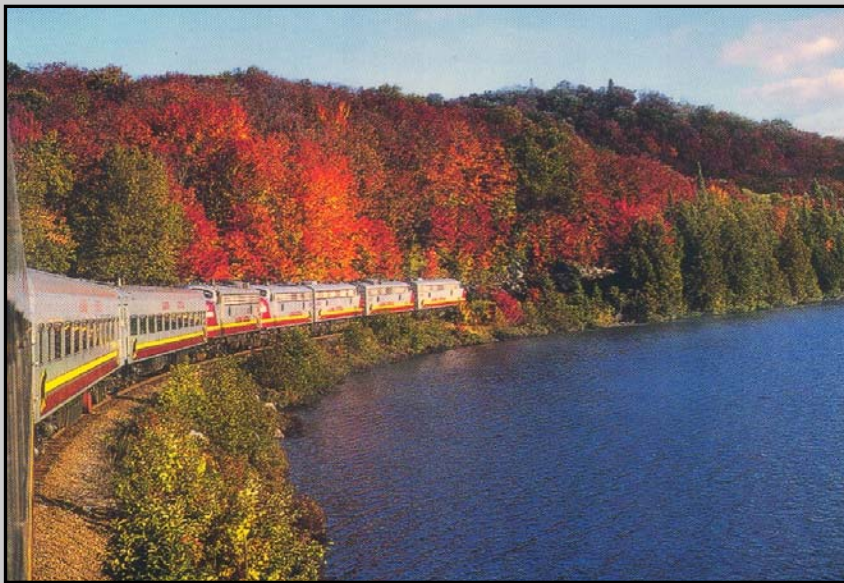


CARM CELEBRATES 3RD ANNIVERSARY



It has been three years since four of us made the decision to create a Canadian Model Railway Association. As we look back over these first three years, are we happy with the outcome and where we are today?

Absolutely!

We have held conventions in central Canada in St. Catharines, Ontario, on the prairies in Winnipeg, Manitoba, in Quebec, in Montreal, and in 2007 we will be holding a convention on the Pacific coast, in Victoria, British Columbia. Truly Canadian.

Our membership has grown from that original group of 4 to over 600.

We wanted to celebrate this growth and the success of the organization and we wanted to do it in a way which both returned value to the members and promoted the further growth of CARM..

Enclosed with this issue you will find a 2007 CARM Calendar and a CARM lapel pin. Display the calendar and wear the pin proudly. By displaying them you will help promote CARM to others.



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MEMBERS AREA PASSWORD CHANGE

EFFECTIVE October 20

USERNAME: coach **PASSWORD:** lamp

COVER PHOTOS

Upper Photo: courtesy Sault Promo: Northbound Algoma Central tour train rounds the curve at Trout Lake.

Lower Photo: Lex Parker: Lex's grandson Dallas looks over the partially completed layout he and his grandfather are building.



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THE OBSERVATION PLATFORM

BENCHWORK

Planning is finally complete and benchwork construction has begun, including the 3 and 1/2 turn helix which will take trains between the first and second level. Transition from the second to the third level will take place via the Horseshoe Curve.

A number of the members of our Club group had spent considerable time in the world of N Trak constructing modules for transport and Justin has completed his own large N scale two level layout. Their advice was to use box frame construction as opposed to the L girder which I had used previously. The primary reason was ease of construction since the lumber could be cut and the boxes built outside the

temporarily attached 3 boxes to the wall at the levels I had determined would best suit, 36 inches, 48 inches, and 62 inches. They seemed fine to me, but I'm 6ft 2" tall. Laying a piece of track and a boxcar on the top box, I asked my 5'6" wife to come and take a look and tell me whether she could see the rail. Important if



Photo 1

you needed to know whether a switch was thrown. As you might surmise, she couldn't. After a lot of juggling, I determined the optimum heights to be 30", 44" and 60" and construction began in earnest.

Photo #1 shows two of the three levels installed and the wall framing ready to accept the third. The wall framing proved to be an excellent idea. A 3 1/2 inch plywood frame was attached to the wall and this is what the box would be attached to. Since the walls in my house, like I am sure many of our homes, is not perfectly square, the framing followed

the contours of the wall. The boxes were built perfectly square. When placing the boxes on the framing, there were gaps in a number of places, shims were put into the gaps. This kept the front of the benchwork perfectly square and level.

The next challenge was to support the levels. Simple 12"X14" L brackets from Home Depot did the trick. These were attached to supports on the wall and then to cross braces in the boxes. One of these was placed

roughly every 30 inches and they are providing solid support. Masonite backdrops were installed around the room.

In Photo #2 we can see the backdrops installed and painted and you can see several of the cross braces on the second level which are tied into the L brackets. You might also note that holes have been predrilled in the cross-beam supports for electrical wiring to run through.

The next step was construction of the helix. I had previously built a Helix, as had Justin, and we pooled our knowledge to determine the best way to proceed. Another club member Craig suggested that a way to join the butt ends without a support piece underneath to get in the way would be to router out the end in a U shaped configuration and then slide a piece of hardwood through the gap to hold the two ends in place. As they say in that Guinness commercial, "Brilliant". We also decided to use threaded rod to separate the levels and that has also



Photo 2

house cutting down on the sawdust levels in the basement. They also recommended plywood as opposed to dimensional lumber, since the plywood is less likely to warp. 4X8 sheets of plywood were ripped into 3 1/2 inch widths to form the framing and the first boxes were built.

The next step was to determine whether the three level concept, which looked good on paper, would actually transfer to the real world. I



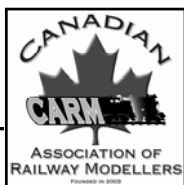
Photo 3

worked out well. Photo #3 shows the nearly completed four track Helix.

As I write this in September, benchwork construction has been completed and tracklaying and FastTrack switch construction has begun. Great progress for 3 months work.

This has been a group effort, so a public thanks to Justin, Craig, Bob, and Ian for their contributions and help.

John Johnston, Editor



National News Page

At the September Board Meeting the National Board discussed a vision for the future of CARM. A number of decisions have been made and we will be sharing these with you over the next number of months. **The first decision that was made concerned membership and the dues structure.**

New Membership Category:

Budgeting and costs are constantly being reviewed by the National Board to ensure that we are maximizing the financial value of a membership. Currently, our single biggest expense item is the newsletter. As you know we have taken steps to increase the size of the newsletter but mail it out only quarterly. We have also received a number of requests for an Internet based membership. This class of member would be a full CARM member with all rights and benefits with the exception that they would not receive a hard copy of the newsletter. They would download their newsletter as a PDF from the website. **You will be informed by e-mail of any changes to the password for the protected area of the website. It is your responsibility to keep us apprised of any changes to your e-mail address in the same manner you advise us of changes to your postal address.**

Changes to Dues Structure:

In the face of increased mailing costs we have also found that we cannot hold the line for US and International members by charging their fees in Canadian dollars. Their fees will now be charged in US dollars.

There will be no increase in dues for 2007 for the general member-

ship to a Canadian mailing address.

The new dues structure, effective January 1, for new members and renewals, is:

Membership receiving mailed newsletter at a Canadian address:

\$36 CAN

Membership receiving mailed newsletter at a United States address:

\$36 U.S.

Membership receiving mailed newsletter at an International address:

\$36 U.S.

Internet based memberships are also in both Canadian and US funds to account for the annual mailing of a CARM calendar to each member.

Membership downloading newsletter from Web, Canadian mailing address for Calendar:

\$20 CAN

Membership downloading newsletter from Web, U.S. mailing address for Calendar:

\$20 U.S.

Membership downloading newsletter from Web, International mailing address for Calendar:

\$20 U.S.

Family memberships: add \$5 to the class of membership selected.

Sponsor Memberships: unchanged

What if I have already paid for 3 years and want to change to a Web based Membership?

Advise David King, the Membership Chair of your desire to make the change and he will make an adjustment to your expiry date by applying a factor

of 1.5. For example, if you had 12 months remaining on your membership, it would be amended to reflect that you had 18 months remaining on your membership. This will be applied in quarterly increments based on the next newsletter due to be mailed out.

The second decision that was made concerned promoting CARM.

We have undertaken four major initiatives at the National Level. With this issue you will find enclosed a Calendar and a Pin. In the past the Calendar has been a for sale item which was used to raise revenue. This was mildly successful. We feel the Calendar can be more effective as a promotional tool. We ask you to post it prominently in your home or layout room where it can be seen by non members. Hopefully it might lead to questions and discussions about CARM. The same reasoning led us to send you a pin. This will also be part of the package to all new members. We ask that you wear it at train shows and meets to show that you are a CARM member. The third initiative is explained in an ad on page 12. Recruit a new member, put your name on the form as the sponsor and earn a CARM shirt. The fourth initiative is ads that will appear in the December issues of CRM, MR, and RMC.

