



THE "CANADIAN"

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ONTARIO NORTHLAND RAILWAY HERE TODAY - BUT WHAT OF TOMORROW?



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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FRONT COVER

Photo Top by John Johnston: ONR SD751 leads the Englehart to Cochrane freight across the Driftwood River Bridge at Monteith.

Photo Bottom by John Johnston: The *Northlander* south of Cochrane headed north lead by GP38-2 #1800 and former Milwaukee Road B Unit converted to an Auxiliary Power Unit (APU).



observation platform

john johnston: editor

EDITOR'S VIEWPOINT

IS CARM TRULY CANADIAN OR DOES IT JUST REPRESENT ONTARIO?

I noticed in reading members comments from the meeting held at the Regina Convention and circulated by Ian McIntosh, that members in the West continue to have concerns about CARM being Ontario-centric as a result of the cancellation of the AGM. Unfortunately, this was nothing more than a "perfect storm" of events that meant that none of the Officers could attend the Regina Convention. We could have still had an AGM, but without the Officers there to answer questions it would not have served a very valuable purpose.

That being said, it doesn't diminish the feelings of the members from the West and we need to work at finding answers to their concerns. When CARM was founded, one of our guiding principles was fiscal prudence including, no honorariums for serving the organization and severe restrictions on expenses that could be paid to Officers and Elected Officials. The Founding Members of CARM had all served in various capacities within the NMRA and collectively felt that expenses within that organization could have been better managed and as a result took an extremely conservative position with respect to how monies would be spent within CARM.

This approach, along with fund raising activities by the Board, has given CARM a reasonable financial cushion for such a small organization. I believe the time may be here when it would be appropriate to hold a National Meeting of our Board and to support financially those Board Members who will have to travel a substantial distance. In addition to publishing this editorial, I will be contacting my fellow Board Members by email and asking them to support this initiative. I will be recommending that it be held concurrently with this years Annual General Meeting.

This will be a first step towards ensuring that the voices of our Members from the West and the East are heard. It is also not a sustainable approach since our annual revenues are such that we could not continue to pay this level of expenses, however, I think the time is right for a "face to face" first meeting of our new National Board of Directors. In the future we will have to rely on technology such as Skype.

What will also be important in the next several months is to have a dialogue amongst the Directors to set a clear agenda and to allow them to have a dialogue with Members in their area so that we may set a clear path for the future of CARM.

U.S. LOCOMOTIVES OPERATING IN CANADA & CANADIAN LOCOMOTIVES OPERATING IN THE U.S.

In designing operations for the new Grand Trunk Southern I wondered how prototypical it would be for CN locomotives to operate on the GTS lines south of Buffalo. Living in Southern Ontario, not far from the border I did know that in the time frame I modeled (late 60's early 70's) Canadian locomotives regularly ran on transfers across to Buffalo and U.S. locomotives would run on trains such as the TH&B Starlight between Buffalo and Toronto. I also knew that U.S. railroads operating in Canada such as the Wabash, the Pere Marquette (C&O), Michigan Central (NYC), had specific locomotives dedicated to their Canadian operations. What exactly were the rules and where could I find information.?

As part of my research in establishing the Grand Trunk Southern I had purchased the Grand Trunk Western books by Jerry Pinkepank and published by Morning Sun Books. I found mention of something called the **Wilgus Agreement**. William J. Wilgus was the Chief Engineer of the New York Central at the turn of the 20th Century and had been responsible for many major projects including the Grand Central Terminal, the Electrification under the Hudson River, and the Detroit River Tunnel and its electrification. After handling the railroads in France for the Allied Expeditionary Forces during WW1, Wilgus went into consulting and carried out a number of tasks. It appears one of these was negotiating an agreement between the Canadian and United States Governments covering railroad locomotives used in trans-border services.

In 1922 Wilgus was the architect of an agreement between the two governments that stipulated that no duties or taxes were payable on railroad locomotives which crossed the Canada/U.S. border as long as the locomotive returned to the country of origin within 72 hours. This had application to Wilgus' old employer the NYC since motive power could now be put on a train in Chicago, cross the border at Detroit and stay on the train through to Buffalo since they would be in Canada less than 72 hours. Similarly GTW and CN could pool power on trains between Chicago and Toronto, particularly the Maple Leaf, as long as the power was turned quickly and sent out on the next train and returned to the country of origin within the 72 hour window.

I also knew from personal experience that in 1970 and 1971 both CN and CP had both extensively used U.S. locomotives from railroads such as IC, B&O, C&O, and Bessemer & Lake Erie, to address a motive power shortage. They were certainly here more than 72 hours. Had they paid duty on these locomotives, or had the rules changed at some point? Today, run throughs are common and locomotives from BNSF, NS, UP, Wisconsin

Central, SOO Line and others can be found throughout Canada. What are today's rules? I turned to the Internet to try and gather information. I searched the Wilgus Agreement, NAFTA, the Federal Railway Administration, and Canada Customs.

The results were limited, but I did find some interesting tidbits. On November 19th, 1974 the then Minister of the Treasury signed a series of Remission Orders under the Customs and Excise Act which appear to remove all customs, duties, and taxes from locomotives that are used in international service as long as they do not operate within two points domestically. A review of the railroad provisions of NAFTA appears to re-inforce these orders. I also found the formula for calculating charges against leased locomotives and an interesting footnote that the minimum payable was \$25 for each month the locomotive was in Canada. This latter footnote led me to believe that the charges were not onerous.

If anyone else has additional information on this subject I would be interested in knowing about it. Contact me at editor@caorm.org

THE CHANGING FACE OF THE HOBBY

What an interesting Spring. Exactrail announces that they are no longer going to market their products through hobby shops leaving their dealer network high and dry. Their argument being that the margins on profit were now so slim due to rising costs in China that they had to cut out the middleman in order to survive. The Chinese manufacturing situation continues to bedevil the hobby as costs rise, prices are going up, and new product is either non-existent or coming through very slowly.

Atlas announces that they are closing down their model railroad forums due to increased spam attacks and a desire to move their marketing to venues such as Facebook and Twitter. I certainly understand the spam issue since automated bot attacks were a big factor in shutting down the CARM Forums but if the feedback being given to Atlas is accurate, then Facebook and Twitter are not big in the model railroad community.

Model Railroader announces that you can now get a digital subscription and get MR on your IPAD or similar tool.

To be honest, I'm not sure what to make of these changes other than to note them. They seem significant at the moment but time will tell if they truly are. They do seem to suggest a move towards the digital age which is good news for younger hobbyists, not so good news for us dinosaurs. It is going to be interesting to see how these changes play out and how many others in the model railroad industry follow the lead being set by Exactrail, Atlas, and MR.

