



**THE
"CANADIAN"**

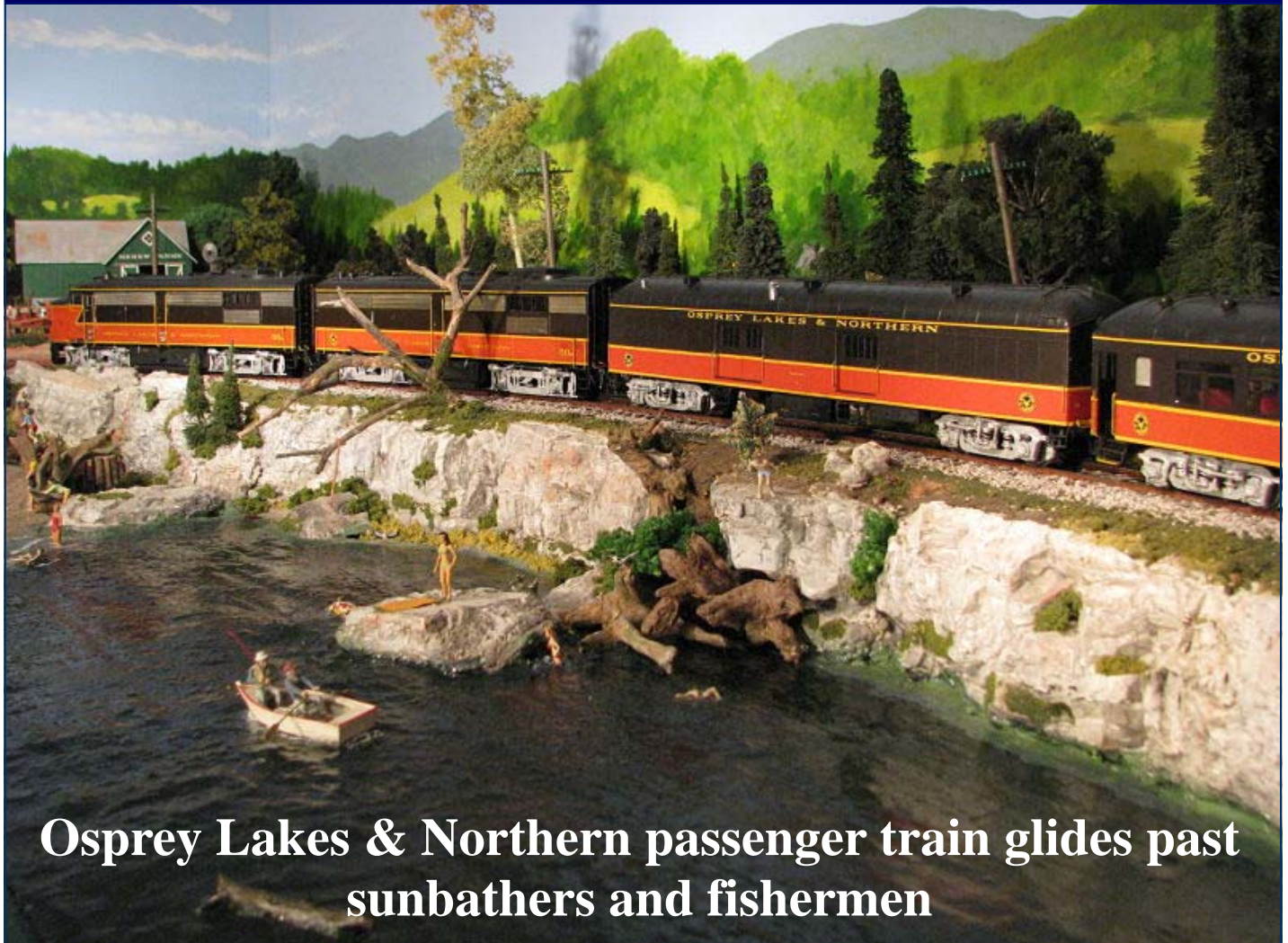
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ASSOCIATION OF
RAILWAY MODELLERS
FOUNDED IN 2003

SUMMER 2013 ISSUE #44

**"BRIDGES TO THE FUTURE"
THE CARM 2013 CONVENTION
PORT HOPE, ONTARIO
LAYOUTS, CLINICS, TRAIN SHOW,
RAILFANNING**



**Osprey Lakes & Northern passenger train glides past
sunbathers and fishermen**

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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

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FRONT COVER

Photo by Ted Rafuse: G Scale Osprey Lake and Northern passenger train on the layout of Brian Otway. Brian's beautiful layout can be viewed on the Port Hope Convention Layout Tours.

MEMBERS AREA PASSWORD (effective JAN 1/2013)

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John Johnston: editor

The Fun of Learning Something New While Doing Research for the Layout.

Work on the Grand Trunk Southern is progressing slowly as I have been distracted by helping to run the upcoming Convention and some health issues within my immediate family. However, I have been doing a little bit of research on the various industries which will find a home on the layout. Chief among these will be several paper mills, and a large salt mining operation. While I knew a fair amount about paper operations, I knew nothing about salt mining. I turned to the Internet to see what I could find out.

From frequent trips through the area south of Rochester, New York, I had seen the salt mine at Retsof on the original Genessee and Wyoming numerous times as well as its successor the American Rock Salt Company which is located about 16kms farther East. American Salt is a relatively new operation and has a very clean look to it with a minehead, a very large salt pile, some utility buildings and lots, and I do mean lots of conveyors for moving the salt. Salt is loaded into covered hoppers using a conveyor to a loader which the hoppers pass through. This is a deep shaft mine and utilizes a "room and pillar" system. This is a very traditional method of mining similar to that used in the coal industry and most of us are familiar with it.

What I didn't realize was that there is a second method which is equally common in the area. It is called Solution Mining. In Solution Mining wells are dug into the salt deposit and fresh water is injected into the salt deposit. The water melts the salt, creates a "brine", which is then pumped to the surface and processed through holding tanks which separate the water from the salt.

Utilizing "Penn Pilot" which is a website run by the University of Pennsylvania and is similar to Google Earth, I was able to take a close up look at several of these plants operating in the vicinity of Watkins Glen, New York. Architecturally, these are very different from a traditional mining operation. There is no minehead. There are 5 or 6, multi story structures arranged immediately adjacent to one another in a very compact manner. The structures are a blend of brick and aluminum siding. There is a bank of holding tanks, 5 or 6 of them, medium size, and no salt pile. These operations are pretty well all located on the shores of a lake as they need a source of fresh water. The reason for the lack of a salt pile is that the product recovered is not rock salt which is primarily used in industrial and winter applications, but rather is a finer salt used in commercial applications such as table salt. As such it is not stored outside but is shipped as it is recovered. Overall, a much more interesting industry to model, and one that I didn't even real-

ize existed until I started my little research project. I haven't made a final decision on which type of operation to put on the layout, but the door has been opened to a couple of interesting choices.

If you were wondering if a salt mine is a bit of a stretch operationally, I should also let you know that Grand Trunk Southern predecessor Lehigh Valley received in interchange from the Genessee and Wyoming in 1970, 18,375 cars of salt from the mine at Retsof. That's 50 cars per day!

I was sharing this information with Justin and he offhandedly asked if I had seen the operation at Goderich, Ontario. Seen it? I hadn't even heard of it. Back to the Internet. It turns out that the salt mine in Goderich, Ontario, right downtown at the entrance to the harbor on Lake Huron, is the largest salt mine in the world. It is a "room and pillar" mine and stretches for miles and miles out under Lake Huron. Originally a CN Branch, the line is now operated by shortline Goderich and Exeter and the Goderich sub handles about 8000 cars per year, mostly of salt from the Sifto Mine in Goderich. In another unusual twist to my little research project, the Goderich and Exeter was bought in 2012 by shortline giant Genessee & Wyoming.

PORT HOPE CONVENTION

You have told us whenever we have surveyed you, or when we have talked to you over the years, that a National Convention is important to you as a Member. The people involved with the Port Hope Convention have done a terrific job putting together a program for you. There are lots of layouts, a bunch of interesting clinics, a Train Show, and the CN and CP mainlines run right through town on a couple of beautiful, long trestles. The ball is in your court now, the early bird deadline will occur just days after you receive this latest issue of the Canadian. Register now.

John Johnston

Membership Matters

When John Marynowicz joined recently, his was the 1000th membership. Since he works in the computer industry, his member number 1000-1 composed of just zeros and ones was especially appropriate.

John doesn't need to worry about this for almost a year, but remember, when you get your "**All Aboard!!!**" or "**Off the Rails!**" reminder it's time to get back on board!