This last initiative is an expensive proposition and with the exception of CRM may not be repeated in the future.

Next month I will report on some of the other initiatives that the National Board is pursuing to improve CARM for the benefit of the members.



Chapter News Page

Essex Kent Chapter:

The Essex Kent Chapter will be hosting a meeting on Saturday, October 21, at 10 a.m. at Action Hobbies, 197 Lansdowne Avenue, Kingsville, ON. There will be two mini clinics. Bob Swaddling will do a clinic on weathering and Don Eastman will do a clinic on making realistic looking true stumps for your railway. There will be an afternoon tour of the former Canada Southern Barge facilities known as Gordon Station in Amherstburg.

Vancouver Island Chapter:

The Vancouver Island Chapter is hosting a meeting on September 24 at the Victoria Train Show. Unfortunately this newsletter will arrive after the event but in the next issue we should have a report on how it went.

Ontario Central Chapter:

The Ontario Central Chapter will be holding at next meeting on October 21 at 2:00 p.m. The meeting

will be at Bill Bradford's home. For information contact Bill at email allandaley@hotmai.com or call 721-5575.

London & District Chapter:

The next meeting of the London and District Chapter will be held on October 24 at 7 pm at Robert Langlois' home at 295 Hetty St., Port Stanley, ON. For information contact Robert at 519-782-3550 or rplanglois@sympatico.ca

A TIP FROM DOUG THORNE

Having retired to the Columbia Valley a few years ago, I now found it was time to reconstruct the Columere Pacific. During that process I found the following tip. I was cutting up a sheet of plywood into 40 inch curved segments and when I finished I looked at them laying on the lawn and thought lets see how they look. So I laid them out. This lead me to think that it would be an even better idea to stake out the room on the lawn and do a final check on items fitting into the room. I did this and discovered that I had to minimize my curves in the lower spiral area and Morants Curve got a little more condensed. A small adjustment out on the lawn before building benchwork that would not have worked and would have had to be revised.



Canadian Railway Craftsman Track Three-Layout Builder Part 2

by Dave Burroughs, CRC Manager

There have been a few questions regarding the Mentor Track so I wish to digress for a moment to answer those questions.

Q. Does time mentoring a non-member count toward the Mentor Track

A. No. The intention of CARM is to grow the organization. Members should encourage new hobbyists to join CARM and be mentored during their introduction to the hobby.

Q. Do I have to work with a junior to get the Mentor Track? I am having trouble finding a junior member whom I can mentor.

A. You must TRY to mentor at least one youth member into the YCRC program. If this cannot be done, then additional time mentoring an adult member can be used to accumulate time credits.

Q. When is mentoring complete?

A. You must contribute at least fifteen hours of training to each of two adult members, or, ten hours to each of two junior members. The incentive here is to encourage junior modellers to join CARM.

For example:

2 adults totaling 30 hours

1 adult and 1 junior totaling 25 hrs

2 junior members totaling 20 hours

The work should not be done by you but must be directed by you.

Q. Does time spent presenting clinics count toward the Mentor Track.

A. No. Clinics generally are a presentation to a group. Mentoring must be a one-on-one situation where progress can be monitored.

Track Three – Layout Builder, Part 2

In the last issue, I listed the requirements for this Track and talked about Track Planning. In this issue, I will talk about the remaining three parts of

Track Three being Layout Wiring, Layout Scenery and Layout Operation.

Layout Wiring

For this stage of planning and execution, you need to decide if you are going to run DCC or standard block control. The wiring for DCC differs somewhat from standard block control in that the whole layout is “live” all of the time as the DCC system determines if a loco runs or not. With standard DC wiring, the layout needs to be broken into electrical blocks so that locomotives can be isolated when they are not to be run. Generally, this requires switched feeder wires running to each block on the layout. Control panels must be located conveniently allowing for good visibility of the layout as well as being close enough to where the action is.

If you are going with DCC, then you need to decide where to place the Command Station if it has a built-in throttle. You may also need to position connector panels in the fascia of the layout for tethered throttles. Of course, the ultimate goal for operation is wireless throttles that allow you to follow a train around the layout without strings attached.

You must also give thought to signaling and lighting. Signaling can refer to signals on the layout as well as routing indicators on the control panels. With the abundance of colours available for a relatively low price, LED's (light emitting diodes) are a low heat source of light that is easy to mount in a control panel and have a long life. A method of throwing the turnouts is also needed. Powered options include twin coil switch machines or slow motion machines such as the Tortoise and Switchmaster units. Depending on location and budget, there are also times when a

manual ground throw or a linkage system using an automotive choke cable will be more suitable.

Where will you put your turnout controls? They can be placed on a control panel or recessed into the fascia opposite the physical location of the turnout on the layout. A combination of both methods may be desirable also. Recessed controls are more convenient when following a train around the layout on the main line as the operator can control his own route. Yard operations lend themselves to a control panel close to the yard.

As you can see, there are a lot of things to plan before jumping into construction. Time spent on the planning stage will be well worth it in the future. May I warn you though that too much planning will impede the start of construction? You have to make your plans and then execute them.

Layout Scenery

This is an area of the hobby that a number of modellers never reach. In many cases, there is an inherent fear of doing scenery. The reality is that scenery is the most forgiving of all parts of the model railroad. You will find that scenery is much easier than you ever thought it would be once you give it a try. While the quality of roadbed and smoothness of the track is essential for reliable operation, scenery does not require such high standards as when constructing the right-of-way. Scenery can be reworked, taken out and done again and refined until you are happy with the finished product.

During the layout planning stage, you should have given consideration to scenery and probably visualized what it would look like. Now it is time to put your visualization into practice. One of the members of the Narrow Gauge

Continued on next page

CRC Part 2 Continued: group that I belong to has a great way of visualizing scenery. Select the area of the layout that you are going to work on and take some digital pictures of the area. Make sure that you take pictures from different angles of the same area. Now, print out a number of black and white prints on plain bond paper. Sketch your visualizations right on the prints of the layout and see what it will look like. Terrain, buildings, fences, trees and details can be sketched onto the prints. You can draw several different appearances to decide which one is the best for your layout. If you have never attempted scenery before, solicit the input from your local club or friends. For those who assist in this area, remember to document your time toward Track One, Mentor.

Layout Operation

Operation is the culmination of your work wrapped up into a final product that is fun to operate and a pleasure to display. This Track requires that you demonstrate successful operation of the section of railway for which you are submitting. This would best be described as showing how your model railway exhibits prototypical operation. For example, as a locomotive is prepared for a day's work, it must be fuelled and serviced before heading out on an assignment. Once it leaves the shops, the crew will assemble the train according to the train orders and proceed out of the yard to perform the assigned duties. A card order system may be implemented to enhance operation. This may be just a simple system where the layout owner makes up the switch list before his operators arrive or it may be complex enough

that the use of computer programming may have to be implemented. I personally have found a card system to give meaning to the operation of the layout. It forces you to plan your moves and do it in a prototypical manner. A simple way-freight may take an hour and a half to switch a few industries in three towns. To complement the card system, fast clocks can be employed especially when running passenger trains and time freights. It is all a matter of how much you want to put into the overall operation.

Next issue, I will delve into Track 4, The Canadian Communicator.


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

**CRC Manager
Canadian Association
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373 Cranbrook Drive
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Rare Earth Magnets on the Model Railway

Article and Photos: Ed Warren MMR, CRC

When Lee Valley Tools introduced their rare earth magnets about 10 years ago, I picked some up to try on my model railroad. At the time I was modeling in HO scale, and the Kadee magnets between the rails were unsightly and expensive. I could never get enthused about under track electromagnets as they were even more expensive and required a major roadbed excavation. I was never a good enough planner to get the magnet location exactly right for the most efficient car spotting, so I always stuck with magnets above the ties. That way they could be moved until the best spot was found. The rare earth magnets come in a variety of sizes and shapes. Different sizes and their price can be found on the website at www.leevalley.com. At a price of around 40 cents each I could afford to experiment a bit. The magnets are incredibly strong and the 1" by 1/8" disc magnet will hold 30 lbs of steel. I have never needed any stronger or larger than the 1/4" or 3/8" by 1/10" disc magnets.

