



THE “CANADIAN”

a bi-monthly publication of the
“Canadian Association of Railway Modellers”
www.caorm.org

MARCH APRIL 2005 ISSUE #8

AMAZING RESPONSE TO FIRST SURVEY



KEN EPP'S COUGAR RIVER SUBDIVISION

The one problem you encounter when you start an organization with the announced goal of reducing the “politics” is that you lack the infrastructure to get feedback from the members. Listening to our members is also one of our important goals and so the CARM Membership Survey was born as a way to hear from you about how we were doing.

You responded in large numbers. The norm for this type of survey is 10% of the target group. Over 35% of you took the time to fill out the forms and send them in. Many of you also gave us comments. A lot of thank you's, which we appreciate, and many good suggestions for the future

BOARD HOLDS 1ST NATIONAL MEETING

The Board held its first nationwide meeting on the evening of January 19th with National Field Reps from BC, Ontario, and Saskatchewan. This was accomplished through the use of Internet technology. The meeting lasted two and a half hours and in addition to getting feedback from across the country the Board wanted to determine if we could hold nationwide meetings at no cost to the membership. It proved successful on both counts.



LEX PARKER'S DENVER & RIO GRANDE WESTERN



THE OBSERVATION PLATFORM

Model railroading is fun! We all say that from time to time, often in a sarcastic tone as we deal with some perceived slight or problem, but as I read through many of the comments on the survey forms which were returned, the truth of that old adage rang through. The kind words from so many of you for our efforts, the desire to remove politics from the hobby, the number of you who model multiple prototypes in multiple scales and belong to both a club and are building a home layout is a clear demonstration of the enjoyment that this hobby brings. Thanks for reinforcing what I knew all along, model railroading IS fun!

A number of you asked questions or offered suggestions which merit answers so I will use this column to answer as many as I can.

Suggestion: Have a Letters to the Editor column.

Answer: Good suggestion. I am happy to implement this so if you want to write me a letter, go ahead. Publishing will be subject to the usual rules: a) no personal attacks b) editing and publishing at the editors discretion. Our first letter will be published in the next issue.

Suggestion: Start a modeling Question & Answer column.

Answer: Another good suggestion. If you have a modeling question send it to me. If it is a question that has general interest and I can get an answer, I will publish it.

Question: We have invited CARM officials to our train show on a number of occasions and no one has come. Why?

Answer: Unfortunately, right now all of the work is spread between 4 individuals and we have other commitments besides CARM (family, work, etc). We have made an effort to be at some shows and hopefully this will improve as the Chapters get going and we have more volunteers who live closer to the actual event and can spare the time. If you want a CARM presence at your show, don't forget, you're a member. We will be more than happy to supply promotional materials.

Comment: The Canadian should cover material from coast to coast and not just southern Ontario.

Answer: Hear, hear! The difficulty is that we have no reporters and my travel budget is zero. The clear solution is that I need you to become my eyes and ear from B.C. to Newfoundland. Take a shot at writing an article. Take some photos of your layout, or your latest model, or the branchline down the road. Two things I am good at, I edit well, so don't worry about your writing skills, and I can enhance just about any photo, so don't worry about your photo skills. A newsletter's success will be determined by its readers willingness to share. Do it today!

I'm out of space and there is still more to cover, so stay tuned next month.

John Johnston: Editor

PASSWORD CHANGE

MEMBERS AREA: EFFECTIVE MARCH 5

USERNAME: *pullman*

PASSWORD: *coach*

JOIN THE CARM MODELLERS LIST ON YAHOO

Do you have the Internet? Are you interested in a dialogue with other modellers across the country? Then go to www.caorm.org and follow the links to sign up for the CARM Modellers List located on Yahoo.com. In addition to the e-mail list the site hosts monthly chat sessions.

COVER PHOTOS

Upper Photo: John Longhurst: Shaunfield is a large town on the lowest level of Ken Shaunfield's Cougar River Subdivision and includes engine facilities and a number of industries.

Lower Photo: Lex Parker: A K36 Mikado with its passenger cars drifts through Osier after stopping for water.

BACK ISSUES AVAILABLE

Back issues of the Canadian are available and may be purchased for the cost of production and mailing. The costs are:

Canadian Members: 1 Issue—\$2.75 Each additional issue \$2.00

U.S. Members: 1 Issue—\$3.50 Each additional issue \$2.50

European Members: 1 issue—\$5.50 Each additional issue \$4.00

Costs are in Canadian dollars, the increased costs for U.S. and European members reflect the increased costs of mailing.

TO ORDER BACK ISSUES CONTACT THE EDITOR

Material for the Canadian should be sent to:

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

REPORT FROM THE CHAIR

This month's Report Column will be dedicated to sharing with you the results of the Membership Survey. The Board has received the preliminary results and is reviewing how they affect our goals as an organization. As Chair I will share a few of my thoughts about the numbers, however, keep in mind that they are my thoughts and not those of the entire Board.

The response to the survey has been excellent. We have received 199 responses. The prevailing wisdom is that a mail-in survey, which does not include a stamped SASE, becomes statistically significant if it achieves a 10% return. We are currently at a return rate of 35%. This means that we can assume that the data is an accurate reflection of the views of the membership.

