



THE “CANADIAN”

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

MARCH APRIL 2006 ISSUE #14

ABERFOYLE CONTINUES TO ‘WOW’ VISITORS



One of the finest model railroads anywhere, the O scale Aberfoyle Junction layout continues its long standing practice of being open to the public. These open houses support the ongoing activities of the club and I encourage those of you who haven't seen this layout to attend one. This years dates are May 6, 7, 13 & 14, as well as October 14, 15, 21, 22, 28 & 29.

An original layout was constructed at the same site starting in 1972. The present layout in its Quonset hut location dates back to late 1982. The layout is representative of Canada's two major railroads the Canadian National and the Canadian Pacific in Southern Ontario in the transition era between steam and diesel.

Model Railroader of the Future?



Dave Mehew's Cold Creek RR





THE OBSERVATION PLATFORM

Track planning is well under way for the new layout. It has been a fascinating exercise as quite a number of the ideas I shared with you two months ago have been discarded in the final plan. Sharing the process I have gone through might be helpful to anyone considering designing a first or a new layout.

The current layout simulates a multi track mainline by folding over a single track mainline with sidings. This gives me a mainline run of over 240 ft. In N scale that translates to almost 15 real minutes for a train to run from one staging yard to the next. Why was this unsatisfactory? Firstly, it meant that trains ran through every scene twice which is something I would like to eliminate. Secondly, it meant that I had narrow aisles because of the island in the centre and for club operations and open houses these proved to be bottlenecks and so I wanted to eliminate them. Lastly, while the Horseshoe Curve was an accurate representation of the prototype, the remainder of the layout was freelanced and I wanted to move toward a more prototype based layout.

A track plan was designed which incorporated four levels, three helices and was prototypically correct. On more detailed examination it had a number of problems. The mainline run was shorter than I wanted, and the four levels created significant problems with the height of the benchwork. The top level of 78 inches would be just too high to be functional.

I was feeling more than a little frustrated and stumped by the whole thing. Tearing down a layout that

was operating and was at the scenery stage to build another layout with known issues at the front end didn't seem like the wisest thing to do. I decided to go back to the basics as prescribed by the guru of track planning John Armstrong. I discarded every one of my pre-conceived notions, like a walk in layout, and laid out the Givens and Druthers exactly as John described. In going through that process, I realized that what I wanted was not "walk in access", but "easy access" with no duck under.

I remembered a visit to the layout of Richard Chrysler who models the Hagersville sub of the CNR. Richard has a multi level around the wall layout which uses a gate to get into the layout room. The gate is constructed from steel to provide rigidity. With this in mind I began to doodle and drew an around the wall plan which utilized a gate. This type of plan allowed me to use the Horseshoe Curve as a helix, increased the mainline run to over 200 ft in only 3 levels, thereby dropping the number of helices to one.

Contacting Justin and Craig, my collaborators on this project I outlined the concept. We were soon bent over the drafting board in Justin's basement and a new plan began to evolve. My son-in-law runs a business which includes a welding shop and a brief discussion with him showed building the gate to be achievable. I went back over my concerns about the previous design and we had managed to address them all. Are we finished? Not quite yet, now we are reviewing the plan to see if the gate can be simplified. What have I learned from this process? Not to get caught up in my own assumptions. Be open minded to all of the possibilities. This has applications beyond the one I mention. I learned that good ideas such as John Armstrong's approach to layout planning have longevity, new, doesn't always mean better. Lastly, I learned the value of sharing and networking with other modelers. Almost all of the changes were the results of collaboration. Some I might have thought of on my own but many would never have happened without the input of others. **The Editor.**

PASSWORD CHANGE

MEMBERS AREA: EFFECTIVE March 20th

USERNAME: smoke

PASSWORD: steam

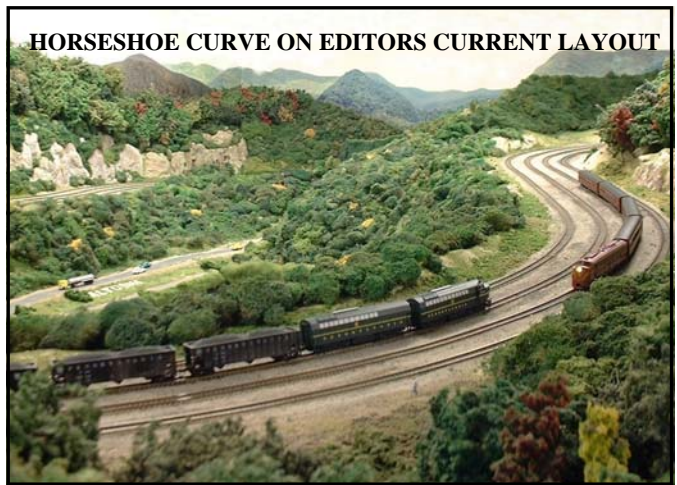
COVER PHOTOS

Upper Left Photo: Craig Webb: CP's Canadian beside a CN "Fort" series solarium at Wellington Station on the Aberfoyle Junction layout.

Lower Left Photo: Ted Rafuse: Shay Rafuse busy with some "hands on" modeling on the model railway desk constructed by him and his grandfather Ted.

Lower Right Photo: Ted Rafuse: The combine, boxcar, cabooses, tug, barge, and trees are all scratchbuilt by Dave Mehew in this waterfront scene on his Cold Creek Railway.

HORSESHOE CURVE ON EDITORS CURRENT LAYOUT



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

NATIONAL NEWS

NATIONAL ELECTIONS

In the last several issues of the Canadian the current Board has outlined a process for expanding the representation on the Board to include all areas of the country. This was done in response to the number of members who had approached us personally, comments made to us at the Annual General Meeting, and responses on the Membership Survey conducted in 2005.

Response to this initiative has been poor. We have had a nominee for the position of British Columbia Director and two nominees for the position of Eastern Ontario Director. This would leave most areas without representation. I have spoken to a number of individuals to urge them to run, and the level of their current personal commitments as well as general satisfaction with how things are currently structured seem to be the principle reasons for not stepping forward.