The magnet force is increased by using a steel backer. Lee Valley has steel cups to hold the magnet, but I just use a flat head wood screw with a



Photo 1: When installing a Kadee magnet a major excavation of track and roadbed is required.

drop of ACC to hold the magnet, if needed. In the past 7 years I have modeled in O Scale, and have found the magnets to be much more useful in the larger scale. I expect that it would be worth trying them in S Scale also.

Here are some of the things I have discovered while using these magnets. I recall from my university physics course that the magnetic force varies with the cube of the distance. That means that if the distance of the steel trip pin from the magnet doubles, the force for uncoupling is cut to one eighth. This is a severe loss of force, and means that you have to pay attention to the recommendations of the couple manufacturer and use a coupler height gauge when installing the Kadee magnets. When using the rare earth magnets, I use a piece of .020 styrene across the rails to set them all at the same height. Because they are so much stronger than the Kadee magnets, they do not need to be as close to the trip pins. In O Scale I use a #8 3/3" wood screw between the ties to hold the magnet. The height can be adjusted by tightening or loosening the screw, which is much easier than adjusting the Kadee magnetic slabs, and it can be relocated easily.

The Kadee magnetic slabs have a fairly weak magnetic field spread over a large area. This is helpful in some ways, as the large area means you don't have to be as accurate in spotting the cars. The weak field means that the magnet height is very important, as is the height of the trip pin on the cars. Kadee recommends that the magnet be installed slightly above the rails, with the height varying with the gauge, and this can be a problem with sagging couplers, low pilots, or trackcleaning cars.

The effective uncoupling range with



Photo 2: Kadee steel backer plate installed with a #3 screw.

the rare earth magnets is only 3/8", so you have to be very accurate in spotting the cars. This is difficult in HO but not much of a problem in O Scale. I tried to increase this with a large steel plate, or two sets of magnets, but it wasn't very effective. In O Scale a yellow dot on the side of the rail, or a tie beside the roadbed will mark the magnet location. The rare earth magnet can be cut in half by scribing across the face, flipping it over and setting it on a slightly opened vice, and tapping with a sharp chisel. Sometimes two half magnets work better than two whole ones. Sometimes on a curve, one magnet needs to be set close **CONTINUED**



Photo 3: The large Kadee slab is unsightly unless a level crossing is available to disguise it.

to the outside rail, with the other closer to the centre line to properly engage the trip pins.

Because the rare earth magnets are so powerful, they can snag steel wheels or latch onto steel axles or coupler throwbars if too large a magnet is used or it is mounted too high. Brass wheelsets solve the wheel grab problem.

Sometimes the magnetic grabbing can be useful. When the siding is on a slight grade, a free rolling car can run away on you. The rare earth magnets will hold onto the steel trip pin, just strongly enough to keep the car from rolling away.

Another use for the magnets has been as a latch for the entrance gate to my layout. The gate is almost 5 feet long and carries three tracks at different levels. It is built from 3/4" birch plywood and swings on two 3 1/2" door hinges. To latch it

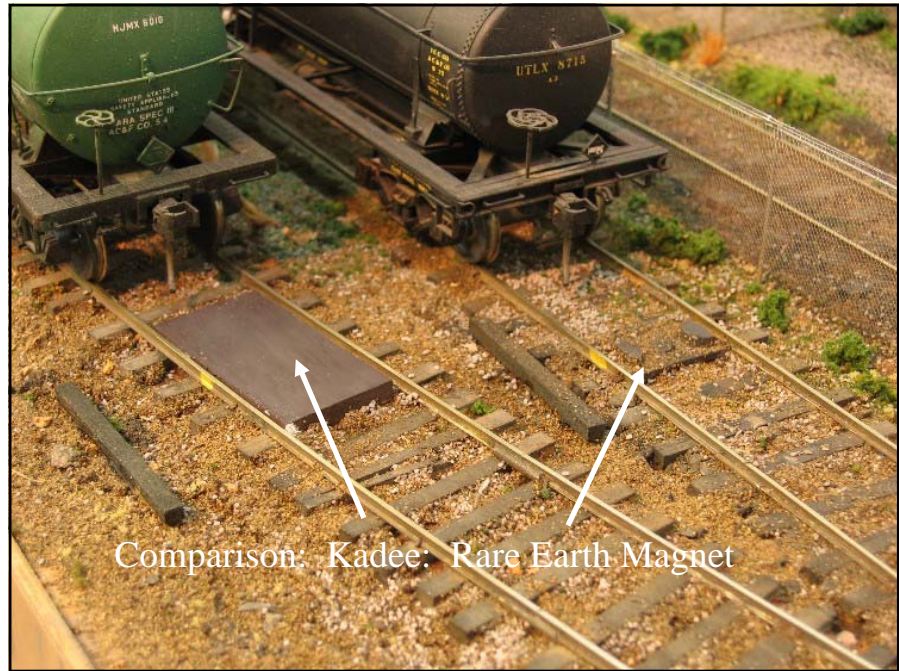


Photo 4 Above: Steel screws to hold rare earth magnets in place

Photo 5 Below: Rare earth magnets in place on wood screws.



in place, two 3/8" rare earth magnets were embedded in the plywood gate. This was done by countersinking with a 3/8" brad point bit. The a 1/2" wood screw was screwed into the hole and the magnet placed on top flush with the surface. The wood screw holds the magnet in place and increases the magnetic force. A piece of steel strap was placed on the benchwork where the magnet on the gate would contact it. The force is enough to hold the gate accurately in place. A microswitch beside the gate breaks the power to the six feet of track leading up to the gate opening so strains can't inadvertently be driven into the chasm.



Photo 6 Above : .020 styrene height gauge

On my O Scale layout, I have found that the rare earth magnets are a good, cheap, and unobtrusive solution to car uncoupling. The photos show how I have installed the track uncoupling magnets in dozens of locations. You might try experimenting with them as they are sure to have many uses.

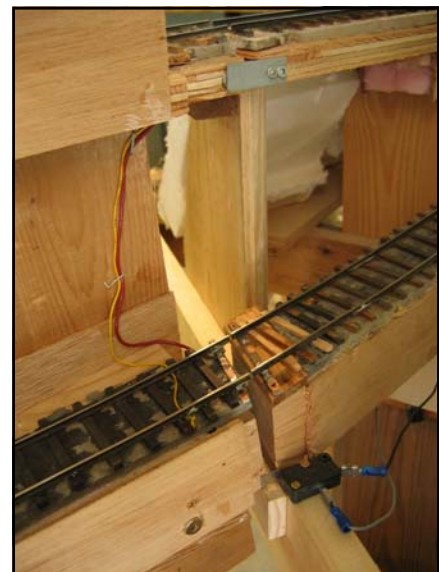


Photo 7 Right : Rare earth magnet used as a gate latch.

Algoma Central's fabled Agawa Canyon

Article by John Eydt

Photos: pgs 9, 10, and Front Cover
with the permission of Sault Promo
www.saultpromo.com

In early July my wife, Bonnie, and I took the Agawa Canyon Tour, a trip we had talked about for a couple of years, and decided on summer for a couple of reasons. First, the Fall Colour Tour is very popular and reservations must be made well in advance: if your timing is wrong you will still see green. Secondly, that area just south of Georgian Bay along the Beaver Valley, Mono and Mulmur Hills, etc, has its own colour display and we can just pack up and go when the time is right.

The Algoma Central line, operating out of Sault Ste. Marie, goes all the way to Hearst Ont., 296 miles to the north, operating freights and a passenger service. The latter is a 'milk run' stopping as required since it's the only access to the most places along the line: the Tour Train is specific for the Canyon at mile 114. Our excursion consisted of six coaches, a dining car, what looked like an auxiliary car immediately behind the locomotives, two GP 40.2L's, coupled back-to-back. They were C.N., with the black and white diagonals, from GMD, London Ont., the truck side frames were cast at Dofasco in Hamilton. The two dome cars that are usually part of the make-up, extra fee, were out of service at this time. The posted tour schedule is; dep't SSM 8:00, arrive Canyon 11:30, dep't Canyon 13:30, arrive SSM 16:00. Departure was on time but about one hour later



Photo above: courtesy Sault Promo: Algoma Central tour train stopped in the rugged beauty of the Agawa Canyon.

we stopped so the crew could make some brake adjustments, delay 15-20 minutes. Shortly after the journey resumed an announcement came over the p.a. that we had to pull into a siding to allow a southbound freight to pass; not unusual on a single track line. There is logging in the area to supply the mill in the Sault, with several sidings containing flatbeds setup for log transport. We pulled past and backed into one, then the freight, locomotive at the rear, pulled along side and stopped. It was pushing a string of empty logging flats and obviously had business at that siding once we had cleared it. Probably it was dropping off some of them via the north access then, possibly, picking up a load at the south: interesting for a modeller but inconvenient for everyone else.