ABERFOYLE JUNCTION RAILWAY

I spent a couple of days last week volunteering to help Craig Webb and the guys at Aberfoyle Junction as they take apart this Great Model Railroad in preparation for a move to the St. Jacobs area. Aberfoyle was without a

doubt one of the finest O Scale model railroads ever built. Indeed it was one of the finest layouts ever built in any scale. Like any move of this nature, there are a great many variable and I hope one day to make the trip to St. Jacobs to see the resurrection of Aberfoyle Junction #2.

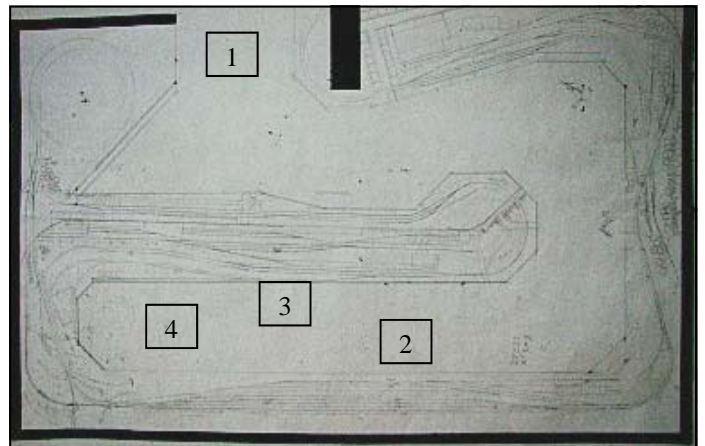
DESIGNING PEOPLE MOVEMENT INTO THE GRAND TRUNK SOUTHERN

Working with my buddies Justin and Craig, I have continued to work on the design of the Grand Trunk Southern. While the final decision would be mine, there is no doubt that this was a collaborative effort and we had reached a point where the three of us agreed we had a well designed functional model railroad.

We had focused our efforts on fitting in the key Layout Design Elements to represent the southern New York, northern Pennsylvania area where the Grand Trunk Southern would be located. One of these key elements had been maintaining the location of the existing helix and the benchwork which supported the hidden staging yards.

I took the plan home and taped it to the layout room wall and standing there in the room looked at the plan and the space and imagining how it would fit came to the conclusion that we had a good working plan. My next step was to begin construction of the benchwork and proceeded to install the large centre island and the back-drop which ran down the centre of it.

It wasn't until I had this benchwork installed that I realized the problem that I was creating. If you look at the scan below of the trackplan (please excuse the poor quality of the scan it is a pencil drawing) I will explain what I found. **Box #1** shows the entrance to the layout room. **Box #2** is the location of the main yard operator, **Box #3** is the location of the paper mill operator, and **Box #4** shows where mainline operators and visitors would end up in their travels around the layout. Even with 3ft wide aiseways I had created the perfect *people trap*.



Having already constructed the benchwork and not wanting to do it over again, I spent the best part of two weeks looking for solutions to my problem, including moving the paper mill operator to the other side of the island, however, this had its own set of issues since there was a choke point on the other side which was only 28 inches wide.

We had looked at a variant of this plan once before which involved two smaller islands or bump outs and I began to consider whether or not that offered a solution. The key was whether or not I could fit in the curves as the mainline turned back within the bump out and still have sufficiently wide aisles.

It turned out that not only was there sufficient room but that I could also maintain the 3ft wide aisles and in the main entranceway go to 4 foot width. It also isolated the main scenes from one another in a way that the linear plan had not.

The new, and I might add Final Plan required that the paper mill and yard be combined into a single entity with the paper mill structures forming a backdrop to the yard. The new design also allowed me to incorporate 3 layout design elements that I had to forego in the original plan. I was able to incorporate a second town (Parrysburg),

separate and distinct from the main yard and its town. I was able to incorporate the Genessee and Wyoming in the area surrounding the helix since I now had access to that area, and thirdly, I was able to incorporate 3 crossing and interchanges. The Genessee and Wyoming and B&O at Pittsburgh and Lehigh Junction, and the Erie Lackawanna at Parrysburg.

More critically I had opened up movement around the layout for mainline operators and visitors and removed the **people trap** that the previous design had created. If you look at the plan below **Box #1** shows the location of the yard operator, **Box #2** shows the location of the paper mill operator and back up yard operator, and the various **Box #3's** show locations for mainline operators or visitors.

The new extra wide aisleways have eliminated my **people trap** and hopefully will provide for a much more enjoyable layout experience.

PS: In one afternoon the centre island came down, the new benchwork went up and I am currently working on backdrop construction prior to beginning sub-roadbed.

John Johnston, Editor



Done with layout June 1989



CHAIRMAN'S REPORT

Summertime

I trust you are enjoying the summer weather so far, I know I taking every advantage that I can. The weather this year has been very un-typical but it is now very warm, hot really, and the sun is shining. This makes it hard for most of us to think about getting into the basement to work on the layouts but it is a great time for those with outdoor layouts. Even if you have an outdoor layout this time of year is a great time to get out and take some pictures of rocks, trees, creeks, mountains, valleys, plains, or any other scenic display. I like to call this research.

Speaking of getting out, I would like to express my congratulations and thanks to the South Saskatchewan Chapter for hosting a great convention. Early reports, photos and videos from some that attended have all been positive. Well Done!

As many have realized from the email sent out in June that the AGM, Annual General Meeting, for CARM was not being held at the convention. This year due to personal circumstances myself, John Johnston and Pete Moffett were not able to attend the convention and we are all disappointed in that fact. For myself this is the first CARM convention I have missed. It was decided by the three of us that it would not be fair to have someone from the convention staff or one of the new directors chair the AGM as they have not been in this position long enough to effectively run this meeting. Because of these facts we will be holding an AGM in the fall and we will be informing all of the membership prior to the meeting so that as many as possible may attend this meeting. The details will be worked out soon.

I am pleased to announce to you four new directors that have now been added to the board. **In Zone 1, Eastern Canada including Eastern Ontario, Ian Macleod. In Zone 2, Most of Ontario, Ted Rafuse. In Zone 3, Manitoba to Alberta, Wayne Wessner. In Zone 4, British Columbia, Ken Black.** All zones also include area to the north and south of the areas listed. A new map and contact information will be added to the website. My thanks go out to those who ran in Zone 2 in the election, William Waithe, Dolf Roelofsen, Gerald Harper and Don Wesley.

Congratulations! Please give the new directors your support. Till next time, stay on the right track!

