

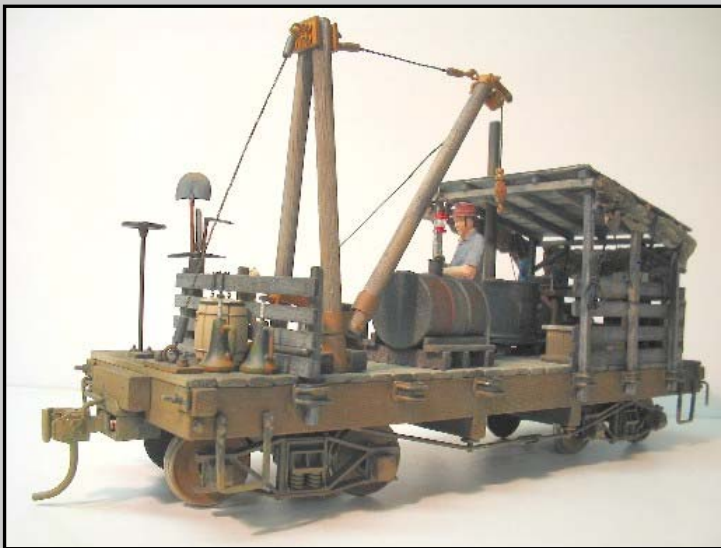


THE “CANADIAN”

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

NOVEMBER DECEMBER 2005 ISSUE #12

OVERWHELMING VOTE IN FAVOUR OF EXPANDING NATIONAL BOARD



ABOVE: JIM BURCHELL'S G SCALE FLAT CAR

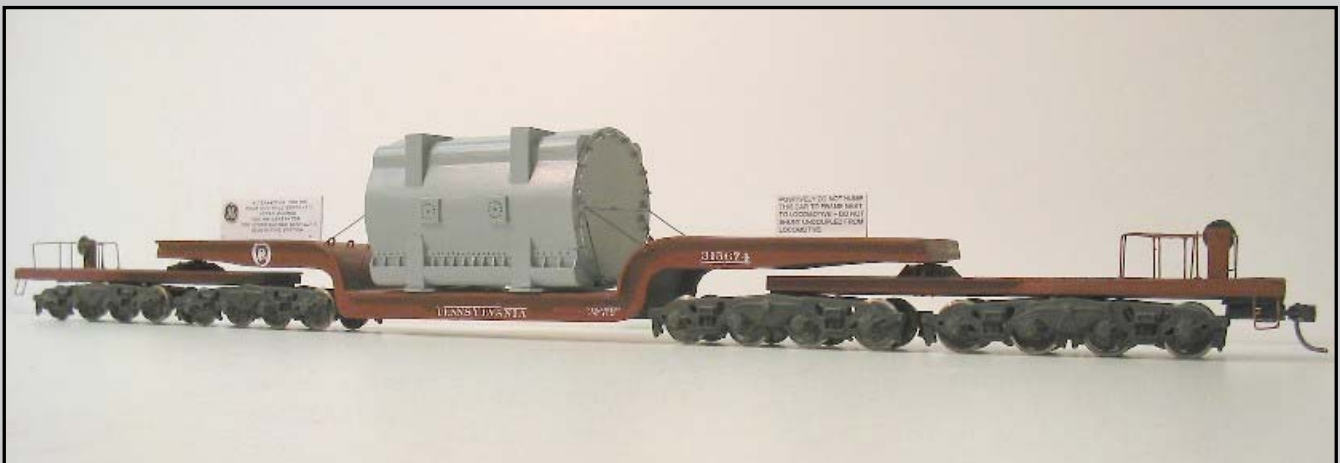
**BELOW: RON HISCOX'S O SCALE DEPRESSED
CENTRE FLAT**

The membership has once again demonstrated its willingness to be involved in running CARM. 185 of you responded to the ballot question included in the last newsletter. The overwhelming response was in favour of expanding the National Board. A full report is on Page 3.

The challenge now for the Executive is to provide a framework within which the Board will operate.

The most exciting part of this initiative is that it demonstrates clearly your desire to have a more visible CARM presence in your individual areas and that speaks well for the future of the organization.

The next big challenge will be having interested, capable, and committed people stepping forward to run for office. The procedures for election are outlined in my report and will occur early in 2006 so now is the time to start thinking about how you can play a role.





THE OBSERVATION PLATFORM

PAYBACK: The trip to the Winnipeg convention in the spring traversed the area modeled by fellow club member and friend Justin Parry. That journey across Northern Ontario, the operations of CP road switchers and the Thunder Bay grain elevators led to substantial changes to Justin's ASTX layout. He has been having a lot of fun reminding me that I am the root cause of all this work. Well, turnabout is fair play. Our club has a railfanning trip each year and I convinced everyone to go to Altoona and the Horseshoe Curve this year. Two things occurred. My fellow club members who had never seen the Curve were impressed with the accuracy of my rendition, and Justin pointed out how inaccurate the Altoona and Gallitzin areas were on my layout. After hours of discussion on the trip, I returned and started some intensive research. The track around Alto Tower in Altoona has undergone many changes over the years and finding out what it looked like in 1966 was not a straightforward task. I did find the information and a new track diagram has been crafted which is significantly different from what is there now. I showed it to Justin last night and he took the discussion to another level by suggesting a helix where I currently have staging. Oh well, the layout has been running for about 1 year now, that's a record. Now we will have to see how quickly we can make the changes and get it running again, and, oh yes, I will be reminding Justin who caused all the work. **Editor**

PASSWORD CHANGE

MEMBERS AREA: EFFECTIVE November 20

USERNAME: coach

PASSWORD: caboose

COVER PHOTOS

Upper Left Photo: Ted Rafuse: Jim Burchell's G Scale Flat Car began life as a block of pine 2X4 a length of cedar strapping and a 3/8" dowel.