We arrived at the Canyon at 12:20, 50 minutes late, and at the south end approach there was Bridal Veil Falls. It drops 225 ft., cascading over rocks and ledges, and is a very impressive entrance. The train pulls a little further along before stopping and the passengers detrain for a walk-about of almost two hours but today it was shortened. Bonnie and I ate our box lunches purchased aboard; sit-down is available

before and after the stop. Then a stroll along the Agawa River and over to one of the closer waterfalls: there are three with Bridal Veil being the farthest away. This one is part way up one of the other Canyon walls and to reach it you walk along its outflow stream, through the bush, gradually rising to its base where there is a small pool. Some children, accompanied by their parents of course, were wading in it. We were very pleased by the absence of mosquitoes in that dense, moist, bush but I guess it isn't surprising because of the lack of still water. The line through the Canyon is double-tracked with a short siding. While there a north-bound freight went through then a passenger train en route to Hearst. It stopped briefly for some of the Canyon passengers to board and continue north: this is one of the available ticketing options. The others are a package plan purchased from one of the motels, (2 nights, 2 breakfasts, 1 ticket per person); or a-la-carte to make all your own arrangements. Departure was at 14:00 and with another delay, a detector was triggered but never explained, we arrived back at 18:00.

At the Canyon there is no loop so for the return trip the locomotives uncouple, use the parallel track as a run-around, then re-couple at the other end ; hence the back-to-back configuration; again interesting to observe.

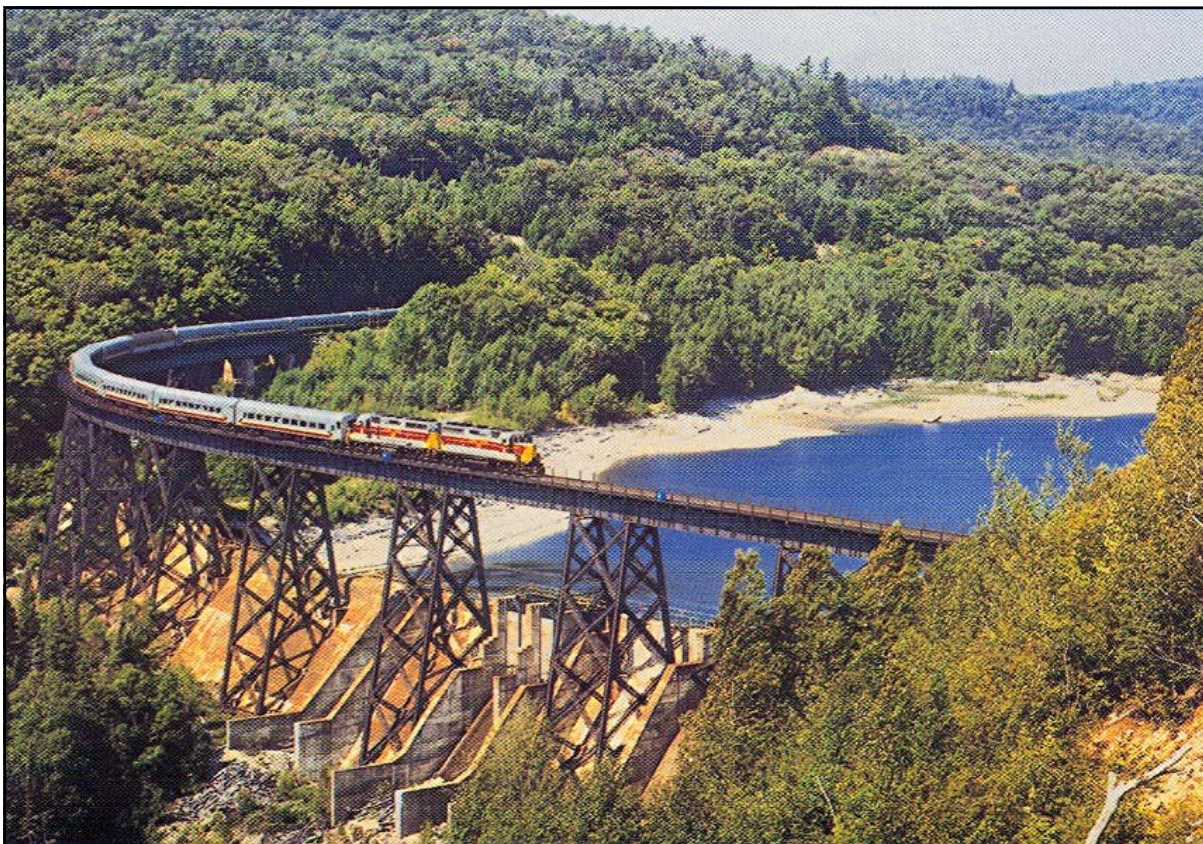
For the trip, once past the urban areas, the track twists and turns through rock cuts and stands of trees; at times it's like traveling through a roof-less tunnel. Then suddenly it opens up to cross a river, or valley or bend around a lake. At one point, because of our elevation, there was a clear view of Lake Superior several miles to the west. Along the line there are two trestles; one, 810 ft. long over the Bellevue Valley, then, a few miles south of the Canyon, the 1550 ft. long curved trestle spanning the Montreal River, a spectacular view. To the

east , the river has become a back-up lake behind the power dam at the base of the trestle, 130 ft. below but it seems a lot higher. To the west the view is even more open and the discharge water from the dam continues its flow along the river. As we suddenly emerged from the trees onto that trestle you could hear a few people "sucking air".

The trip as scheduled would be seven hours total travel time for 228 miles: the max. allowable speed is 40mph but we were usually slower. With the delays, our total travel time was more than eight hours and the return trip did start to drag. Did we enjoy it? Absolutely. Will we repeat? Probably not: there is just too much else to see and do in this vast country of ours. If you want to make inquiries phone 1-800-242-9287; or www.agawacanyontourtrain.com

For a little history on the railway, it was incorporated as the Algoma Central Railway Company in August, 1899. In 1901 it started planning to push a line all the way to Hudson Bay and the name was changed to the Algoma Central and Hudson Bay Railway Company but when the line reached Hearst a few years later the Hudson Bay plans were dropped. The name, however, remained the same until 1965 when it became the Algoma Central Railway. It was purchased by Wisconsin Central in 1995 and it, in turn, was purchased by Canadian National in 2001. It is now the Algoma Central Railway Inc. part of C.N.'s Eastern Division and C.N. diesels are the motive power.

Photo: courtesy Sault Promo: Southbound train creeps across the trestle over the Montreal River. The trestle is 130 ft high and 1550 ft in length.



Developing Good Soldering Techniques

Reprinted by Permission of Tim Warris and Fast Tracks

Over the years, many modellers have expressed to me a concern that they either weren't very good at soldering or really didn't know what good soldering techniques were. Fast Tracks is one of CARM's Sponsors and their founder Tim Warris has a company website which includes numerous How To Videos and PDF's, including a particularly good one on soldering. With his permission, I am reprinting it here for those of you who either do not have web access or who haven't visited Tim's site. (see the ad on this page).

The only significant edit I have done to Tim's instructions is with regard to his recommendation to use Acid based flux when building his turnouts. This has a particular rational when building switches with Fast Tracks templates and if you are doing that, please follow Tim's instructions. For general use, rosin based flux will not corrode or weaken the joints as badly and offers better electrical continuity.

Editor

Developing and using good soldering techniques has applications in

many areas, but, particularly in ensuring solid track joints and good electrical continuity.

What you need

- A standard 35 watt pencil type iron with a small pencil shaped tip
- A small dampened cleaning sponge
- Solder paste or flux
- Small diameter core solder

Using The Right Solder—The Key to Success

Most modellers usually have a roll of large diameter solder on their workbench and will be tempted to just use it. I have found that large diameter solder will produce very poor results and will make it a lot harder to make good joints.

Creating That Perfect Joint

- Thoroughly clean the parts you will be soldering being sure that they are free of all dirt and grease.
- Liberally flux the parts to be soldered. Flux aids in soldering in two ways, first it cleans the surfaces, and second it helps in the transfer of heat. Use a small

brush to paint the flux onto the parts. Be sure that all of the surfaces are completely covered. Where the flux goes, the solder flows.

