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THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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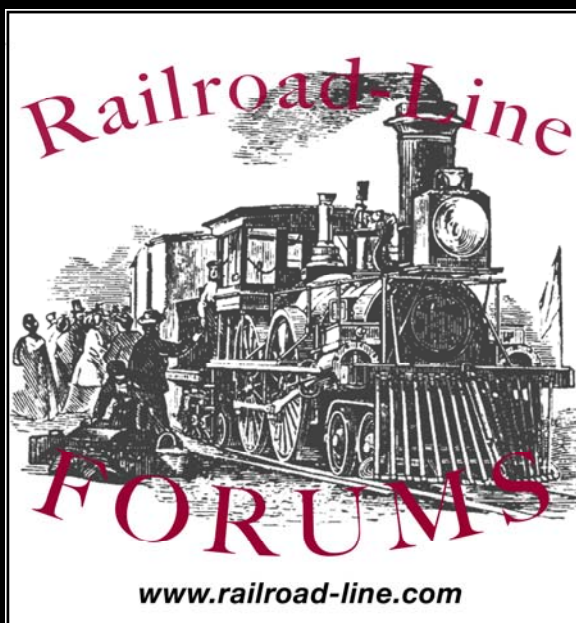
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observation platform

john johnston: editor

OPEN LETTER FROM JOHN JOHNSTON, CHAIR, CARM

I have decided that it is time that I passed the torch as the Chair of the Canadian Association of Railway Modelers. There comes a time when you run out of steam, fresh ideas and energy. I will continue to work on behalf of CARM as the Editor of The Canadian and as a Member of the Board, but it is time for new leadership.

There are some exciting changes on the leadership front with Wayne Wessner in Saskatoon taking over as Convention Coordinator, Ron Pare of Windsor stepping up to the plate to take on the task of Promoting CARM, very involved people working on conventions in Toronto, Ottawa, and Saskatoon, and active Chapter leadership as shown in the minutes of our meeting in Cobourg.

It is still unclear how we will proceed to appoint/elect a new Chair but we need to make that determination in time for the Annual Meeting in Toronto in May of 2010. As one of the Founding Members and after seven years of working on behalf of CARM I can be fairly blunt about my views on how I think this

should occur.

One of the problems that we and many other volunteer organizations are facing is that there are fewer individuals who are willing or able to commit their time to organizations such as ours. Coupled to this is the concern expressed by our Members time and time again that we keep politics out of the leadership role. I strongly hold the belief that the position of Chair should be appointed from within the *working volunteers* of CARM and not be the subject of a membership wide vote. The Chair should continue to perform the working volunteer role that made them eligible for the position. This ensures that the Chair is not a political position, i.e. someone who simply wants the title and the ability to give orders to others, but rather someone who is willing to put in the time, the work, and the effort, and who has demonstrated this by their willingness to accept a volunteer working role. I recognize that others may hold a differing view and that ultimately it will be the Membership which drives this decision. For those who may wish to push for the election model I would remind everyone that the last time we asked for

nominations for the National Board back in 2005/2006 we received no nominations and the four Founding Members continued to perform the leadership role.

The biggest concern has been those Members who do not belong to Chapters. This is a legitimate and real concern. Each individual however has the ability to offer their services as a volunteer and the concept of Virtual or Scale Chapters may enable them to take leadership roles in Chapters and be eligible for National Office. There may also be a middle ground in which only those who hold volunteer positions are eligible for nomination prior to a Membership vote.

These are important decisions and should be the subject of a wider dialogue amongst the Membership and so I look forward to hearing your views on these important issues.

John Johnston
Chair, CARM

FRONT COVER TOP: The last rays of the evening sun cast long shadows as mixed freight Q317 led by CSX AC4400 #18 heads west for Grafton, W. Va. The action takes place on Malcolm West's N scale Mountain Subdivision in Qualicum Beach, BC. Photo by David Jacobs.

FRONT COVER BOTTOM & INSET: Stanley Tout's U.K. modular group hire the hall at a village named Claverton just outside the city of Bath to set up and run their North American prototype modules. Photos by Stanley Tout.

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CARM NEWS

NATIONAL OFFICERS MEET WITH ONTARIO CHAPTER CHAIRS

In the first meeting of its kind, two of the three National Officers met with a majority of the Chapter Chairs to discuss the results of last Falls member survey and to look at new directions for CARM in the future. The meeting was held on August 22nd at the home of Ted Rafuse in Cobourg, Ontario. In attendance were John Johnston, David King, Gary Bailargeon, Ted Rafuse, Randy Schnarr, Bill Osborne, Dolf Roelofsen, Steve Hoshel, Robert Langlois, and Ian McIntosh.

The goal of the meeting was to provide input to CARM's strategic direction and to assist in preparing a plan to be presented to the Annual Membership Meeting in Toronto in 2010.