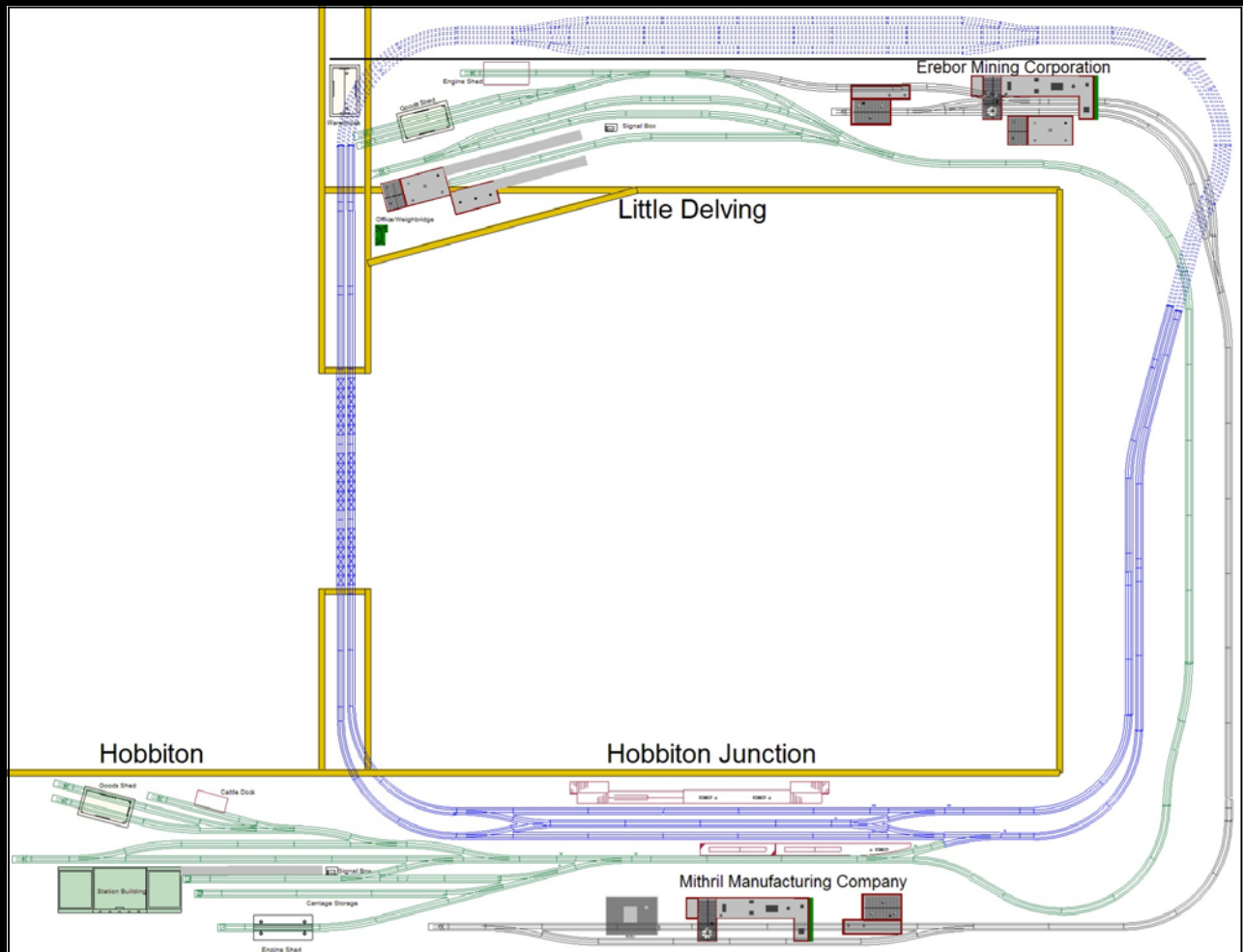
Ian McIntosh, CARM membership

NOTE FROM THE EDITOR: There were no Chapter Reports this issue as Summer is upon us, however, I did receive a copy of the first edition of the Credit Valley Chapter Newsletter which is put out by their new Chair, Peter Hughes. It contained a very interesting article on Peter's new layout which I have re-published here to share it with you.

HOBBITON JUNCTION RAILWAY Excerpted from the Credit Valley Chapter newsletter Valley View Article and photos by Peter Hughes

I have been working on my home layout, the Hobbiton Junction Railway, finally, (almost) completed the track plan taking into account operational interest and my personal desires and started the underlying framing. A picture is worth a thousand words? Hopefully, these help to clarify my ramblings. This is a general view when the surfaces were cleared.

As you can see the north end requires a bridge to provide the opportunity for continuous run, one of my definite wishes. I like to watch trains pass. Not wishing to have the layout too high I opted for fairly low framing, 1X4's, on the existing surfaces, as shown on the bottom.



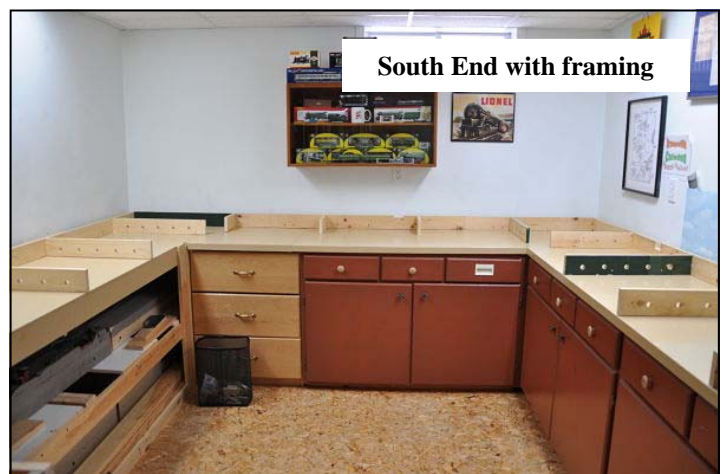
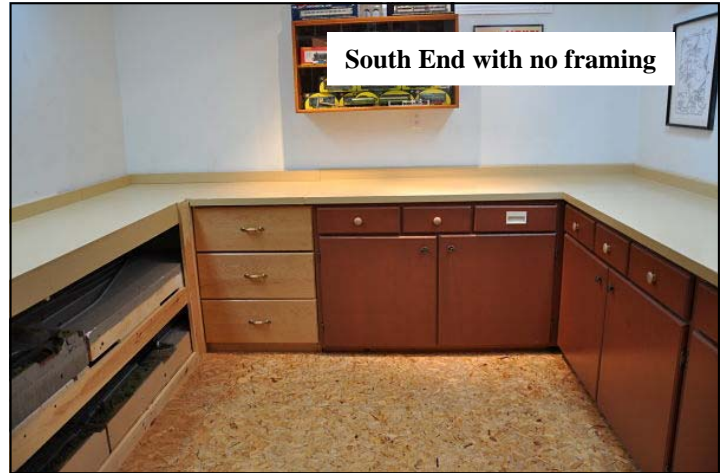
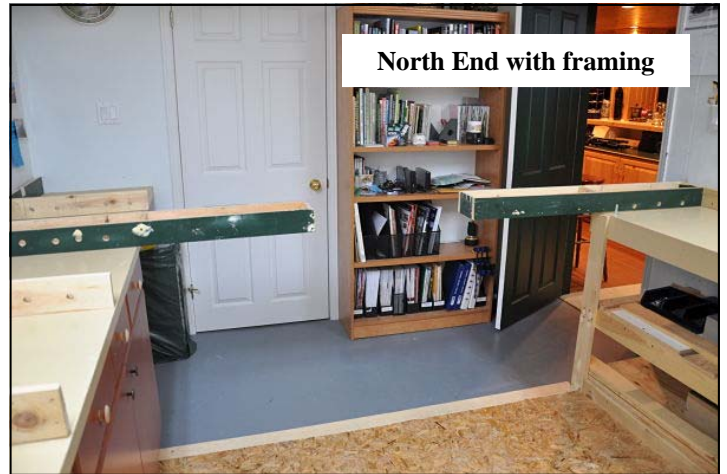
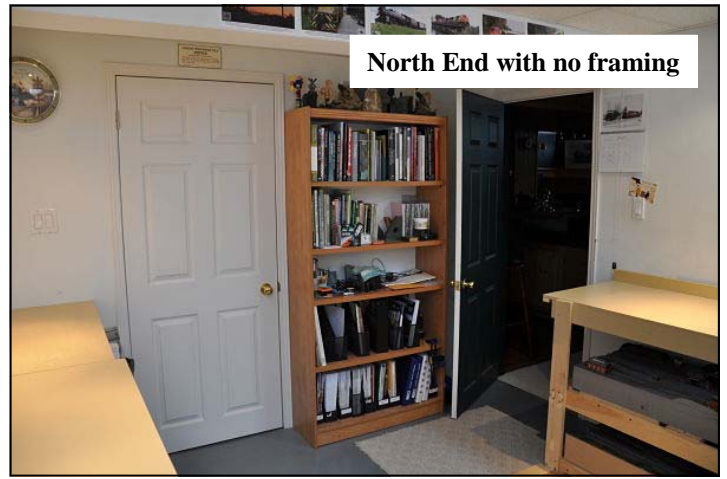
It will make wiring a little more challenging, but, that's what it's all about, overcoming the challenges. I use Kato Unitrack (N Gauge), so that too introduces its own particular challenges as does my choice of DCC, Digitrax, for control. I will have a double track main for continuous run and an interchange with a branch that runs end to end and an additional sub-branch from a mine to a manufacturing facility. Hopefully, not too ambitious.