Question #1: Membership

CARM	199	100%
NMRA	75	38%
Other	27	14%

Questions #2 and #3: Gauge, Scale, and Prototype

Standard Gauge	191	96%
Narrow Gauge	23	12%
G Scale	16	8%
O Scale	20	10%
S Scale	13	7%
HO Scale	143	72%
N Scale	31	16%
Others	7	4%
Canadian	151	76%
American	46	23%
European	10	5%
Freelanced	67	34%

Questions #4 and #5: Club Memberships and Home Layouts

Club Members	105	53%
Home Layouts	162	81%
Both	82	41%

Question #6: Service Rankings (maximum rating 5.00)

Newsletter:	4.54
Advise Manufacturers	3.78
Website	3.62
Convention	3.30
Chapters	3.23
CRC	3.12

Question #7: CARM Satisfaction Rating

Very Satisfied	125	63%
Satisfied	69	35%
Dissatisfied	5	2%
Very Dissatisfied	0	0%

Questions #8, #9, #10, #11: Governance

Agree with Minimal Political Structure	186	93%
Local Chapter in members area	46	23%
Agree that Chapters best local option	102	51%
Elect Regional Officers	52	26%

Question #12: Importance Ranking

CARM	145	73%
CARM Chapter	28	14%
NMRA	25	13%
NMRA Region	20	10%

Questions #13, #14, #15: Conventions and Meetings

Meet with CRHA	174	87%
Meet with SIGs	180	90%
Meet with NMRA Regions	90	45%

Questions #16 and #17: CARM and the NMRA

No relationship with NMRA	62	31%
Partner with NMRA	118	59%
Become Canadian NMRA Region	12	6%
Purchase reduced NMRA membership	59	30%

As Chair I will leave the overall analysis to the full Board of Directors and the actions which flow from their review of your input. I do however have a number of observations which I will share with you and comments with respect to the NMRA question and the political structure issue.

Observation 1: The average CARM member models Canadian prototypes in HO Standard Gauge. That being said there are significant numbers in all

of the other gauges, scales, and prototypes. It reinforces my view that we represent Canadian Railway Modellers as opposed to modellers of Canadian railways.

Observation 2: 81% of you have home layouts, 53% of you belong to clubs, and 41% of you do both. We are an Association of "active" modellers.

Observation 3: Helping manufacturers to offer more accurate Canadian prototypes is important to you.

Observation 4: I was surprised at the low importance rating given to chapters and regions. Food for thought.

Comment 1: 93% of you want to have a minimal political structure and your comments reinforced your views. The challenge for the Board will be to deliver services across Canada, be responsive to the membership, and meet this goal. You can expect further ongoing discussion on this issue as we try to get it right. Don't be surprised if we try something, aren't happy with how it works, and change it to something better. We'll have to learn together how best to do this.

Comment 2: The NMRA question received the highest number of comments from members covering the entire spectrum of points of view. Bottom line is that 2/3's of you feel we should find common ground with NMRA and 1/3 of you feel we should ignore them. What did come through clearly is that all of you believe we should remain Independent and Canadian. A couple of you expressed concern that this view was not shared by the Board because of the third option in the question. Let me assure you that is categorically incorrect. This Board is committed to CARM being an independent Canadian Association. The question was worded to ensure that all points of view could be heard. There may be discussions with NMRA about common interests in Canada, however, those discussions will be approached with caution, and with the interests of CARM members first and foremost in our minds.

John Johnston: Chair

A PLACE OF MAGIC!

Article and Photos by Lex Parker MMR, CRC

Chama is a quaint New Mexican town bordering on the state of Colorado. It was the major action facility between Alamosa and Durango and functioned as the nerve centre over the years between the 2nd and 3rd districts, changing crews, adding helpers and feeding passengers. Crews were housed there, engines were repaired and maintained and the yards were a switching source for local shippers. The station was one of the largest, servicing passengers and housing freight. The facilities included a nine-stall roundhouse complete with a 65ft. arm-strong turntable, repair shops, double spout water tank, coaling tower and an oil dock. There were elaborate sheep facilities with a sheep dip barn at one end and stock pens at the other. Two warehouses, a weighing scale and lumber mill rounded out the industries. Terrace Ave. with its shops, restaurants and hotels overlooks the yards from above an embankment. Today it is a living museum, a blend of old time railroad action captured in a beautiful mountainous pine and aspen setting. It is this time and place I have attempted to reflect, a moment from a seemingly simpler era.

For years I have been fascinated with this town encapsulated in the past and have visited it on many occasions. So I decided to capture a moment from that time... October 17, 1937 at 4:00 pm! That was before the flying herald when the country was just coming out of the depression. This allowed me to construct models with signs of deterioration and a wide variety of weathering. The railroad equipment also reflects this period of financial difficulties but with a sense of pride shining through the maintenance of the railroad. In my previous layout, I attempted to model Chama but was limited to an area of about eight feet of benchwork. The yards now stretch across thirty-seven feet and truly capture the scale of the prototype.