Lower Right Photo: Ted Rafuse: This O Scale Depressed Centre Flat by Ron Hiscox began life as a poplar tree cut on his property

LETTERS TO THE EDITOR

Re: Expanding National Board

I have just read your report in the latest "Canadian" regarding the proposal to expand the number of officers. My initial reaction is not to do this because this is the very thing which, in my mind, made the NMRA an unwieldy and expensive organization. I had made a decision to discontinue my membership when the NMRA dues reached a specific threshold, which it invariably did and I bailed out. Memberships, like any other goods we purchase, are only worth so much and when the price reaches a certain limit, buyers quit buying.

The NMRA today is a high cost, management heavy, inflexible, political organization with far too few members to support the operation. As a long time NMRA member, I wrote many letters to various levels of the organization including the president, stating my concerns that the level of dues would only serve to eliminate the young members, the retirees on low incomes, and the beginning modellers of all ages. A group of 20,000+ NMRA members cannot support all the expensive features. I supported this decision with a report I made to the Regional Trustee based on "why members did not renew their membership" through telephone conversations over a four month period.

So having said all that, I have decided I will support your report as long as the management portion of the organization does not increase any further. You are correct in the statement that the operation of CARM puts a strain on the lives of only four people so there is a need for a few more to share the duties, and also, I agree with the advantage of a bit more regional representation. The cost of an increase of management must be minimized so I agree with the idea of Internet meeting and conference calls as long as there is no major expense. I definitely do not want to see travel expenses paid.

Bill Van Bergen, Campbell River, BC

..... continued on pg 13

BACK ISSUES AVAILABLE

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

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

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

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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 OF THE CHAIR

Our success as an organization has caused us to face a number of new issues. Foremost among these issues are your clearly expressed views that we should have broader national representation on the Board of Directors. The votes have been tabulated and the results are:

For: 170 Against: 15

This favourable vote leads us to the next issue, implementing the changes within the context of your wish to minimize the "politics" in the hobby and within CARM. As you might imagine it is not easy to create a "non-political" governing body. The four Founding Members have tackled this tough job. We have reached the following conclusions:

1. There should be no nationally elected officers. The Board of Directors as a group/team will be responsible for governing CARM. The Board shall elect from within its ranks a Chair. The Chair will serve a 2-year term. This ensures that all Members of the Board interact as equals. The responsibility of the Board will be to set the Policies of the organization and to be responsible for CARM activities within the geographic area within which they were elected.
2. There will be 4 Officers appointed by the Board for staggered 3-year terms. Those positions are: Secretary Treasurer, Membership Director, Programs Director/Webmaster, and Publisher. These 4 Officers will comprise the Administration and will be responsible for the day-to-day activities of CARM under the Policy direction of the Board. These positions are appointed since there are skills necessary to perform these functions and the Board can determine whether individuals have the appropriate skills when a vacancy occurs. The 4 Officers will be full Members of the Board and will have both voice and vote. They may be removed from their office by a 2/3's vote of the Board.
3. 1/3 of the Board will be subject

to re-election in each year.

4. British Columbia, Manitoba, Southeastern Ontario, Atlantic Region will initially elect to a 3 yr term.
5. Saskatchewan, Northern Ontario, Quebec will initially elect to a 2 year term.
6. Alberta, Southwestern Ontario, International will initially elect to a 1 year term.
7. The schedule for the first elections will be:
 - Nominations to be forwarded to the Chair and postmarked no later than January 31st, 2006.
 - Nominees to be announced in the March April issue of the Canadian along with a brief statement from each candidate.
 - Ballots for the Region in which you reside will be included in the March April issue of the Canadian.
 - Ballots to be postmarked no later than April 15th to be considered as valid votes.
 - If no one is nominated in a particular Region the Board may appoint a temporary Director for a 1 year period.

Board Members elected will be announced in the May June issue of the Canadian and will assume office on May 1.

The Board of Directors will hold a meeting at a minimum of once every two months. Meetings will be held using conference call or internet technology.

I fully recognize that this structure will not please everyone, however, I also recognize that was an impossible task. Changes in the future will rest with the new Board and with the membership who can make their views known by running for office or by exercising their vote.

In closing I wish to extend on behalf of myself, Peter, David, and Lex, a Merry Christmas and a healthy and prosperous New Year to all of you.

John Johnston

CRC PROGRAM

CRC MANAGER ANNOUNCED

Over the past months, we have been looking for someone to fill the position of CRC Manager to administer the CRC Program for CARM. Dave Burroughs has volunteered to fill this position effective immediately. Dave was previously the National Field Representative for Southern Ontario.

Dave's background extends back to the 1960's when he joined the HO Model Engineers Society in Hamilton. As a member he assisted in developing a timetable for realistic operation of the club layout. Dave has also introduced and administered a set of standards for the rolling stock and locomotives on the layout. Dave was instrumental in getting the members of the HOMES Club to convert from the NMRA coupler to the Kadee magna-matic coupler. As a member of the Executive for four years and President for two years, Dave gained experience in club operations.

In the mid 80's Dave's interest turned from modelling the CN in HO scale to narrow gauge modelling in On3. Dave currently operates a freelance layout based on the D&RGW. Dave is a member of a narrow gauge group which has been dubbed the Maple Leaf Mafia by some of our friends south of the 49th parallel.

Dave has opened his layout to visitors for the 1986 NFR Convention, the Maple Leaf 2003 Convention, the 2004 CARM National Convention, all 5 years of the HOMES Layout Tour as well as numerous private visitors. Dave's layout can be visited online at <http://mountaincable.net/~va3cp>

In forthcoming issues of The Canadian, Dave will be presenting the Tracks of the Canadian Railway Craftsman Program as well as the requirements for the Youth Canadian Railway Craftman designed especially for our Junior Members. He will review and Track and its requirements to help you get started.

Dave can be contacted at crc@caorm.org or by mail at:

CRC Manager, CARM
373 Cranbrook Drive
Hamilton, ON, L9C 5W1

WHERE DID IT START?