The main provides continuous run capability plus a hidden storage area. As the trains will be fairly short there should be enough storage for between 4 and 6 consists of passenger and freight. The branch runs from Hobbiton via Hobbiton Junction, the interchange with the main, to Little Delving. The mine/manufacturing branch runs between the Erebor Mining Corporation and the Mithril Manufacturing Company with an interchange option with the Hobbiton Branch. The main rises 3/4 inch from the storage yard on a 0.752% grade to Hobbiton Junction which rises 2 1/2 inches to Little Delving on a 1% grade, crossing the main which enters a tunnel at the crossing point. The mining/manufacturing line rises from the Mithril Manufacturing end to the Erebor Mine on a variable grade of 1% to 1.6%. Hopefully, it will actually work! There are always tweaks and adjustments once the track starts to get laid, I know from experience that the computer layout has build in tweaks that cause minor changes to be made in the real world.

I have managed to get some track temporarily down, certainly Unitrack makes checking the fit easier. I can lay out track and change it quickly and easily to make sure the fit is correct. Adjustments are also fairly straightforward, and I have actually run test trains over the main. As the bridge is a critical part of the layout I have been spending a great deal of time on various methods of providing a solid and reliable operation.

One issue is the power, I had originally planned to provide power direct to the bridge with a plug in connector with microswitches to isolate the approaches when the bridge is lifted. However, after several experiments and rethinking, I now plan to provide power from both ends via the UniJoiners that connect track sections together. What I have done is remove the tabs from the UniJoiners that lock the track pieces to each other. This allows the bridge to be removed and reconnected reliably for alignment and power purposes. I am going to install a switch panel at both ends of the bridge approaches with a switch/lamp combination that will isolate the approaches completely (KISS method). The newly introduced Kato Wye Switch has certainly made the configuration Hobbiton Junction more elegant and provided additional clear track length.

I hope that you all have been receiving the invitations from the Toronto Chapter to attend various functions that have been extended to us in the Credit Valley Chapter. With luck we will be able to reciprocate in the not too distant future. The portable switching layout is to be ready for its first show at Brampton. We will need help



to man the booth. Please set some time aside to help on October 5th and 6th.

If you have an idea for Chapter Activities please contact Carl or myself. Also be ready for the BBQ in June or July. Share your layout story with our membership, send your tales of woe and joy to me and as always, comments, suggestions, and material for the Valley View are welcome. peter-hughes@sympatico.ca



Picture Above: Bridge Section installed on North End framing.

Picture Upper Left: Mainlines and Storage Yard

Picture Lower Left: Hobbiton Junction

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PUBLICATION SCHEDULE FOR *THE CANADIAN*

The Canadian is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

Spring Issue: February 1

Summer Issue: May 1

Fall Issue: August 1

Winter Issue: November 1

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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EARLY STYLE STREET LIGHTING

ARTICLE AND PHOTOGRAPHS BY WALTER NOBLE

A couple of years ago, Wilf Smith, a friend of mine, asked me to build a small 4'x7' HO tabletop layout for him in the basement of his condominium in Peterborough. Although he had constructed HO and G scale layouts for himself in the past, health concerns no longer permitted such activity in a hobby he had been active in since his teenage years.

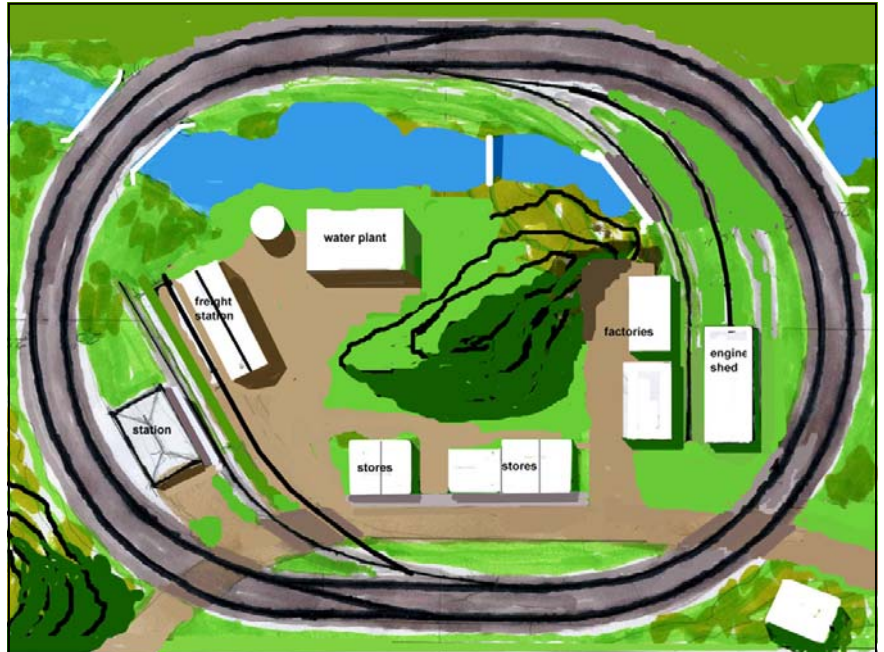
Soon after he and his wife moved into their present home, the Kawartha Railway Modelers Club, of which we are both members, constructed a new G scale layout for him around the walls of a finished 13'x 32' basement room using the track and equipment from his last railway. An article on Wilf and his layout were featured in the summer issue # 28 of *The Canadian*, in 2009.

Wilf also had material and equipment saved from the time he was modeling in HO and rather than leave it stored in boxes he wanted to make use of it again on a portable tabletop layout that could be rolled under the G scale benchwork when not in use. Hence the request to build again. Sketch plan of the new HO layout is on the upper right of this page.

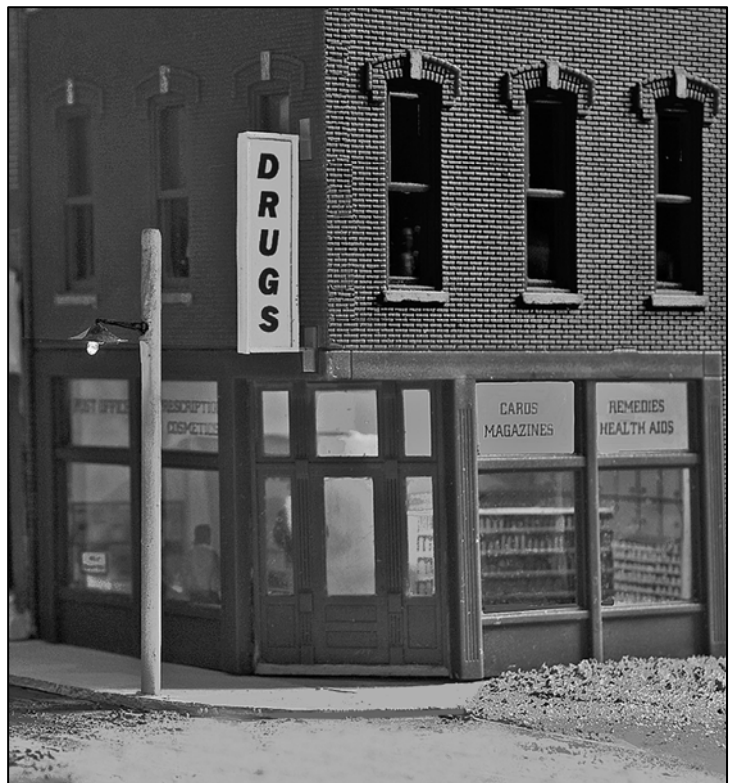
As the construction was nearing completion I laid out a small town with a main street running through, flanked on one side by buildings from Wilf's earlier HO layout. I detailed the stores by changing some colour schemes, detailing, and adding interiors. A photo of the drug store interior and the street light is to the right of this column.

Wilf's next request was to light the interiors and for this I used clear, LEDs. This presented a challenge for me however, having to drop the voltage from a sixteen volt power supply to the LED's three volt capacity. But with help from Ohm's Law and resistors from Radio Shack, it worked.

Something was lacking however. While the store interiors were well lit and realistic, the street itself was dark and unnatural looking. The scene needed street lighting to authenticate the late 50s time period the model was intended to represent, using the old metal shade, bare bulb, pole mounted variety that was a common method of small town street lighting back then. I searched in vain however for commercially available models that resembled the style as I remembered it. Anything coming close in appearance was prohibitively expensive to buy in



Sketch Plan of New HO Layout



Illuminated Store Interior and Street Lighting

quantity. I decided therefore to build my own using simple assembly methods and inexpensive materials. But where to start?