National Chair John Johnston reviewed CARM's existing governance structure and noted that since its inception CARM had been governed by a Board of Directors made up of the Founding Members and that for CARM to move forward we needed to broaden the representation on the National Board. John also indicated his willingness to step aside as Chair in time for a successor to be elected/appointed at the National Convention in Toronto in 2010. John indicated his willingness to continue as Editor of The Canadian and a Member of the Board but felt that the leadership role would benefit from new energy and ideas. John suggested that the two alternatives to be considered were a straight election, though that had been tried previously and no nominations were received, or the expansion of the National Board to include Chapter Chairs and then election of the Chair from within that group. A discussion ensued and there was no clear consensus on the best way to proceed. It was pointed out that electing a Chair from within the expanded Board would disenfranchise Members who did not

belong to Chapters. This is an excellent point to which no immediate solution was apparent. **It was agreed that this matter needed more consideration and that Chapter Chairs would return to their Chapters and discuss the issue with a broader representation of the Membership.**

A discussion about Chapter development ensued and a comparison was offered between the CARM methodology of bottom up Chapter development to the NMRA methodology of a top down Regional/Division structure. Robert Langlois noted that the strength of the CARM Chapter system was its flexibility and that Chapters were created by the people who wanted to be involved. **The concept of Chapters based on Scale was discussed as was the concept of a Virtual Chapter located on the Internet for Members who were not in close geographic proximity to anyone else. It was agreed that we would initiate a program in conjunction with the Chapters to invite Members from beyond the existing Chapter boundaries but still within a reasonable distance to participate in a Chapter activity or meeting. The group believes that this Chapter mentoring program may lead to new Chapter development. We also discussed more effective Chapter communication strategies.**

John asked if anyone had any input into improving current services or adding services to those which CARM currently offered. Creating a List of Members who were willing to have other Members visit their layout was suggested. Issues of privacy were discussed and it was pointed out that unless a member agreed we would not share their address, phone number, or email address with others. NOTE: this does not apply to the conduct of CARM business by

RON PARE APPOINTED AS CARM PROMOTIONS CHAIR

Ron Pare is an amateur writer and small business owner. After a visual impairment forced him to reinvent his career goals he started a web design/marketing company called The Train Club Company. One of his shining achievements in the last two years is the creation of the Emagazine at www.modelersguild.com. The website is a proving ground for TTCco's marketing approach.

Ron models anything Canadian right now. Tending to steer clear of a full sized layout, he has constructed a 9'X3' engine terminal display layout. He is also a proud member of the Windsor Model Railroad Club windsor-modular.com

CARM NEEDS YOU

Are you a modeller that enjoys showing off your work or helping others to improve theirs. I need you to contact me and let me know what skills you are willing to volunteer so we can talk to manufacturers about donating some products to build at model railroading shows or fairs.

In the next two years we want to expose CARM to Canadians like never before. Lets showcase diorama's, teach some kids some simple modeling and just show the Nation just what we like so much about model railroading.

Maybe you like slides and want to put together a video. Let us help you, help us. Give us a shout and see what we can do together to help the membership. You may be surprised. RON PARE



From left to right: Ian McIntosh, David King, John Johnston, Ted Rafuse (standing), Dolf Roelofsen, Robert Langlois (standing), Steve Hoshel, Gary Baillargeon, Randy Schnarr, Bill Osborne

CARM officials. It was agreed that this was a good idea which had been requested by a number of Members and that we would pursue this idea. **The Canadian will be used to identify Members who are willing to be open for visits by other Members. Their names and an email/phone link could be placed in the secure (passworded) area of the website. Members without Internet access could make enquiries through CARM if they were travelling and contact information would be provided. We could review adding something to the Membership Application to gather this information from new Members at the time they signed up.**

John stated that the most positive feedback he received about the Canadian dealt with the Chapter section and that the Chapters should ensure that they send in reports and photos on their activities. **John will ensure the Chapters are aware of the Publication Deadlines for the Canadian.**

John advised the group that the National Board had appointed Ron Pare of Windsor as the new Promotions Chair of CARM. John described his meeting

with Ron and a number of the exciting ideas that Ron had presented to promote CARM and CARM Membership. Principle amongst these would be re-establishing a CARM presence at Train Shows and the creation of new promotions material. John described Ron's suggestion that we should be putting on displays, clinics, or constructing something at these booths. The group was enthusiastic about all of these ideas and the approach that was being suggested. It was noted that some Chapters such as Ottawa and Toronto attended multiple train shows and were willing to continue that. Randy Schnarr suggested that we might consider getting CARM T-shirts which could be sent to every new member as an incentive. A discussion ensued about the cost of T-shirts and the logistics and cost of mailing a T-shirt to someone. **It was agreed that the T-shirt idea had merit and that providing a CARM T-shirt to a member who was representing CARM at a Train Show was a good idea and the cost and logistics issues would be reviewed.**