David King



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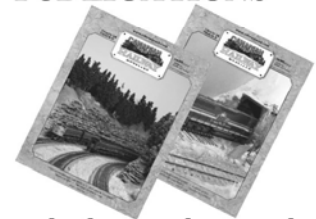
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ONTARIO MIDWESTERN CHAPTER:

The Annual Spring Meeting was held on April 15, 2012 at the home of Judith King. In attendance were Steve Hoshel, Lloyd Koch, Dolf Roelofsen, Mike Pickup, Judith King, Paul Koehonen, Randy Schnarr, and guest Graydon Hancock. Regrets were sent by Doug Carr, Peter Stamford, Robert McKinlay, and Donald Posluns.

Steve opened with a welcome to all and gratitude to Judith for hosting the meeting. The snacks were great. The minutes of the Spring Meeting were unanimously approved. Dolf related that members of the Nottawasaga club have been too busy to hold the anticipated clinics. They are hoping to be able to hold them either October- November or March- April 2013. Paul asked that the clinics be publicized so we can participate. At the meeting, Dolf handed out a copy of the 2011 CARM Convention Clinics CDs. Thanks Dolf for sharing this information.

Randy showed photo collages of the Bruce County Museum shows, the Kitchener Train Show, and the Doubleheaders Layout Tour centered in Cambridge. Mike Pickup suggested that we set up our portable layouts at the Heritage Mall just before Christmas and share the time among members. It is generally good fun. Dolf proposed that the Chapter compensate those who take model train layouts to show venues to promote the hobby, such as the Bruce County Museum. The motion passed with the condition that the show be discussed and approved in advance of the expenditure. Dolf submitted a receipt for \$46 for gas. This will be a trial program with a one year review. Call Bruce County Museum (Nancy White) to determine if funds are available to cover costs to move train layout to Southampton for the 2013 show.

Group Activities were discussed. The reports from some activities led to the comment by Paul that he would have liked to know about the activity so he could participate. This fostered a discussion regarding potential group activity venues such as Steamtown USA in Scranton Penn, or Strasburg, Pennsylvania. Dolf suggested some venues closer to home which started a frenzy of potential locations... St Thomas Railway, Waterloo Central Railway, York Durham Railway, South Simcoe Railway, Halton County Radial Railway, Orangeville Brampton - Credit Valley Explorer, Ontario Southland Railway, and Goderich Exeter Railway.

Upcoming Activities that we can support include, April 22, Brantford Layout Tour, April 22, Woodstock Model Train Show, Aberfoyle Show April 28-29, May 5-6, 12-13, Stratford Train Show, May 5 Nottawasaga Auction

Sale in Stayner ON, May 12, County Line Caboose Show and yard sale, and on September 15 the Grey Central Show.

Randy gave a financial update. We have \$560 in our bank account. Paul asked that the President audit the report. A copy was given to Steve. The report passed unanimously. Our membership count is currently set at eleven. Consider venues and select some dates and destinations for group activities.

Steve has a meeting next Saturday to show sections of the Freemo layout to a group from the Cambridge Double Headers Club. Prices are set at \$30 for basic frames and higher values for sections with scenery. We want to sell them (get rid of them).

Steve Hoshel is the only member who is slated to go to this convention. The 2013 Convention may very well be a series of 1 day conventions across the country on a regional basis.

Annual Fall Meeting: October 21, 2012 at the Nottawasaga Model railroad Club in Wasaga Beach. Details to follow.

Meeting adjourned.

Photo Below: Judith King of the Ontario Midwestern Chapter





Photo Left: Members of the Toronto Chapter at Cabin D

GOLDEN HORSESHOE CHAPTER:

The Golden Horseshoe Chapter held a meeting at the Public Library in St. Catharine's Ontario on April 21st. Two layouts were on display before the meeting and clinics. The layout tour started at 9:00 am and we visited the layouts of Ross Oddi and Jim Ellis in Beamsville, Ontario. Both excellent layouts. The meeting at the Library started at 11:30 am and was our Annual General Meeting. Anthony (Tony) Czerneda was acclaimed Chair. Thomas E. (Tom) Allan was acclaimed Secretary/Treasurer.

TORONTO CHAPTER:

In March the Toronto Chapter and invited guests from the Credit Valley Chapter went on a tour of the Roundhouse Museum, courtesy of James Rasor and the Toronto Railway Historical Association. The tour included an informative guided lecture by Derek Boles of the museum's locomotives and the various restoration projects in the workshop as well as visit to a restored signal tower and the miniature railroad. Although the weather was a bit cold, the volunteers thoughtfully provided rest periods indoors to warm up. The event was well attended and it was a good introduction to the important work of retaining Toronto's railway heritage. In April, Gerald Harper presented a slide show of the railways of Mongolia and Ian McIntosh presented part of his extensive collection of photographs of Toronto area layouts. In May, we visited the Memory Junction Museum in Brighton, ON, accompanied by railfanning at the very active adjacent CN and CP mainlines. Elections for chapter officers were held (by e-mail and postal calls for nominations. William Waithe and Joan McIntosh were acclaimed for another year. In June we will be holding our annual meeting and barbeque. Immediate future plans are for layout visits during the summer.



Photo Above: Ross Oddi's Layout



Photo Above: Members of the Toronto Chapter outside Cabin D

A superb clinic was presented by Barry Kelly on making trees. The clinic went for 2 and ½ hours and those attending really enjoyed the clinic. Those present agreed that the clinics need to be longer, so starting with our next GHC meeting we will go three hours instead of two. David King, our National CARM Chair attended and addressed the group and told us that National is trying to get more people involved in running CARM, and they have added Membership, convention registration and are expanding the board to seven members from the current three. David then opened the door to any questions.

Next GHC Meeting – Hamilton in October. Date and Place TBA. Meeting will start at 11:30 am after a layout tour. Admission is \$2.00 Guests are welcome. There will be more to follow as soon as the date has been finalized.



**Photo Above:
Members of the Golden Horseshoe Chapter
hard at work during a clinic.**

LONDON AND AREA CHAPTER:

The London and Area Chapter met on April 17, at the home of Robert Langlois in Port Stanley. In attendance were: John Kanakos, Hank Dulvenbode, Neil Froese, John Kennedy, Don Wesley, Bruce Harmer, Dick Walker, and Robert Langlois. Two members are planning on attending the convention and three others are considering going. There was a discussion about CARM membership concerns although membership is increasing but not sure rate of increase.

Convention – what is attendance figure to make worthwhile as upcoming convention in northern Ontario is the 50+ range and that seems acceptable. Direction is definitely a large item to tackle and we need to develop a blueprint which will give guidance to the local Chapters. Hopefully this would give common approach across all Chapters when holding meetings or clinics.

Nominations are to be submitted over summer for Chair and elections will be held at October meeting. Bruce Harmer will remain as Treasurer.

Layout Tour Status: LMRA only – October 13, 2012
Hank says shows are going well and young kids are enjoying switching layout.

Don presented the new Woodland Scenic track cleaner and wheel cleaner. Both items as definite improvement over previous items. Robert demonstrated his resistance soldering unit. He explained the transformer construction with simplified setup.