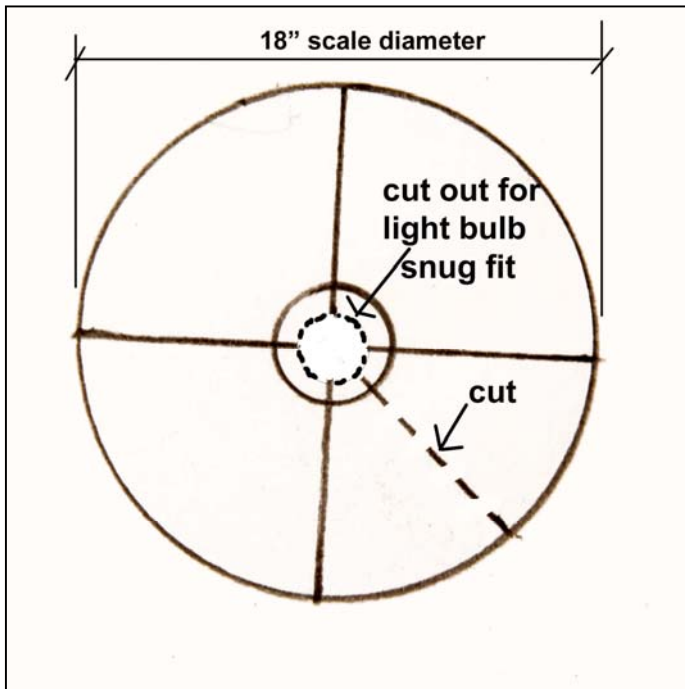
Getting the scale right was my first concern and I began looking for a miniature incandescent light bulb that would approximate the size of the prototype. My choice was a "grain of sand" bulb from Model Power, part number 146. The bulb is clear, 1.2mm diameter, rated at 14 volts and 0.0125 amps. A resistor is attached to lower the voltage to the lamp's voltage rating. I powered these with an input of 12v to prolong lamp life and provide a more realistic luminance. The lamps come three to a package.

The pole material was my next consideration. It had to be hollow to conceal the wiring and a scale diameter of about 8". I chose 1/8" plastic tubing. Although its scale 12" thickness was excessive I was able to reduce it by cutting a continuous slot down the length of the pole with a cut-off wheel in a Dremel Tool. This allowed me to insert the wire and upon cementing the seam and squeezing it together in a vise while the adhesive cured, it reduced the diameter to a scale 10". Filing was necessary to eliminate the distortion caused by the squeezing. Before this however, it was necessary to drill a larger hole in the seam where the wire was to emerge from the pole to allow the seam to close evenly during gluing.

The length of the pole and the location of the lamp are

arbitrary. From observation I determined the height of the lamp to be about 14 ft above ground. At first I was unsure of what to use for a bracket to support the light fixture until I realized the bracket could be the wire itself. I bent the lamp wire perpendicular to the pole, leaving about 5/16" exposed, then bent the bulb down.

The shade was next, fashioned from ordinary white printing paper, a scale 18" in diameter, close enough in size to the real thing and a little easier to work with. See diagram left center of the page. After cutting the shade to size I made a hole in the centre to form a tight fit over the light bulb. When the shade was cut apart I applied glue to each side of the cut and drew one side over the other to form a cone. The completed shade was slipped up over the lamp from below and secured with a touch of adhesive. After assembly I applied dark green paint to the top of the shade to match the prototype. To save myself time I made multiple copies of the shade diagram



Assembled Light Pole



in Photoshop. I wasn't entirely satisfied with the final result however. The assembly was time-consuming and the pole was still thicker than I had hoped for. A photo of the completed assembly is below.

The final solution I found was to use 3/32" brass tubing. It scaled less than 8" in diameter and I only had to slot the tube for the distance the lamp would be located below the top of the pole, because the lamp size was just small enough to slide up the inside of the tube. The size of the resistor was too thick to slide down from the top and the effort of cutting it off and soldering it back on again to make that possible was unnecessary. See photo of slotted brass tube with lamp installed at the bottom of previous page.

I filled the open slot with 3M Spot and Glazing Putty, sanded it smooth, installed the shade, gave the pole a coat of grey paint, and located it on the layout. I made twelve of these in a couple of evenings for little more than the cost of the lamps.



Main Street by day showing street lights in place.



Above Right and Below: Main Street at night showing illuminated store interiors and street lights.



PORT HOPE CONVENTION SCHEDULE

FRIDAY AFTERNOON

1:00 to 4:00	West Layout Tour
1:00 to 4:00	East Layout Tour
2:30 to 5:30	Registration Desk Open
3:00 to 3:50	Bruce Leckie Clinic <i>Onboard Video: Installation, Recording and Movie Editing</i>
4:00 to 4:50	Steve Pees Clinic <i>Realistic, Removable Open Car Loads</i>
5:30 to 7:30	Meet and Greet BBQ at Ganaraska Model Railway Clubhouse
6:00 to 7:00	Registration Desk Open

FRIDAY EVENING

7:00 to 9:30	Registration Desk Open
7:00 to 10:30	Cobourg Layout Tour
8:00 to 8:50	John Soehner Clinic <i>Photography and Video Opportunities for the Bowmanville, Belleville Corridor of CN & CP</i>
9:00 to 9:50	Bill Knoll Clinic <i>Port Hope and Area's Railway Past</i>

SATURDAY MORNING

8:00 to 11:00	Registration Desk Open
8:00 to 10:00	Display Room Setup
8:00 to 8:50	Gerald Harper Clinic <i>Mining and Railways</i>
9:00 to 9:50	Keith Hansen Clinic <i>Modelling Ideas from the Oshawa Railway</i>
10:00 to 12:00	Port Hope Periphery Layout Tour
10:00 to 12:00	Peterborough Layout Tour
10:00 to 12:00	Display Room Open for Viewing
10:00 to 10:50	Gerry Cornwell Clinic <i>Wood 101</i>
11:00 to 11:50	Rick Hunter Clinic <i>Weathering Mix</i>

SATURDAY AFTERNOON

12:00 to 4:00	Port Hope Periphery Layout Tour
12:00 to 4:00	Peterborough Layout Tour
12:00 to 4:30	Display Room Open for Viewing
12:00 to 4:30	Train Show Setup
2:00 to 2:50	Walter Reid Clinic <i>GO Transit a Pictorial History</i>
3:45 to 4:35	Dave Savage Clinic <i>The History of Railway Stations in Canada</i>

SATURDAY EVENING

5:00 to 7:30	Banquet Guest Speaker: Ted Rafuse
7:30 to 10:30	Port Hope Layout Tour
7:30 to 8:30	Display Room Open
8:30 to 9:30	Display Room Pickup

SUNDAY MORNING & AFTERNOON

7:00 to 9:30	Train Show Setup
7:30 to 8:00	Display Room Pickup
8:00 to 9:30	CARM Annual General Meeting
9:30 to 10:00	Early Entry into Train Show for Convention Attendees
10:00 to 3:30	Train Show open to General Public
11:00 to 3:30	Port Hope Layout Tour
11:00 to 3:30	Cobourg Layout Tour
11:00 to 3:30	East Layout Tour
11:00 to 3:30	West Layout Tour



Port Hope 2013
Bridges to the Future
 The Canadian Railway Convention
www.caorm.org



August 9-11, 2013
Trinity College School
 55 Deblaquire Street North, Port Hope, Ontario, Canada, L1A 4K7

Registration Form: Part 1: General Information

First Name: _____ Last Name: _____

Address: _____ CARM Membership #(optional): _____

City: _____ Province/State _____

Postal/Zip Code: _____ Country: _____

Phone Number: () _____ Email Address: _____

Mobile Phone Number: () _____

Part 2: Primary Registrant:

Tag Name (First & Last): _____ (postmarked by July 15, 2013) \$ 70.00 _____
 (after date of July 15, 2013) \$ 90.00 _____

Note: Preferred rate only postmarked by **July 15, 2013**

Part 3: Additional Registrants (Must be immediate family & same address only please)

Tag Name (First & Last): _____ (postmarked by July 15, 2013) \$ 15.00 _____
 (after date of July 15, 2013) \$ 25.00 _____

Tag Name (First & Last): _____ (postmarked by July 15, 2013) \$ 15.00 _____
 (after date of July 15, 2013) \$ 25.00 _____

Part 4: Meal Plans & Convention Banquet (postmarked by July 15th)

Meal Plan A: Saturday Breakfast / Lunch / Banquet	Sunday Breakfast	# _____ x \$ 70 = _____
Meal Plan B: Saturday Breakfast / Banquet	Sunday Breakfast	# _____ x \$ 60 = _____
Meal Plan C: Convention Banquet only	Saturday, August 10	# _____ x \$ 35 = _____

Note: Please advise us of any special dietary requirements and the College will make every effort to accommodate you: Special Requirements: _____

Registration Form Details:

Please fill out all information located on the Registration Form

Part 1. If you have an Email address please include this information as it is our preferred method of contact when sending out registration confirmations and other information. If an Email address is not included or is invalid information will be sent by 'snail mail'. Mobile phone is not required, but useful in case we need to contact you during the convention.

In **Part 2** please complete the name to be shown on your name badge.

In **Part 3** please add any additional registrations for other members of your immediate family that live at the same address.

In **Part 4** please indicate if you want to purchase any of the 3 meal plans offered. No food facilities are located on campus, so it is recommended that you enrol in one of the meal plans offered by the school. The nearest commercial area is about 1 kilometer away. The school is at the top of a hill and the commercial strip is at the bottom. By car it is about 5 minutes or so. Walking – 30 minutes maybe. Looked like mostly fast food stuff. Downtown has some restaurants, its about 10 minutes away by car.