The group also discussed the current Poster Boards and CARM Brochures. It was agreed that the Poster Boards are

too big and occupy the entire table at a Train Show forcing the CARM volunteer to work out in the aisleway and if we were going to do a demonstration or clinic this was not feasible. **Ron is looking at creating a similar 3 part board with each board being legal size which would sit at the end of a table. It was agreed by everyone that it was time to update the CARM brochure. Gary Baillargeon and Ian McIntosh agreed to assist Ron Pare in the redesign of the brochure based on their experiences at Train Shows.**

A review of Convention activities led to agreement that we needed a more effective Convention Handbook.

It was agreed that Ian McIntosh and Gary Baillargeon would work with Wayne Wessner, CARM's Convention Co-ordinator on the Convention Handbook.

Randy Schnarr brought up the topic of promoting Model Railroading as well as CARM. There was an enthusiastic discussion with lots of ideas being kicked around. It was pointed out that several Chapters such as Ottawa and Toronto were getting free promotional material from The Worlds Greatest Hobby. **It**

was agreed that this initiative should be pursued by the Promotions Chair.

John introduced the material he had received from Randy Schnarr and advised the group that Dave Burroughs had received the material and was working on expanding it to identify achievable goals. There was a wide ranging discussion which underscored the numerous points of view on this subject. It was agreed that a multi step process such as laid out in Randy's document and being developed by Dave Burroughs was the appropriate way to proceed. It was also recommended that since the group felt this could encourage member participation in the program that it happen as quickly as reasonably possible. It was also noted that this type of approach would make it easier for Chapters to build involvement in the program into their activities.

Conclusion

John commented that the meeting had been successful and that there would be a follow up meeting at the Toronto Convention. He also pointed out that we had to involve Chapters who were not within driving distance of Southern Ontario, particularly our Western Chapters and he would investigate Conference Calling options with a view to another meeting by Conference Call over the winter. The meeting concluded at approximately 4:15 p.m.

Midwestern Ontario Chapter

On August 23 nine members of CARM Midwestern Ontario and one guest gathered at the home of Peter Stamford in Port Elgin, for an operating session.

The year is 1957, as seven operators ran the main line and switch yards at Fond du Lac, a northern Ontario junction on the CN main line which handles trans-Canada passenger trains, mixed east-west freight and branch connections with long coal trains

The basic layout is a pair of long ovals divided down the length of the table, with a front side operating theatre and a back side fiddle yard for staging trains. Peter uses a full car-card system to direct activities of a predetermined schedule of train movement. ...subject to the yardmaster's direction. Controls are DCC, radio control, so operation is



seamless. Motive power can be a mix of steam or diesel. The pictures capture the interest of the afternoon.

The 3 remaining operators were drawn into the secondary setup, a 72" x18" layout, set in 1957, called Beechwood Junction. The challenge with this layout is to operate totally remote because it is an enclosed window box. Power is DC, with 9 sections and 10 switches. With limited uncoupling points, planning is critical for smooth operations. Within two hours, the incoming train was broken out, all cars placed, and the outgoing train assembled and ready to return south.

Brian Sharpe's Mansewood & Western Railway is an HO scale line modeled after elements in Brian's "railway life" experience. The layout is an interesting "point to point" design. The two "points" are back to back, with a line from each point running together (but separate) along the perimeter of the room and connecting at the return loop on the center island. This creates a relatively long main line, dotted with towns, each with its own set of controls to entertain many operators as trains are assembled and dissected to meet the customer demands. Our operating session lasted two hours, and all eight operators were scrambling to "meet the schedule". All rail activity is directed with the help of a "car-card" system.

Brian coached us from the side-lines and enjoyed the "banter" surrounding the activities.

Toronto Chapter:

In February the Toronto Chapter visited member Ed Freeman's 12' by 19' U shape HO scale *Nippissing Southern Railway*, set in Northern Ontario mining country with the main yard at Nipissing fed by lines from Cochrane and Chapleau.

In March we got to see Art Midwood's excellent On3 *Rio Grande Southern* layout. It has very nicely done scenery, one large and several small trestles, the Ophir loop area done, the long Ridgway Depot under construction, PFM sound, lots of brass (some scratchbuilt) C16s and K28s, and all of the Galloping Geese.

In early April we had a table at the LMRA Flea Market promoting CARM and selling surpluses. We also sold several copies of Dave Savage's new Directory of Railway Stations of Ontario Volume II.

A week later we visited Dave Hicks' 20'x30' L shaped 1950s HO layout. Dave's specialty is lots of bridges including a double track working lift bridge (widened from single), a double track viaduct (from his own moulds), and trestles. The layout is partly under the deck!