Next he demonstrated and more complex setup adding a timer, relay, fuse and a small transformer to kick start the whole unit. He displayed a unit with all the items above in a metal box enclosure to give the finish look. Very impressive.

Robert also demonstrated his tool holder which effectively held a large variety of tools for any occasion. Don also discussed his trip to Florida on the Auto Train. It leaves Lorton VA and arrives in Sanford FL in 17.5 hours later. Your car is loaded on an auto rack and you travel in a passenger car with dinner and lounge cars attached. Great meals and acceptable sleeping arrangements. The latter I need to work on. Would do it again as I was much more rested when I did the last leg of our trip.

Next Meetings are scheduled for October 30/12 at home of Rob and Jason Essery / Bob Robillard, January 22/13 at John Kennedy. April 16/13 at Robert Langlois July Picnic Saturday, July 21, 2012 at Bruce Harmers

Thank You: It has been 9 years since I (Don Wesley) rolled into London from Virginia (by way of Mississauga, Toronto and London) and it has been a most interesting time. Being a long time member of the NMRA in Mississauga, Ontario and Virginia I assumed I would carry on, but to my surprise CARM came knocking and I have been a member since 2004. One thing for sure membership in any railway club will get you involved in something and of course you meet a great group of people. January 2004 Craig Dunn sent an email requesting a meeting to create a Chapter for CARM. I did not make that meeting but John Kanakos followed up in April with another meeting. During the meeting I somehow became Chair and away we go.

At one early meeting a code was presented which holds true today and sometimes we forget.

- To enjoy our hobby above all else.
- To promote our hobby in an effective manner
- To assist “newbies”
- To share techniques and methods with others
- To encourage members to take leadership roles
- To avoid discussing controversial topics
- For members, by members, and with members
- And lastly always remember Rule 1

New leaders generate new ideas and we surely need to encourage those ideas. I appreciate the opportunity to serve and will continue to enjoy the company of some of the great friends I have discovered in the hobby. I think it is time to move to another adventure which I hope will contribute to the hobby.

Thanks again Don Wesley, past Chair

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MODELLING AS THERAPY

The Bill Encscott Version

Text & Images by Ted Rafuse

In the winter of 2007 Bill Encscott grieved over the recent death of his wife of many years. Walking aided him in alleviating that emotional state. One day he stopped at the window of the Doll House and Train Emporium store intrigued by the operating model train in the window. He entered the store and met the owner, Colleen, and Dave, a local modeller who happened to be there. All engaged in conversation regarding the hobby. Shortly thereafter Bill departed laden with the appliances and appurtenances necessary to construct an HO model railway.

At home an unused bedroom was the recipient of a 4 by 8 foot sheet of plywood as the base for his model. He freely and quickly admits that he made all the mistakes of a beginning modeller. He was unaware that cork road-bed had to be pulled apart, and realigned to create a bevel on each side, prior to adhering to the base. He learned that the radii were too tight forcing the locomotives to jump the rails. Through trial and error, much knowledge was quickly acquired!

Fortunately the Northumberland Round Robin Railroaders, a group of five men, assisted Bill in getting his layout operational with his Digitrax Zephyr DCC system. Thereafter landscaping and regular Thursday night operating sessions commenced. This layout however did not last very long before it was dismantled.

A new larger and more ambitious railway was to be built in the former basement recreation room. This relocation

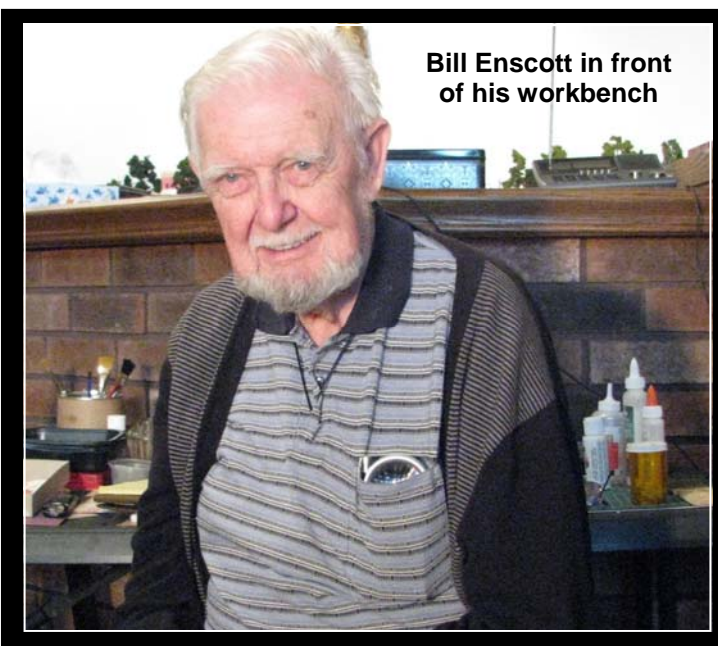


To overcome his limited eyesight, Bill makes use of colour codes. In this image the box car has a two part colour code tab on the roof. One of the tab's vertical sides is painted black. Black is always to the aisle side and determines the orientation of the colour code. This colour code corresponds to a particular industry destination. The roof of the building has a similar colour code tag. During an operating session this box car will be moved to the industry with the corresponding colour tag.

was necessitated partly due to the fact that he had recently had surgery to replace both knees due to arthritis. He wanted a central control panel to alleviate some physical stress by not having move about with great frequency. And a typical modeller, he wanted a larger palette for his artistry.

Bill lives on an elevated street that overlooks the double track CNR/VIA and single track CPR between Montreal and Toronto. Daily from his garage or window depending upon the season, he views the train panoply pass Port Hope's 1856 GTR built station, still in active service. With this daily vista he wanted to create a model that would include both a double track and single track mainline.

Inside there were restrictions to the new location. A wet bar could not be removed so that object determined the minimum height of the new layout. An operational fireplace would cease to function in order to allow the rails to cross in front in a representation of the railway via-





On the roof of Williams Chemical plant is a tag with a two colour code on the left side. Any rolling stock with the same colour code will be delivered to this site. The right side of the tag is blank. This is so in case at some future point the nature of the plant alters and another type of car might be forwarded at which time a new colour code would be introduced on the tag.

ducts that cross the Ganaraska River and valley in town. Once again the NRRR assisted Bill in building his model rail empire. The track plan is simple. A rectangular loop near the wall forms the basis of his single track CP mainline, with several industrial switching areas leaving the main and a passing track at each short end of the room. Adjacent to the CP line is a double track CN mainline with a yard along one long side and industrial switching off the inner mainline to the aisle side of the layout. Two removal bridge sections allow access through the entry doorway into the former rec room, now train room.