We have said from the beginning that we would be membership driven, and that we would not be afraid to recognize when we had taken a wrong step and work to make changes more acceptable to the membership.

As a Board we still believe that it is important and necessary that we have national representation if CARM is to be accepted across the country. However that only works if people are willing to step forward and take part in the governance of the organization. That raises the issue that perhaps the model that the Board has suggested is not one that most of you find workable. In trying to deal with this dilemma we are going to return to our roots and ask you to make this decision through a National Referendum of the membership. A ballot is enclosed which offers a number of options. Please take the time to identify which one you find most acceptable.

The options are:

- 1: No Change: The current Board structure will remain in place
- 2: Elect a National Board as outlined in the January February issue of the Canadian.

NOTE: If this option is selected, I am willing to be nominated for the National Board. Please include my name on the ballot _____

- 3: Create an Advisory Board made up of Chapter Presidents who will provide advice to the current National Board and who will meet twice a year, once by Internet or Conference Call, and once at the Annual National Convention.

- 4: The current Board structure will remain in place with Provincial Directors being appointed by the National Board and being responsible for all CARM activities in that Province.
- 5: Other option you wish us to review: Please describe in detail: _____

We will proceed on the basis that if Option 2 is selected then Nominations are closed in the areas of British Columbia and Eastern Ontario in deference to the three individuals who were willing to put their names forward.

CONVENTION SITE SELECTED FOR 2007

We have selected Victoria, British Columbia as the site of the 2007 Convention. A Convention Committee has been formed and work has already started on finding a suitable location and putting together a wonderful program.



Members of the Victoria Organizing Committee seen on a visit to the University of Victoria, a potential site for the 2008 Convention

SICK CHILDREN'S HOSPITAL

The Toronto Chapter, and the Credit Valley Chapter have jointly undertaken to upgrade and replace much of the equipment on a G Scale layout which has fallen into disrepair at the Sick Children's Hospital in Toronto. The National Board is undertaking to obtain funding to assist them in this worthy endeavor.

This is a wonderful initiative and we are asking other Chapters across the country to investigate whether Children's Hospitals in their area require the same type of assistance. If you find a role for the local CARM Chapter to play, then please contact the National and we will undertake to assist you in any way possible.

Canadian Railway Craftsman

Track One - Mentor

by Dave Burroughs, CRC Manager

My last column covered the requirements for the Youth CRC. I started talking about the Youth CRC as it is a natural lead in to Track One which deals with mentoring. I hope everyone read the requirements and have given some thought as to a youth for whom you can mentor. Working with a son, grandson, a junior member at the local model railroad club or the kid next door will be a gratifying experience and will provide motivation in our wonderful hobby.

Track One builds on the concept of sharing your skills with others. In this Track, you must be willing to mentor two other members in their pursuit of any Track Certificate. In addition, you must mentor a youth in the YCRC program.

Mentoring is a skill that we all possess and we do it without even thinking about it. Every time someone asks you a question and you offer guidance, you are mentoring. Think of things that you do well and try to share these skills with others. When you share your skills with other members or youths, be sure to document the details on the Record of Service Form for Track One.

If you have been in this hobby for any period of time, you have developed skills in many areas. Most of you will have already acquired skills for building structures, rolling stock, motive power, scenery, electrical, soldering and painting.

Often, before beginning a layout, one studies the prototype and takes pictures for future reference when building. Research is necessary if you want to duplicate a particular era or location. Layout construction teaches us planning, bench work, roadbed construction, track work, control panel construction and wiring. You may have chosen standard DC or delved into the growing world of DCC.

Putting all of these individual pieces together, we build something that we can operate in a prototypical fashion. We learned how to operate trains by observing the prototype and other layout owners. We recognize when trains are operated in a fashion that duplicates the real thing. We now have the ability to show others how freight cars are gathered by the local switchers and way freights, taken back to the yard for classification and assembled into trains for travel toward their destination.

All of this experience qualifies us to share our knowledge to mentor novices and youth members. As we pass on this information to others, we are working toward our Track One Certificate.

Now, let's try and work with someone during the next few months. Assess their needs and offer some assistance to bring their skills up a notch. It is as simple as showing someone how you install Kadee couplers, weight freight cars to a common standard or to check the gauge of wheel sets for reliable equipment operation. Maybe you have an artistic flair and can demonstrate painting backdrops to

make your layout more interesting. How about a clinic at a Chapter meeting?

Upon completion of Track One, your name will be added to the CARM website as an accredited mentor. Members looking for mentoring in any given area should review the qualified mentor list and contact a qualified member in your area or Chapter.

Next issue, we will look into how you can contribute to CARM on a national level.

Questions about the CRC program can be directed to crc@caorm.org or by regular mail at:

CRC Manager
Canadian Association of Railway Modelers
373 Cranbrook Drive
Hamilton, ON, L9C 5W1

NEW PRODUCTS ANNOUNCED

TRAINZ RAILROAD SIMULATION SYSTEM: The new version of Trainz, TRS2006, is out with a complete accurate simulation of the downtown Toronto Rail Lands as they existed in 1955. It is a massive simulation with over 900 switches, 900 signals and 69 kilometers of track. A group of 10 Canadian "virtual model railroad" enthusiasts built it over a period of 6 months and Trainz has included it in their world wide release. It includes Canadian diesels, CPR stainless steel Budd passenger cars, CNR heavyweight passenger cars, as well as CNR, CPR and ONR freight cars of the era. For more information on this product, check out the website at www.auran.com/TRS2006

RAPIDO TRAINS INC: Rapido Trains is launching the Super Continental Line, fully ready to run, museum quality, lightweight passenger cars in HO scale. As the name implies this series of passenger cars is based entirely on CN's lightweight passenger car fleet.

The first two releases are a Canadian Car and Foundry 1954 Coach and an E-Series 4-8-4 Duplex Sleeper. These cars were the backbone of CN and VIA's fleet from 1954 until the 1990's. Details include marker lamps, end gates, and underbody piping. Delivery is expected in July 2006 and price will be in the \$59.95 MSRP range.