In May Reg Laprise (CV chapter chair) and Ian Maynard hosted our visit to Reg's two level 18'x20' N scale layout near prototypical model of the *Algoma Central South* and Michipicoten Subdi-

visions including Hawk Junction, set in fall 1985 (the best time to see the Agawa Canyon). Reg is scratchbuilding the Sault Ste Marie Steelton Yard enginehouse and backshop, and the Montreal River Dam and Trestle. This will be on the convention tour. The June Annual Meeting included a Pizza BBQ, reports and an election. Ian and Cloy continue for another year.

The chapter's convention committee has been working hard between the monthly meetings to prepare for next May.

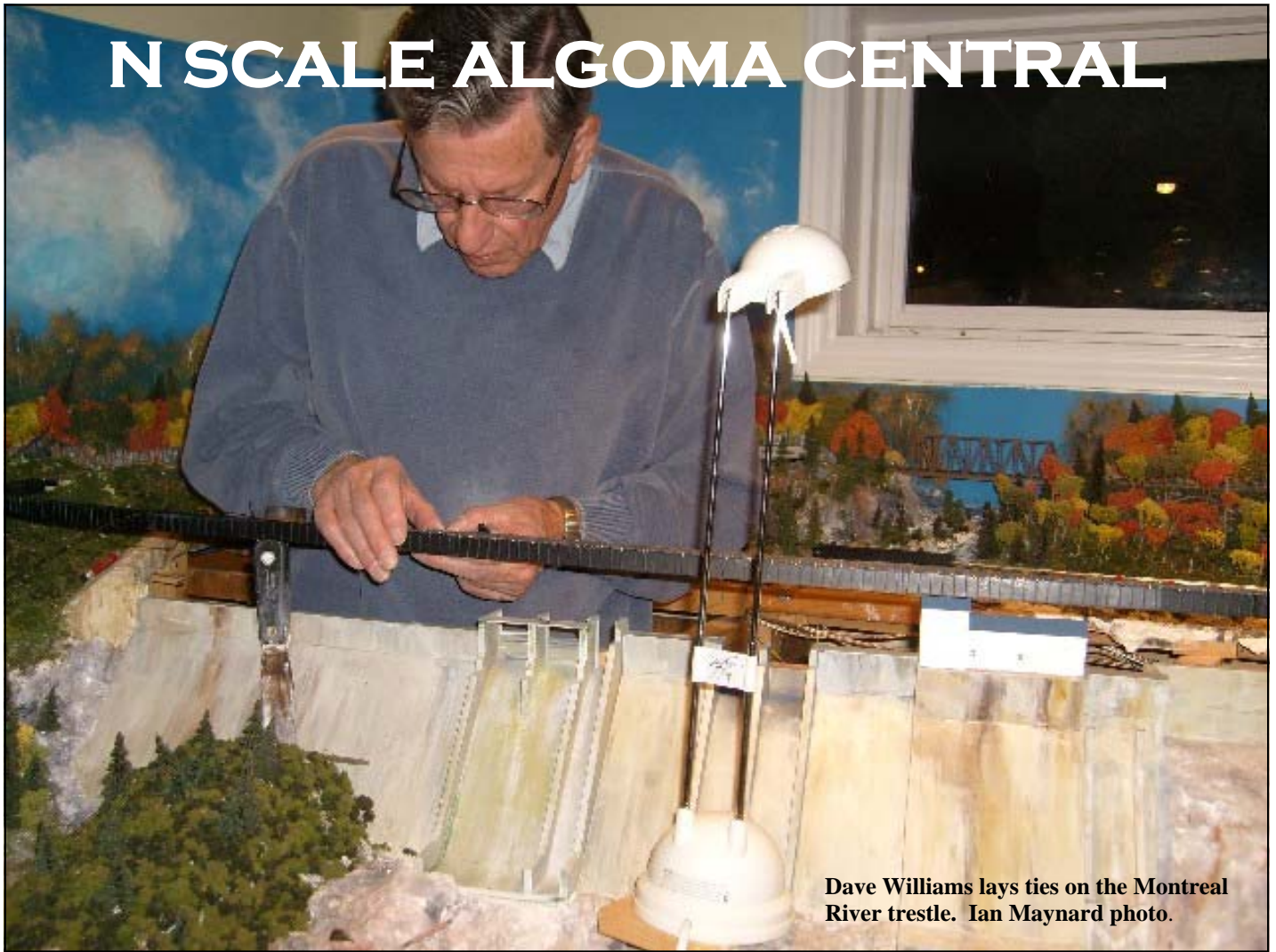
Peter Stamford's, CNR - 1957
...at Fond du Lac, Ontario



Brian Sharpe's,
Mansewood & Western Railway



N SCALE ALGOMA CENTRAL



Dave Williams lays ties on the Montreal River trestle. Ian Maynard photo.