Track is Atlas code 100 flex. Turnouts are Atlas electrically operated from the fascia using Atlas selectors. With the increasing number of locomotives added to his layout, Bill purchased the Digitrax Empire system and added an individual throttle for each locomotive rather than having to program each locomotive. This way once was enough! Perhaps fortunately for Bill he was unaware of DC wiring when he purchased the DCC system!

With his expansion Bill adopted several new features to his layout. One of these was to divide the layout into sections in much the same way that railways use divisions to locate specific areas of their rails. The layout is divided into sections of about three feet in length. This aids in locating various turnouts, tracks and industries.

With his expansion, Bill was forced to resolve another major issue to allow him to enjoy his model railway. The issue Bill overcame is the fact that he is legally blind! Macular degeneration means that he has no sight directly in front of him but has some sight in the peripheral regions of his retina. While this issue would appear to be



At section 14E several items of note are visible. Starting at the back of the photo a small segment of the CP mainline is visible. Also visible is CP switcher #1289. The switcher is one of several strategically located about the layout. To assist Bill in knowing which locomotive is there he places a large sign on the locomotive denoting its cab number. When he wants to use this locomotive he simply picks the throttle labeled with the same number. CN #5654 is on the far track of the double track CN line at this location. A portion of the unused fireplace is evident in the right background. And yes, it wasn't until the author was reviewing the images that he noticed the bulldozer was in a dangerous position.

insurmountable to many, Bill has overcome this hindrance by using colour cards and tags in a unique manner.

Industrial structures are a mix of foam core, matte stock and commercial kits. Most have been assembled by members of the NRRR but not exclusively.

Each industry on the layout has a small card associated with it. The card is divided into quarters. On the left side, top and bottom, are two colours that identify a particular industry. These cards are always in view. The same colour combination is applied to an abbreviated U shaped plastic form. This U shaped plastic has black paint along one of the arms that when applied to a piece of rolling stock faces the observer. The car is then moved to the industry with the corresponding colour coding. In order to prepare a mainline train for an operating session, Bill arbitrarily selects a U shaped tab and places it on top of the appropriate rolling stock in the yard.

In deference to his own impaired sight, Bill has signs that fit into the handrails of each locomotive. These signs have the locomotive number on them, written large, as he cannot see the HO scale numbers on the side of engines. It is for this reason that Bill has a pre-programmed and identified throttle for each locomotive.



Bridging the fireplace is Bill's representation of the railway viaducts which cross through Port Hope, Ontario. In the foreground is an afterthought, an example of the it's my railway and I can do what I want philosophy. Port Hope never had a trolley line, but after all was completed Bill decided he wanted one. This location, with its steep descent into the valley was selected as the site. The trolley line is independent of the rest of the layout but has its own DCC operated trolley.

When the NRRR are present for an operating session these signs are removed. On occasion the NRRR will place the wrong number sign on the wrong locomotive. That requires Bill to contact a member and have them come over and correct the situation – reason enough for another visit.

The engineer makes up his train by selecting cars that have a tab on them. To ease operation for himself, and for his operators, Bill does not allow road engines to perform any off main line shunting operations. Instead, at each switching location a dedicated shunter is present, hence the need for multiple throttles. Mainline locomotives drop off the cars to be shunted and the switcher performs its function.

Since shunting involves switching, Bill has adapted another use for colour coding. If the colour code tab on rolling stock at an industry does not match that of the building, then the car is removed by the shunter and placed at the appropriate colour coded industry or prepared for mainline forwarding to the appropriate site. Industries on

the layout are named after sons, daughters and friends. Adjacent to each switch selector on the fascia is a colour coded square on top of a white background. Atop each Atlas switch is a corresponding colour to signify a particular switch with a particular colour. Bill had to place a white frame background on the fascia colours as otherwise the colours simply disappeared into the fascia background. Protocol has it that the button is to the right for all through movements while the button to the left indicates the turnout is thrown to direct the movement off the through movement.

The layout is landscaped primarily using Woodland Scenics products. The buildings are kits of various kinds with some scratch built structures interspersed on the layout.

Bill as you may have determined is a positive person. He has not allowed his visual disability to impair his enjoyment of model railroading. And there is one additional fact you should know regarding Bill. Two days following the interview for this article, he celebrated his ninetieth birthday! Bill unabashedly proves that a model railroad is therapy!



The operations cart. The rolling stock colour tags are stored in the box dividers. At the top are sheets with the colour codes of the destinations. Bill takes the car tags from the box and places them on the rolling stock according to where he wants particular cars

to be delivered. He does this either randomly or with method depending upon his inclination for a particular operating session.



A bird's eye view of the CN main yard. The yard sits on top of the former wet bar area. Modelling is now more important than libations!



The Ontario Northland

Part 1: Temagami, Englehart and the Tri-Towns
A Photo Essay by John Johnston

Recently, the Government of Ontario announced that as part of its budget cutting strategy it was going to privatize the Ontario Northland Railway. Whether or not they are able to implement this strategy in the current minority government situation is still unclear, however, along with my two sidekicks Justin and Craig, we decided that it was time to document the railway before its possible disappearance into one of the big shortline firms like Genesee and Wyoming or Raillink.

I will document our journey in the captions under the photos but first some general observations. The recession of 2009/2010 did a lot of damage to the economy in southern Ontario but it appears to have played havoc in the North. Long dependent on its resources, particularly the paper industry, many mills have closed and as we travelled north we saw little in the way of railroad served industry. My second observation has to do with the people that work on this small regional railroad. Everywhere we went, they were open, friendly, and only too happy to talk about their railroad. Once they knew we were railfans from the south, they were only too pleased to provide us with any information we needed to get access to the property and get our photos. We stayed in the railroad station in Cochrane, the upper floor has been converted to a hotel, and so it was a short trip from our room to the platform to watch each incoming passenger train. The crews worked quickly, efficiently, effectively, and always with a smile and a nice word.

The railroad itself begins in North Bay and then runs straight north to Cochrane. Along this spline there are several branches including one to Kidd and the Falconbridge Smelter, to Rouyn-Noranda, Quebec and the smelter located there, and to Iroquois Falls and its large paper mill. Otherwise there are only a few small industries and some log loading sidings. At Cochrane the mainline splits. One leg continues north to Moosonee on

Photo Top: SD40-2 #1730 sits in the sun at Englehart, Ontario while fellow SD40-2 #1733 switches bulkhead flats loaded with new ties. #1730 is in the current ONR paint scheme while #1733 is in an experimental new scheme. Englehart is the principle division point between North Bay and Cochrane. Freights run from North Bay to Englehart, cars are classified, and then freights run from Englehart to Kidd, Cochrane, and Rouyn-Noranda.