BY GORD MCBRIDE



If you are reading this newsletter you are, in all likelihood, already a model railroader. Have you ever wondered, while deep in the confines of your layout room working on bench work, track, wiring, scenery or whatever, just where this ‘disease’ started? I say disease with tongue in cheek but you must admit, once you have it, it is almost impossible to cure. Model railroading as we know it today, is relatively new, what with digital command control, sound not only in locomotives but in the background as well (industry, nature, etc.), ready-built kits, and on and on. The progression in the hobby over the last ten years has been unbelievable and one can only wonder what the manufacturers will come up with next.

According to greatesthobby.com and other sources, wooden and metal floor toys that resembled trains made their first appearance back in the 1860s. Little progress was made beyond this until the latter part of the century. In 1891 Marklin of Germany established a series of standard gauges for its wind-up and later electric-powered trains and in 1896 Carlisle and Finch in the United States developed electric powered trains that ran on metal track. In 1901 Lionel produced its first electric train for a store-window display and the shoppers found this more interesting than the store’s products and was an unknown sign of things to come.

By the 1920s toy electric trains were blossoming into popularity in what today is known as the “Golden Age”. However, most of these were big and expensive and associated with rich kids. The 1930s saw the production of O scale and later HO scale model trains that were more realistic in proportion and detail than “toy” trains, but they were mainly kits built by adult craftsmen. In 1934 the first issue of Model Railroader magazine was born and is still going strong more than 70 years later. During the Second World War the production of toys, including electric train sets, was halted due to the demand for many materials, including metals which were needed for the war effort.

By the time we entered the 1950s toy trains were the No. 1 toys for boys and many of us can remember waking up Christmas morning to find a train set under the tree. For a time Lionel was the biggest toy maker in the United States. By the mid 1950s plastic had taken over as the primary material for producing model trains and there was a definite difference between toy trains for children and scale model railroading for adults.

The 1960s saw the rapid growth of model railroading with improving electric motor technology and manufacturing techniques. ‘N’ scale was introduced in 1965 followed in 1968 by ‘G’ scale trains, introduced by LGB of Germany. This scale predominates in the hobby of garden railroading today. In the 1970s ‘Z’ scale appeared, definitely not for those with older eyes like mine. This ‘down sizing’ is a direct result of developments in the field of electronics and was also influencing how electric trains were being designed and also controlled on the track. This brings us to the 1980s and the introduction of digital control systems and development of realistic sound-producing systems.

Today model trains are more popular than ever and it is estimated that there are approximately 500,000 model railroaders and toy train hobbyists in Canada and the United States. The hobby is also very popular in England, Germany, Australia and Japan. One of the main concerns today though, is the lesser number of young people entering the hobby. Rapidly rising costs, not only in the hobby itself, but with everything else could be a major factor here. Another concern is that with the ready to run rolling stock and the out of the box – on to the layout buildings etc., are we in danger of losing the kit bashing and scratch building skills that are seen everywhere today. I’m far from being a great modeler but I thoroughly enjoy putting together rolling stock and structure kits and adding little personal touches here and there.

What does the future hold for model railroading? Who knows? Only the manufacturers, technology and the wants of you and me can tell.

MY VERY FIRST TRAIN STORY

Article and Photos by Paul Ullrich

After my mother died, my cousin Artie, who was helping me handle her estate, sent me a large box containing her personal effects. It was an eclectic and puzzling collection of memorabilia. My mother, God bless her, was by no means an archivist. There was no rhyme, reason or order to her collection. She collected keepsakes from her past with all the intent of a Magpie grabbing something bright and shiny.

The box my cousin sent me was in itself was a blast from the past. It was the box my first stereo set came in, which I bought at Korvette's department store in Brooklyn. I had put zebra striped Mac-Tac on the box and used it as a footstool in my college dorm. That was 35 years ago, and that Mac-Tac is still stuck on the box. There were hundreds of photographs in the box. Some were in albums, but most if them were in envelopes that were stuffed to the breaking point. Many of them were from my childhood. Some were family portraits taken around the turn of the last century. There were photos of people whom I didn't recognize at all. There was her yearbook from the Nazarene College she attended in the 1920's. I found a licence certifying her as a masseuse in the state of Florida in 1940, the year before she married my father. That was quite a surprise, as she never mentioned that part of her life to me. She kept one of my report cards. It wasn't one of my better ones. It was from my final semester of grade nine, when I flunked Spanish. THAT she had to keep?

There was a copy of my father's birth certificate, two of his driver's licences, and an honour roll certificate that he received in grade eight in 1925 . A large envelope was filled with get well cards and letters sent to me by my grade three classmates when I had my tonsils out. There was a plaque she received for her volunteer service in the Junior High School I attended. She kept a half dozen telephone address books. I recognized very few of the names in those books. Most of the names and addresses she listed were of people whom I never met or knew.

She kept one of my toys. It was a tin music box in the shape of an easter egg. It was violet coloured and had a picture of the easter bunny on it. When you turned the crank, it played "Oh dear, what can the matter be?" Not exactly an Easter song,

but it was one of her favourites. I remember her singing it in the kitchen as she made supper. Perhaps that was her way of saying that supper wasn't going exactly as planned. Buried deep in that box was a true gem. It was an essay I wrote in grade three. The theme was "My Good Toy". It was dated November 7, 1958. I wrote:

"My good toy is my trains. They are very good too. I have a Locomotive and a Tender. I have lots of tracks. And a caboose a gondola another gondola with a hobo and a R.R. Police man trying to get him. I have a Passenger car that lights up too. I have a caboose that lights up. I have Lionel trains. And marx trains. I have exter trains and tracks. And I have a box car. I have a transformer too. I can make it go in the dark. And I have keys to my trains too. Trains are one of my hobbys. I had my frist train in 1954 Cristmas. It was fun too. I love my trains. They are good. Boy! do I like them. they are nice Toys. My trains are down here."