Paints schemes include CN 1954—black, green and gold, CN Rail 1961-black, grey, and red, VIA Rail 1977-blue and yellow, CP—tuscan and gold, as well as undecorated and some American paint schemes.

The next cars in the series will be the 2500 Series Café-Bar-Lounge cars, and the Bay Series 10-5 Sleepers.

For more information: www.rapidotrains.com

GRANDFATHER, GRANDSON, AND A MODEL RAILROAD DESK

Article and Photographs By Ted "Papa" Rafuse

My grandson Shay was nine months old when he attended his first model train show in Cobourg, Ontario. Most of the time he slept under a table from which I was selling copies of my first railway book. As he got much older, around two, I began to look after him (child sit?) most Friday's; a relief for the parents and a form of bonding for us.

I quickly discovered that he was entirely engaged while Thomas the Tank Engine was showing on the children's tv channel and required absolutely no effort on my part to entertain him. A railway buddy's twins had outgrown, or lost interest, in their collection of Thomas toys and track. We agreed to a Chicago loan (I borrow but return when finished). Consequently a large box of Thomas railway equipment was set up in a back room of my house where it could remain without having to be stored repeatedly.

In no time at all, Shay became enamoured of the hands on approach to Thomas the Tank Engine. Even the video tapes had competition. He spent hours re arranging the track, placing the rolling stock on the track and creating imaginative stories for the operation of his railway. Over time the track alignment changed constantly as did the narratives. This was a real boon to me as I could leave him alone and repair to my modelling desk or to my computer to write railway material.

Providing the weather cooperated, we also began to eat tail gate lunches at the Cobourg VIA station. I chose that time as I knew that several VIA trains were due, and often there were several freights on both the CN and CP mainlines lines as well. Shay thought this real size railroading was exciting and his patience in waiting for trains to appear even at this age was remarkable. His mother was in disbelief one time after I dropped him off as she endured a conversation into the how and why of a Hayes bumper that we had examined that day behind the Port Hope VIA station.

About age three, having seen my HO layout in the basement, he began to show an interest in my modelling and especially in operating the trains on my layout. I was fearful of what his hands might damage but since the layout is elevated he had to stand on a small stool to see. His own caution due to the precarious nature of his footing prevailed and very seldom did his hands stray onto the edge of the layout.

For a time he was content with telling me what locomotive he wanted to use, what rolling stock would make up the train, and where the cars would be dropped off or picked up. Shortly thereafter he wanted to run the locomotives. With sorcery I agreed to this. My layout has block cab control using AristoCraft throttles on the mainline. I would give him one of the throttles, leave the toggles off for that cab, and I would run the train with the second throttle. Meanwhile he assumed he was operating the train. This ruse continued for some time. Eventually he was taught how to use the throttle. After anxious moments on my part at age five he became adept at using the throttle in both mainline running and switching.

As he started kindergarten our Fridays together were cut in half as he attended school every second Friday. I recognized that these good times were soon to end when he entered grade one, which would end our Friday forays. I broached the idea of him having his own model railway at his home. The response was immediate and emphatic. The only thing he wanted was a turntable. I hadn't even thought of a layout design let alone a track plan at this stage!

Space at home for a layout was limited to his bedroom. From the beginning I wanted the layout design to be moveable and multi-purpose. Eventually I thought of a layout in a desk. This would provide him with modelling possibilities as well as serve as a student desk when not in use as a layout. After some doodling, I devised a covered box that I believed would serve both purposes.

The box is made from two sheets of 4' by 8' 1/2 inch GIS plywood. (I am old enough to have worked much of my life in the non-metric sphere.) To make the fewest cuts and preserve as much of the excess plywood in its largest format, I drew cut lines on a piece of paper so that I could instruct the lumber yard what cuts I wanted to be made and the order in which to make those cuts. I'm not sure to this day whether the lumber yard personnel actually believed that I was making a desk model railway. The bottom of the layout is 28" wide by 8' long. The top is the same length but 29" wide.



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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



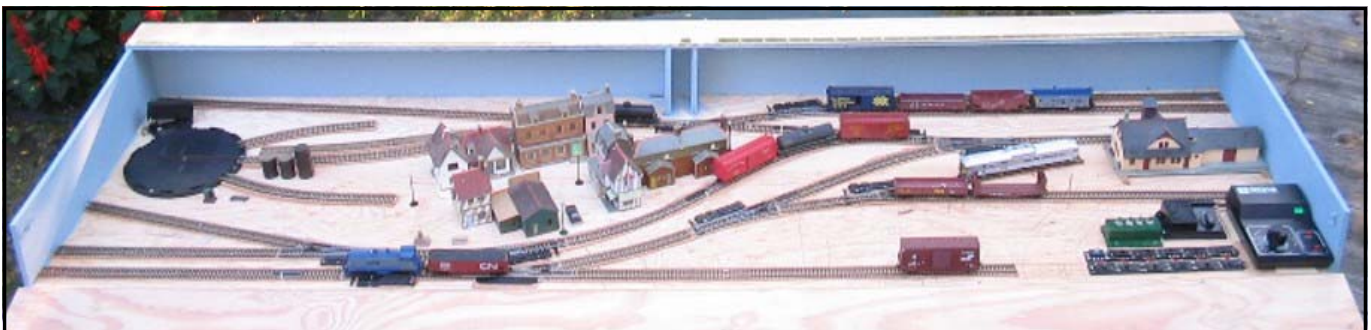
The top was then cut longitudinally into two sections, one 4" wide and the other 25" wide. The 25" wide piece was then cut in two to end up with two pieces 4' by 25". The front consists of two pieces, both 8' long: one is 1½" wide and the second is 5½" wide. The sides are tapered at the top to provide a slight slope to the box when it is used as a desk. The sides are 27" long with a rear height of 8" and a front height of 7". The taper cut on the sides begins at a point 3½" in from the back height of 8" and tapers to the front height of 7". The back is 8" high by 8' long. I had several pieces of plywood cut to ½" by ¾" by 8' which were used later as floor supports.