It's been six years since I started the rebuilding of this latest version of the

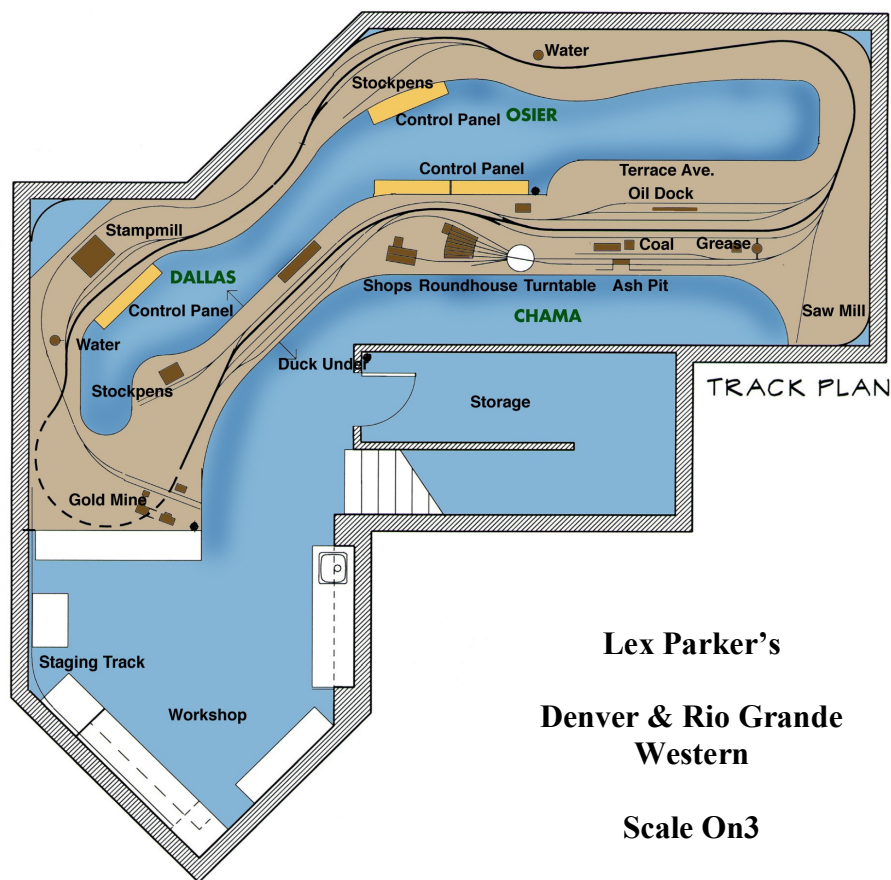


Photo 1: K36 no. 456 dumps her ashes in early morning as K37 no. 495 eases up to the coaling tower.





Photo 2: Closeup of “Mudhen” 461 as she takes on coal in Chama

Denver & Rio Grande Western Railroad layout and Chama. The previous layout was completed after thirteen years of construction. For me, the building of the layout was the real journey as I am not particularly an operator. But with becoming an empty nester, I had the opportunity to re-plan a new layout using more of my basement area. I left a small portion of it for my work area. After many years of modelling “point-to-point” layouts, I decided to revert back to a loop track plan. Chama would still be the focus since I have always enjoyed the style of the narrow gauge railroads, particularly of the Denver & Rio Grande Western Railroad. Its simple single track gently meandering through pastures, forests and mountainsides was captivating. It was with this in mind that I laid out a single line using spline connecting the two ends of the yard in Chama. My intention was to create a layout from an historical approach as opposed to one of fantasy.



I built the yards on a flatbed of plywood sections connected to spline sub roadbed at both ends. This was supported on floating structural trays attached to standard “L” girder construction. The trays never exceeded eight feet in length and are all removable. This was a lesson I learned the hard way when trying to carry the previous


Photo 3: K36 no. 486 stops for water at Osier


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layout out of my basement. This method allows for the re-connection of any or all the layout sections should it be relocated at a future time. I kept a few of the structures that were scratch built as well as all my rolling stock and locomotives. I located the yard in the centre of the room, providing access from both sides and allowing a wide table surface of five feet to build the yard and town on. The remainder of the layout follows the perimeter walls and is suspended on the walls leaving a clear open and uncluttered floor area. A grade of 4% brings you down to Osier while a 4% grade takes you up to the mine. This was a typical grade for the railroad.

I have been fairly faithful to the track plan of the original yards and have established two other stops along the route, Osier and Dallas. While these are not prototypically located, they do reflect the two diversities of the railroad. I have modelled Osier, as it existed with its few structures that lay in pasture fields while Dallas is an area of mountains with a gold mine and stamp mill. The track enters this area following just above a river that disappears in a valley shrouded in fog and distant thunderstorms, an image that depicts the route to Silverton. I painted all the backgrounds to create depth including the one wall behind Chama that has no layout along it. This allows "the island" of Chama to have a backdrop when viewed from both sides adding even more depth.



Photo 4: K37 no. 494, the largest of the Mikes is seen from Terrace Ave. as she gets ready for her first run in an early fall morning.

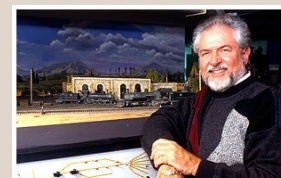
All track is hand-laid, scenery is hard-shell with rock moulds, structures are generally scratch-built, PFM sound powers the locomotives and numerous other sounds fill the area using Miller Models sound modules. The room is illuminated with fluorescent fixtures for general light distribution and key areas are accentuated with low voltage

halogen lighting that creates highlights and shadows defining structures and bringing one's attention to areas of interest. View many more scenes including my last layout on my Web site at www.drgwrr.com

Photo 5: The San Juan pulled by K28 no. 473 stops at Osier to take on passengers.



Meet Lex Parker



Lex lives in Beamsville, Ontario and operates his business in St. Catharines. As a professional registered interior designer, Lex takes great enjoyment in the visual aspects of the scenes he creates. Over the years his layout has been photographed and published in the *Bulletin*, *Model Railroader*, *Railroad Model Craftsman* and *Narrow Gauge & Shortline Gazette*. Lex is a Founding Member of CARM and is currently a Board Member and Webmaster.

Lex's Home Page: www.drgwrr.com

RAILFANNING ON THE CPR WEYAND SUB

Article and Photos by John Longhurst

Lots of trains and some modelling inspiration make a visit to the CPR's Weyburn Subdivision in southern Saskatchewan worthwhile. That's what three Winnipeggers, Ken Epp, Dave Dyck and myself did in October, 2003. It was a bitter-sweet trip; Dave had been diagnosed with inoperable cancer a month earlier, and we quickly decided to take a last railfan trip together. Sadly, Dave died in May 2004, but it was good to be able to have gone railfanning with him one last time.