Underneath was a drawing I made of a locomotive. I left the spelling, grammar, punctuation, capitalization and the underlining intact. As you might have guessed, I still have all the trains I mentioned in this essay, and quite a few more. I repainted the passenger car in VIA rail colours, which I dearly regretted when I later found out how much that car was worth on the collector's market. When my wife saw this essay, she asked me how I could spell gondola, locomotive, and transformer correctly, but stumbled on simpler words such as extra, first, and hobbies. It was an obvious question, with an obvious answer. I was a train nut even then.

My father was also mystified over how I could write my Lionel want lists so neatly, yet write my homework so sloppily that it was almost illegible. I used to study every page of my Lionel catalogues as if their contents were going to be questions on my final exams. I wish they had been questions on my finals, I would've gotten better grades.




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I was very fond of running my headlighted locomotives with the lights turned out. When I ran trains that didn't have headlights in the dark, they always derailed. I assumed that the headlighted engines could see in the dark. Hey, I was seven! I was a bit puzzled about writing that I had keys for my trains, as if they had ignition systems and internal combustion engines. Then I remembered that I was referring to my Marx clockwork trains, which had keys to wind them up.

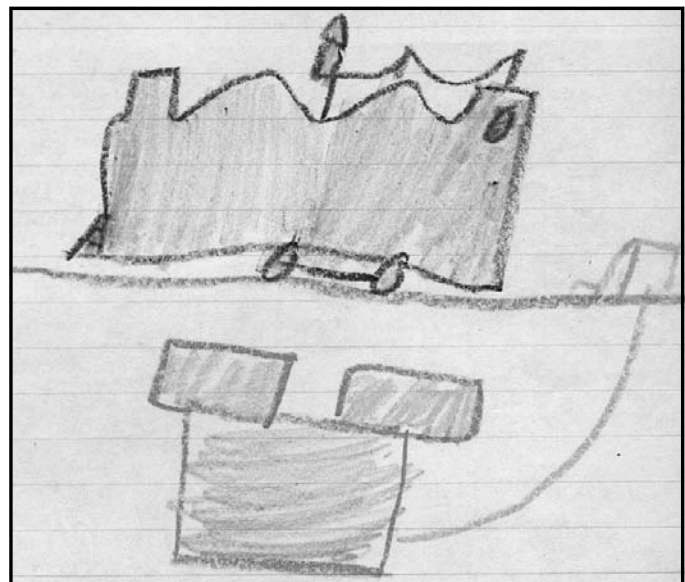
I wrote that I got my first train set for Christmas in 1954. I had always thought that I received that train a year later. In one of the albums my cousin sent me, there was a photo of me with that train, taken on the day that I got it. I took it out and turned the picture around. Sure enough, my mother had written "Christmas 1954" on the back. I was four years old, half of what is now the recommended age to give an electric train to a child. They didn't have age limits printed on the boxes of electric train sets in 1954. All my friends had electric trains by the time they were five. I had quite a collection of them well before I was eight. Perhaps this is why our hobby is losing participants. We just don't get them young enough anymore. I was very disturbed about the drawing I made at the bottom of the page. I've made my living as an artist. I was paid well for my efforts, and I've won several awards. But my future skills and talents weren't evident in this drawing.

The steam engine I drew looked more like a melted bar of soap with wheels than anything else. Make that a melted bar of Zest or Irish Spring, for I had coloured it green. A very bright green. A lime green. I didn't have any green steam locomotives in my roster of toy trains. I wasn't even aware that steamers came in any colour besides black until I was in my twenties. Perhaps I was channeling the Southern Crescent, GN's Empire Builder, the Flying Scotsman or CN's Bullet Nosed Betty when I coloured it. But those engines were painted a darker, more somber colour than the lime green of my crayon of choice. The engine had two driving wheels, connected to a single side rod, which wasn't connected to a piston. As a matter of fact, I didn't draw any pistons on the engine! I knew every detail on my Lionel steamer better than I did the back of own hand. That locomotive had pistons, so I had no excuse for leaving them off my drawing. Perhaps I was channeling the Pennsy Turbine, which also didn't have side rods connected to pistons. The only detailing I gave the engine was the whistle. It was mounted on top of the engine, attached to a string leading to the cab. It wasn't at all prototypical. It looked like a factory whistle from a 1940's Bugs Bunny cartoon. That probably was my reference. The lime green engine ran on a bright pink track. A grey wire connected the track to a violet coloured transformer with two grey handles. It looked like it was coloured by someone taking an acid trip. I should've drawn a better picture than that.



Photo Above: The author at age 4 with his first electric train set, taken Christmas Day, 1954. He still has the trains but not the jammies.

Photo Below: Author's first railroad art.



But what struck me about my essay was how little my tastes and interests have changed. 47 years later, I'm still writing articles about trains. 47 years later, the words I wrote in 1958 still ring true I love my trains. They are good. Boy, do I like them! They are nice toys. Thanks for holding on to that story, mom.

“A SPIRIT OF CHRISTMAS CONTEST

BY THE PETERBOROUGH MODEL RAILROADERS
MODELS BY THE PMR—ARTICLE AND PHOTOS BY TED RAFUSE

In early December 2003 I was invited to make a presentation to the Peterborough Model Railroaders on a topic of local railway history. As it turned out from my viewpoint that was the least exciting aspect of my visit to Jim Burchell's home. At the time I did not realize there was more to the program than my effort. What I witnessed as a surprise to me was their annual modelling contest, one with a twist. I was invited to participate in the contest as a judge. I did so rather ineptly but I felt that the model contest far surpassed in interest and intrigue the railway presentation I provided. My enthusiasm to learn more about the parameters of the contest led me to invite myself, happily well received, to the 2004 Christmas Contest which is the reason for this article.