Also, please note any special dietary requirements and we will advise the College accordingly.

In **Part 5** please place your order – cut off date 1st July 2013. No additional shirts will be available at the convention. The committee cannot give assurance as to the fit of the stated sizes.

In **Part 6** please indicate if you want to book accommodations in the Trinity College student residence. The only way to book residences is using our registration form. We are able to access single and double rooms. This is the number of people in each unit. Most rooms have single beds. Linens and pillows are included in the room rate. Towels and handclothes are not included in the room rate. Please note that there are no elevators in the building, so any mobility concerns should be noted on the registration form so we can accommodate you on the lower floors. Rooms are NOT air conditioned and you share washroom facilities.

In **Part 7** please indicate in some detail items you are bringing for display. A secure area will be provided but we need to know how much space is required.

Finally please complete **Part 8** and mail the registration form and your cheque in Canadian or American funds payable to **Canadian Railway Convention** to the address on the Registration form. Don't delay – do it NOW It will take just as long to complete if you procrastinate!!

Convention Cancellation Policy

Cancellations must be postdated by June 30th, 2013 for a full refund, by July 15th, 2013 for a full refund minus any food / convention wear. There will be NO REFUNDS after July 21st, 2013. Any refunds will be issued after the convention.

Latest Information

Since this is written in May 2013 things can, and doubtless will, change! All changes will be posted to the convention web site at www.caorm.org.

Please direct enquiries about registration to:

Walter Reid at registrar@caorm.org or the convention committee at convention@caorm.org.

CLINICS AT THE PORT HOPE CONVENTION

Bill Knoll: Port Hope and Area's Railway Past

The building of the Montreal – Toronto section of the Grand Trunk Railway in the middle of the 19th Century sparked the construction of two lines reaching northward. First was the Cobourg and Peterborough from Cobourg. Second, but certainly not least, out of Port Hope came the Port Hope Lindsay and Beaverton. With extensions to Midland on Georgian Bay and Peterborough then later to Lakefield, those routes became part of the CNR. The final and significant railway construction took place when both the Canadian Northern Ontario (CNoR) and CPR pushed their east west main lines through Port Hope and Cobourg. After a brief existence the CNoR became part of the fledgling CNR leaving only the CP's single track main and CN's inherited Grand Trunk double track. With ample illustration the story of the path to today's railroads in this area will be told.

Keith Hansen: Modelling Ideas from the Oshawa Railway

While the original Oshawa Railway (OR) was a street car line, we will focus on the freight operations. From the CNR main the freight line ran north across the CPR and eventually to a connection with the Canadian Northern Ontario Railway (CNoR) which was then north of Oshawa. Its main stem was only a little over 3 miles in length (it's all gone now). Fully integrated into the CNR in Dec of 1958 electric operations ceased in June of 1964. GMD SW8s prevailed as motive power thereafter. The main focus of this clinic will be on the diesel era. The OR presented some interesting features that could be incorporated into many layouts. At its zenith numerous spurs went into trackside industries with the GM north plant being the principal customer. While OR motive power was of one kind the CP and CN connections provide ample opportunity for diversity. . Operationally there was street running, sharp curves, through run meets and even (due to the grade on one street) the odd call for a push from a yard engine. Along with a track plan, suggestions for the aforementioned features of the OR will be viewed in both stills and action.

Gerald Harper: Mining and Railways

Because minerals are heavy and do not float they have been the driver for construction of many of the earliest railway lines on all continents. Rail surface transport of minerals from mines to markets was accompanied by dedicated rail systems built underground in the mines. Locomotive power started with people and animals and evolved to utilize almost every type of power system including electric, steam, diesel/ gasoline and gravity counterweight. Size of train system is dictated by many factors including the quantities of rock to be moved and the accessibility for delivery of components. Scratch building and kitbashing has been resorted to by every mine with a railway as they improvise and customize. This clinic will introduce examples of the smallest to the largest mining railway systems and demonstrate the logic behind mining company choices

John Soehner: Photography and Video Opportunities for the Bowmanville - Belleville Corridor of CN & CP.

Emphasis will be to show some of the better locations for trainspotting in the immediate Port Hope area and Bowmanville - Belleville corridor of the CN & CP lines. This will include the various humpback bridges from Lovekin, Stacey Rd., Dickinson Rd., Barnes Road.; the Port Hope Viaducts of both CN & CP.; CP High Trestle at Trenton, various bridges along the way including the CP Fly-over just west of Cobourg; Station shots at Port Hope, Cobourg, Belleville, etc.; and Safe Trainspotting and Respect for Property, Trespassing, etc.. The presentation will relate to Locations, The Effects of Light and Location relative to the Subject Trains, and some thoughts on How to Determine the Presence of Trains and Times at particular Locations.

Bruce Leckie: Onboard Video: Installation, Recording and Movie Editing

This clinic will demonstrate the use of Onboard video as pertains to Model Railroading. Topics covered will include: Necessary equipment installation in both a car and a dummy locomotive, the use of a TCS Keep Alive decoder to power the camera, the video capture itself and some basic movie editing using Microsoft Movie Maker.

Stephen Pees: Realistic, Removable Open Car Loads

We will show how 'removable open car loads' can enhance model railroad operations. . Removable open car loads allow you to deliver an empty car and retrieve a full one and vice versa, Just like the prototype. A variety of methods will be used to represent pulpwood, coal, woodchips, scrap metal, machinery etc., using the types of railcars that carry these commodities. The cost to make the loads is negligible and the construction fun and operational realism is very rewarding. We will also show how to use 'earth' magnets to remove the loads after inserting a washer or paper clip into the load

Dave Savage: The History of Railway Stations in Canada

A look at the evolution of train stations from the early to the present day. The focus will be on architecture and its social implications with numerous examples of the stations with photographs. There will be a discussion of federal legislation to protect railway stations and a look at the recycling of stations.

Walter Reid: GO Transit-A Pictorial History

GO Transit, the largest commuter railway in Canada, is about to celebrate 50 years of service to the GTA and beyond. Using photos from many sources, we will explore the colourful history of GO Transit, from its humble beginnings to the class leader in commuter transit in North America.

Gerry Cornwell: Wood 101

Gerry Cornwell, owner of Mt. Albert Scale Lumber Company, reviews the tools and methods used for manufacturing precision wood products, and then demonstrates various techniques for detailing, weathering, and colouring scale model wood.

Rick Hunter and Maureen Hunter: Weathering Mix

Rick and Maureen from Hunterline will show methods and techniques using their Weathering Stains. Different applications such as wood, plastics, and hydrocal as well as colour combinations and highlights that will make your layout more realistic.

OTHER ACTIVITIES THAT WILL BE AVAILABLE TO YOU AT THE PORT HOPE CONVENTION



22nd Annual Hope Agricultural Heritage Club's Antique Farm Machinery Show:
Demonstrations, displays and wagon rides.



Cameco Capitol Arts Centre:
Movie songs we all know and love performed live on stage in a fast, fun filled production.

Port Hope Farmer's Market & Arts Festival:

Along with the regular farmer's market, 30 artists and artisans display their wares behind the town hall.

Dorothy's House Museum:

An 1800's frame cottage style house has been restored to resemble a working man's home from that era.



Canadian Firefighter's Museum:
Museum established to depict the historical development of firefighting in Canada.

Self Guided Walking or Driving Tours of Port Hope:
Maps available at the Port Hope Visitor's Centre in the Capitol Theatre.

East Beach:

East Beach is adjacent to the harbor and provides a sandy shoreline, pleasant swimming, a playground, and picnic area.



Canadian Automotive Museum:
Showcasing automobiles of historical Canadian significance, from Rolls Royce to K-cars. Located in Oshawa.

DISPLAY ROOM

Do you have an engine, car, structure, diorama that you have built, or are working on?

Bring it to the Display Room and share it with other CARM Members.

Share techniques, learn techniques.

VOLUNTEERS NEEDED

Help us staff the Display Room. If you can spare an hour, contact Steve Hoshel, promosteve@caorm.org

**CARM – GANARASKA
TRAIN SHOW**
Sunday August 11th, 2013,
10:00 – 3:30
Peter Campbell Memorial Rink
111 Ward Street, Port Hope
Operating layouts as well as vendors

LAYOUT TOURS

EAST TOUR

Brighton & Presquile Railway Association (HO)

The Brighton & Presquile Railway Association was formed in the early 1980s and for many years had a wandering existence. For the past year or so the club has assembled their Free-Mo modules in a 30 by 40 foot space at 58 Prince Edward Street. There are seven outdoor steps to the second storey layout room. The general theme is the transition era loosely based on the geographical features of Presqu'île in central Ontario. The layout is DCC and operates from a point to a loop to point return. There are some club locomotives and rolling stock but members generally provide their own motive power, generally CN or CP, which also operate. The club is currently ensuring sound operations with landscaping the upcoming focus of their work.