There were originally 8 SD40-2's on the roster #1730 too #1737. #1732 was destroyed in a wreck in 1996 and retired in 2001. #1731 and #1736 were sold to Progress Rail in 2005.

James Bay at the tip of Hudson's Bay. The road only extends about 20 kms beyond Cochrane and the railroad is the only lifeline for people who live between Cochrane and Moosonee and points further north. The west leg of the railroad is former CN trackage and runs as far as Hearst and passes through a number of communities the most important of which is Kapuskasing.

It is clear that there is deep concern in the North for "their" railroad and when you consider the subsidies paid for GO Transit and roadways in the South it is hard to understand the Governments agenda in dealing with the Ontario Northland. For those of you who live in Ontario you may wish to consider letting your MPP know that they need to take a long second look at the Ontario Northland and the role it plays in the economic life of the North. Everywhere we went, whether it was restaurants, businesses, or the local Tim Horton's you see signs saying "Save our Railroad".

NEXT MONTH: Cochrane, Kapuskasing and Hearst



Photo Above Left: Our first stop along Highway 11 was the small town of Temagami. Located approximately 100 kms north of North Bay this is the first time that the railroad leaves the bush and runs alongside the Highway and is available to photographers. The small station is built of stone and now belongs to the Town of Temagami. Ontario Northland has sold all of its stations along this route to the towns in which they sit. Those which weren't purchased have been demolished.

Photo Above Right: About 35 kms further on from Temagami, at the town of Latchford we came across this double span set of truss bridges which cross the Montreal River.



Photo Left: Just 15 kms beyond the Montreal River Bridges we come to the community of Cobalt. The first of what the railway called the Tri-Towns. Cobalt, Haileybury, and New Liskeard. Originally the site of the worlds largest silver mines, the mines are now completely closed. Touring the towns along the rail lines we were unable to locate any railroad served industries. The photo at left shows the station at Cobalt. This large station sits on the shores of a small lake and the many famous photos of the Ontario Northland have been taken at his location as the line curves around the lakeshore.



Photo Left: Continuing north we enter the town of Englehart, Ontario, 200kms north of North Bay. Once the main classification yard on the Temiskaming and Northern Ontario Railway, the predecessor to the Ontario Northland, the towns importance as a railway center is greatly diminished.

Here at the south end of the yard there is a log loading siding. In the photo we see a log truck using its own loading crane to load logs onto bulkhead flats. These logs will go north to mills which will utilize them either in the paper process or they will be used to create veneer for plywood.

To the north of the town there is still a major OSB (oriented strand board) facility run by Georgia Pacific Corporation and served by the railroad.



Photo Above: SD40-2's #1734 and #1730 at the small engine facility at Englehart. Note the sign on the post "Ontario Northland - Not for Sale". These signs can be found all over the north.

Photo Below: The scales and the scale house at the south end of the yard. The main portion of the yard can be seen in the distance.



Photo Above: *The Northlander* arrives in Englehart. *The Northlander* runs daily between Toronto and Cochrane with both a northbound and southbound train. While traffic loads have been decent between Toronto and North Bay, they have been very light between North Bay and Cochrane. During our three days on the platform at Cochrane the most passengers we saw disembark was 3. This service will undoubtedly be replaced by bus service. This day *The Northlander's* 3 coaches are led by GP38-2 #1800 and an APU.

BRIEF HISTORY OF THE ONTARIO NORTHLAND RAILWAY

In March 1902 the Temiskaming and Northern Ontario Railway was incorporated by an act of the Ontario Parliament. The railway was a Crown Corporation overseen by the Temiskaming and Northern Ontario Railway Commission. Its goal was to build a railway from North Bay to the Arctic.

Construction of the railway commenced in 1903. Workers cutting ties for railway ties discovered silver in the area of Cobalt and sparked the largest silver rush in Canadian history. By 1909, the railway had reached the northern terminus of Cochrane and a connection with the National Transcontinental Railway.

In 1921 the railway began construction on the line north from Cochrane to James Bay. Two years later Premier Howard Ferguson halted construction when the line reached Fraserdale. It wasn't until 1930 and the Great Depression and the need for public works that the construction started anew. The line to Moosonee on James Bay was opened in July 1932. During the 1920's construction was completed on a branch line through Kirkland Lake to Rouyn-Noranda, Quebec. It was also in the 1920's that the branchline to the gold mines in Timmins was completed.

In 1942 a name change was proposed, primarily due to confusion with the U.S. railroad the Texas and New Orleans Railway. Bills for the Texas and New Orleans would end up in Cochrane and Temiskaming and Northern Ontario cars in U.S. interchange were being returned to New Orleans. The railway's name was changed to the Ontario Northland Railway in 1946.

The railway expanded in the 1960's, adding three new branch lines to serve the Sherman Mine in Temagami, the Adams Mine in Kirkland Lake, and the Kidd Creek Mine in Timmins. In 1993, Canadian National Railways applied to abandon sections of its underused former National Transcontinental Railway mainline across northern Ontario. The portion of the line which ran from Cochrane to Calstock, passing through Kapuskasing and Hearst was purchased by the Ontario Northland. The first effort to privatize the Ontario Northland came in late 2000 and CN offered a bid in response to a request from the Ontario Government. Negotiations however were unsuccessful and the deal fell through. Again in 2012 the Ontario Government has announced its intention to sell the Ontario Northland and its assets. Only time will tell if the ONR will survive these latest government cuts.

The last steam engine in service on the ONR was #701. It is now located next to the ONR station in Englehart. The #701 was built in 1921 at Kingston and was retired from service in July 1957. It is a 4-6-2 streamlined Pacific The 125 ton engine pulled a tender of 77 tons which carried approximately 12 tons of soft coal and 6500 gallons of water.



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. 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

