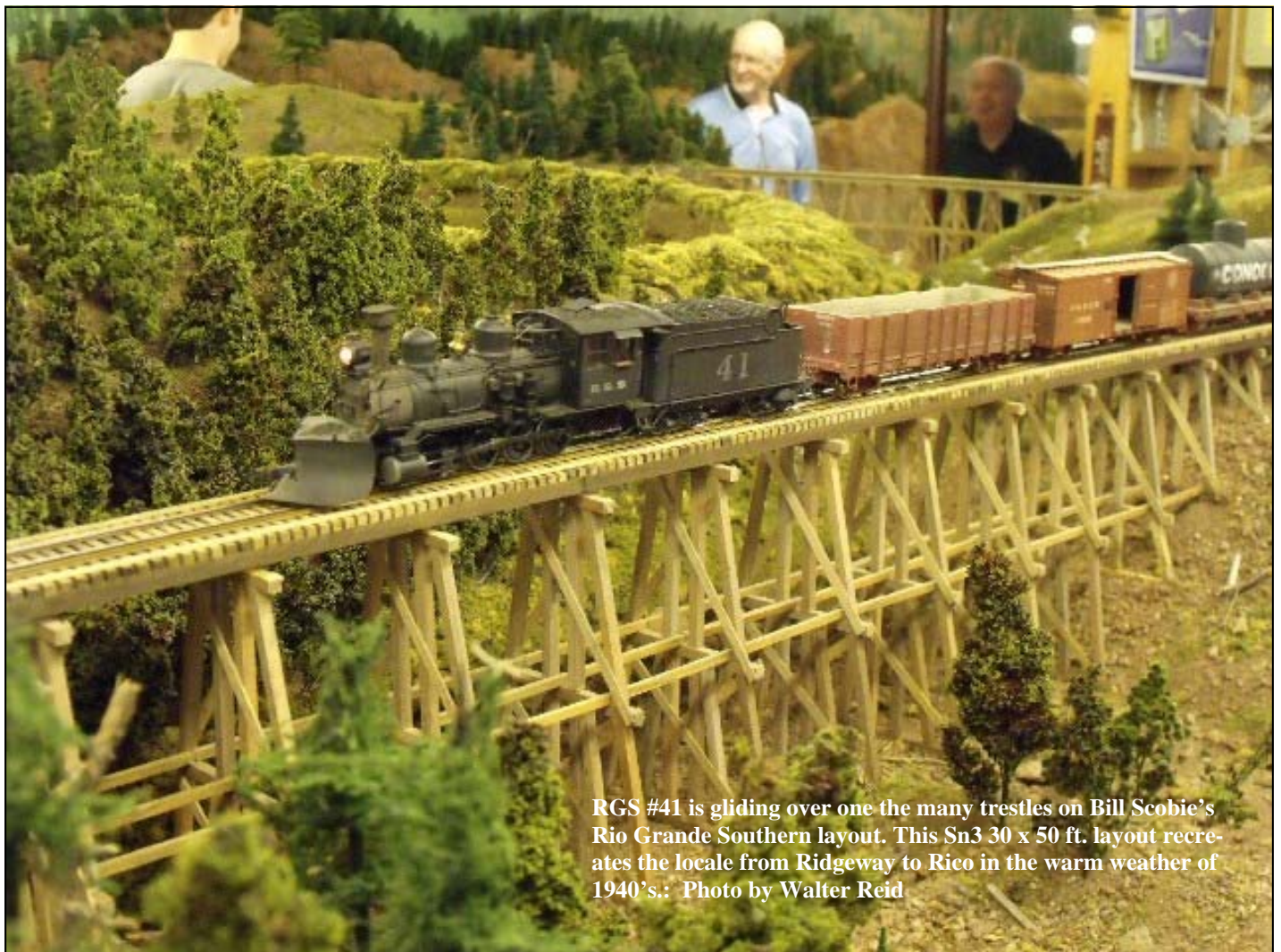
# *Memories of the Ottawa Convention*



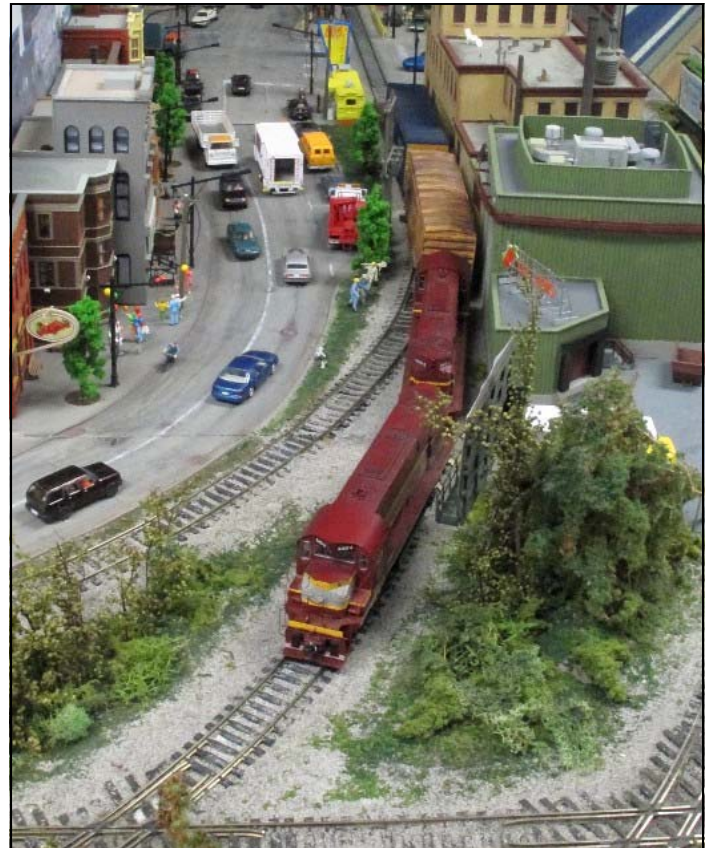
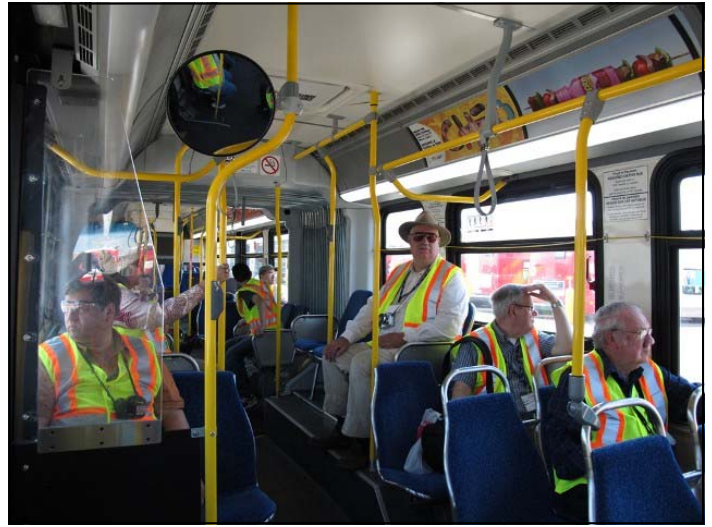
Yard on Tom Hood's Canadian Northern Rwy:  
photo John Johnston



Roundhouse on Tom Hood's Canadian Northern  
Rwy: photo John Johnston



RGS #41 is gliding over one the many trestles on Bill Scobie's Rio Grande Southern layout. This Sn3 30 x 50 ft. layout recreates the locale from Ridgeway to Rico in the warm weather of 1940's.: Photo by Walter Reid



**Top Left:** The main dispatch centre for the OC Transpo system. David King photo.

**Top Right:** The group being shuttled on a bus to start our tour at the shops. David King photo.

**Centre Right:** One of the tour guides tells us about the restoration project of the trolley at the OC Transpo out building. David King photo.

**Centre Left:** The front of the trolley being restored. The restoration is being done by a volunteer group. David King photo.

**Bottom Right:** HOtrak Modular Layout. Peter Moffett photo.





**PETER MOFFETT  
TRAIN SHOW, SCIENCE MUSEUM, & DISPLAY ROOM  
PHOTOGRAPHS  
(PAGES 17&18)**





# PROMOTIONAL ACTIVITIES

## THE MIDWESTERN ONTARIO CHAPTER AT TRAIN SHOWS

Article by Randy Schnarr

Steve Hoshel (CARM Midwestern Ontario Chapter) and Hank Duivenbode (CARM London Chapter) have initiated and participated in the Kitchener, Woodstock, and Brantford train shows to promote CARM and model railroading. I had the pleasure of joining them at the Kitchener Shows and had a very good time with it. Steve started with a basic folding layout to allow children to operate the trains. Hank has also developed a similar layout.

The Grey Central Model Railroad Club had an obsolete 6 foot 3-piece layout which I bought and converted to a folding layout, that fit into a lightweight box. It can be carried by one person. The box can actually be used as a riser to present the layout closer to eye level. To gain attention, the box is labelled as the "Switching Challenge". A unique addition to the layout is a series of red and green lights that illuminate with green lights which way the train can move.

Steve Hoshel and I showed the 6 ft "switching Challenge" layout in front of the Train Cellar hobby shop in Mount Forest during the "Fireworks Festival". We had over 30 active junior engineers who each received a certificate. Traffic was excellent. We also handed out a sheet of the many facets of model railroading and noted that in Britain, model railroading can be shown on a resume as a sign of the ability to manage multiple functions simultaneously. The showing at Mount Forest was our first venue that was not a train show. Interest was exceptional.