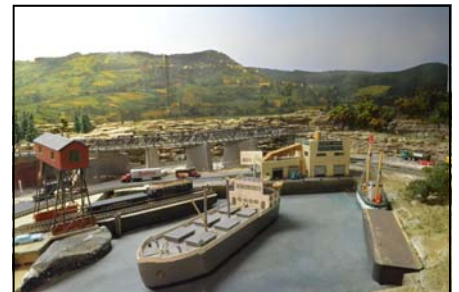
Memory Junction/Brighton Ontario Railway Museum

Memory Junction is the child of Ralph Bangay. In 1995 he purchased the 1857 brick built GTR station which was patterned after many of that company's cut stone stations. The station remained opened for passengers until the 1960s then was used for express and maintenance. The station is home for a large variety of railroading history from paper to implements to tools. On the grounds are various pieces of 1:1 rail artifacts including CNR locomotive #2534, a class N-4-a built by MLW in 1906, an ex CNR wooden caboose painted in Memory Junction scheme, an outside braced Fowler type box car, and a steel CPR van. Memory Junction is a great place for train watching. Admission is free and donations for ongoing restoration are always welcome.



Al Heard (N)

The fictitious Don Valley & Eastern Railway recalls the area in which Al Heard grew up in Toronto. His basement n-scale layout is not based on this locale but the 12 by 20 foot layout with a 1 by 10 foot extension features the transition era in various regions of Ontario. The fully landscaped model uses MR Prodigy DCC control for up to three operators who must move trains through six reversing loops. As of this writing only one locomotive has DCC sound but all engines operate smoothly throughout the entire rail empire. Card operations are featured. Be mindful of the low head room of this basement layout.



Keith Hansen (O)

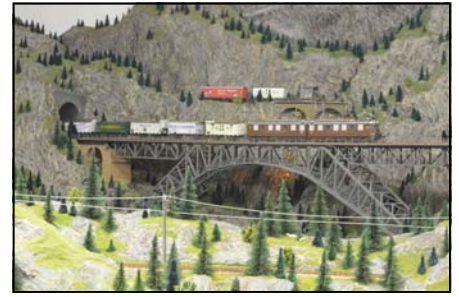
Keith Hansen as well as being an author and inveterate photographer/videographer also finds time to work on his extensive O gauge layout. Much of the layout is under construction but trains do operate on a DCC system. He also hosts other O scale modelers who use his tracks to operate their locomotives on a large home layout. A highlight of Keith's layout is the background imagery reflecting his interest and ability in painting. Currently a major reconstruction is well along and the intent is to have it completed by show time!



Tony Adam (HO) Sunday Only

Sunday Only for visitor's to Tony Adam and his fabulous Swiss Alpine railway featuring aspects of the Berne-Lotchberg-Simplon north south line to the Italian border. This basement layout is exquisitely landscaped with towering multi-level glimpses of mountain railroading that features 1960s era railroading that traverses multiple grades and numerous bridges constructed of various materials. Complex catenary is strung for viewing purposes but DC power through the rails provides electrical current for the single main line on which operates a variety of Fleischmann, Roco

and other locomotives for both passenger and goods trains. Self explanatory of his modelling prowess is the fact that Tony's basement railway is featured in the May, 2013, Continental Modeller issue. And you can ask him how a transplanted Englishman living in Canada got hooked on Swiss Railroading!



WEST TOUR

Brian Ottaway (G)

Brian Ottaway's G Scale basement layout is exquisitely in its details. The layout is a simple layout but there is nothing simple about the fictional Osprey Lake & Northern. Rail aficionados will remark regarding the rivet counter fidelity to detail in all aspects of the OS&LR locomotives and rolling stock. Landscape lovers will witness scenes that replicate Mother Nature's kaleidoscope texture and hues. Structure erectors will admire the fine techniques replicating standard building techniques. Story tellers will marvel at the narratives associated with a myriad of people scenes displayed in the landscape. This is a layout you will not want to miss!



Wally Lebret (HO)

The Durham & Southern Railway, the fictitious HO model railway of Wally Lebret, occupies an 11 by 28 foot segment of his basement. Although there is a duck under to gain access to the centre of the layout, it is entirely in view from an adjoining seating area so don't be deterred from a visit here. The around the 'room' layout is supported by wall brackets eliminating the need for floor supports. There are many structures both kit bashed and scratch built and lit with interiors. Lights illuminate people and vehicles on busy streets. A host of scenery vignettes enhance a viewer's interest. The D&SR is fully operational based from three panels. Wally uses the MRC DCC sound control system to enhance the railway. CN and CP trains predominate on the layout which is set in the late transition era and features both late steam and first generation diesels.



Jim Sargent (HO)

Jim Sargent started his model railway about twenty years ago and today his basement HO layout occupies a 19 by 19 foot area. It is an around the wall concept, point to point, with a centre peninsula. This latter has track arranged so that he can operate a small loop for breaking in locomotives and rolling stock. The layout is fully landscaped and scenicked. Normally six operators use Digitrax DCC for locomotive control. Freight cars are forwarded and retrieved on the layout by the 'Ship-It' computer program. A regular session generally lasts about three hours. Observers to the railway will witness CN, CP, VIA and GO trains pass their point of view.



Clayton Morgan (N) Sunday Only

The fictitious Port Hately Branch of the CNR in Clayton Morgan's basement runs from Lake Ontario through Central Ontario's Mariposa Junction country to Port Hately on Georgian Bay. This 20 by 13 foot n scale basement layout is marvelously 'completed' although Clayton is always enhancing the layout with greater details. His latest addition includes two scratch built vessels that are moored in the Georgian Bay harbour port. Operation is DC block control; turnouts are either Atlas electric or Caboose Hobbies manual. Observers will witness transition era trains of CNR along the Port Hately Branch Railway as well as streetcar operation in one of the more settled communities.



Soper Valley Model Railroaders (HO) (no images)

Following a recent move, the Soper Valley Model Railroad modelers are actively constructing their model HO railway into a two tier system. Bottom level main line track and some sidings are currently operating as is the helix that gains the second level where construction work is in progress. If you are a modeler seeking layout construction ideas and tips then a visit to the SVMR is well advised. The members are friendly and willing to share their knowledge and experience in discussion with you.

Newcastle-Port Hope Railfan Tour

This tour, particularly at the western half, will take you near and along side a segment of CPR and CNR parallel tracks that are only metres apart in many places. This section of track witness, arguably, the busiest rail traffic in Canada east of Toronto. Follow Mill Street South at the Newcastle exit off 401. Mill Street South eventually becomes Lakeshore Road all the way into Port Hope. Near the western end of Lakeshore Road, at Stephenson Road and Lakeshore Road, is an interesting locale. Lakeshore Road crosses the CNR double track on a wooden bridge and crosses the CPR at grade level. West of this point the two lines diverge as they head west to Toronto. The CPR crossing includes their main and passing track at Lovekin. East of this point both lines are parallel. Farther east Lakeshore Road, now on the north side of the tracks will recross both sets of tracks east of Jayne's Road. All tracks are tangent at this location. Between Newtonville Road and Willow Beach Road all roads north from Lakeshore Road cross both sets of tracks either at grade or on a bridge. Any of these will afford a vantage point for viewing trains. As you near Port Hope the original 1850s GTR berm is occasionally visible towards the lake, virtually on the shore line. Due to washouts caused by winter storms, the GTR in the 1870s moved their line north away from the shore to its current, CNR, location.

COBOURG TOUR

Dean Smith (HO)

Dean Smith's basement layout is flat, a reflection of his spending his adult years in the agriculture industry in Saskatchewan. His large footprint generic railway features sound DCC operation with his double track mainline forming a J shaped configuration. More than 40 locomotives and 464 pieces of rolling stock roll past towns and industries replicating those found on the Prairie: a potash mine, an oil refinery, an IPSCO pipe factory and of course a variety of grain elevators including single wooden structures to massive concrete inland grain terminals. Vehicles, people, lights all denote action on 'Grandpa's' railway designed so his grandchildren enjoy a sense of their western heritage. Running, rather than switching, is the key to this layout with the guiding principle, "It's my railway and I run it the way I like!"



Neil Battie (HO)

Neil Battie's basement model railway depicts examples of CN, CP & TH&B locomotives set in the 1960's era. First and second generation diesels roam this around the wall layout configuration using DC control with a block operating system. Scenery construction is about half completed with much detail to enhance the kit built structures. Passenger trains include a representative CP Canadian and a CN Transcontinental in grey and black scheme. Freight rolling stock is largely from Athearn and Roundhouse. The layout is a basement around the wall format in a 22 by 12 foot space with a large completed yard extension off one segment of the oval.



Ted Rafuse (HO) Friday Night Only

The 19th century defunct Cobourg & Peterboro railway survives in an HO version in Ted Rafuse's 11 by 27 foot basement train room. A centre peninsula is surrounded by an around the wall walk in layout design. The model replicates the mid 20th century power transition era as though the C&P might have continued to function to that date. Small steam engines and first generation diesels operate on a die (dice) created time card using Aristocraft DC throttles and multiple electrical blocks. The layout is completely landscaped and detailed and witnesses a variety of small railway, industrial and street structures including out of the box, kit bashed, scratch built, in both wood and plastic material.