The PMR Christmas Contest is simple, encouraging, educational and fun. There are nine members in the group although this past December only eight members constructed models. At the first PMR meeting in September the format for the contest is outlined to all. For 2004 the contest was to build a flat car with a revenue load. Any scale could be used and from that starting point the only limiting factor was imagination. Each member then commenced the construction of his model in isolation from the others. Commercial details could be added but most modellers accepted detailing as part of the scratch aspect of the model.

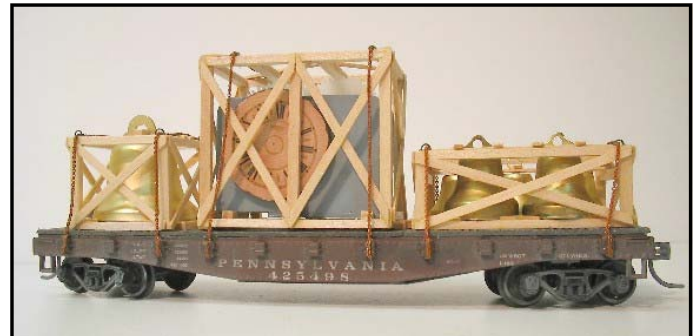


Photo 1: Above: Dave's flat car is an example of a kit rolling stock that has been weathered. The load is totally scratch built with Christmas Bells purchased at a local craft (not model railway) shop. The clock mechanism is real having been purloined from a computer. The frame work to contain the load from shifting is scratch built. The hold down chain is a commercial product. Hooks at the end of the chains are fabricated from floral wire. The concept was in the spirit of the season—a shipment of cast Christmas Bells.

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On the evening of the Christmas meeting all members brought their model, hidden from view in a box, and gave it to Mary, Jim's wife. No one witnessed any other person's model. Once all participants were present and in the basement, Mary 'uncrated' all the models and put them on the kitchen table with a number beside each. At an appropriate time during the evening all were invited upstairs.

Each was handed a pencil, required for making changes, as well as a judging sheet for the flatcar contest. The contest in one way was simple: view the models, guess who made it, what were the best features of a particular model, what was the favoured car (tally to determine this) and what was the favourite load (again by tally). Very simple and very non threatening, but rampant with deception, learning and humour.

There were ten models in the 2004 contest, but only nine participants. That really made the selection of who made which model much more challenging. Although each member knew all the other scales in which members built their own layouts, there was no rule preventing someone from constructing a model in another scale. For example, just because there was only one G scale modeller did not preclude someone else from entering a G Scale model. Much banter took place during this portion of the judging as each member attempted to determine from the model who built what based upon each others known interest and modelling traits.

While the above was taking place the member judges also called to attention features of a particular model that they felt might be overlooked. Often this was in the form of detail relating to the construction of a particular flat car or the nature of the load which it carried. Each judge recorded his perception of the best features of a car, their favourite car and lastly the favourite load. Once completed the judges had completed their task the true fun in the contest commenced.

No one scored perfect in determining which modeller built which model. The only guarantee of accuracy was in identifying the model constructed by the member himself. The fact that there was an extra model, and the fact that some modellers disguised their interest or built their model knowing another's interest, ensured that no member would score perfect in this aspect of the contest.

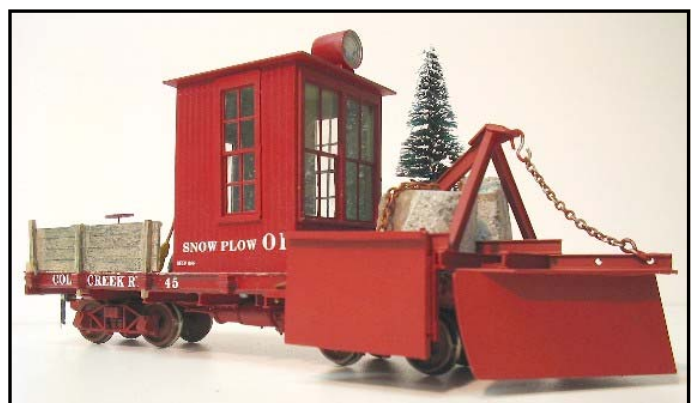
Once the judging was closed, each identified their model



Photo 2: Above: and Photo 3: Below: Ron Scott's Soo Line flat car with load is built in S Scale. While on display for judging, the model sat on track over a framed box with a mirror and LED lights to illuminate the underside. The car is constructed of styrene sheet and structural shapes as well as thin veneer wood as an underframe. Various HO & O Scale parts were used on the surface of the car. The interior of the cab is completely detailed as well.



Photo 4 Below Left and Photo 5 Below Right: Cold Creek railway flat car #45 along with Snow Plow #1 originated from the fertile mind and deft hands of Dave Mehew. Fabricated by DAVBILT Locomotive and Car Works, the length of the flat car is 22 feet in On30. Styrene sheet and structural shapes are the basic building materials for the car, the cabin, and the wings. The wings are moveable and the cabin and wings are both removable so the car serves as a flat car. The stone weight was cut from a paving stone.



and each checked the accuracy of their judging record. The true wisdom and value of this Christmas Contest followed. Each member then described the process involved in constructing his flat car and in constructing the load. Members questioned specific aspects of the construction process or of the materials used for either the car or the load. This was the real learning aspect of the evening, a sharing of the methods and skills used by an individual became a facet of group knowledge. This portion of the contest took up much of the time that evening. Finally a trophy was awarded to the member who achieved the most accolades as to the favourite car and the favourite load.

Winning a trophy however is not the purpose or the reward of this PMR Christmas Model contest. Rather it is the explanations of the processes and materials that were the true prize of the contest. Every member shared his knowledge and skill with the others so that collectively they enhanced each other's railway knowledge and modelling skills. This contest is one of the ways in which the Peterborough Model Railroaders share their modelling experiences and their fellowship.