Article by Reg Laprise:

I have been interested in trains since I was about 7 years old when I had a Lionel O Gauge train. I built my first N-Scale layout around 1980. It was built into the furniture in my family room and used block control with 2 power supplies. It was a freelance system but never reached the scenery level before we moved to Mississauga in 1985.

I joined the Erin Mills Model Railroad Association in 1986, remaining a member until 1992 and was the N SIG Chairman for 5 years. I do not belong to any other club or group other than CARM.

I purchased the base of my current layout from the now deceased Richard Prior in 2001 and began construction in early 2002 to be ready for the 2003 NMRA Convention. I have had a lot of

help from Ian Maynard, Tony Roberts, Mike Neild, Dave Williams, Hans Quante, Zen Pozniack, and Marshall Cleve. We get together on Monday evenings where possible.

The current Algoma Central is my second layout and it is 18' x 20' on two levels with a 2.4% grade joining the two levels. The layout represent the Algoma Central Railway from Sault Ste. Marie to Hawk Junction, the Wawa Iron Ore Sinter Plant and Michipicoten Harbour in the fall of 1985.

Why the Algoma Central? I lived in Blind River near Sault St. Marie Ont. for 20 years and I used to work at an Ontario Hydro transformer station near Wawa and I would watch GP7's running south to the Sault pulling 40 and more Ortner iron ore cars.

The track plan of the layout that I purchased was similar to what I have

now. I extended some areas and rebuilt others. Much of the original track is Atlas code 80 and forms a loop for continuous running. The spur that will run north to the Montreal River Dam, Agawa Canyon, Hawk Junction, the iron ore smelter plant at Wawa and on to Michipicoten Harbor will be Micro Engineering Code 55. Some new turnouts are Micro Engineering #8 but most will be Fast Track #6 and #4's. I am working on building #4 and #6 Code 55 turnouts using the Fast Tracks templates. About 45 turnouts will be required for the Hawk Junction and Wawa areas.

The yard will be operated using hand throws and the rest of the turnouts will be controlled with tortoise machines. I am using a Digitrax Chief DCS100 radio control system.

My era is around 1985 and I am using Atlas GP7's and SW8's, as well as Kato SD40's and SD40-2's. I use Lenz, MRC



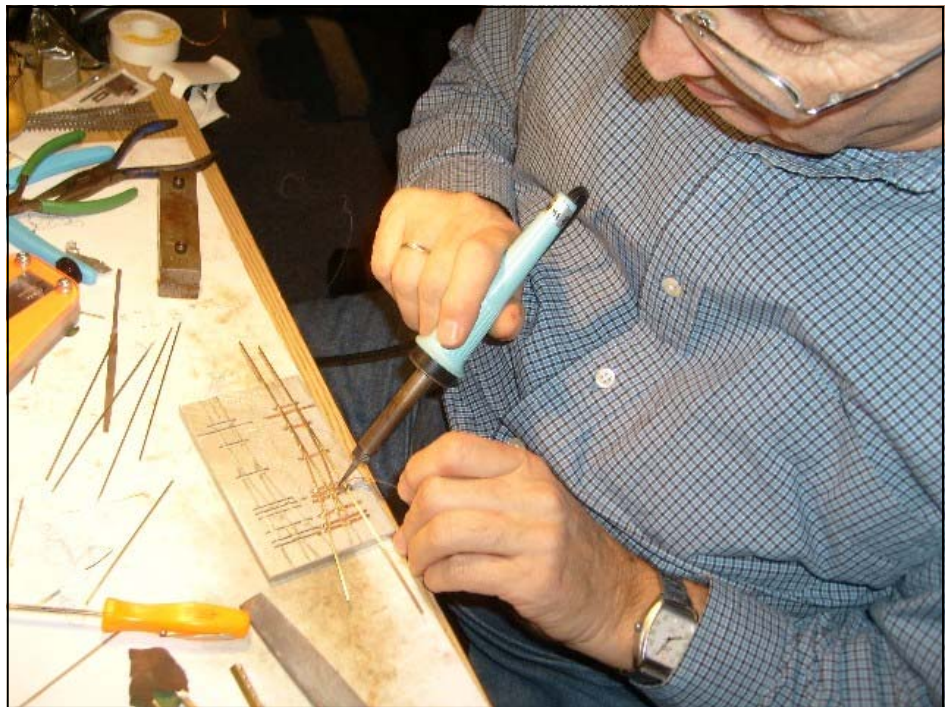
LAYOUTS OF THE TORONTO CONVENTION

and Digitrax decoders. Some are equipped with sound. I plan to run the local passenger and the iron ore trains in addition to the regular freight traffic which ran on the line. As we are still building the layout we are not currently running scheduled operating sessions.