The line carries cross-border traffic from Canada to the U.S. and sees 12-14 trains a day. It branches off the CPR's trans-continental mainline at Pasqua, just outside Moose Jaw, and runs 160 miles south to North Portal, Saskatchewan and Portal, North Dakota. It's one of the CP's busiest lines, and sometimes one of its biggest parking lots. The day we were there, five trains were parked at the border awaiting customs clearance, three in Saskatchewan and two in North Dakota. Four more were sitting in sidings in Canada and the U.S. Crews who work the line say that there are days when they cannot get from Moose Jaw to Portal before violating their ten-hour work limit.

Starting out from Winnipeg on Friday morning, Oct. 3, we drove back roads along the CPR mainline out of the city. Our goal was to find a westbound and follow it as long as possible toward Portage la Prairie, where the CN and the CPR cross at grade. It didn't take long to see our first train, a double stack going east, as was the next train, and also the one after that, once again proving one of Murphy's laws of railfanning: "You may see lots of trains when you are driving, but none of them will be going your direction". (Another of Murphy's laws holds that the closer the road goes to the tracks, the fewer trains you will see the truth of which anyone who has traveled the Number One to Regina can attest to.)

We finally picked up a couple of units running light west-bound, not the best train to follow, but at least it was headed our way. Along the way we saw two more eastbound double stacks, making it six trains by the time we stopped for coffee

at 9:30 in Portage la Prairie.

We saw an eastbound CN double stack just after leaving Portage, and an eastbound CP double stack near Fleming. On the drive to Regina Dave shared stories about working as a sleeping car attendant for the CPR in the mid-1950s. It was a great summer job for a university student. Dave worked out of Winnipeg, on the Dominion, travelling to Vancouver, Calgary, Toronto and Montreal. He and another attendant were responsible for serving passengers on two cars; it was a 48-hour trip to Vancouver, with two nights on the road. The CPR used steam locomotives until Calgary, and diesels through the mountains.

In the mornings he would make up the beds as soon as the passengers were up. The dirty linen was dropped off in Calgary and new linen brought aboard for the rest of the trip. Making the top bunks was a challenge; attendants were supposed to use a step, not stand on the arms of the seats below. The seat arms were definitely easier, but the railway threatened to discipline any attendants found doing it this way. Afternoons were spent watching the scenery go by and after supper he would once again start making beds.

In Regina, we stopped at Trains for V.I.P., a home-based hobby shop owned by Bill Sentes. Bill's shop is located on the south side of Regina near the Number One (just off Albert Street); in addition to the hobby shop, he has a fine layout in his basement that he is happy to show to visitors. He also took us to the layout of the Regina Model Railway Club, located in the basement of a nearby school. The club is building a representation of the old Kettle Valley route in B.C. in the 1950s, complete with a narrow gauge line.

We got to Moose Jaw around supper; after eating, we visited a home layout (prearranged in advance). When railfanning in fall, it's a good idea to try to set up some home layout visits in the evenings since the sun sets so early. The next morning, Oct. 4, we headed over to the CPR's Moose Jaw yard, where we picked up a train to follow down the Weyburn Sub. The southbound mixed freight was supposed to



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leave at 8 a.m., but didn't pull out until 9:45. We followed it down the Number One going east until we came to Pasqua, where the Weyburn Sub turns off the Indian Head Sub (the east-west main line). From there the first part of the line is pretty easy to follow, since Highway 39 runs alongside it.

At Pitman, the train we were following went into one of the six sidings on the line to wait for an empty northbound coal train. Since the line is dark (unsignalled), and none of the switches are electrically operated, train movements are directed by radio by Rail Traffic Controllers (RTC) in Calgary and crews have to line up the switches themselves. Using a scanner, we heard the RTC in Calgary tell the crew to line themselves for the siding, but to leave it open behind them (against the oncoming train). This was a practical suggestion, considering that there are no cabooses on trains and conductors don't want to walk all the way back to the locomotive after relining the switch. The RTC told the northbound coal train that the switch would be against him at Pitman, and that he should stop to line it up. After the coal train cleared the switch, the southbound freight departed, once again leaving it open for the next train to take care of (or to use to go into the siding). For model railroaders who can't afford to electrify every switch, or have them controlled by a dispatcher in another room, this provides a credible and prototypical way to run our layouts and on a busy line without signals!

As we traveled south, we drove past a farm that had found an interesting use for an old cylindrical grain hopper the owner had hoisted it high in the air on metal legs and was using it as grain storage bin. This would be an easy thing to model and make a good conversation piece for a layout. We ran into our first parked train in Estevan, where it had come off the Bromhead Sub. The engineer and conductor, who had reached their time limit, were coming off the locomotive as we arrived; they informed us they were stuck there waiting for three northbounds; apparently a southbound train had been impounded at U.S. customs (something about lack

Photo 1: Empty northbound coal train passes a CP freight at Pitman.



of paperwork) and was tying everything up. Ahead of him was another parked train. It had left Moose Jaw before 8 a.m., but died before reaching Portal. Leaving Estevan, we went down the valley at Roche Percee, where we found one northbound coming down the hill. But that was the last



Photo 2: Ken Epp & Dave Dyck at Pitman.

Photo 3: A CP train sits crewless in a siding on the U.S. side of the border.

moving train for a while; upon arrival in North Portal, we talked to a CPR engineer before crossing into North Dakota; he said it was normal for trains to be tied up like this, and that was why he preferred working the east-west mainline. At least he usually was moving there! On the U.S. side of the border we noticed a large metal contraption that reached out and over the tracks; we were told that it was a new X-ray scanner, which is supposed to speed up the border crossing.