Photo 6 Above: Conrad Hill placed two HO flat cars in the contest which threw the judges into a tizzy, as there were only “nine” contestants. Judging by elimination would not work. Conrad had always wanted a piggyback car so he began with an inexpensive gondola. The sides were cut down and the car shortened. The ends were cut but the poling pockets were retained. An Athearn truck body was the basis for the piggyback load. The round front was formed from styrene sheet.



Photo 7 Left and Photo 8 Below: Alex McLeod became so involved in the contest he actually made 5 depressed center flat cars for his Otonabee Central Railway. The car contains a hidden Athearn passenger car weight which provides enhanced rail adhesion for the car. The car frame is constructed from .005 styrene. A sewing pounce tool was used to create the rivet detail. The transformer load is fabricated from shaped balsa wood and styrene. The tie down rings are tabs from KD coupler pockets.



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Photo 9 Left: Ron Hiscox's entry was a trailer unit on a flat car. The rivet detail was impressed using a sewing ponce tool.

Photo 10 Right: Ron's flat car has BB's hidden in the centre channel which are used to provide weight in the car. The load is a container which has been heavily modified as seen in the photo to represent a contemporary maintenance of way car.

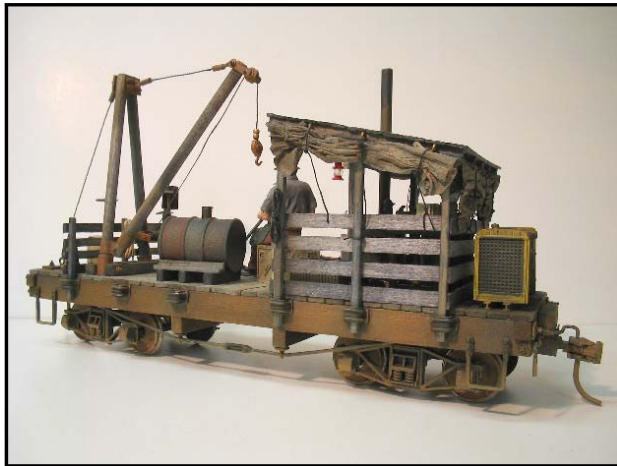


Photo 11 and Photo 12 Above: Believe it or not Jim Burchell's G Scale flat car began life as a block of pine 2X4, a length of cedar strapping and a 3/8" dowel. All of the wooden parts for the car were cut in his home workshop. The frame was made from cedar. The deck, the shelter, fence and roof were fabricated from pine and the derrick is hardwood dowling. Cut off straight pins were used as spikes. Truss rods and brake system were constructed from brass rod, styrene strips and staples. Canvass curtains began as glue soaked tissue; derrick cables are made from scorched pipe cleaners and masking tape replicates the tar paper shanty roof. The cook stove is a 35mm film canister and aluminum pipe. Wooden parts of the car were weathered with a few drops of black leather stain diluted with methyl hydrate. After all this work Jim eagerly anticipated this car in service on his G Scale railway once the snow disappears!


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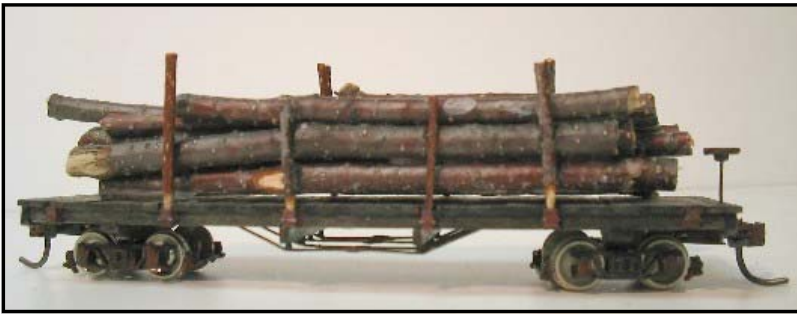


Photo 13 Left: Conrad built this HO flat car based upon plans in the Narrow Gauge and Short Line Gazette. The trucks came from fellow modeller Alex McLeod. The car itself is made from wooden structural shapes and strip wood. Brick twigs comprise the load. The twigs are glued together so that the load can be removed as one unit.

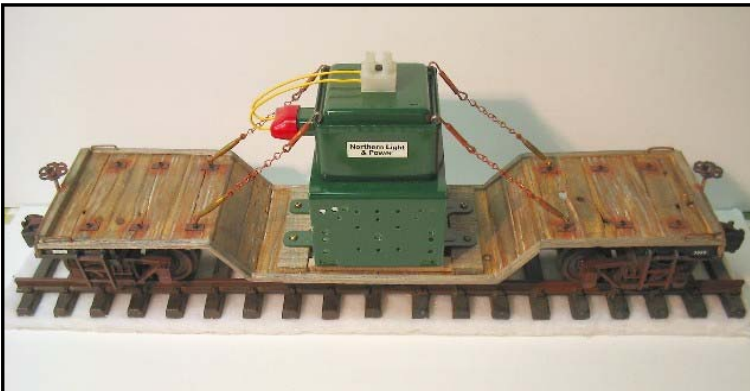


Photo 14 and Photo 15 Above: Graham Reed's 32 wheel Schnabel depressed centre car was voted by his colleagues as the best contest entry. Working from a single photograph, Graham has recreated the first appearance of such a rail car in Peterborough. The car was caught on film leaving the General Electric Plant with an alternator constructed for Quebec Hydro. The HO car is built from basswood used for sides. The signs reflecting the original ones were created using a computer. The alternator is made of various wood and styrene parts.



Photo 16 Left and Photo 17 Below Left: This O scale depressed centre flat car by Garth Hayes, originated as a poplar tree cut on his property. The individual planks that create the deck were cut from the centre of the tree to provide the grain and knot effects which have been accentuated through skillful art wok. The Northern Light & Power transformer had an earlier life as a micro wave oven magnetron. HO scale coupler pocket tops create the metal tie downs on the deck. Cotter pins were reformed to provide the bracing.