The fabrication of the box is not complicated although at this point I did call on Shay's father Ewen to assist due to the length of the materials. To the back and small width of the front I glued, with yellow carpenter's glue, and screwed using wood screws, the floor supports so that this strip would elevate the bottom of the floor by ¾" from the bottom of the front, back and sides. I then attached the same supports to the side removing 2" from the length of the side to accommodate the fitting of the sides to the inside of the front and back. The basic frame was then secured using nails, glue and clamps.

When the glue had dried, the floor dropped in to sit on the supports. This was screwed in place. The 4' by

8' top piece was added with glue and nails such that it sits on top of the back piece. To this a piano hinge the full length was screwed in place. On the inside I nailed two small pieces to act as a support linking the top, bottom and back together. (Later these supports will be hidden by a building around them.) A similar piano hinge was added to the bottom piece of plywood at the front. Once screwed in place, the top front piece was screwed to the other side of the piano hinge. A simple hook and eye arrangement at each end holds this piece in an upright position when using the desk top. With the smooth side up, I attached both top sections to the top piano hinge. Each top rests on the front and one side and are secured to top back. The box was now complete although I removed the top panels until the unit was placed in Shay's bedroom.

While in the planning stages with the plywood, I checked a number of back issues of model railway magazines searching for track plans that could be modified to fit a 27" by 96" footprint. I discovered several switching layouts all of which appeared to me to be appropriate to the space. Only one had a turntable drawn into the track plan and as soon as Shay saw the extension to the Portage Hill and Cumminpaw Railway that appeared in the July 1963 Model Railroader, he was adamant that was the plan he wanted. The original track plan was 2' by 7' which was modified somewhat to the new space and for a slightly different purpose as a switching layout.



About a year before this project began a modeling friend and I purchased a model railway from an estate. We sold most items but I kept several pieces of Atlas track and electrical turnouts and many of these became part of this desk layout. Some Atlas track components are wired for common rail wiring a feature that I am not familiar with as I use double wire block control on my layout. I was quite surprised that by attaching rail feeders to one set of tracks the entire layout operated electrically! Despite this surprise I was able to keep within the boundaries of the KISS principle for the layout.

Following the modified track plan I cut to fit, and glued cork sub roadbed for the turnouts and flex track. I spiked the turnouts first. I cut flex track and spiked flex track sections between the turnouts. When all the track and turnouts were spiked, and the Atlas turntable installed, I hooked up a set of feeder wires and tested the entire track to ensure there was electrical conductivity. Success so far.

The controls for the layout are arbitrarily at the right hand front of the layout. From estate sources came the following: a MRC Tech II transformer for locomotive control, a second, simple, centre off, transformer for switch machine motors and turntable operation, and 12 Atlas slide switches for turnout operation. All wiring feeds to the underside of the layout and is secured in various places by cable staples. Again, once the wiring was in place, all electrical aspects were tested.

The common rail wiring and the electrical configuration of the turnouts allowed for only one locomotive to be on the layout at one time. To improve operating potential, I added several on/off switches that would allow several locomotives to be on the layout at one time, albeit stored on individual tracks. One of these is near the station for use as an RDC location, the other three are associated with the turntable. Again, once wired, all were tested for operation.

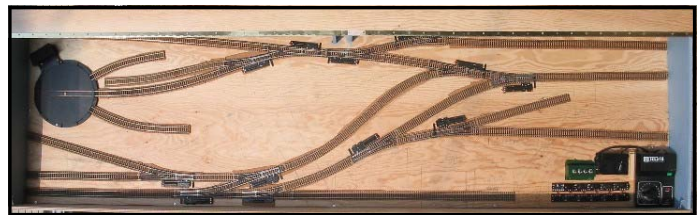
The layout intentionally has no legs as it was meant to sit atop two drawer units from IKEA. This accomplishes the elevation necessary and provides storage for railway rolling stock and his clothing as well. When in use as a railway, the tops rest against the wall. The inside of the sides and back, as well as the inside of the tops, were painted a sky blue. The outside at the time of writing has not been painted as Shay has yet to determine a colour.

Locomotives and rolling stock for the railway came from several sources. An Athearn SW1500 was salvaged from the estate along with several other pieces of rolling stock. Shay inherited some early Bachman and Lifelike locomotives from his father but these for the most part will be show pieces as they do not operate well and are missing 'tires'. Some of his father's rolling stock will be used, modified with the addition of KD couplers. Finally, Papa has donated an RDC and several other pieces of rolling stock.

While still in the final construction phases in my garage Shay tested the layout several times and gave it a staunch thumbs up with the expression, "Cool!". Several KD uncoupling magnets have been judiciously placed to assist operation.



Photo Above: The Desk Layout crew: Back, l-r, Daddy Ewen, Poppa Ted and centre, railway manager Shay. The layout is now a 3 generation family project to 'complete'.



The layout is a switching layout with two interchange tracks at the back, one for an outgoing train, one for an incoming train. There are multiple places to spot cars. The tail tracks are limited as to the number of cars they can hold so thoughtful planning is required to accomplish any switching maneuver.

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From Papa's view point the layout is complete. It is my hope that the model railway will become a father-son layout in Shay's bedroom where they can work towards 'completing' it. With guidance and assistance from Papa they can ballast the track, build the roads, construct the buildings, place the sod and plant the trees and create mini-dioramas with vehicles and people. To accomplish this visits to train shows and hobby stores are a must. All these activities should keep the family busy and connected for many months and years to come.

A post script. Shay's younger brother is now two and the process is repeating itself with the same intensity. I wonder if I will be revisiting the concept in four years time?

ABERFOYLE JUNCTION

Article By John Johnston: Photos By Craig Webb

Located in the village of Aberfoyle, about 60 kms west of Toronto is one of the finest model railroads ever built. Construction of the 32X83 ft "O" Scale layout began in 1982 and it is housed in its own building along with a small gift shop and lounge.