- Allow the soldering iron to heat up completely. To tell if the iron is hot enough put a little solder on the tip and touch the tip to the work. If the solder "freezes" then it is not hot enough to solder with.
- Before and after every solder joint clean the tip of the hot soldering iron on a damp sponge.
- Heat all parts of the joint with the iron for under a second or so.
- Apply the solder directly to the tip of the iron and let it flow in between the pieces you are soldering together. When the temperature is just right you will find that the solder will literally flow into the pieces. The flux may sizzle and smoke a bit, don't let that worry you.
- It should only take two or three seconds at most, to create a good solder joint.
- The solder of a properly sol-



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dered joint will have a clean shiny look to it. While soldering you may find that the flux will tend to blacken and "gum up" the tip a bit. Clean the hot tip by wiping it on a dampened sponge.

- After you are finished soldering, thoroughly clean the trackwork.

Troubleshooting

1. **The solder just wont "take".** There is grease or dirt present or the parts have not been properly fluxed. De-solder the joint, clean up the parts and reflux.
2. **The finished joint is crys-**

talline or grainy looking. The piece has been moved before being allowed to cool, or the joint was not heated properly.

3. **The solder joint forms a "spike".** Overheating and burning away the flux usually causes this.

It may take a while to get the hang of hand soldering, but after some practice you will be making joints that you will be proud of.

For more information on soldering check out the website at:

www.handlaidtrack.com

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Bringing in the Young!

**Photos and Text by:
Lex Parker MMR CRC**



Photo 1: Setting the train set up on the floor on Xmas Day

OK all you Dads and Granddads, are your kids sitting in front of a computer screen, playing video games or are they building a model railroad? It seems to me that the interest in trains often skips a generation so it's in our hands, granddads, to instill an interest and create a love of trains in our grandchildren. My grandson has been fascinated with my trains since he was two; he's now ten, and continues to show his interest. Noticing that, I realized I had only one opportunity left to grab him while he was still keen. And so, we started to build his layout last Christmas with the basic 4' x 8' table, you know the one we all started with!

I have attended several club meets over the past few years and noticed how few, if any, young members there are. We need to encourage our children into our great hobby, and of course... into CARM.

Most of us, including myself many years ago, were introduced to model railroading using a sheet of 4' x 8' plywood. We received our first train set, perhaps for Christmas or a birthday, usually a loop with a locomotive and a string of cars. We would lay it out on the floor experimenting with various track configurations only to

discover there weren't enough tracks. So that would lead to some arm-bending to get more equipment until finally we realized that we needed a more stable platform to work on and perhaps finally establish a final track plan. Some of us stayed there, while others moved on to larger tables or shelf layouts.

So it was with my ten-year-old grandson, Dallas. Starting at the age of two, he learned to operate my railroad with the remote SDS control, navigating the trains gently through the layout producing sounds from the PFM unit with a practiced hand.

Operate the many included railroads including the immense Toronto Rail Lands of 1954 with 69 kilometers of track, over 900 switches, over 900 signals, the CNR 6213 "Northern" steam locomotive and the CPR Canadian. Download 100's more routes

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Never wanting to rush him into the hobby, I waited to see how his interest would be maintained as he grew up. His home would not handle a layout of any sort nor would he have the company needed to foster his interest. So this past Christmas I decided it was time for his induction into the hobby. He too received his first train set with great enthusiasm and excitement.

But now what? The floor? A table? Yes, a table.

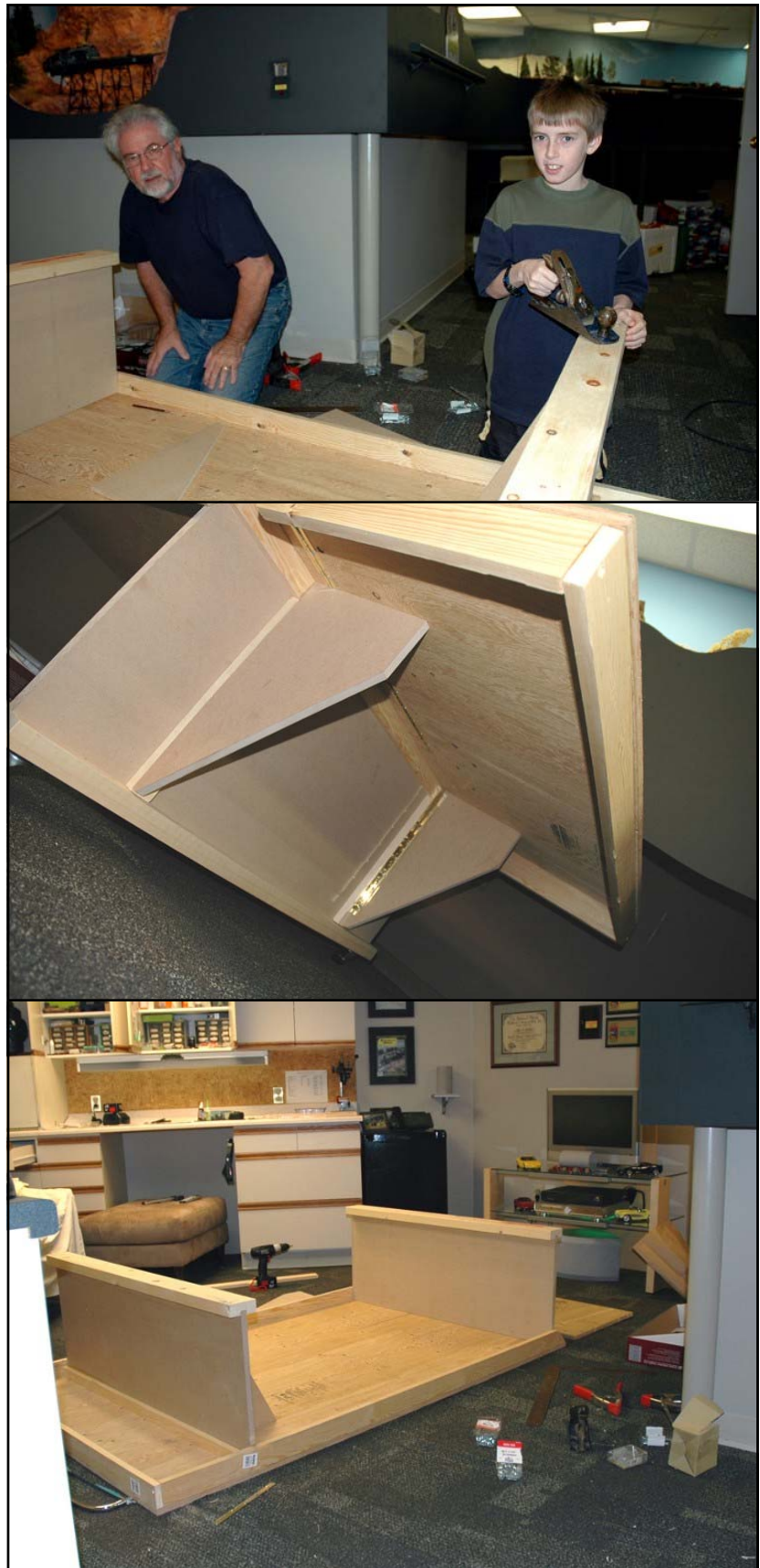
He also used the floor at first, configuring one design after another, testing, fitting, experimenting until after several weeks he realized he needed more track and a better place for it. So off we went to the lumberyard to acquire the pieces to build a 4' x 8' layout for him to create his miniature world. But where to put it! As those who have visited my layout room would know, there appeared to be no place to store it when he wasn't visiting me. The only possible place was under my layout since it was four and half feet above the floor and completely clear underneath. Since the supporting legs of the island are 6' apart we decided to hinge one end of his layout so that it would fold down, thus enabling it to go underneath and between the legs.

Building the table with Dallas gave me a great opportunity to bond with him, and in turn gave him a sense of personal accomplishment. By the end of a weekend, we had the table constructed with a fold

Photo 2: Top: Dallas and Grandpa working on leg supports

Photo 3: Centre: View underneath showing the hinged support gussets.

Photo 4: Bottom: Table and supports nearing completion.



down end and castors to roll it under my layout. We now have a planned schedule of meeting every Thursday to work on HIS layout, and yes, there aren't enough tracks or equipment and my back is sore from bending!

The following images show it under construction: a 1" x 4" clear pine frame supporting the 3/4" plywood top; 3/4" MDF gables at each end braced with two MDF gussets inside each gable. The fold down section is 20" secured with a piano hinge and two hinged MDF gussets to support it. The bottoms of the gables are rabbeted into the 2" x 4" clear pine that carries four castors. Once the track plan was finalized we drew out a centre line on which to lay the cork roadbed using contact cement. The train set actually came as a figure eight but would not leave room for any yards, so we opted for a grade around the back that will cross a roadway giving

him some elevated track and scenery. The track and switches are Atlas and its installation followed. While I did play a major role in laying the track, I made sure he participated to understand the procedures in gluing roadbed to rail and to the table. The rail crossing the joint will be cut and connected with wire from below the table. Low scenery will have to be placed on this portion so that it will still go under my layout when it folds down. Buildings will soon follow, but he knows he has to buy and build them all, no prefabs; so he'll experience all facets of model building, of course under his grandfather's watchful eye.