Photo 18 Below Right: The Peterborough Model Railroaders: left to right: Jim Burchell, Ron Hiscox, Graham Reed, Dave Mehew, Dave Goslin, Conrad Hill, Garth Hayes, Alex McLeod.



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.

ONTARIO MIDWESTERN CHAPTER

On Sept 18, 2005. The Ontario Midwestern Chapter had there first annual meeting night at Knox Presbyterian church in Kincardine. There were eleven members present, four were absent and we had one visitor from Guelph. Out of the eleven members three were new charter members. We went through all the necessary business and the officers will remain as is. After the business meeting we split into two groups and went to Brian Sharpe and Art Ball's house to see their layouts.

The 1st layout we visited was Brian Sharpe's HO Manswood & Western and It was named after a whistle stop on the North-western Railroad called Manswood. Brian has moved this railroad four times and each time having to modify it a little to fit in the new location. The track is controlled by D.C.



Photo Above: Art Ball explaining the art of uncoupling with skewers.

The 2nd layout we visited was Art Balls HO layout. It is only about 40% complete and is running. It is a point to point layout with a loop in between. His railroad is called the Willow Creek Railroad and it got its name because there is a creek behind his house and it has several Willows growing on its banks. His Layout uses the Digitrax D.C.C.System.

It was a beautiful day on the 18th which helped us receive an excellent turnout. The next meeting will be the 2nd weekend in April



Photo Above: Brian Sharpe explaining the construction of his lift out section.

CREDIT VALLEY CHAPTER: A Day Of Model Railroading

On Saturday Sept 24/05, the Credit Valley chapter of CARM held it's first regular meeting at the Clarkson Chartwell Baptist Church in Mississauga, Ont with 21 people in attendance. Everyone in attendance introduced themselves. The morning program consisted of a short business meeting. Topics of discussion included how often to meet, format of the meeting, what types of clinics did members want, location of meetings etc. Each member in attendance introduced themselves. The consensus was to meet 3 times per year with next meeting in January. Among clinics mentioned were scenery, laser or resin kit construction, painting, railfanning, detailing a building.

Two hands on clinics were presented. How to create Realistic Water by George Stephenson, and Painting Clouds on your Backdrop by Ian Maynard. There were also clinics on Building your own Turnouts using the Fast Tracks system by Clark Kooning, and Travelling on the Credit Valley Explorer and how to set up a Round Robin Work Group by Roy Warner, John Dunning & Jim McInnis.

Lunch was served followed by tours of three area layouts; Dave Montgomery's HO layout; Joe Mortillaro's Garden G - scale layout; Reg Laprise's N- scale layout. Members comments included: "I am ready to paint my backdrop and now I feel that I can do it." "Good to meet new people." "Different atmosphere than a club meet, I like it." "I have the Fast Tracks system. The mystery has been taken away on how to use it."

VICTORIA CHAPTER



Photo above: Ed Warren showing how to construct trees.

At the Victoria Train Show held on Sunday, Sept 25th 2005, Herb Jackman, Dick Sutcliffe, and Ed Warren helped man the CARM display. Dick was wearing many hats, also covering the PNR 7th Division display and helping to run trains on his club display layout. Ed Warren did a clinic on constructing trees using local plant materials, which was well received. These clinics appear to be a good way to get CARM before the public and increase value for members. The show numbers were down a bit from last year, according to show organizer Ted Alexis, due to competition from many other public events on the same day. Nonetheless it was a great day at a great venue, with lots of fine layouts and bargains.

Photo below: CARM display booth



LETTERS TO THE EDITOR

EXPANDING THE BOARD OF DIRECTORS

I would like to express my thoughts on the issue of expansion of the National Board which was originally discussed in Winnipeg at the 2005 CARM Conference. Insisting on having a National Board with regional representation quotas will just serve to weaken our organization. The organization is best served by having the very best people who are willingly serving on the Board even if they all happen to be from the same region. We are not a political organization. We are a special interest group concentrating on Model Railroading. Everything else is a distraction to our purpose which is to serve the members and expand our knowledge and base of information about our favored hobby.

I congratulate the existing executive for their exceptional foresight in founding this organization. I recognize with appreciation the many hours of work and dedication they have and are putting forth toward the building of CARM. Keep up the good work and remember "stay on the rails".

Gerry Dubé, Keewatin, ON

CHAPTERS AND BOARD EXPANSION

After having a chapter in Toronto for over a year I would like to forward a few observations. We have set the border very arbitrarily and anyone outside of the area can join in our activities or those in our area can participate in other chapters. We have run all of our activities and sent out two newsletters per year from the five dollars from national money that would otherwise be left with national instead of used locally. We do not want to add to the cost of railway modeling so more can be put into your layout. If you do not want CARM activities centered in Toronto or Niagara then it would be up to you located in other parts on the country to run your actives. So why are all the chapters at present located in southern Ontario. We have found co-operation from model railway clubs, stores and the CRHA providing many opportunities.

We have been at a train show and a flea market promoting the Association and have run an introduction to railway modeling program. It has proven to be easier then expected to run and you should try it. I hope this encourages chapters across this great land.

Also why expand the executive positions? Parts of this country have not got chapters up and running yet so where do they expect to get members to stand for national positions. The small executive group is easier to deal with, adding others based on where they live in this country is only adding numbers. And what if a member moves while in office, do we have a new election? Or if we live and model in two different areas? How would executive meeting run with this large of members?

John Hinbest, Toronto, ON

Editors Note: John's letter states that all Chapters are currently located in Southern Ontario. As Editor I would note the very active Chapter in Victoria, British Columbia, see pg 13 and previous issues of the Canadian, and the very active group in Winnipeg, Manitoba who ran a National Convention, and the group in Montreal, Quebec who are running this years National Convention. I would also note the high level of personal interest in CARM by individuals throughout Canada and Internationally as evidenced by the postmarks on responses to our survey and recent voting on the National Board.