Rail has been spiked into over 20,000 wooden ties which are laid on ten-test brand fiber board over splines mounted on L-girder benchwork. Scenery has been constructed using the tried and true hard shell method and the layout is home to thousands of hand made trees.

The layout is wired using a standard block system. A major special effect is the day to night sequence which relies on a drum which rotates slowly and operates 64 micro-switches which are connected to over 400 bulbs. These lights are located in structures and street lighting and they turn on and off in a random sequence while the overhead ceiling lights go through a 6 minute cycle of dimming and then returning to their normal brightness.

The layout displays the two major railroads of Southern Ontario, the Canadian National and the Canadian Pacific. The CN is a double track main, as is the prototype, while the CPR is a single track main. Turnouts are electrically powered but have accurately modeled non operating CN and CP switchstands.

The layout has urban and rural scenes and numerous structures which are synonymous with the different locales. Railroad structures are all accurate representations of the prototype built from actual plans or photographed and measured prior to being built.

Equipment is a mixture of diesel and steam and is almost entirely scratchbuilt or super detailed and represents CN and CP prototypes. There are 14 CN steamers, 16 CN diesels, 6 CP steamers, and 15 CP diesels on the roster. Steam includes CP Royal Hudsons, CNR Northerns and Mountains as well as smaller units like 0-6-0 yard switchers. Diesels include cab and road units from GM and MLW. There are 74 pieces of passenger equipment all with full detailing and lighting including an 8 car version of CP's Canadian as it existed in 1955. Detailing includes, lighting, figures and in the dining cars, the table settings.

The layout has about 250 freight cars and since this was the era of the cabooses, scratchbuilt wood and styrene CN and CP cabooses can be seen on the rear of every freight.

All around the layout are various vignettes designed to capture the imagination. Several years ago the waterfront was enlarged and a beach scene was added complete with picnic facilities, a change house, outhouses, and a snack bar. Buildings throughout the layout have been detailed and interiors and lighting added.

The layout was designed as a display layout and so operation is geared to meet that goal. There are 5 weekends of advertised shows, open to the general public, each year. There is a small charge for entry to these shows and the income helps to cover the costs of maintaining the building and providing for some upgrades.

The 2006 dates to see this wonderful layout are May 6 and 7, May 13 & 14, October 14 & 15, October 21 & 22, and October 28 & 29.



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Photo 1: Left Top: Three track lift bridge scratchbuilt by Charles Bard & Frank Dubery.

Photo 2: Right Top: CPR Royal Hudson built by Charles Bard arrives at CP's West Toronto Depot built by Craig Webb.



Photo 3: Right Bottom: Overview of the layout.

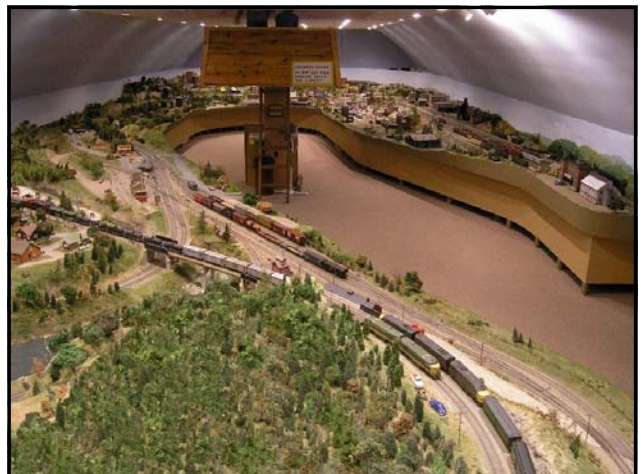


Photo 4 & 5: Left Centre/Left Bottom: By the 1950's day trip beach resorts outside big cities were falling into disrepair. The pavilion and outbuildings, made of styrene show the gentle aging of buildings of the time. RDC's were common power for these trips.

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On30 COLD CREEK RAILWAY OF DAVE MEHEW

ARTICLE AND PHOTOS BY TED RAFUSE

Dave Mehew is typical of many modellers who have built several layouts. Not typical of many modellers is the skill and attention to detail to which he has presented on those layouts. As have many modellers, Dave started in the hobby with an HO Christmas train set. Shortly later his first layout was constructed, and over the space of time, expanded several times. Intrigued by the scratch building possibilities, and by a larger scale, Dave divested his HO models and layout, and directed his energy and talents towards the construction of an S scale layout. This enthusiasm resulted in a truly fine scale, around the room, layout featuring many scratch built rolling stock and structures.

As soon as the S scale layout was 'finished' Dave became infatuated with O scale, and in particular, On30. To assist another change of scale, he held an open house at which he offered for sale his S scale empire, modules, rolling stock and buildings. From the remnants, and the resources acquired, the On30 Cold Creek Railway was born. Its shape mimics a capital letter E, such that the backbone is at the top and the three letter extensions drop down. Two of the extensions are complete and depict towns. They are connected to allow continuous or point to point operation. The third extension area is still undergoing construction.

The CCR was designed and built to be portable. Modules are a wooden box frame construction supported with posts and in some situations fixed to the wall. Risers from the frame support a base of 1/2" plywood. Hills are made of layered building foam. The layout edges are finished with hardboard and painted and labelled at various operating stations. The track is code 100 nickel silver with some commercial track but most of this, as well as the turnouts, are hand laid, and all operate flawlessly. At certain times, individual modules are removed for display at train shows.

Dave particularly enjoys scratch building and scenery, both of which are wonderfully presented on the Cold Creek Railway. Many of his structures are scratch built; a few are modified kit built, none gain access to the layout as a straight from the box structure. All are built to scale, but a few S scale buildings from his previous layout are judiciously placed to provide a forced perspective at certain points on the railway scene. Whatever the building, all feature a wealth of detail. The attentiveness to detail is masterful and suggests an abundance of layout activity, even though the scale



Photo 1: Above: An overall view of the completed portion of the Cold Creek Railway. The unfinished portion mentioned in the article is along the wall at the right side of the photograph and is obscured by the Codrington module

Photo 2: Below: Dave's hand laid track work reflects his skills in this aspect of modelling. Trees provide a cooling shade to the scene and protect the workers from the searing sun.