In North Dakota we followed Hwy. 52. This road follows the railway pretty closely through some pleasant rolling country

We passed another northbound at Bowbells. It was tied up, with no crew. At Flaxton, we noticed a couple of colourful units in town, so we pulled off. They belonged to the Dakota, Missouri Valley and Western (DMVW), which operates 555 miles of track in North Dakota, South Dakota and Montana. There were two GP 38's, one was a faded former CNW unit, while the other was a gray and orange unit lettered for the DMVW. It was only when we got closer to the units that we discovered that the ex-CNW locomotive was off the tracks. It had somehow split a switch. Although both units were still running, there were no railroad employees around.

A little further on we came across another northbound tied up in a siding. Both units were running, but there was nobody around. A few miles further east, at Foxholm, we came across another northbound in a siding. We got there just as the crew were getting off. The engineer said to us, "Keys are in the ignition-it's all yours!" He told us that when things work out just right, a train can go from the crew change point at Harvey, North Dakota to Portal in 4 1/2 hours; other times, it can't be done in 12 hours (the maximum allowed for U.S. railroaders). He also said that there was another train behind him, which he was radio blocking in this dark territory. What that means is that the following train was using the same track warrant as the first; the first train would radio back to indicate when he had passed certain mileposts or towns, allowing the second train to follow him safely seven or eight miles behind.

We spent the night in Minot and the next morning (Oct. 5) caught a few BNSF freights as we headed east. We turned north at Rugby, just in time to catch the westbound Amtrak



Photo 4: Oops! That wasn't supposed to happen. A Dakota, Missouri Valley & Western GP38 split a switch at Flaxton, North Dakota

train. From there we headed north to Brandon and spent some more time at Portage la Prairie, watching local switching action on the CN and the CPR lines. Overall, it was a great trip. From the time we left Winnipeg on Friday morning, until returning home on Sunday night, we saw a total of 31 trains (some of them actually moving) and picked up a few hints for how we could realistically operate our own layouts. Plus, we had one last chance to go watch trains with a good friend.


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BALANCING FAMILY AND MODELLING

Article and Photos by John Longhurst

The main challenge facing most model railroaders is this: Big dreams, small space. Sure, that basement looks huge, but when it has to be shared with the rest of the family, the space available for a layout shrinks pretty quickly. What to do?

Ken Epp solved the problem with his HO scale Cougar River Subdivision, finding a balance between his desire for a club-size layout and his family's need for recreation, work, living and other space. How did he do it? The secret is in his around-the-walls multi-level design. The loop-to-loop layout, with its 530-foot mainline run, runs around the basement walls and through the recreation room, pantry, a bedroom, past a bathroom and through the utility area. The first level begins at a staging yard at an elevation of 49 inches, and runs around the walls of the 1,000 square foot basement before using a helix in the pantry to climb to the second level (63" elevation). After a second trip around the walls, it uses another helix in the pantry to reach the third level (71"). Unlike the previous levels, this level is built on a gradual incline and runs around half the outer and centre walls of the basement before reaching the fourth level (79"), which contains the upper staging yard.

In total, the tracks punch through walls 21 times; it takes 25 minutes for a train unimpeded by meets or switching duties to traverse the layout from the lower to upper staging yards. And that upper staging yard is really "upper"—the tracks are located about a foot below the rafters! A tilted mirror allows operators to see when trains get to the end of the track.



Photo 1: Furnace area: All four levels of Ken's layout can be seen in this photo. The highest level is the upper staging yard, in this case, it's really upper, being just a foot below the ceiling.

The layout varies between 10 to 30 inches wide on the lower level, but is only 6 to 8 inches wide on the other levels—it takes very little space as it passes through the basement rooms. To make the layout compatible with other living areas, Ken has finished off the edges with hardboard fascia and is carefully keeps wires and other clutter from view.


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Scenery on the layout is 99 percent complete—something you don't see everyday. Something else you don't see on many layouts is a scale-size baseball diamond, which reflects Ken's enjoyment of that sport. Train lengths are 25-30 cars; four trains can be run at a time on the layout, which uses conventional DC for operations.

Unless he decides to tunnel through the ceiling and into the main floor, the Cougar River Subdivision has gone as high as it can go. Of course, the family may not need the recreation room as much as it does now one day . . . Ken can always dream! See Ken's layout at Golden Rails 2005, May 20-22 in Winnipeg, Manitoba.



Photo 2: The Redbirds are having a practice on the local diamond—a feature of Ken's layout that you won't find on many other model railroads!



Photo 3: Two levels of the Cougar River Subdivision travel through the basement bedroom occupied by Ken's son Jeremy when this photo was taken.

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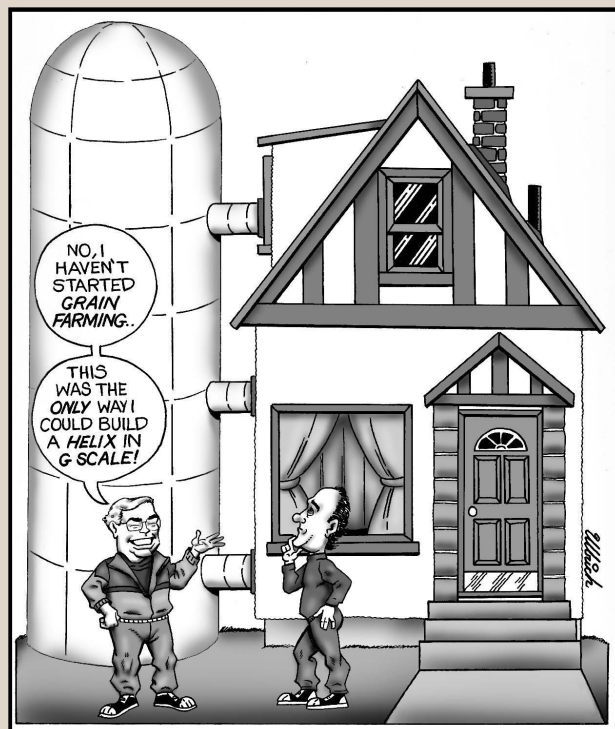
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CARTOON BY PAUL ULLRICH



STEEL MILL SHIPMENTS

By Ron Tuff and Ray Hoadley

Steel mills are one of the railways' greatest customers. They produce a variety of products, which are shipped to a limitless number of customers. Most of the raw materials required to produce high quantities of iron arrive in open hopper cars, such as iron ore, coal, coke or stone. The primary end of an integrated steel mill produces by-products, before the steel is even made. For example, tar products, light oil and anhydrous ammonia from the Coke Ovens are used as chemical feed stocks. In addition, excess coke may be screened and sold to other industries as a high carbon fuel.