Terry Ashcroft (HO) Friday Night Only

Terry Ashcroft's basement version of the Key Valley Railway is an On30 line with hand laid code 100 rail on wooden ties. Buildings are a mix of kits, modified kits and scratch built. Scenery is a combination of Woodland Scenics materials, dyed sawdust and a variety of commercial and 'found' materials. The layout is not fully landscaped but trains operate in electrical blocks over the full layout using Tech II and Aristocraft throttles for control. The Key Valley Railway was constructed to haul lumber from a mill at Lost Channel sixteen miles west to a junction with the CPR at Pakesley on the Toronto-Sudbury line. Although it was short lived 1919-1933, traffic flourished. During the hunting season special trains hauled more than 1,000 hunters inland to steam ships that carried them onwards to camps



along the Pickerel River. By the early 1930s the white pine was gone and the railway shut down. All that remains today are some cabins at Pakesley and a few foundations and the Lost Channel Inn at Lost Channel.

George Parker (G)

This G scale version of the 1850s Cobourg & Peterborough Railway is George Parker's astounding contribution to the Cobourg Museum Foundation. The layout is outdoors at the museum and at some point in the future he will be donating it to the CFM. Meanwhile this visit will astound you with George's modelling structures of the almost 3 mile trestle bridge combination that crossed Rice Lake at the time. George has modelled the original pattern of the trestle work that approached his conception of the operating swing bridge. Several locomotives operate on the DC single track line and all switch machines are electrically controlled from a central operations panel. He has taken, with permission, some Kanamodels HO kit plans and worked the plans into G scale structures. This is a remarkable layout on permanent public display. You may also wish to visit the inside of the museum where there is a panel display outlining the history of railways in Cobourg. There is no charge to visit this large museum layout but a small donation might be appropriate.



Rick Kelly (HO)

Rick Kelly's HO Dominion Atlantic Railway focuses his modelling activity with childhood memories of growing up in the Annapolis Valley. Local Nova Scotia communities conjure reminiscences but Rick is not attempting to model each town's railway plan as it was in the transition/early steam era. Annapolis Valley rail associated and paired customers include a dairy farm and creamery, a cattle farm and abattoir, and an orchard and a juice cannery. DCC operations are featured and landscaping is in the continuing stage. The layout occupies a basement area of approximately 22 x 24 feet.



Doug Clark (HO)

Doug Clark's HO scale layout does not have an identity but it does have several themes. In 16 by 32 feet he runs triple track loops of several Canadian railways: CN, CP and TH&B. This DCC equipped railway is landscaped and for most of the figures found on the layout there is a story, generally humorous, that you have to hear from the operator himself. The transition era of the mid to late 1950's is portrayed with the railway rolling stock. Many structures are named for grandchildren and friends.



PORT HOPE TOUR

Carl Trolley (HO)

Carl Trolley's mainline runs the length of his basement walls to create an HO scale out and back run of 173 feet. The DCC sound equipped railway is free-lanced but he is partial to Canadian Pacific steam locomotives. Operating sessions are governed by a self-developed card system and can keep a number of operators busy shunting cars at several towns. Track is code 100, turnouts are manual Atlas, distant turnouts are push-pull knobs with piano wire and wooden wheel operation. Carl's railway is fully scenicked and complete, but he is always adding or altering, so be sure to inquire of his latest model project.



Bill Encscott (HO)

Bill Encscott is a remarkable model railroader especially so as he entered the hobby at age 87 and now at age 91 is reworking his HO basement railway. Bill is also legally blind so his railway has been built with the help of several friends. Digitrax DCC enables him to operate his railway on his own by using a dedicated throttle with the locomotive number visible on the throttle paired with a large paper number inserted on the deck between the handrails and the hood. Bill lives within sight of the CPR/VIA/CNR mainlines and operates freight locomotives on his layout. Industries are all colour coded cars to allow him to switch his layout unaided. There is a duck under entry but navigating this minor obstacle it will be a treat to visit this remarkable man and his remarkable adapted railway.



Bill Capener (HO)

Bill Capener's HO Orangeville, Wingham and Teeswater Railway avoids the prototype limits of replicating a segment of the CPR's spider web of lines leaving Orangeville, Ontario. This sound enhanced Digitrax DCC enhanced model railway replicates many late steam era aspects of CPR practice. Locomotives are primarily Spectrum models. All model vans are reworked to closely replicate CPR prototype vans. The hallmark of Bill's modelling concentrates on his love of scratch building as evidenced in the 32 scratch built structures that adorn his completely landscaped basement layout. A walk to his basement is a must.



Paul Miner (G,O)

Paul Miner's indecision as to which scale to model in his basement resulted in his constructing two railways, one in #1 scale (1/32") and the second in 3/8" to 1 foot. These two gauges coexist on the same layout with the gauge 1 on a lower level than the O gauge. The o gauge mainline run is approximately 165 feet long two sidings with sidings which suits Paul's purpose in having trains run continuously through several rooms in a serpentine obscure oval design. Motive power includes steam through contemporary diesel because he likes the variety of locomotives. Multiple unit trains of 25-40 cars are usual with passing tracks of 60 car lengths to allow for manifold movements on the mainline.



PORT HOPE PERIPHERY TOUR

Steve Benko (G)

Steve Benko's rural front yard view overlooking Lake Ontario is quite wonderful but his backyard G scale double track 150 foot mainline is even more spectacular to model railway fans. Steve models contemporary battery controlled CN/BCRail/BNSF diesels and 24 to 30 freight car train lengths. You may even see some unusual US road names and passenger cars on the rails. With bells and whistles and smoke emanating from the powerful locomotives the railway draws kids from next door when it operates and you too will be enthralled with the sounds of the railway and the landscape through which it runs. Steve is still developing structures but there are models of his house and of the former barn on the property to provide a home sense setting. Expansion of the rails may well be under way when you arrive in August (The real trains run just to the north of his house)



Cleve Pendock (G)

Cleve Pendock is a novice to the model railway fraternity but his enthusiasm is unbounded as he develops his G Scale outdoor layout. The trains ramble through the natural landscape of trees, shrubs, flowers, mosses, taking advantage of what is there. Surveying, ballast spreading, laying track, all replicate the real activity as Cleve has learned. Cleve's railway is identified as the CPR, the Cleve Pendock Railway. It is a large freelanced railway with a variety of manufacturers' locomotives, steam and diesel, and features a number of vignettes along the right of way. An official opening last year observed local politicians being present as Cleve and wife Dianne held open house for a local charity fund raising.



Kevin and Tim Jensen (HO & N)

Kevin Jansen is a young modeler with a large HO layout that occupies 40' by 60' in his basement. The theme is contemporary CN modelling set in a mythical Northern Ontario landscape replete with rock facings and evergreens. Wireless Digitrax controls a variety of currently operating CN locomotives as well as the occasional 'foreign' representative. The double track main line witnesses multiple unit trains of thirty or more pieces of rolling stock. The layout observes a freight only mandate with a switching focus. Because he wanted to, there is even a museum roundhouse featuring several steam locomotives (which do not normally operate on the layout)!



Alan Robinson (HO)

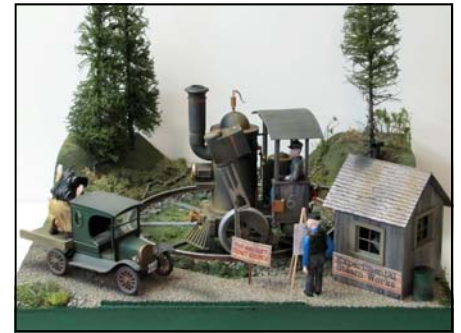
Your eyes will expand in amazement when you observe this incredible layout. Set in a 12 by 18 foot area of Alan's basement is a flourish of model railroading based on several decades of experience with previous layouts. While the 'home' road is a free lanced named Upper Canada Railroad there is no locomotive or rolling stock that does not replicate transition era railroading. And there is an example of virtually every type of locomotive, passenger car and freight car of that era. CNR, CPR, ONR and NYC appear from time to time as well as any Canadian named era passenger train will appear at least occasionally on the rails. The singularly spectacular aspect of the UCR is the multitude of vignettes that appear literally everywhere. Considerable time, even enjoyable effort, must be expended to absorb the multiplicity of life replicating details. DC electrical blocks allow up to five trains to operate simultaneously on track arranged in three circuits and two point to point patterns replete with shunting opportunities. This is an outstandingly landscaped railway including layout to floor scenery.



PETERBOROUGH TOUR

Jim Burchell (G, On30)

Jim Burchell is renowned for his imagination in railway modelling. He is currently constructing a new basement layout but that is not a deterrent from visiting his home. "Poolville", a 6 by 50 ft 1:24 Garden railway with a 1960's theme exists, no surprise, along one side of his backyard swimming pool. The mainline is 140 ft of G-scale track with 2 sidings, one to a mine the other to a logging mill. A mixed freight is pulled by a Climax, Little Critter or kit-bashed Mack. From time to time a kit-bashed articulated gas electric or self-propelled crane and work train travel the dog-bone loop. 20 buildings, 20 vehicles, and 30 people complete this layout. Additional model rail appeal can be witnessed in several award winning modules that Jim will have on display: "Burchell's Directional Fluid Factory," a 2 by 4 ft G_n15 scratch-built operating layout. This award winning styrofoam layout has kit-bashed On30 engines running on HO track. Flashing lights in the factory indicate that the process of training glow worms to flash yellow and red for use in automobile directional signals is proceeding well. Two engines, a gas mechanical and a porter, pull 2 or 3 loaded flatcars in a loop past multiple mini scenes on this layout. "Gobblers Knob Maple Sugar Mine," 3 by 3 ft, 1:24, operating and illuminated, scratch built lay-out, depicting the "mining of maple sugar from the roots of old maple trees." Two engines operate on this award winning diorama including a single cylinder Shay. All rolling stock and structures are scratch built. "Experimental Steam Works" is an 18 by 18 inch, 1:24 operating, one rail scratch built layout. The operating and illuminated and sound functioning locomotive also has one wheel and one cylinder. This Rube Goldberg innovation is a must see in modelling ingenuity.