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people do not move.

Scenery is spectacularly subdued. There are no towering snow capped peaks, but the rolling and undulating hills are a focal point. When working on the layout scenery, Dave concentrates on a small area to develop a scene with a theme. He has developed a process he describes as double texturing. This method involves building a scene layer by layer by layer, starting with the basic texturing which might include moulds, sculpting, painting, adding ground texture, constructing and adding buildings, ground coverings, shrubbery, trees, and details and more details until he is happy with the resulting panorama. Dave's skills are evident as well in his use of an air brush which he uses to paint and weather his locomotives, rolling stock and vehicles.

Trees abound on the terrain through which the CCR passes. These have varied origins and come to life under Dave's adept horticulture. Peppergrass and natural roots are often the main starting point. Trees are nurtured through trimming of the original, adding aspects such as various products from Woodland Scenics, and altering and manipulating until he is satisfied with a growth that would make an arboretum proud.

The Cold Creek Railway operates on a train order basis with a computer schedule that Dave purposely designed. The CCR operates in an east-west manner with point to point operation if a group is attending the session. The layout is electrically blocked for typical two cab operation. An Aristocraft (Crest) hand held throttle and a tethered hand held throttle control mainline movements. Several additional tethered hand held throttles are available for local switching operations. On his own, Dave moves from town to town switching as he pleases, and, occasionally, allows the train to operate on its own in a continuous operation mode. After all his hard work, he too simply likes to watch model trains run!

The CCR is not finished. Dave is engaged in ongoing construction towards Brighton where plans are to develop a transfer yard and facility with O standard gauge. Some of the kit modified buildings are in place, but track work and landscaping have yet to be completed.

Dave is active in a number of other related pursuits as well. He is an avid photographer, railways being an important subject for his lense. He has written articles for *Railroad Model Craftsman*, *Canadian Railway Modeller* and *Narrow Gauge and Shortline Gazette*. He has recently taken up painting with oils and acrylic making trains his subject matters. Several years ago, Dave and fellow Peterborough Model Railroader member Jim Burchell taught an eight week course, An Introductory to Model Railroading, at Sir Sandford Fleming College in Peterborough.

As a PMR member, Dave is often on hand at model train shows as one of operators of the group model train display. For Dave, a major delight of his modelling is the opportunity to meet and talk with fellow enthusiasts. To that end, he is a CARM member, and would be happy to talk with you about his modelling whenever you see him with the Peterborough Model Railroaders layout.



Photo 3 Above: Cold Creek Shay #3 works spur as worker shifts rock pile.



Photo 4 Right: busy scene in Cold Creek.



Photo 5 Left: Dave Mehew



Photo 6 Bottom: Harold's Garage at the grade crossing in Cold Creek.

CHAPTER NEWS

Editors Note: If you have news about your Chapter, I need to receive it 30 days prior to the publication date of the Canadian. These dates for the entire year are: Feb 1, April 1, June 1, August 1, October 1, and December 1.

TORONTO CHAPTER:

The Toronto Chapter has a full schedule of programs underway for this spring. On Sunday, April 2nd they will be at the Lakeshore Model Railroad Flea Market at Humber College. On Saturday, April 8th they are planning a group outing to the Doubleheaders Layout Tour. On May 22nd, the Hinbests will host a pancake and sausage breakfast on the roof of 200 Manitoba Street, Etobicoke, overlooking the CN Oakville Sub. On Monday June 26th, a meeting will be held at 103 Burlingame Rd, Etobicoke. The Toronto Chapter is also involved with the Credit Valley Chapter in the Sick Kids Hospital initiative outlined in the National News.

CREDIT VALLEY CHAPTER:

The Credit Valley Chapter participated with the Erin Mills Club in the Clubs Annual Clinic Day. There were two hands on clinics on making tree stumps, and making, painting and adding details to a laser kit. The Credit Valley Chapter is involved with the Toronto Chapter in the Sick Kids Hospital initiative. The Chapter will also be involved in running the Copetown Show on behalf of CARM.

SICK KIDS HOSPITAL INITIATIVE BY TORONTO AND CREDIT VALLEY CHAPTERS:

The Hospital has a G Scale layout on the ground floor in the food court area. It has been out of service for more than two years. The layout has about 200 feet of track in a figure 8. It is suspended from the ceiling in a plexiglass trough. The train was set to run daily from 8 am to 10 pm. Deep grooves have been worn in the rails and the locomotive motor has burnt out. Tunnel portals must be improved and opened up to allow the trains to pass freely through them. There are four major tasks to be done. Enlarge tunnel openings, mostly drywall work; sectional track work; build a lockable location for parking equipment; rewire the layout with a push button starter. If you are interested in helping out, contact either Reg Laprise at rlib@istar.ca or John Hinbest at john_hinbest@rogers.com

ONTARIO MIDWESTERN CHAPTER:

The Ontario Midwestern Chapter is having their annual get together at Participation Lodge in Holland Centre on April 9th at 3:00 p.m. This is an annual event we do to get together to just have fun. After a short meet and greet a local club at this facility opens its doors. The CARM members have a short running time with the engines that they bring. Not all members have a layout and this gives them the opportunity to run their favourite engine. Every CARM member is invited to this event and the cost is free. If you wish to attend, contact Randy O'Hara at ont_rail@yahoo.com for directions.



**Dave King, George Stephenson, and Lex Parker
at the CARM table at the Copetown Show**



**Young model railroaders awed by the
craftsmanship on display at Copetown**



CANADIAN RAILROAD HISTORICAL ASSOCIATION
CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Montreal Convention 2006



Join us in Montreal, Quebec for the third annual CRHA / CARM convention May 19th to 21st and the pre-convention activities taking place on May 18th (evening) and during the day on May 19th. Our host accommodation will be McGill University's *New Residence Hall*, which offers student type accommodation as well as two floors of four star hotel accommodations, (this is a former hotel partially converted to student living quarters). Our outstanding program of clinics will be held in the hotel's meeting rooms all under the same roof.