Northern Ontario is a rocky geography and so the layout is well populated with rockwork created using hydrocal. Deciduous trees are all hand made using Sedum flower armatures with Selkirk leaves. Pine trees are Fallers.

There is a variety of structures on the layout with some being scratchbuilt while others are kits. The Montreal River dam, Engine House and Back Shop are scratchbuilt from styrene using measurements obtained from pictures and drawings of actual structures.

The actual dam and trestle which are located 92.5 miles north of the Sault, are the signature scene on the layout. The dam is about 16 miles east of highway 17 and is only accessible to the public now by train. The actual trestle is 1550 feet long which in N-scale this would be 9.7 feet. Due to space constraints the model is 6.5 feet in length and is curved from left to right. The base of the trestle is square brass tube with cuts at each side of each bridge bent to create the curve. The tube was bent to the correct shape and soldered together. Micro Engineering girders were cut to each section length and glued to the side of the brass tube to create the base for the ties. The ties are from Mount Albert and are laid on edge as per the prototypical bridge. Once the ties are laid, the rails will be glued to the ties using photos of



Top Right: Engine house under construction. Ian McIntosh photo.

Middle Right: Reg Laprise building a turnout using a Fast Tracks template. Ian Maynard photo.

Bottom Right: Passenger train behind two Algoma Central Geeps threads its way through the Canadian Shield. Reg Laprise photo.



LAYOUTS OF THE TORONTO CONVENTION



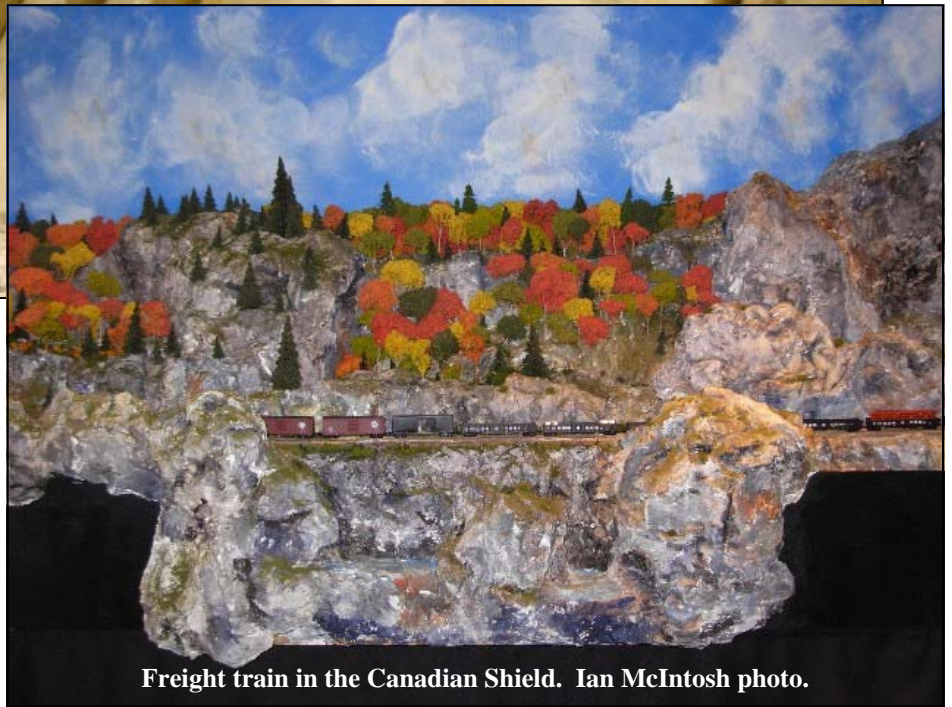
**Montreal River Dam and Trestle.
Reg Laprise photo.**

the actual bridge as a guide.

Ian Maynard built the dam from sheet styrene. We created the plans from various photos that were gathered from a site visit, my knowledge of how dams are constructed and other photos that have been found. It was painted to match existing photos. Railings and other details are still to be added. Ian is also creating the pads for the base of each bent which become part of the dam. The bents will be created from etched brass shapes from K & S Engineering using a Resistance Soldering Tool to assemble each leg.

Mike Neild is working on the second project, which is the construction of the engine house and back shop in the Steelton yard at Sault Ste Marie. I sized the engine house elevation drawing to 1/160th of full scale.

Mike then cut out the various wall sections and glued them



Freight train in the Canadian Shield. Ian McIntosh photo.

to sheet styrene. He then cut out the shapes using a hot blade on a soldering iron base. Windows were created from actual pictures of glass block walls and sized to fit the various wall sections. The back shop walls were created from photos of the actual building provided by my neighbour Joe Mortillaro. These buildings will be assembled with various roof sections missing to represent workman replacing the roof. The Engine House has an indoor turntable DCC controlled. The Engine house roof will be

open, simulating that a new roof is being installed. Nick Masney from near London was able to obtain several elevation drawings of the engine house and trestle which proved extremely helpful.