The production of steel also requires an enormous amount of scrap steel to be melted in the open hearth or basic oxygen furnaces. Some of this scrap is generated internally by the finishing mills within the plant, but it must also be supplemented with several other types of scrap. Arriving in gondolas, these include heavy melt, cut scrap, bundles and turnings. Scrap may also be shipped from the plant when a sufficient amount has been stockpiled. Covered hoppers of limestone and box cars of refractory brick are also received by the steelmakers.

The finishing end of a steel mill may produce products in several forms. Plate steel is generally shipped out on flat cars or in gondolas depending on the size required by the customer. Coils that must be protected from the weather are shipped in covered gondolas or flat cars. Coils which are not covered, usually require further processing anyway. Rod and bar products are generally shipped in gondolas. They could include flat bar for vehicle leaf springs, reinforcing rod for construction projects or billets for further processing into coiled wire to produce nails and screws.

Several other types of cars are also received by a steel mill. They include flat cars loaded with lumber for building pro-

EDITORS NOTE

This is the first in a series of articles which will focus on modeling open car loads for the steel industry. Many of you might claim not to have the room to model a steel industry. As a resident of Hamilton, "The Steel Capital of Canada", I can tell you that both major mills had interchange yards at the front of the plant. A number of manufacturers offer excellent photo backdrops of steel mills. Modelling steel loads is as simple as having an interchange yard and putting the mill on the backdrop. Take a look at the chart on the next page and the wide variety of cars that the mills received and dispatched and the opportunities this creates for your railway's marketing department.

jects, covered hoppers with sand for locomotives and tank cars with diesel fuel. To offset any demurrage charges associated with overdue unloading, steel mills often attempt to reload gondolas with finished products, so a car arriving with scrap could leave the plant with billets.



Photo 1 Above: Loaded Canadian National flat car outside the Plate Mill at Stelco in 1970.



Photo 2 Left: Load of pipe on flat car at Stelco.



Photo 3 Right: CP flat car with over size plate at Stelco in 1972

Car Type	Inbound Load	Destination	Outbound Load	Destination
Ore Jenny	Iron Ore	Blast Furnace	Empty (return)	Ore mine
Open Hopper	Coal Coke Stone	Blast Furnace Blast Furnace Blast Furnace	Empty (return) Coke Empty (return)	Coal mine Small industries Quarry
Ammonia Tank	Empty	Coke By-products	Ammonia	Chemical plants
Tank Car	Empty	Coke By-products	Light Oil Tar	Chemical plants
Covered Hopper	Limestone Locomotive sand	Steelmaking Diesel Shop	Empty (return) Empty (return)	Quarry Quarry
52' Gondola	Heavy Melt Cut Scrap Bundles Turnings Ingot Moulds Ingot Stools Ingots Slabs Empty Empty Empty Empty	Scrap Yard Steelmaking Steelmaking Steelmaking Steelmaking Steelmaking Bloom Mill Hot Strip Mill Plate Mill Cold Mill Rod & Bar Mill Billet Mill	Empty Cut Scrap Bundles 39' Rail Steel Castings Rods / Bars Billets Blooms / Ingots Plate Coils Rod Coils Billets	Scrap Dealer Another steel mill Another steel mill Railroads Machine shop Auto plant Another steel mill Another steel mill Pipe mill Stamping plant Fastener plant Rod & Bar Mill
65' Narrow Gon	Empty	Rod & Bar Mill Rod & Bar Mill	Reinforcing Rod Angles, Bars etc	Construction Construction
65' Wide Gondola	Empty	Plate Mill	Plate	Ship builder Railroad car builder
65' Flat Car	Machinery Slabs Coils	Rolling Mill Hot Strip Mill Pickle Line	Plate Empty (return) Empty (return)	Locomotive builder Another steel mill Another steel mill
52' Covered Gon 55' Covered Flat	Empty	Galvanize	Galvanized Steel	Automobile plants Applicage plants Pre-paint plant
55' Bulkhead Flat	Lumber	Carpenter Shop	Empty	Sawmill
40' Box Car	Manganese Zinc Ingots Tin Ingots Refractory Brick	Steelmaking Galvanize Mill Tin Mill Steelmaking	Empty (return) Railroad Spikes	Manganese plant Railroads
50' Insulated Box	Empty	Tin Mill	Tin plate or coils	Can factory

CHAPTER NEWS

Why form a Chapter? CARM has been designed as a “bottom up” type of Association. One of the most consistent messages we get from our members is that they want to keep the politics out of CARM. They don’t want to see the type of hierarchy and elections that are the hallmark of other organizations. For that reason the Chapter has been created as an independent local body to organize what ever activities local modellers wish to have. Many members may choose not to form or participate in the activities of a Chapter.

Why isn’t CARM creating Chapters in my area? As a member driven Association, CARM doesn’t form Chapters. They are formed by local modellers themselves. What CARM will do is support the activities of Local Chapters through promotional assistance. We have also created a network of National Field Representatives who are available to help get Chapters started and to assist in ongoing activities.