We will be celebrating 170 years of railroading in Canada, and what better way to celebrate than a visit to Exporail (located a five kilometres from Laprairie, site of the first railroad in Canada). You will enjoy Canada's largest railroad exhibition facility, which has just undergone a twelve million dollar expansion project. Over 45 pieces of equipment are on display as well as an HO gauge model railroad layout, miniature outdoor railroad with the Montreal live steamers visiting, operating train and streetcar rides, etc. Our Exporail hosts have numerous special events and activities in store including a banquet dinner with Greg McDonnell, author of *Canadian Pacific, Stand Fast Craigellachie* as our guest speaker.

Meet and Greet: Our convention gets off to a rousing start with our annual 'meet and greet' which will be held at the Canada Central Railway club layout (canadacentral.org), this is Canada's largest HO gauge layout measuring 125 X 37 feet. Located under the CN viaduct south of Central Station, twelve inch to the foot trains rumble overhead while we enjoy the hospitality of our Canada Central hosts. Just a sampling of what's in store: 4000 feet of HO gauge track, 475 switches, 10 control panels, 15 stations, 18 bridges, 17 tunnels and 70 industries. DCC control with real time TV on board a train. As if that's not enough, the Montreal N-Track shares an adjoining space, this permanently erected modular layout has 80 modules, need we say more. STM city busses will shuttle between the McGill University hotel and the layouts as parking is limited. Snacks, appetizers, sandwiches, dessert, tea and coffee will be served (included in registration). Beverages will be available (not included in the registration).

Accommodations: Our host accommodation will be the McGill University New Residence Hall (mcgill.ca/nrh), located at 3625 Avenue du Parc, Montreal, Quebec, H2X 3P8 in downtown Montreal. This is a former four star hotel which was converted to student accommodations, the top two floors have been retained in their hotel décor and are



Photo Above: Canada Central Railway which will be open on the Layout Tours at Montreal 2006

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classed as superior rooms. These two floors have a lounge available for guests. Please note this is a non-smoking facility. Hotel Contact Information: phone: 514-398-3471 **Quote Convention No. 234** : fax: 514-398-4521 e-mail: reservation.nrh@mcgill.ca. Be sure to mention the CRHA/CARM 2006 convention to obtain the special rate. More details on our web site.

Layouts and other activities: During the convention there will be conference sessions (clinics) and self guided layout tours. These are included in the registration.

Travel: Air Canada is the preferred airline for the CRHA/CARM 2006 Montreal convention. If traveling by air please quote **CV060196** to obtain the convention rate. VIA Rail Canada is the preferred rail carrier for the CRHA/CARM Montreal 2006 convention. If traveling by rail please quote **10665** for preferential fares, call 1-888-842-7245 to reserve.

TENTATIVE PROGRAM

Thursday, May 18, 2006 (Pre-convention, not included in registration).

6 PM: Meet at Windsor Station for a guided walking tour followed by dinner (at your own expense) at Saint-Hubert BBQ, located in the station complex.

Friday, May 19, 2006 (Pre-convention, not included in registration).

Tour A: The STM (Montreal Transit Commission) has generously donated the use of a city bus for the day, you will be picked up at the McGill Residence and proceed for a tour of the Montreal Cremazie metro maintenance shops. Along the way and afterwards our bus will detour and Daniel Laurendeau will point out some of the remaining souvenirs of the once great Montreal streetcar system. In the evening the same bus will shuttle between McGill and the Canada Central Meet and Greet.

Tour B: Guided ride aboard the CNR / AMT Montreal's Mount Royal Tunnel electrified commuter line between Central Station and Deux Montagnes, Quebec. (cost return fare about \$ 15).

Tour C: Canadian Allied Diesel shop tour (safety shoes required), then a guided photography session at Montreal West station in the afternoon rush hour. See dozens of AMT commuter trains from inbound deadheads to three routes of outbound trains, everything from double deckers to ex GO Transit cars with an array of motive power, bring enough film (cost about \$ 15)!

Friday, May 19, 2006, Start of the official program.

6 PM: Shuttle busses will transport you to the Canada Central HO gauge layout in downtown Montreal. This is the largest HO layout in Canada. Under the same roof as N Trax, an 80 module N gauge layout permanently mounted. Snacks, sandwiches, dessert and hot / cold beverages are included. Beer and wine will be available, (not included in your registration).

Saturday, May 20, 2006.

8 AM /12 PM: 12 (1 hr) clinic sessions, three in parallel

12 – 1:30 PM: Lunch, included in your registration.

1:30 PM: Depart by automobile for Exporail, extra cost transportation being arranged for those who wish it. Numerous special activities will be available at Exporail including video presentations, a locomotive model unveiling, ribbon cutting on the HO gauge layout, etc. etc., all included in your registration.

5:30 PM: Convention Banquet, limit 300 persons, door prizes, Greg McDonnell, author of Canadian Pacific, Stand Fast Craiggellachie will be our guest speaker. Extra cost item not included in registration, beer and wine will be available.

Sunday, May 21, 2006.

8:30/10:30 AM: 6 Clinic sessions.

10:30 AM: Annual Association Meetings.

End of convention program.

Confirmed Clinics:

- 1: Ken Goslett, Canada and the GS gondola.
- 2: David Jeanes, The Grand Trunk Railways 150 year old stations and their architect
- 3: Daniel Laurendeau, Montreal streetcars including 20 minute video.
- 4: Stan Smail, The Fairbanks Years, the story of Fairbanks Morse Locomotives.
- 5: Ronald S. Ritchie, Railroad passes and archival documentation.
- 6: Lorne Perry, The Distinctive 'Look' of CN Steam Locomotives.
- 7: Tony Van Klink, Working with brass.
- 8: Bruce Chapman, Ottawa Valley Railroading in the 1950's
- 9: Richard McQuade, From Wood to Steel, the evolution of Canadian passenger cars.
- 10: David Hanna, Grand Railway Terminals.
- 11: Barry Biglow, CN's Two Mountains electrification then and now.
- 12: Dave Stremes, Prototype work equipment.
- 13: Pierre Oliver, Building Resin Kits.
- 14: Michael Leduc, Turcot and the Glen, Montreal's major service centres in the steam era.
- 15: DCC Control, Dan Kirlin.
- 16: Don Young, assembling wooden kits.
- 17: Tom Grumley and Doug Smith, Quebec's Interurbans (M&SC, QRL&P, Hull Electric).
- 18: Derek Boles, The Toronto Terminals Railway, 100 years of service.