It has been a lifelong dream to have a layout like this. I have tried to replicate the actual railroad and the rocky and tree covered area which it runs through. There are several rock outcroppings that extend over the black fascia board.



LAYOUTS OF THE TORONTO CONVENTION

Article by Ian McIntosh:

Roy Audus is accurately modelling 1957 Sudbury in his basement. You can see the Nelson Avenue bridge as it crosses the tracks, and up on the hill the Esso station and the row of houses just like they are in the photos of the real Sudbury. He has modeled the station and administration building complete with the commissary and offices. The platform is the correct length, and has the same tall platform lights. Across the street we can see the Lido Hotel and the Community Centre (arena). Farther on, on the other side of the tracks, is the location of the freight house, while on this side we find the turntable and roundhouse.

In the distance you can see the city water tower and like in the full size Sudbury the yard curves left around the roundhouse. In both the basement version and the prototype the mainline

Roy Audus' Canadian Pacific Sudbury Division

heads west. The prototype wasn't blocked by a basement wall, and their trains actually reached the west, but in Roy's world they reach the other side of the room.

The CPR's westbound *Canadian* started as two trains, one from Montreal to Sudbury and one from Toronto to Sudbury. In Sudbury they merged into one for the trip to Vancouver. Roy models that, and the posted operating directions include

which cars to drop off, which cars to pick up, and the order of the cars which are continuing their trip. Roy has a personal familiarity with these trains as he rode them as a youth in the 50's. The complementary switching and splitting occur on the return trip, so two trains head off towards either Toronto or Montreal. Those cities share 8 staging tracks and a helix down to more.

Heading northwest from Sudbury we

Roy Audus guides the Canadian into Sudbury. Ian McIntosh photo.



LAYOUTS OF THE TORONTO CONVENTION

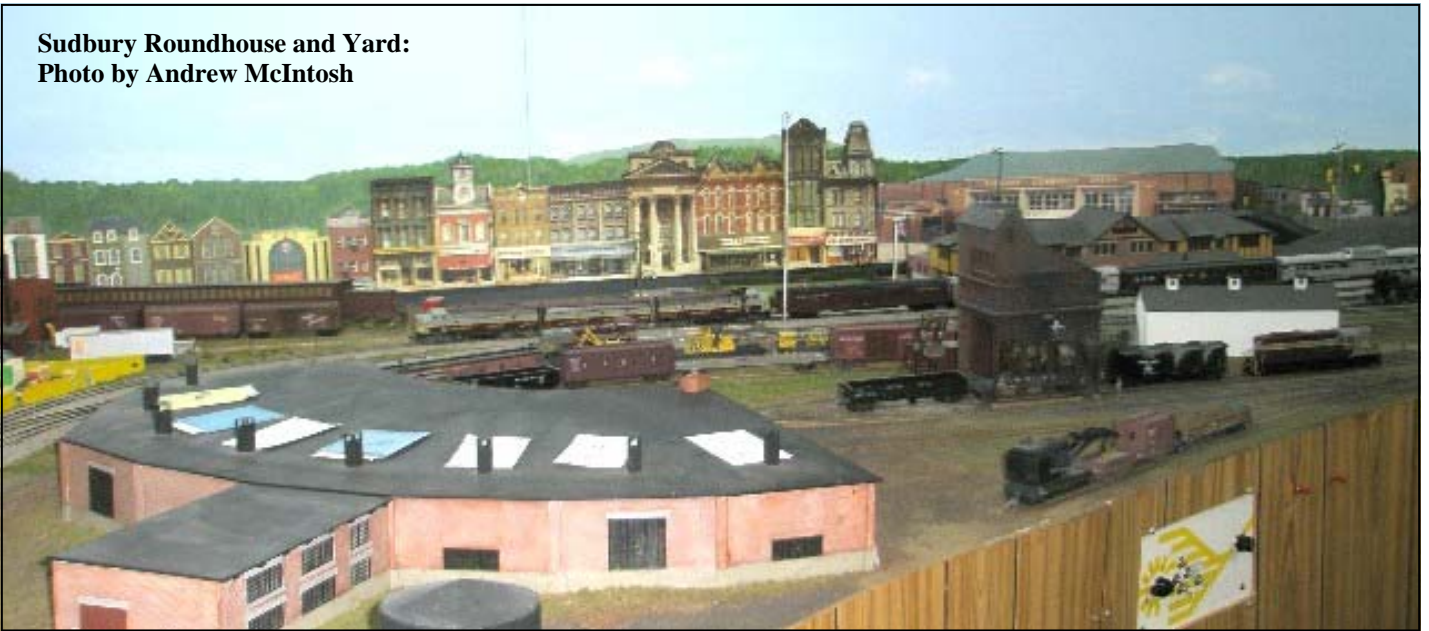
find towns that existed on the real CPR, although not quite as faithfully modelled prototypically and with a few more industries. First is McKerrow, where a wye heads off to the branch to Sault Ste Marie and Little Current (3 staging tracks). Further on is the Little Pic River Bridge, with the power lines running up the hill. (The real river doesn't have a waterfall, but it also doesn't have a track needing to be hidden.)