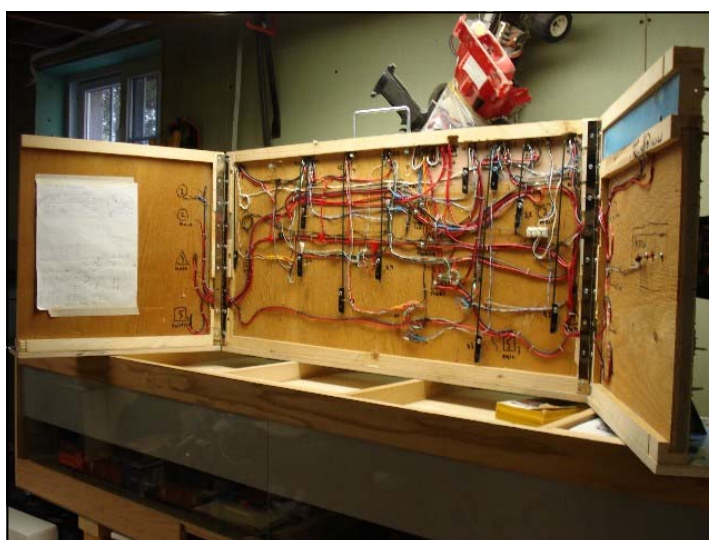


Photo top right: Randy and Steve at Train Show

Photo centre right: layout opened up

Photo bottom right: wiring of layout

Photo bottom left: Layout all packed and ready to go



# RAILFANNING MY WAY TO OTTAWA

BY JOHN JOHNSTON

Once my buds and I decided to take our Bayview Modular Layout to the Ottawa Convention, there was no question that we would do a little railfanning along the way. Here are some samples of what we saw in Cobourg, Smith Fall, and Ottawa. All of the photos are mine with the exception of the Via 6401 in Ottawa which was taken by Peter Moffett.

**Photo Top Right:** The combined Via Train with the Ottawa section in the lead and the Montreal section trailing on its way to Belleville where it will split up.

**Photo Centre Right:** Unbeknownst to me Peter and Linda Moffett were on the Via train and Peter took this photo after the 6401 and its consist pulled into the Ottawa station. Interestingly my photo shows 3 cars and Peter's shows 4.

**Photo Bottom Left:** Rear shot of an EMD G26 being shipped to the Indonesian Railway. Units were a beautiful red white and blue.

**Photo Bottom Right:** Another Indonesian G26, this one in the undecorated paint scheme that model railroaders are famous for. Units are undoubtedly on their way to Montreal for shipping. Not sure why some were painted and some were not.

**Photo Page 21 Top:** Two CN SD70M-2's are on the point of a road freight switching the yard at Cobourg.

**Photo Page 21 Bottom:** Both builders are represented on this Montreal bound CN freight with an EMD SD75I on the point and a GM ES44DC trailing.



**Photo Page 22 Top:** Three CP SD40-2's lead a freight eastbound into Smith Falls. Two different paint schemes are visible in this unusual "elephant" style consist.

**Photo Page 22 Bottom:** A GE AC4400CW leads a sister unit on the point of an eastbound Canadian Pacific container train at Smith Falls.





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# COMING EVENTS



## 2012 CARM NATIONAL CONVENTION Regina, Saskatchewan

June 28th to July 1st  
University of Regina  
[livingskiesexpress2012.ca](http://livingskiesexpress2012.ca)



**Ontario, Holland Centre, Sept 17:** Grey Central Railway Club 5th Annual Open House and Train Show Participation Lodge, 684136 Side Road 30 (5 minutes northeast of Holland Centre on Side Road 30, in basement of nursing home) Open 10am to 4pm. See the 20'x30' sceniced HO scale Grey Central layout. Nottawasaga Railway Club may

bring their portable layout. Steve Hoshel may bring his Free-mo modules. A portable switching layout will probably be there also. Check out the latest supplies from vendors. Free vendor tables. Setup 8:00 am. Meet fellow modellers for some good old "chit chat". This is a very friendly environment for modellers who are comfortable in low pressure environments. How could it be better . . . than trains? Lunch available. Fare: \$5, children 12 and under free. vendor Info: Al [allanireton@hotmail.com](mailto:allanireton@hotmail.com) 519-794-3692 or Paul Korhonen [pkorhonen@rogers.com](mailto:pkorhonen@rogers.com) 519-538-5904. Also sponsored by Midwestern Chapter of Canadian Association of Railway Modellers CARM Info: [www.caorm.org](http://www.caorm.org)