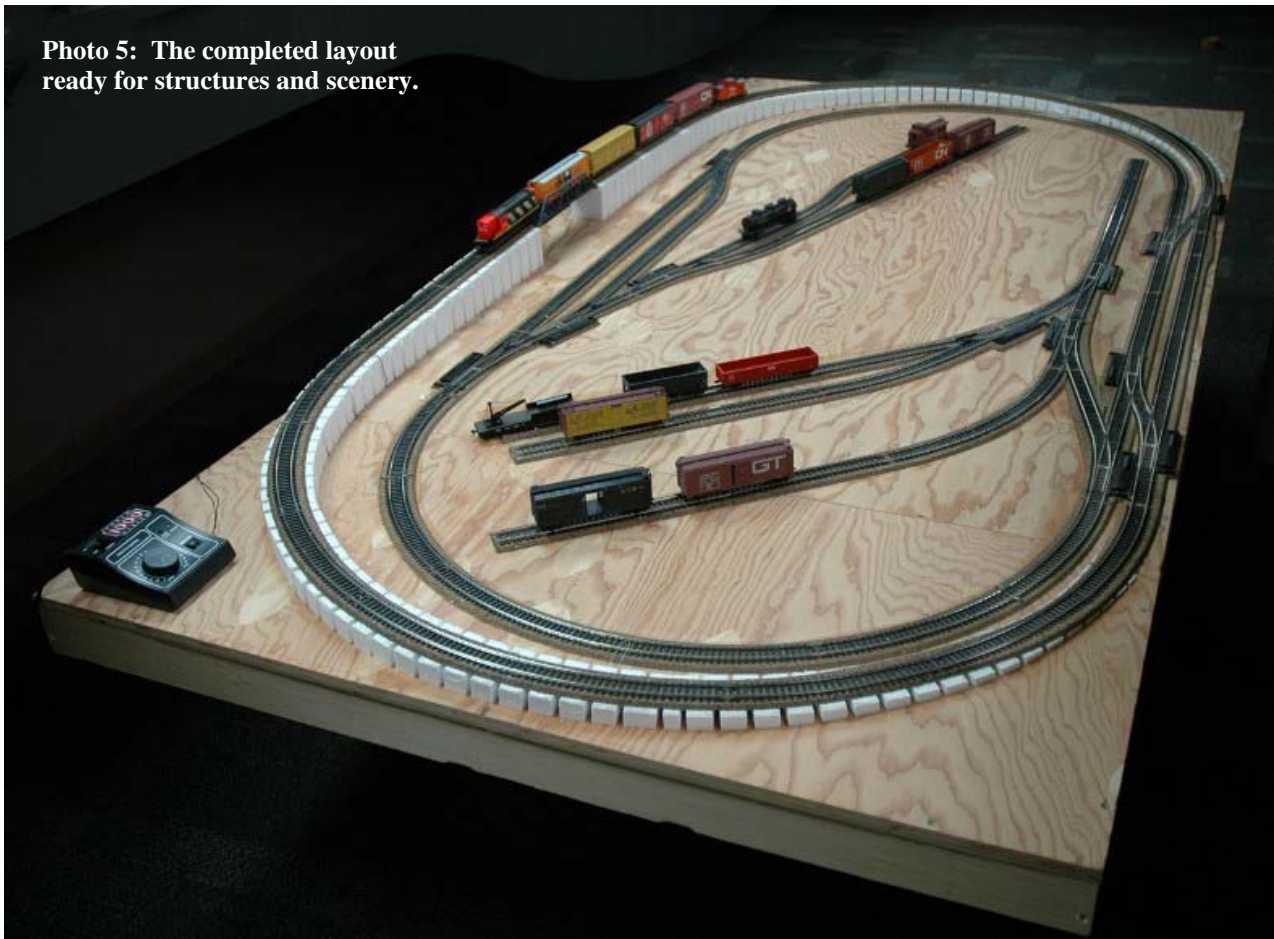
Of course he wants more engines and grades and mountains and streams and.... Well, that's all coming but down the road. The images show the construction process and final plan with a double loop so that a second

train can run independent of another switching on the inner loop. Both sidings offer different switching operations. On his first time out, I set out 4 cars off the switchback siding and told him to go and pick them up; no problem he said confidently as he picked up the cars, backed out then stopped! He couldn't get out. The switchback only held an engine and 2 cars. You could just see the gears going round in his mind. "That's what switching is all about." I said as he dropped off the cars and started all over again.

This hobby seriously needs young people. Companies like Bachmann are doing their share by making trains affordable, but we, as parents and grandparents, need to do our part if the hobby is to flourish, and what a great hobby it is!

Are you doing your part?

Photo 5: The completed layout ready for structures and scenery.



Pacific Rails 2007 National Convention

May 17th to 21st, 2007

University of Victoria Conference Centre

Victoria, British Columbia, Canada

Sponsored by the Canadian Association of Railway Modellers, the Vancouver Island Chapter, The Canadian Railroad Historical Association, E&N Chapter, The Victoria Model Railroad Club, and the Mid Island Railway Club. With the participation of CP Sig, CP Sig, West Coast Rail Association, Island Corridor Foundation, and the West Vancouver Island Industrial Heritage Society. The Convention is open to everyone whether you belong to one of the above groups or not. Please check the registration form for details.

Venue

The University is a modern facility with a large, park like campus about 10 km. from downtown Victoria. It has easy access from the international airport and ferry connections to the mainland, with inexpensive, frequent bus service and lots of parking. Parking is free on evenings and weekends, and \$5 daily on weekdays.

The Conference Centre has three large meeting rooms that each can be split into three, an attached cafeteria upstairs and restaurant on the lower level. There is a mall in the Student Union Building next door with fast food outlets and a pub. There are many excellent restaurants and pubs nearby. The student residences are next to the conference centre, where a large block of single and double rooms have been reserved. A large gymnasium across the road from the conference centre has been booked for a public show with layouts, manufacturer's displays and vendors.

Victoria is a city of 500,000 people, initially established in the early 1800's as a Hudson's Bay trading post and British naval base. Therefore it has a very rich history, and a large stock of beautiful historic buildings. As it is on an island separated from the mainland by the Strait of Georgia, it is a self-sufficient city with a more vibrant culture and selection of services than would be expected from the size of its population. It is a city well accustomed to tourists, and so has a large range of hotels and other services, such as museums, public gardens and tours. Most of these are in the downtown core, about a ten-minute drive from the University. The gardens of Victoria are world famous, and will be a magnificent display in May.

Getting There

Both Air Canada and Westjet fly directly to Victoria Airport from most Canadian cities. There are the usual car rental agencies at the airport. There is a shuttle service for most hotels, and the city bus also runs frequently to the airport. It is a 20-minute taxi ride to the University of Victoria. Via Rail has transcontinental service to Vancouver and there is excellent bus service to Victoria from there as well as Vancouver Airport. If you rent a car at Vancouver Airport, and take the BC ferry (www.bcferries.bc.ca) to Victoria, it is a very scenic trip through the Gulf islands. The BC Ferry Terminal is at Tsawwassen, a short drive south of Vancouver Airport.

We recommend internet or travel agent bookings (expedia.ca etc.) as these give cheaper fares than booking with the airline. We have not been able to get convention rates that match internet rates.

Highway 17 leads from the Victoria airport and ferries into the city, about 15 km. Exit east on McKenzie Ave. to the University campus. At the campus McKenzie is renamed Sinclair Road. Just past the traffic lights at Finnerty Road is the entrance to parking lot 5 on the right. This is the best place to park for the convention. There is a kiosk at the southwest end of the lot where you can pay for parking. It is free on evenings and weekends.

The clinics and registration will be in the Cadboro Commons Building, just up the sidewalk from the parking kiosk. Across the way is the Craigdarrock Office Building where the registration desk is for those staying in residences.

Accommodations

The student residence accommodation is in modern, spacious and bright low rise apartments, most with lovely views of the campus parks or the ocean. The rooms are a few steps from the conference centre and parking. As typical with this type of accommodation, shared bathrooms are down the hall, but the price is very reasonable, estimated to be \$50 single and \$60 double with a \$5.25 breakfast credit in the cafeteria. The cafeteria is open at 7.15 AM and serves a large variety of food until 7PM.