Home layout tours.

We have six home or club layouts which will be open to visitors at various times. This is in addition to the Canada Central club layout and N-Trax which we will see at the Friday night 'Meet and Greet'.

Don't miss CRHA/CARM Montreal 2006.

Fill out your registration form today, some tours will be limited in capacity, don't miss the train!

CRHA / CARM Montreal 2006 Convention Registration Form

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

NAME
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 CITY PROV. POSTAL CODE
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 NAME FOR NAME TAG

You must be a member of one of the following groups or an immediate family member of one who is attending to participate or belong to one of the other groups involved with the convention, please specify. Check website for a complete listing.

(Check all that apply)

CRHA CARM BytownCN Sig CP Sig OVAR TRAQ
 Other:

Registration, prior to start of convention, (\$108.50 at the door): (a) \$ 98.50

Exporall Saturday Evening Banquet, \$48.50, (limited to 300): (b) \$
 (cocktails extra)

Total Due in Canadian Dollars: (a + b) = (c) \$
 (Only use this section if paying in US Dollars)

Add \$5.00 Canadian for new total (c + 5.00) = (d) \$

Multiply new total by 0.85 for USD amount (d) x .85 = (e) \$ US

CARM is handling the registration for this convention. Please make cheque payable to "Montreal 2006" and mail the cheque and this form(s) to:

Montreal 2006
 31-120 Quigley Road
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 Canada

Registrations must be received at the Hamilton address no later than Friday May 12th, 2006 to be processed prior to the convention. Cancellations must be received at the Hamilton address by May 5th, 2006 for full refund, by May 17th, 2006 for full refund minus all food costs. No refunds after May 17th, 2006. Any refunds will be issued after the convention.

For up to date and more information check our website at www.caorm.org and follow the links to the convention site. For information or inquires about registration please e-mail David King at membership@caorm.org

**Join us in Montreal on May 19, 20 and 21, 2006 to celebrate
170 years of railroading in Canada!**

COMING EVENTS

March 18/19: Kingston, ON, Kingston Rail O Rama: Ambassador Hotel, 550 Princess St.

March 18/19: Nottingham, UK, Nottingham East Midlands Model Railway Exhibition: annual 'A Canadian Celebration' event. Several model railway layouts depicting Canadian railways, in N, HO, and On3, together with demonstrations and displays.

March 26: Kitchener, ON, Kitchener Model Train Show: Bingemans Park Ballroom, 425 Bingemans Centre for info contact Ian at 905-426-8875.

March 26: Rochester, NY, RIT Train Show and Sale: RIT Campus

April 2: Etobicoke, ON, Lakeshore Model Railroaders Association: Model Railroad Flea Market, Huber College, North Campus, Entrance D, 205 Humber College Blvd, for info contact Steve McCoy at 416-656-4498

April 8: 23rd Annual Doubleheaders Self Guided Layout Tour: 40 plus layouts, Registration 9:00 am to 3:00 pm: Tickets and Maps, Hespeler Arena, 640 Ellis Road West, Cambridge. \$5 per person. Information at www.trainweb.org/doubleheaders/dhsite.htm or 519-658-4417

April 9: Nanaimo, BC, 22nd Annual Mid Vancouver Island Railway Show: Location-Beban Park Rec Centre, 2300 Bowen Road. 10 am to 4 pm. \$3 per member, \$5 non members, \$4 seniors, information contact Rick Lord 250-724-4205

April 9: Batavia, NY, The Great Batavia Train Show: Batavia Downs, 9:30 am to 3:30 pm, \$5 donation.

April 14: Vernon, BC. Vernon Spring Meet: Best Western Lodge Hotel. For info Jack Smith 250-542-6520

April 22: Schomberg, ON, The First Annual Ontario Narrow Gauge Show: Schomberg Community Centre, 10:00 am to 4:00 pm. \$10 in advance, \$15 at door. Send advance registration to John Vincent, 1137 Opmar Road, RR#1, Woodville, ON, K0M 2T0. Clinics, Contests, Layouts.

April 23: Woodstock, ON, Woodstock Model Train Show: Oxford Auditorium, Woodstock Fairgrounds, West Avenue, for information, contact Ian 519-426-8875

April 29/30: Brampton, ON, The Great British Train Show: Jim Archdekin Rec. Centre, 292 Conestoga Drive. Operating British Layouts, Displays, Vendors, new and used sales items. Hosted by Platelayers Society. Sat. 10 am to 5 pm, Sun. 10 am to 4 pm. For info contact Mike Watts at 905-683-583

April 29/30: Innerkip, ON, Hank Duivenbode S Scale Open House: RR#2 Innerkip, from 11 am to 5 pm. No fee. Contact Hank for directions 519-469-3695

May 5,6,7 and May 12,13,14: Medina, NY, Day out with Thomas: Medina Railroad Museum 8 am to 6 pm.

May 6/7: Lindsay, ON: 2006 32nd Annual Model Transportation Expo: Sat 10 am to 5 pm, Sun. 10 am to 4:30 pm, Victoria Park Armouries, 210 Kent St W, for information contact Russ Moore at ldmrclub@hotmail.com

May 19, 20, 21: Montreal, Quebec, Celebrating 170 years of Railroading in Canada 1836 to 2006. Sponsored by The Canadian Association of Railway Modellers and the Canadian Railway Historical Society. (see previous page for full information)

MONTREAL 2006



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Layouts
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