**Ontario, London, Sept 24:** LMRA / CARM / NMRA London and District Layout Tour Layouts are in London and area. For all people interested in trains, local railway history, indoor and garden railways. N, HO, S, O and G scales. LMRA Info: [www.greatesthobby.com/wgh/directory/MS\\_325.html](http://www.greatesthobby.com/wgh/directory/MS_325.html) NMRA Info: [www.nmra.org/](http://www.nmra.org/) NMRA Canada

Info: [www.nmracanada.ca/](http://www.nmracanada.ca/) CARM Info: [www.caorm.org](http://www.caorm.org)

LMRG Info: [www.rrohobby.ca/OGuage/LMRGhome.htm](http://www.rrohobby.ca/OGuage/LMRGhome.htm) and <http://www.lmrg.org/>



**Ontario, Copetown, Feb 12, 2012:** Copetown Train Show, Sunday, February 12, 2012, 10 am to 4pm Copetown and District Community Centre 1950 Governor's Road, just east of Hwy. 52. Operating Canadian prototype layouts. Displays by model craftsmen. Railway Special Interest Groups. Canadian Model Manufacturers Displays and Sales.

Photo Vendors. Refreshments available on site

**Ontario, St. Thomas, Aug 28:** Railway Heritage Day. Elgin County Railway Museum, 750 Talbot Street and St. Thomas Station, 225 Wellington Street. Open 10am to 4pm. Large rolling stock outside. Model railroads and vendors inside. Flea market. Fare: 2010 prices were: \$5, children under 13 free. Info: [www.ecrm5700.org/PDF/Heritage\\_Day\\_2010.pdf](http://www.ecrm5700.org/PDF/Heritage_Day_2010.pdf) or Elgin County Railway Museum [www.ecrm5700.org/](http://www.ecrm5700.org/) "Hours & Events" or Elgin County Railway Museum [promotions@ecrm5700.org](mailto:promotions@ecrm5700.org) 519-631-4873 Vendor Tables: Ron Bareham [promotions@ecrm5700.org](mailto:promotions@ecrm5700.org) 519-637-6284

**Ontario, Milton, Sept 11:** Lake Shore Model Railroaders Association Flea Market, John Tonelli Sports Centre, 317 Laurier Avenue, Milton. Fare: Adults \$5, youth \$2, children under 6 free, parking free. 11am to 3pm. Tables are 8 feet and \$35 each. Info: [www.trainweb.org/lmra/fleamarket.htm](http://www.trainweb.org/lmra/fleamarket.htm) or Steve McCoy [supertraindude@yahoo.ca](mailto:supertraindude@yahoo.ca) 416-817-4015 or 416-656-4498 Map: [www.trainweb.org/lmra/fleamarketmap.htm](http://www.trainweb.org/lmra/fleamarketmap.htm)

**Ontario, Harriston, Oct 29:** 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, Canada. 519-821-2454. Email: [hgjones@execulink.com](mailto:hgjones@execulink.com)

**Ontario, Picton, Sept 17 & 18:** Picton Model Railroaders 23rd Annual Model Train and Hobby Show Prince Edward Curling Club, Picton Fairgrounds, Main Street East (Highway 49) Sat. 10am to 5pm, Sun. 10am to 4pm. Operating train layouts, modules and displays. Radio controlled boats. Model aircraft displays. Model farm machinery displays. Hobby vendors. Door prizes. Hands-on opportunities to try: Slot car racing. Operating a model railroad. Flying a radio controlled flight simulator. Operating a radio controlled model boat. Fare: Adults \$5, children under 13 \$1. Info: Jack Strachan 613-476-3721 or Frank 613-476-4503 New members always welcome.

# PERE MARQUETTE WHEEL STOPS

PHOTOS BY CHRISTOPHER HANCOCK

Thanks to CHRISTOPHER HANCOCK, here are two shots of the Tupperville car/wheel stops, complete with measurements. Tupperville is south of Dresden, Ontario. The line runs from Chatham to Sarnia and was originally the Erie and Huron Railway.

The Pere Marquette Railway was formed in 1900 through the consolidation of numerous railroads in Michigan and Ontario including the Erie and Huron. Its Canadian rails ran from Windsor and Sarnia to Blenheim and then on to St. Thomas. From St. Thomas the Pere Marquette had trackage rights on the CASO to Buffalo, NY. The PM came under the control of several other railroads at various times, including the Baltimore and Ohio and the Erie. By 1920 it was controlled by the Van Sweringens, who also controlled the Nickel Plate, the Erie, and the Chesapeake and Ohio. The C&O gained more and more control over the PM, until on June 6, 1947 the PM was formally merged into the Chesapeake and Ohio.

Today, the only route still in use is the line from Blenheim to Chatham (CN) and Chatham to Sarnia (CSX).