These rooms can be booked directly through the University after October 15th, 2006, by contacting Ruth Hall at

hall@uvic.ca or 250-721-8657.

There are many hotels and B&B's in Victoria. We have booked a small block of rooms at the Howard Johnson Hotel in Victoria 4670 Elk Lake Drive, Victoria B.C V8Z 5M2. It is the closest hotel to the campus, on the Highway from the airport, but still 7 km. from the campus. Call 1-866-300-4656 or www.hojovictoria.ca. Victoria has hundreds of hotels and B&B's to choose from but there are none immediately adjacent to the university. Most are downtown, about a 10-minute drive from the University, and the bus service to the campus is frequent and quick.

We suggest that you visit the Tourism BC website at www.hellobc.com or phone 1-800-HELLOBC. The website lists 144 different hotels in Victoria, and there are also hotels near the airport and the nearby town of Sydney. This convention has been registered with Tourism BC and Tourism Victoria, so they should be very helpful.

Program

We plan an extensive clinic program, over three days, with at least 30 clinicians covering modelling, historical, preservation and archival topics. All of the clinics will be held in the University of Victoria Conference Centre. Our speaker at the Sunday evening banquet will be Robert Turner, author of many books and articles on transportation in the west, especially Vancouver Island's fascinating railway history. We have reserved the David Lam Auditorium for the after dinner program, so everyone will be comfortable and be able to see and hear the speakers. The Auditorium is a three-minute walk from the banquet hall.

Some of the items listed here will be extra fare and details along with limits will be published at a later date starting with the people that are registered for the convention first. The tours will also occur over three days, with the keynote tour being an all day trip on Friday to Port Alberni, via highway coach, where we will ride the Alberni Pacific Railway on Esquimalt and Nanaimo (ex CPR) trackage from the restored downtown station to the McLean Mill National Historic Site. It is an operating steam sawmill, fully restored to the way it was in the 1920's. There is a large collection of logging equipment and rolling stock on the site, where the CPR spur was located. The engine on our train will likely be a 1928 90 ton Baldwin 2-8-2-T, although the Alberni Historical Society also operates a Shay and ex CPR RS-3. After the tour there will be an opportunity to explore the Port Alberni waterfront, yard, enginehouse and logging equipment collection.

On Saturday, we plan tours of the Duncan Forestry Museum, which has an operating 3-foot gauge line, with Shays, Climaxes, rod engines and a large collection of logging railway rolling stock and structures. This is close to Victoria so will be a half day bus tour.

We also plan to visit the Victoria Roundhouse and turntable, still in use for servicing Via's RDC's, which run daily from Victoria to Courtenay (225 km. up island) and return. The E&N Division of the CRHA has been instrumental in preserving this historic structure. There are plans to bring an engine and rolling stock from the CPR collection in Calgary in the new year. We hope to have it on display by the convention.

There will be an informal meet and greet in a room off the registration hall on Thursday evening, so you will have a chance to get oriented and greet old friends when you arrive.

The campus View Room has been reserved for a wine and cheese party on Saturday evening, prior to the self guided layout tours in the Cobble Hill area.

The Sunday banquet will be a buffet with a variety of West Coast cuisine, and held upstairs at the conference centre.

There will be a large train show on Sunday, May 20, with nationally recognized layout displays, vendors and manufacturers in the McKinnon gymnasium. The gym is just across the street from the conference centre, so you will be able to shop for bargains between clinics and tours.

Free parking for the show is in lots 2 and 3 off Gabriola Road. The bus terminal is next door. Vendors and exhibitors will have access through loading doors of Gabriola Road and the loading dock at the south end of the Gym.

Contact **David Tomljenovich, Show Coordinator at dtomljenovich@shaw.ca 250-748-4465**

Raffle prizes, videos and model display

The Haro Room on the second floor of the Conference Centre will be set aside as a lounge area with videos, model display and raffle prize display. Plan to bring your favourite models or photos to show to other convention members.

Non-Rail

Victoria has a very rich history, and a large stock of beautiful historic buildings. As it is on the Strait of Juan de Fuca, so port of many cruise ships and naval vessels. It is the provincial capital so there is a large stock of monumental architecture. A visit to the inner harbour with the legislature, Empress Hotel and Royal B.C. museum is a must.

It is a city well accustomed to tourists, and so has a large range of hotels and other services, such as shops, museums, pub-

lic gardens and tours. Most of these are in the downtown core, about a ten-minute drive from the University. The gardens of Victoria are world famous, and will be a magnificent display in May. One of the finest, Finerty Gardens is on the campus, a few minutes walk south of the conference centre. Admission is free and unrestricted. We plan to organize tours of the gardens such as Hatley Park and its famous Japanese garden and Butchart Gardens, and a walking tour to explore the city.

Plan to attend Pacific Rails 2007, Thursday May 17th to Monday May 21, 2007, in Victoria B.C. Registration forms, other information and updates will be available starting in November 2007 on the CARM website, www.caorm.org.

Ed Warren MMR, CRC, Chair

A PACIFIC RAILS 2007 PHOTO TOUR



Left:

Great Northern GP9's are Red caboose Models on Wayne Paulson's layout. This shows a long view to the staging yard. Sections of this layout will be on display at the Convention Show.

Right:

Ed Warren's O Scale P48 layout in Qualicum Beach will be on the Monday RDC tour. Photo shows a M&B Logging 2-4-2T Porter being watered at the Ladysmith tank.



A PACIFIC RAILS 2007 PHOTO TOUR



Via Rail runs daily RDC service from Victoria to Courtney and return. Here they are passing through Chemainus. The Victoria Roundhouse is a National Historic Site, and still houses the RDC overnight. We will be touring the restored building as part of the convention.



This steam donkey is one of many pieces of logging equipment at the McLean Mill site which is on the Friday Tours



The Port Alberni steam train tour uses these retired E&N, ex CPR, vans as passenger cars on the ride up the line to the McLean Mill historic site, a restored steam sawmill.





Pacific Rails 2007
CARM/CRHA National Convention
 ---Registration Form---
 May 17th to 21st, 2007
 University of Victoria Conference Centre
 Victoria, British Columbia, Canada



Part 1) General Information:

First Name: _____ Last Name: _____
 Address: _____
 City: _____ Province/State: _____
 Postal/Zip Code: _____ Country: _____
 Phone Number: () _____ E-mail: _____

Note: Dates listed at right are based on date received by registrar.
 Cross out all prices that do not apply

Part 2) Primary Registrant (check all that apply):

	Before March 15 th	On or After March 15 th
Tag Name (first & last): _____		
I am a member of <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	\$ 75	\$ 90
CARM CRHA CPSig CNSig MIRC VMRC WCRA WVIHS		
I am not a member of any of the above groups <input type="checkbox"/>	\$ 85	\$ 100

Part 3) Additional Registrants (must be immediate family & same address):

Tag Name (first & last): _____	\$ 7	\$ 7
Tag Name (first & last): _____	\$ 7	\$ 7
Tag Name (first & last): _____	\$ 7	\$ 7

Part 4) Sunday Banquet Tickets: \$48 each x _____ (quantity) = \$ _____

Part 5) Registering at the convention surcharge: XXXX \$ 10

Part 6) Registration Total (add all dollar values as required, parts 2 to 5): \$ _____ \$ _____

If paying in Canadian Dollars skip Part 7.

Part 7) Payment in American Dollars (Part 6 x 0.90): \$ _____ \$ _____

Part 8) Display Items (list items on the back of this form)

I am planning on bringing models, photographs or other items for display.

Part 9) Submit Payment:

Submit your cheque/money order in Canadian Dollars from Part 6 **or** in American Dollars from Part 7 made payable to "Pacific Rails 2007" and mail it to the address below. Registrations must be received no later than May 10th, 2007. After May 10th, 2007 registrations will only be accepted at the convention:

Pacific Rails 2007
31-120 Quigley Road
Hamilton, ON L8K 6L4
Canada



Pacific Rails 2007

CARM/CRHA National Convention

---Fine Print---

May 17th to 21st, 2007

University of Victoria Conference Centre
Victoria, British Columbia, Canada



75th Anniversary

Registration Form Details:

Please fill out all information located on the Registration Form in **Part 1**. If you have an e-mail address please fill in this information as it is our preferred method of contact when sending out registration confirmations, convention updates and other information. If an e-mail address is not included or is invalid your information will be mailed by Canada Post and it will take longer for you to receive the information in this manner.