DURHAM'S WATER PUTTY

Here's a website for you to start your journey on discovering the wonders of Durham's Water Putty,
<http://www.waterputty.com>

I've used Durhams for roads, scenery hardshell and even played with it for making structural members. It's also great for patching holes in walls, filling in knotholes and can be sanded down smooth. To be honest, we've had a can of it in the workshop since I was a yard ape. Actually, I suspect my late father had a can of it even before I was born, so it has been around a long time. We can be pick it up at Home Hardware, Canadian Tire and McDiarmids Lumber. So take a look in your local Home Hardware or Home Depot and try it, you'll be amazed at what it can do.

Peter Hall, Kenora, ON

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COMING EVENTS

Burnaby, BC: 22nd Annual TRAINS 2005, public shows Sat. Nov. 12, 12noon-5pm, Sun. Nov. 13, 9am-4pm. Cameron Rec Centre, 9523 Cameron St., model displays, tin-plate, collectibles, swap tables, sales, demonstrations, kids zone, beginner clinics. **MEET:** Nov 11—Nov 14, layout tours, clinics, displays, banquet, prototype tour. Contact Dick, 604-467-4301, chairman@bctrains.org

Toronto, ON: York Railway Modellers Fall Open House: Nov 13 & 20th, Oakland Ave., North York, 11:00 am to 4:00 pm, Adults \$5, Children \$1, for info contact wmdewar@sympatico.ca

Hamilton (Ancaster) ON: Model RR Flea Market: sponsored by Rail Ops on Nov 13th, 10am-3:30pm at Marriott Hall, Ancaster Fairgrounds, 625 Highway 53 East. Admission \$4. For information call 905-325-9112.

Hamilton, ON: HOMES Club Layout Tour: Nov 19th 9 am-5 pm 20 Layouts on tour. Tickets at the club, Trains on Brant, Burlington, & Modellers Choice, Hamilton starting at 8am Adults \$5 Kids \$4. Info at www.trainweb.org/homesclub/ **HOMES Club Open House:** Nov 26 & 27th 1 pm-5 pm Information at www.trainweb.org/homesclub/

Oshawa, ON: Whitby Model Railroad Show: Nov 19 & 20th sponsored by Pine Ridge Railroaders at Father Leo J. Austin School, 1020 Dryden Blvd., Sat. 10am-5pm, Sun 10am-4pm. Adults \$5, Children under 14 \$2, Children under 5 free.

Dundas, ON: Dundas Modular Railway Club Open House: Nov 26, 10 am– 3 pm, St. Pauls United Church, 29 Park St. W. Free admission. Info on website

Belleville, ON: 10th Annual Quinte Model Train Show: Dec 3 & 4. Quinte Secondary School, College St., Over 9000 square feet of vendors, and displays. Adults \$5, Seniors/Students \$4, Children \$2, Family \$10. Sponsored by Belleville and Brighton Model RR Clubs. Contact Paul Martel 15 Aldersgate Drive, Unit 17, Belleville, ON, K8P 5N1 or pmartel@cogeco.ca

Gatineau, QUE, Club Ferroviaire En Voiture Model Train Show: sponsored by Mont Bleu FORD. Feb 18 & 19, 2006. Mont Bleu FORD, 375, Blvd Maloney Ouest, Gatineau, Quebec. **9am@5pm** both days. Free admission. Operating model layouts, multiple scales, diecast models, static displays, vendors and exhibitors. No table rental fee. Contact Marc 613-859-8289 or Mario 819-671-2354.

Paris, ON: Paris Junction 2006 Model Train Show: Paris Fairgrounds, 10am—4pm. Contact Gord King, 519—583-0975

Copetown, ON: CARM Manufacturers Show: Feb 26, 10am-4pm, Copetown & District Community Centre, 1950 Governor's Road, just east of Hwy 52, Canadian manufacturers, operating layouts, photo vendors, SIGS, displays by model craftsmen.

BUY AND SELL

BUY

Looking for N Scale 9/11 Red White and Blue engine and caboose put out by Atlas in 2001/2002. The engine is numbered 91101 and bears the words God Bless America. The caboose is numbered 911 and bears the words America Defenders of Freedom. Contact chf182@yahoo.ca

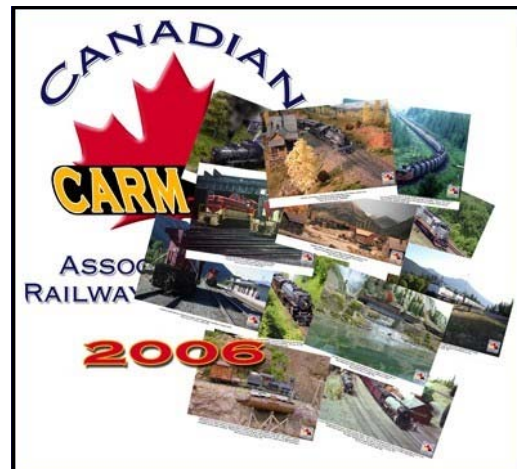
Wanted HO unassembled kits. Walthers Hot Metal Car 932-3130 or 3131. Walthers Slag Car 932-3140 or 3141. Walthers Taconite Ore Cars, CN. Walthers Taconite Ore Cars, SOO, 932-4407. Reasonable prices for large numbers of kits. Location, Ottawa, ON. Contact, ance.stehr@sympatico.ca

FOR SALE

NWSL PDT 12VDC HO 36" wheels, 7'0" wheelbase, \$45, Sagami 12 VDC motor, 12X25 mm, \$18, Sagami 12 VDC motor 16X20 mm, \$18, Sagami 12 VDC motor, 10X13 mm, \$18, contact jkennedy@ivey.uwo.ca

2006 CARM CALENDAR

\$15



Order from the secretary (secretary@caorm.org), payment may be made by cheque payable to CARM or by PayPal (www.paypal.com) with payment being made to treasurer@caorm.org. Cost \$15, Shipping included.

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