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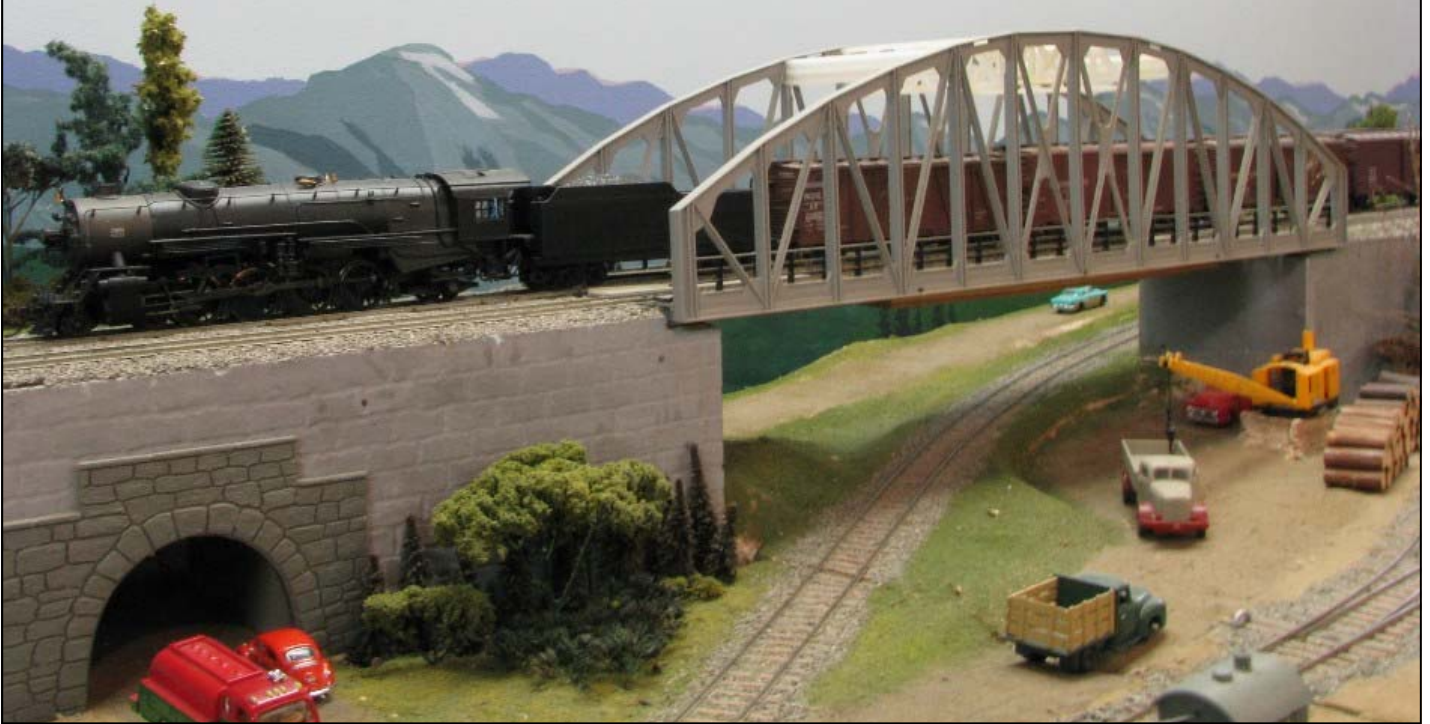
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Dave McHolm's Fantasy CPR in HO

Article and Photos by Ted Rafuse



Like many modelers, Dave McHolm retains some of the original train set he received as a five year old. All that remains of this tin plate set are two cars. Some years later he purchased his first set which was delivered by Sears mail order. This Tyco F7 diesel, decorated in CPR's Multi-Mark format, he still has, in running condition, but does not use it on the layout at present.

With an alerting announcement from his scanner, Dave can sit on the front porch of his farm house near Port Hope, Ontario, and observe CP, CN and VIA trains from a distance across the gently undulating open fields. This monitoring ability has influenced him to retain the CPR format in his modelling although he now concentrates on the transition era in order that he can operate both steam and diesel locomotives in a credible context.

That first train set arrived when Dave was a child. Its first incarnation was on a 4x8 foot sheet of plywood. Over the years as his modelling skills expanded and his rolling stock multiplied so too did the number of plywood sheets to accommodate the growing layout. Some of this expansionary layout was scened as well.

When Dave took over the family dairy farm as an adult he built his own house. There the modelling continued in a fashion more designed to model railroading. From the stub end staging yard in the town of Wellington a train joins the layout at one end. The track disappears behind

Photo Above: A freight drag led by a 2-8-2 passes through a double track steel truss bridge. Dave made this double track bridge from a single track original. The overhead structural steel beams originated as children's plastic coat hangers!

a false wall at this end, runs along the 35' wall, loops around a second wall behind Mt. Rosco at the opposite end of the room and "terminates" in a large staging yard behind Mt Rosco. Total length of a return train run from an originating staging yard is 197 feet!

Not all the scenery work is complete at this time. Scenic backgrounds were painted by friends Tony Clayton and Mike Glover. Dave persists in his scenic efforts concentrating on completing Mt. Rosco. He has developed an interesting application for used dryer softener sheets. These sheets are used in much the same way that paper towels are often used. The dryer sheet is dipped in a plaster/water mix and affixed to the layout. The sheets absorb the plaster mixture better while at the same time providing more strength than do the paper towels. They are then applied as a substrata for further landscaping overlays.

The track plan is not complex. It is a simple loop, albeit an extended one, and does not appear to be what it is. Dave's creative use of hidden turn backs and the length



Photo Above: The coal trestle in Wellington is a busy site. The grader in the image Dave modified from a remotely controlled tank base. The operator can thereby move coal about the yard in miniature format.

of the run effectively disguise the track simplicity.

Dave spikes most of the code 83 and 70 track on hand laid ties which dominate of the layout. Code 100 is used in the staging yards simply because this track was a hold over from other layouts. He also builds all the turnouts, including curved turnouts, to conform to the available track design. The turnouts are moved by a push pull arrangement of knobs on the fascia. The mechanism is a modified bell crank with a spring to ensure electrical contact. Bench work is essentially tabletop of Dave's design.

Modestly Dave informed the writer that most of the structures on the layout were modified kits. However as we progressed along the layout he indicated that one building was constructed with a Plexiglass frame and an

Photo Below: The turntable at the Brenton engine facility is uniquely constructed. The pit is cut from a 5 gallon oil pail and the turntable is powered by a humidifier motor. An example of Dave's creativity in constructing what he needs from what he has at hand! The engine shed in the background has a Plexiglass wall and roof base to which have been added weathered stir sticks and sand paper roof. The door closest to the front has hinges to allow them to open.



Photo Above: The town of Wellington is doubled in size through the use of a mirror on an end wall. The Quaker Oats factory is a modified Walthers structure which was cut in half and elongated. This doubled its size through the use of the mirror. The hand laid turnouts are moved through a push-pull rod and crank assembly that Dave designed. The knob to perform this action appears on the front fascia of the layout.

overlay of weathered stir sticks. Another structure was scratch built by a friend. In his structure array, reticence appears to be his guiding theme through the use of a variety of construction techniques beyond simple kit construction.

At one end of the layout is the town of Wellington with its 6 track staging yard. Along the wall are the towns of Brenton and Newport. At the far end of the room is Rosco. As the track continues to come back along the opposite wall it passes by Mt. Rosco behind which is the second staging yard. All the town names on the layout originated from a telephone book: Dave is representing the CPR but is not attempting to replicate in full detail his favourite rail company.

Originally designed with multiple electrical blocks with double throw double pole centre off toggle switches for train control, the layout is now divided into only 3 blocks. Dave has equipped most of his engines with DCC decoders. Trains are operated with a wireless Digitrax control system. Currently he has decoders in about 25 locomotives.