In **Part 2** fill in the name, first and last that you would like to see on your name badge. Also check any of the boxes that apply to your membership(s) in any of the groups that are involved with the convention. If you are not a member of at least one of these groups check off the box for that choice. Cross off any fees that do not apply to your registration.

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

The Sunday Banquet is an extra fare event with a limited capacity of 325 people on a first booked basis. The cost is \$48 per person for all that will be attending. Complete this section, **Part 4**, if you or any of the people listed on your registration form is planning to attend the banquet.

A surcharge for registering at the convention will be applied as listed on the registration form.

In **Part 5** add up the totals for Parts 2, 3, 4 and 5. If you are paying in Canadian funds skip **Part 7**. If you are paying in American funds complete **Part 7**.

Fill in **Part 8** if you are planning on bringing any models, photographs or other items for display during the convention. The convention committee will provide a secure area but they do need an idea of how many items are going to be displayed so that the required space is made available. Please provide a short description of the size, weight or other information about the items that you will be bringing on the back of the registration form or on an attached sheet.

Finally complete **Part 9** by submitting your cheque or money order in Canadian or American funds made payable to "Pacific Rails 2007" along with the registration form and any other information to the address located on the registration form. We have found that in the past couriers are not really any faster than regular postal services since no one is at home during the day to accept a courier delivery. Do make sure that you give your registration plenty of time to reach the registration address as all dates listed for registrations, cancellations or other mailings are based on the date that the mail is received.

Other Extra Fare Events:

There will be extra fare items for features such as tours, food events and other possibilities. People who are already registered for the convention will be notified of these items prior to the information being released in mass so that the early registrants will have the first chance at booking activities where numbers must be limited.

Cancellation Policy:

Cancellations must be received at the Hamilton address by May 1st, 2007 for full refund, by May 10th, 2007 for full refund minus all food costs. No refunds after May 10th, 2007. Any refunds will be issued after the convention.

Latest Information:

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 or send postal mail to the address located on the registration form.

COMING EVENTS



**BRITISH COLUMBIA, VICTORIA,
MAY 17-21
4TH ANNUAL
CARM CONVENTION**

ONTARIO, COPETOWN, FEBRUARY 25 CARM COPETOWN TRAIN SHOW 10am to 4pm, Copetown & District Community Centre, 1950 Governors Road just east of Hwy 52. Operating Canadian prototype layouts, displays by model craftsmen, CNR, CPR, TH&B Sigs and more, Photo Vendors. Refreshments available on site.

Ontario, London, October 3 London Model RR Group Open House, 69 Holborn Ave, London, 7pm to 9:30pm, large O scale layout. Admission by donation.

British Columbia, Chilliwack, October 14, 15 Mount Cheam Lions 9th Model Railway Show, Heritage Park, 44140 Luckakuck Way, Chilliwack. Sat 9am to 5pm Sun 10am to 4 pm Adults \$5 Seniors/Students \$3 Family \$12 (limit 6) Under 6 Free For information James Hill 604-824-1757

Ontario, Bowmanville, October 14, 15 20th Annual Train Show at Bowmanville High School, Presented by Soper Valley Model Railroad Association, 10am to 4:30 pm and Sun. 10am to 4pm. Adults \$5, Senior \$4, Family \$10 For information contact Ron Radcliffe at 905-387-3099 or rjr.kse@on.aibn.com

Ontario, Ottawa, October 14, 15 Railfair 29 at Algonquin College, Woodroffe Campus jointly sponsored by British Railway Modellers of North America

(BRMNA) and the Ottawa Valley Association of Railroaders (OVAR) featuring operating layouts, displays, clinics, artifacts and dealers. Adults \$7 Teens/Seniors \$4 Children 5-12 \$1 Free Parking, Wheelchair accessible. Sat. 11am to 5:30pm Sun 10am to 4:30pm For information contact Tom Patterson, 159 McCurdy Drive, Kanata, ON, K2L 2Z7, 613-831-1133

Manitoba, Winnipeg, October 14, 15 Great Canadian Train Show, Sat 10am—5pm, Sun 11am-4pm, MBCI Gym, Talbot and Disraeli, \$3 per person, \$6 per family, call 663-1226 for information.

Ontario, Orangeville, October 14 The Erin Mills Model Railway Association has booked the Orangeville and Brampton Railway excursion train to see the fall colours. Departs Orangeville at 2 pm on Oct 14. Tickets can be ordered from EMMRA@HOTMAIL.COM or Jim McInnes at 905-855-3903

England, Swanley, Kent, October 28 Expo Narrow Gauge 2006, White Oak Leisure Centre, Hilda May Avenue 10:30am to 5:30pm Visit Europe's premier narrow gauge modelling show. Adults \$6 accompanied children 6-16 \$1 009 Society, 7mm NGA, GEMME Members \$5

Ontario, Harriston, October 28 Annual 'BOOMERS' Auction of model railroad equipment and materials at the Harriston Community Centre, Admission \$5 (includes door prizes) Tables available at 8am, auction starts at 10am. For information contact Harold G. Jones, 16 Conroy Crescent, Guelph, ON, N1G 2V6 519-821-2454 or hgjones@golden.net

Ontario, Ancaster, November 12 Model RR Flea Market presented by the Rail Ops Club. Operating layouts and over 120 tables. 10:00am to 3:30 pm Marritt Hall, Ancaster Fairgrounds, 625 Hwy 53E, Adults \$4 Children under 12 Free. For information contact 905-335-9112

British Columbia, Burnaby, November 11, 12. The 24th Annual Trains 2006, Public Shows, 11 am to 4 pm. Cameron Rec. Center, 9523 Cameron St. Displays of models in all scales, North American and overseas; Tinplate; Collectibles; swap tables; commercial sales; videos; demonstrations; Kids Zone; WGH beginner clinics; Meet Nov. 10 to 13th Layout tours,

clinics, displays, banquet, prototype tour. Info - Dick 604-467-4301, chairman@bctrains.org.

Ontario, Orillia, November 12, The Orillia and South Muskoka 2nd annual Layout Tour. Self guided tour of 9 local layouts, N scale, HO scale, and G Scale. Some of the best layouts north of Toronto, including Al Crsips CPR and Scott Reids, GN. Maps and descriptions available in late Sept. at hobby shops in Orillia, Bracebridge, and George's Trains. For info contact sreid@orillia.pronet.com

Ontario, Hamilton, November 18, The H.O. Model Engineers Society 6th Annual Layout Tour from 9am - 5pm. Tickets can be purchased at Modellers Choice, Trains on Brant, Credit Valley and the HOMES Club. Cost \$5 per person. For info www.trainweb.org/homesclub

Ontario, Hamilton, November 25, 26, The H.O. Model Engineers Society Annual Open House from 9am - 5pm each day. Cost \$4 per person, \$1 for kids under 140 cm. For info www.trainweb.org/homesclub

Ontario, Whitby, November 25, 26, Pine Ridge Railroaders Model Railroad Show, Hours - 10:00am to 5:00pm Saturday and 10:00am to 4:00pm Sunday, Location - Father Leo J. Austin School - 1020 Dryden Blvd (Just west of Anderson). Admissions - Adults \$5.00, Children under 14 \$2.00, Under 5 - Free.

Ontario, Belleville, December 2, 3 11 Annual Quinte Model Train Show 10am to 4 pm. Quinte Secondary School, College St, 9000 sq. ft of vendors and displays. Adults \$5 Seniors/Students \$4 Children \$2 Family \$10. Sponsored by the Belleville and Brighton Model Railroad Clubs For information contact Paul Martel, 15 Aldersgate Drive, Unit 17, Belleville, ON, K8P 5N1 or pmartel@cogeco.ca

New York, Rochester, December 9, 10, The New & Expanded Two Day RIT Train Show & Sale, RIT Fieldhouse, many layouts displayed.

Ontario, Paris, January 21, Paris Junction 2007 Model Train Show, 10 am to 4 pm at the Paris Fairgrounds, Silver St., Admission: General-\$4.00/WOD-NMRA Member, CARM Member, Children-\$3.00, Under 10-free, Contact Gord King, 51 Newport lane, Pt. Dover, ON, N0A



Above: Ed Warren: Engine servicing pits at E&N's Wellcox Yard, Nanaimo, B.C.



Left: Walter Reid: CN SD75I's #5608 and #5734 with SD70M-2 #8001 are waiting for their next assignment in Jasper, Alberta in August 2006.

Bottom: Justin Parry: Ontario Northland GP40-2 #2202 and GP38-2 #1805 in Cochrane Ontario showing two of the different paint schemes used by the Railway. The scheme on #2202 is the most current.