Can Chapters charge dues? The answer is no. Once a Chapter is formed, they will be provided \$5 per member per year by the National Association. (pro-rated in the first year) Chapters may fundraise and they may charge admission fees to Chapter run events.

How can I form a Chapter? Contact the Chair (Editor) at chair@caorm.org or at the phone number or address listed on page 2. We will provide you with a contact list of members in your area. We suggest you host a founding meeting and at that time the modellers in your area can make a decision whether or not they wish to form a Chapter.

Vancouver Island Chapter:

A new Chapter is being formed on Vancouver Island and their first meeting is scheduled for April 3rd in Nanaimo. If you need additional information, please contact the B.C. National Field Rep, Ed Warren, at e.a.warren@telus.net

London Woodstock Ingersoll Chapter:

Craig Dunn was kind enough to host an organizing meeting at his home at the end of January with 14 members in attendance. The decision has not yet been made to form a Chapter but a follow up meeting has been scheduled for May 3rd in London.

Toronto Chapter:

The Toronto Chapter under the leadership of John Hinbest, and Ian McIntosh has been very active with a number of meetings and events in 2004. The following events are planned for 2005

- March 8—visit to Scarborough Model RR Club
- March 19-20— advice table at Toronto Train Show
- April 25— visit to Lakeshore Model RR Club
- May 23—breakfast and slide show at Convention
- June 27— visit to Delaware and Rutland Model RR

COMING EVENTS

Cobourg, ON: Cobourg Model Railroaders Model Train Show—March 5. Lion’s Community Centre, Elgin St. W. 10 a.m. to 4:30 p.m. \$4, seniors \$3, children \$1. Ted Rafuse 905-372-8375.

Saskatoon, SK: Prairie Rail Workshop Model Train Show—March 5 & 6. Western Development Museum. Sat. 10 a.m. to 6 p.m., Sun 10 a.m. to 4 p.m. \$7.25, seniors \$6.25, 6-12 \$2, family \$16. Ron Lambert 306-652-2366.

Saint John, NB: Saint John Society of Model Railroaders Train Show—March 5. St. Malachy’s High School Gym, 2-20 Leinster St. 9 a.m. to 4:30 p.m. \$5, under 12 free. Bob Boudreau 506-672-2374

Niagara Falls, ON: 5th Annual Niagara Falls Model Railway Show-March 6. Optimist Park Hall, corner of Dorchester Rd & Morrison St. 10 a.m. to 3:30 p.m. \$4, seniors & kids \$3, under 12 free w/adult. Ken Jones 905-357-6538, nfmr@sfnrm.ca

London, ON: Thames Valley Central Modular RR Club Show and Sale-March 6. South London Community Centre, behind White Oaks Mall on Jalna Blvd. 10 a.m. to 3 p.m. \$3, students \$1, under 12 free w/adult. Bob Drake 519-269-9750, quakr@enoreo.on.ca

Kitchener, ON: Kitchener Model Train Show and Sale-March 13. Bingemans, 425 Bingeman Centre Drive. 10 a.m. to 3 p.m. \$3. Ian Ward 519-426-8875. Mon—Fri after 7 p.m.

Toronto, ON: Toronto and York Division CRHA Model Railway Show-March 19 & 20. Brookview Middle School, 4505 Jane St. Sat. 11 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5, seniors and 6-18 \$3, under 5 free, family \$15. Gord Billinghurst 416-536-2894.

Quesnel, BC: Model Railway Spring Meet-March 25 to 27. Quesnel and District Seniors Centre. bbermath@quesnelbc.com

Toronto, ON: York Railway Modellers 13th Annual Spring Open House-April 3 & April 10. 5 Oakland Ave., North York. 11 a.m. to 4 p.m. \$5, children \$1. Bill Dewar 905-840-4983.

Nanaimo, BC: 21st Annual Mid Vancouver Island Model Railway Show-April 3. Beban Park Rec. Centre, 2300 Bowen Rd. 10 a.m. to 4 p.m. Member \$3, Non-member \$5, Seniors \$4, family \$10. Rick Lord 250-724-4205.

Toronto, ON: Lakeshore Model RR Flea Market-April 3. Humber College, main gym, Entrance D. 205 Humber College Blvd. 10 a.m. to 3 p.m. \$4 Steve McCoy 416-656-4498.

Kitchener-Waterloo, ON: 22nd Annual Doubleheaders Layout Tour-April 9. Over 40 home and club layouts. Registration at Hespeler Arena. 640 Ellis Rd W, Cambridge. Registration 9 a.m. to 3 p.m. Visits 9 a.m. to 9 p.m. \$5 519-658-4417.

Woodstock, ON: Annual Model Train Show-April 17. Oxford Auditorium, Woodstock Fairgrounds. 10 a.m. to 3 p.m. \$4 Ian 519-426-8875, Mon—Fri after 7 p.m.

Mississauga, ON: Toronto Toy, Train, & Doll Collectors Show-April 24. International Centre Hall 3, 6900 Airport Rd. 10 a.m. to 4 p.m. Fee. dougiarvis@sympatico.ca

Lindsay, ON: Model Transportation Expo/Trains, Boats, Planes, Automobiles-April 30 & May 1 Victoria Park Armories, 210 Kent St.W. Sat. 10 a.m. to 5 p.m. Sun. 10 a.m. to 4:30 p.m. \$4 Sponsored by Lindsay & District Model Railroaders and Lindsay Model Shipwrights.

Guelph, ON: Guelph Model RR Society Open House-May 1. 50 Crimea St. West of Edinburgh Rd N near the GEXR tracks. 10 a.m. to 5 p.m. \$4 519-856-4983 or 905-878-5009.