Dave is a member of the Northumberland Round Robin Railroaders who provide staff for the operating sessions. During a typical session 14 trains will be operated. Some are through runs, some are way freights, some are passenger trains of various importance.

All movements are controlled by way cards that Dave created. Each recipe card indicates train direction and stops, depending of course upon the nature of the train. The cards are identify the name and number of the rolling stock. Each card has a number of destinations for that car denoted by a paper clip attached to the right side. As the car is delivered to a destination, the paper

clip is moved towards the bottom of the card and indicates where the car will next be delivered. The card is then dropped in a slot associated with the destination. A subsequent train will pick up the car if it has a car to be delivered to the same spot. Eventually a car will be delivered to one of the staging yards but that might take one or more sessions.

Dave has several projects before his layout is 'completed.' All track is currently in place to allow for the operating sessions but track ballasting and details will be added to complete the trackside appearance. Scenery base has yet to be developed at Rosco and at Mt. Rosco where some structures are in the preliminary stages of design and placement. Dave has much entertainment for himself for the near future on his fantasy CPR layout.

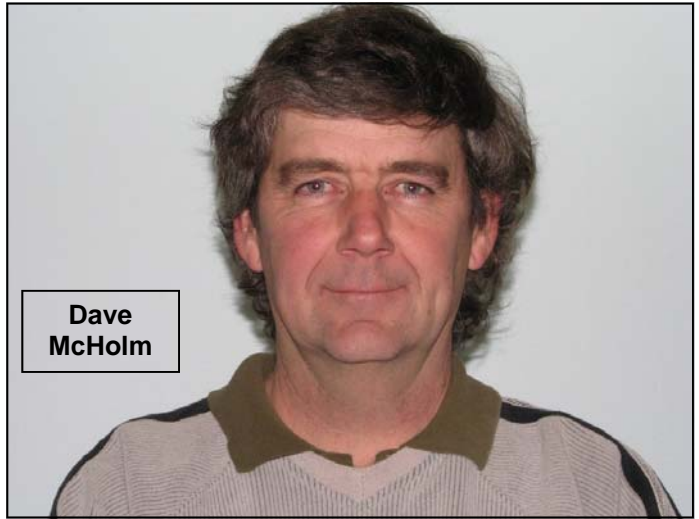


Photo Above: TH&B Doodlebug #301 appears in Newport. The building behind the Doodlebug is a local dockside business catering to fisherman. Aside from the signs, this structure is one of a series of Christmas ornaments.



Photo Above: Brenton is the destination for rolling stock with a number of sites for drop off. The Acorn structure in the background is scratch built from stir sticks. The use of this material keeps the cost of construction to a minimum without endangering structural integrity. A friend built and weathered the building for this spot on Dave's layout.

Photo Below: This view outlines much of the 35 linear feet of track from Newton through Brenton to Wellington in the distance.



Regina Memories

Photos by Walter Reid & Ian McIntosh

The West is famous for large grain elevators towering above rows of covered hoppers. Walter Reid Photo



Bill Sentes has an HO scale layout above, N scale below, and hobby shop in next room. Ian McIntosh Photo



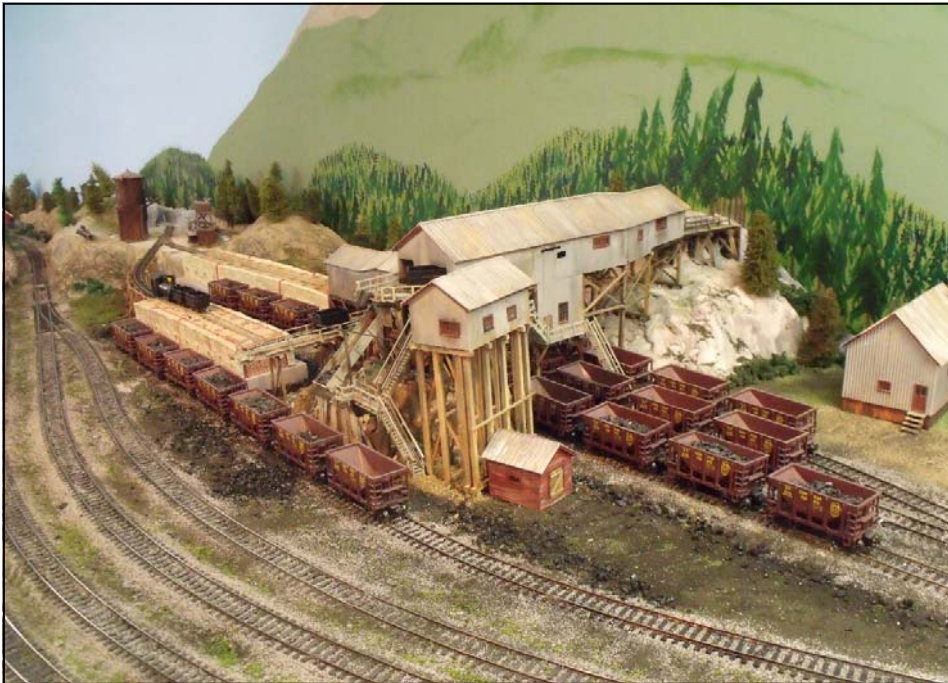
Engine #54 pulls up in front of Hall Bros. General Supply on Bill Stahl's historically freelanced On30 South Park and Western. Ian McIntosh Photo.



A UP Big Boy crosses the high trestle on Jim Peers' layout. Jim worked 25 years for the CPR. Ian McIntosh Photo.



The St. Eugene Consolidated Mining Company mill in Moyie on the Echo Valley club layout gets its ore from an aerial tramway, visible to the left of the smokestacks. Ian McIntosh Photo.



Mine scene on the HO/HO3 Echo Valley Club Layout. Walter Reid Photo.



On30 South Park and Western RR. Walter Reid Photo



CP Rail Maintenance Yards. Walter Reid Photo



Rupert James balances his love of trains with his wife's love of gardening to make a beautiful oasis in their backyard. Walter Reid Photo.



3/8" scale refinery model. Ian McIntosh Photo



One of Ed Finch's trains has flatcars built from Meccano. Ian McIntosh Photo



Gerald Harper admires one of the many machines Brandt makes. Ian McIntosh Photo



The GE Railcar Repair Services tour group. Ian McIntosh Photo



One of the best models seen during the layout tours was this model of a stamp mill built by the late Bill Tokaruk MMR. This model will be an integral part of Bill Stahl's HO layout that is under construction. Walter Reid Photo.

The car barge is docked at the float bridge at Sirdar Landing, one of two on the Echo Valley club layout with the other at Kaslo. Ian McIntosh Photo.