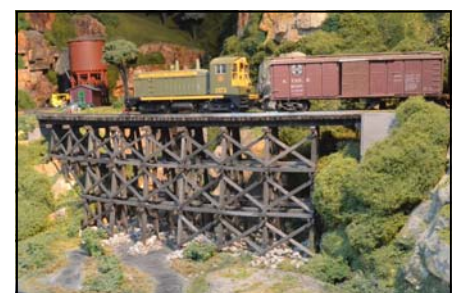
Dave Goslin (HO)

Dave Goslin's 23 by 17 foot basement layout is a freelanced version of the Canadian Pacific Railway set in the late summer of 1957. It consists of the main city of **Peterston**, with its thriving downtown, and adjacent industrial area, the town of **Westport** located on the coast, and the village of **Kindale** located closer to the mountains. The layout has 75% of the scenery completed with a mixture of kit built (30%), kit bashed (40%) and scratch built (30%) structures representative of the era. This HO Scale, Standard gauge layout is operated by a Digitrax DCC system. The motive power is a mixture of mainly Atlas, some Athearn and Life-Like locomotives with mainly Athearn, and Roundhouse rolling stock.



Conrad Hill (HO)

The HO Ashburnham Southern Railway is a fictional rail company set in the Peterboro area. Conrad Hill operates his 12 by 12 foot HO railway in a dedicated basement room. The layout is fully landscaped and 'finished.' Further details and slight modifications are of course always a consideration but what is there now presents a remarkable modelling vista. DCC sound equipped locomotives involve many switching tasks including loading and unloading a scratch built two track rail car ferry. Many scratch built and kit altered structures provide a unique background as trains work their way around the layout shunting as demanded by a card forwarding system.



Ron Hiscox (HO)

Ron Hiscox removed his original layout several years ago pending a move which subsequently did not happen. His new and revitalized 28 by 11 foot basement HO layout is a walk in and around the wall with a centre peninsula plan. First generation CNR diesel locomotives pound the iron during Digitrax DCC sound operations. Trains travel from town to town amidst a fully landscaped presentation in which details abound as in a series of continuous dioramas. Buildings are scratch built or kit modified to suit particular layout sites or to replicate and represent specific structures in Peterboro. Of particular note is his model of the CNR Peterborough station.



Dave Mehew (O)

Dave Mehew has recently converted his Cold Creek On30 layout to O scale two rail employing the Maine Central's defunct Cobbasseee Branch as inspiration. In so doing he has been able to retain buildings and people from the former layout. However the construction gangs have widened curves in the landscape and prepared road berms and laid ties and spiked track for an entirely new presentation of his basement railway realm. Steam no longer operates but DCC sound equipped first generation New England diesels ply the basement 28 by 12 foot model domain amidst renewed scenic landscapes and a variety of kit, kit bashed and scratch built structures all of which receive Dave's life mirroring details.



Ron Scott (S, Sn3)

Ron Scott has two S scale layouts available for viewing. His portable Sn3 layout depicting a logging company will, weather permitting, be set up in his garage. In his basement 18 by 11 foot room his TH&B themed layout will be operating. This fully landscaped layout features DCC operation for both running and switching operation all on hand laid track and turnouts ensuring reliable running of trains. Operation is by radio control with 3 operator's cabs. Multiple detailed mini scenes appear on this 1960s era layout.



2013 CARM CONVENTION

CLINICS - LAYOUTS - DISPLAYS - TRAIN SHOW

August 9, 10, 11, 2013

Port Hope, ON

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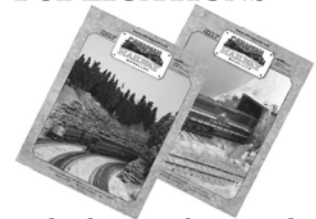
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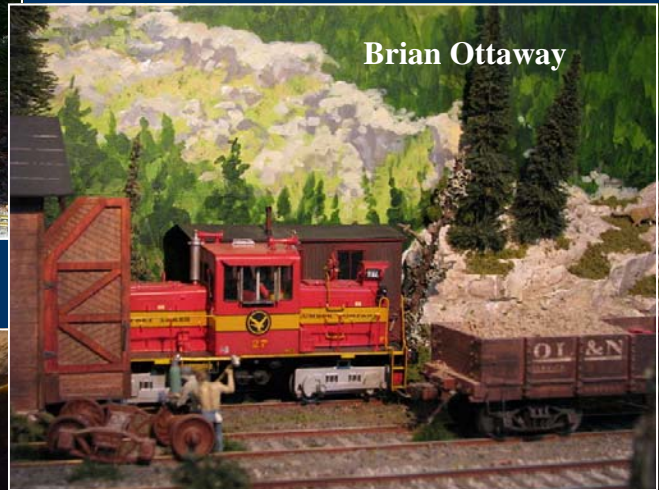


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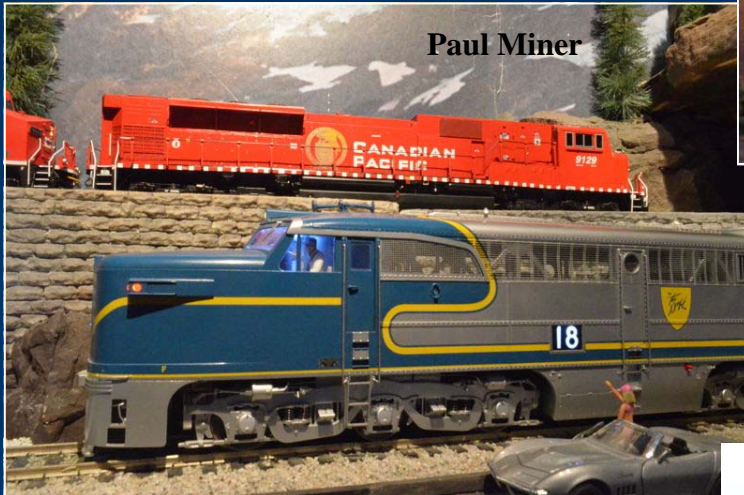
LAYOUTS YOU CAN SEE IN PORT HOPE



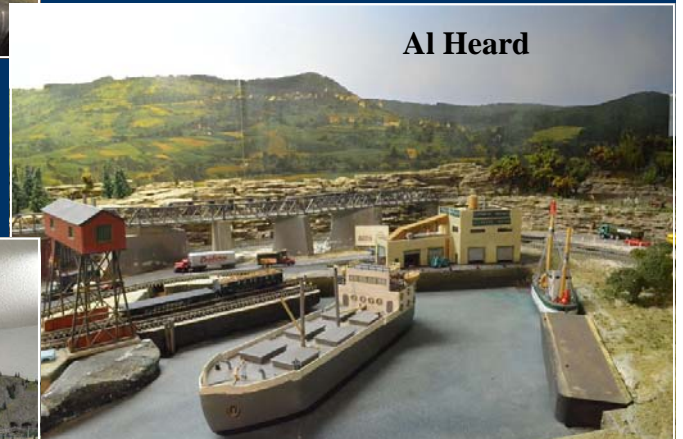
Steve Benko



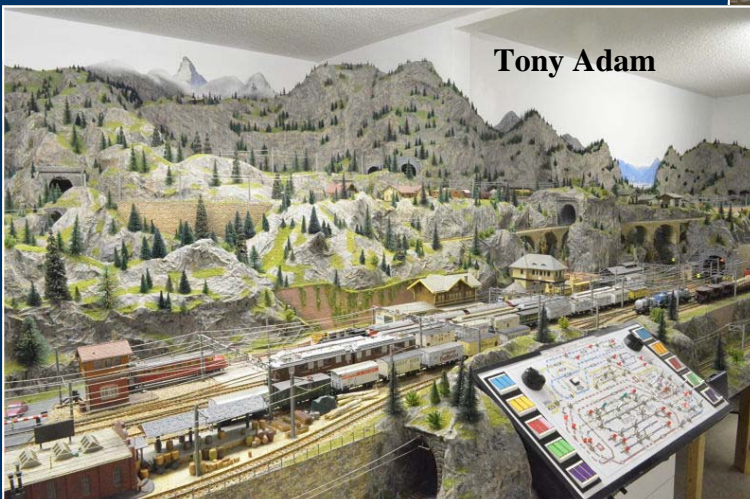
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