Innerkip, ON: Hank Duivenbode S Scale Open House-April 30 and May 1. RR#2 Innerkip. 11 a.m. to 4 p.m. No fee. Hank Duivenbode 519-469-3695

GOLDEN RAILS 2005

WINNIPEG, MAY 20-22



HOME LAYOUTS

CLINICS

TOURS

LAYOUT DISPLAYS

TRAIN SHOW

MODEL DISPLAY

IAN WILSON

and MORE...

CARM is holding its' second National Convention in Winnipeg, Manitoba May 20-22 this spring. We are holding our convention jointly with the Winnipeg Model Railroad Club (which is celebrating its 50th anniversary) as well as the CN and CP SIGs, the Canadian Railroad Historical Association (CRHA), the Midwestern Rail Association/Winnipeg Railway Museum and the Canadian Council for Rail Heritage. This promises to be a great convention for all groups. An exciting program has been planned for you with lots of variety in models and prototype as well as social time. We are trying to find new and innovative ways to make conventions fresh and exciting and we hope that you will come and see for yourselves.

HOME LAYOUT TOURS
15 of Winnipeg's finest home layouts will be open for Golden Rails, 2005, including HO, N, O and a large backyard (7 acres) riding railway!

CLINICS
A top-notch group of clinicians from across Canada will be at Golden Rails, 2005. Topics include: 1950s Prairie Railroading; Building Resin Kits; CPR Operations In Sudbury; Wood To Steel Passenger Cars; Canadian Tank Cars; Fowler/Dominion Box Cars; CPR Cabooses; Western Canadian Steam Locomotives; Painting Backdrops; Passenger Car Detailing; Freight Yard Design & Operation; Using Athabasca Car Sides; CPR Passenger Trains; When DCC Isn't Easy; Modelling Grade Crossings; CPR Maritimes Operations; Model Railroading Hints & Tips; Detailing CNR Steam Locomotives; Restoring Vintage Equipment.

TOURS
Come early and spend Friday railfanning at nearby Portage la Prairie, where the CN & the CPR cross at grade. See Winnipeg's CPR diesel shop and the Winnipeg Railway Museum. Ride the Prairie Dog Central, Winnipeg vintage railway excursion train. Plus, take a special two-day trip on VIA Rail into the Canadian shield (sponsored by Rail Travel Tours).

LAYOUT DISPLAYS & TRAIN SHOW
See several of Winnipeg's fine portable layouts, along with two special guests: **The Kicking Horse Pass** from Calgary, that features the world-famous Spiral Tunnels; and the **G-Whiz Gang** from Minneapolis, Minn., a 16 by 36 foot G-scale layout (featured in the Feb. 2003 Model Railroader. The layouts will be open for viewing by convention-goers only on Saturday, May 21; the layouts will be open to the public on Sunday, May 22.

MODEL DISPLAY
Bring your models to Golden Rails, 2005! In addition to giving other convention-goers a chance to see and appreciate your modelling, this non-judged display will also count towards CARM's Canadian Railway Craftsman certificate.

IAN WILSON
Come hear Canada's resident expert on CNR steam operations in southern Ontario!

PLUS
Visit local hobby shops, get new ideas, learn new skills, buy photos from various collections, meet old friends and make new ones.



Golden Rails, 2005 is sponsored by the Winnipeg Model Railroad Club (WMRC), Canadian Association of Railway Modellers (CARM), CP & CN SIGs, Canadian Railroad Historical Association (CRHA) and the Midwestern Rail Association/Winnipeg Railway Museum. The convention will be held May 20-22 at Canadian Mennonite University, 500 Shaftesbury Blvd. Winnipeg. **For more information, contact: goldenrails2005@yahoo.ca**

Winnipeg, May 20-22, 2005

(Please complete a separate registration form for each person.)

NAME _____

ADDRESS _____

PHONE _____ E-MAIL _____

NAME FOR NAME TAG _____

If you are a member of a sponsoring group, you can register at the member rate (\$60). Immediate family members also qualify for this rate. Please indicate what group (or groups) you belong to if applying for this rate.

WMRC CARM CN SIG CP SIG CHRA MIDWESTERN RAIL/WPG. RAILWAY MUSEUM

(All prices per person.)

Member Registration: \$60 (includes immediate family)	\$ _____
Non-member Registration: \$70	\$ _____
Friday 8 a.m. to 4 p.m. railfan trip to Portage la Prairie: \$17	\$ _____
Friday BBQ at the Assiniboine Valley Railway: \$7	\$ _____
Saturday afternoon Diesel Shop and Railway Museum tour: \$15	\$ _____

Accommodation at CMU is **dormitory style**, two beds per room and shared bathroom/shower down the hall. You can reserve a room alone for a higher cost. Prices include linens, soap, towel & breakfast. If you know who you will room with, please indicate below. **Reminder: Alcohol is not permitted at CMU.**

Double occupancy: \$27.50 per person (times number of nights)	\$ _____
Single occupancy: \$34.50 per person (times number of nights)	\$ _____
Check nights needed: 9 Thurs. 9 Fri. 9 Sat. 9 Sun.	
Sunday Lunch: \$8.55	\$ _____
TOTAL PAYMENT:	\$ _____

CARM is handling registration for Golden Rails, 2005. **Make check payable to: Golden Rails, 2005. Mail to: Golden Rails, 2005, 31-120 Quigley Road, Hamilton, L8K 6L4 Canada.**

- **I will room with:** _____
- **Do you need a ride for the layout tours?** Yes No I can provide a ride for _____ people.
- **Please reserve _____ ticket(s) for me for the Sunday 3 p.m. Prairie Dog Central ride.**

Questions? Contact goldenrails2005@yahoo.ca call or visit www.caorm.org