Around the curve is the town of Chelmsford with a spur leading to Creighton Mine No. 1 in the hills not far away. Next comes Cartier where another branch line begins, passing through Lynwood before reaching Donaldson. Donaldson is a dual purpose town also named Biscotasing on the main line. Switching the industries is the responsibility of the branch line crews. One of the industries is a Rock Crusher based on an October to December 1954 "MR" construction article. Finally, the end of the modelled line is Chapleau (6 staging tracks with an extension of 5 more in the crawl space). All this in 20'x20' without feeling crowded.

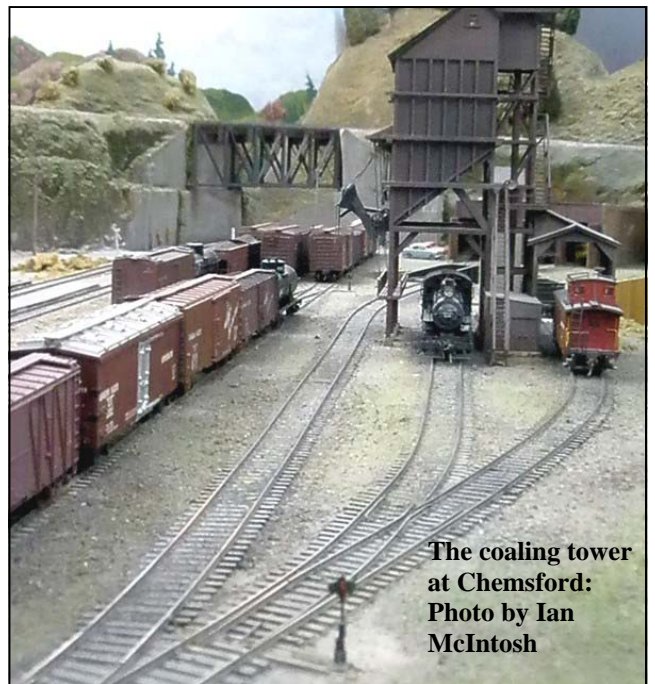
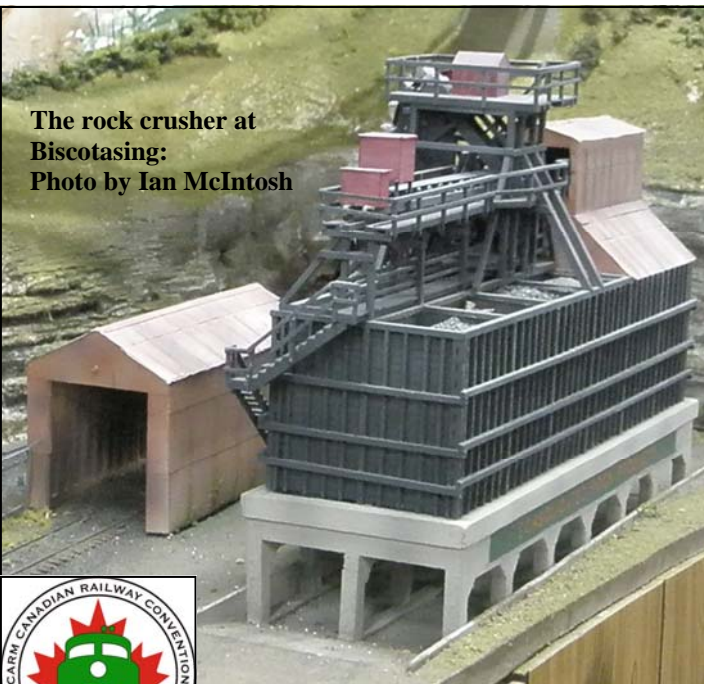
Most of the buildings are scratchbuilt. Roy also makes some of his own cars, some from his own resin castings, some boxcars from wood, and CPR vans from balsa and Strathmore. He also built 6 memory walkaround throttles from an MR article. Running is guided by a timetable, operated in sequence order not according to the clock, with freight car routing using switch lists produced by a vintage computer program.

Very nicely done, one reason "Canadian Pacific Sudbury Division" deserved 7 pages in the February 2003 Rail Model Journal.

**Sudbury Roundhouse and Yard:
Photo by Andrew McIntosh**



**The rock crusher at
Biscotasing:
Photo by Ian McIntosh**

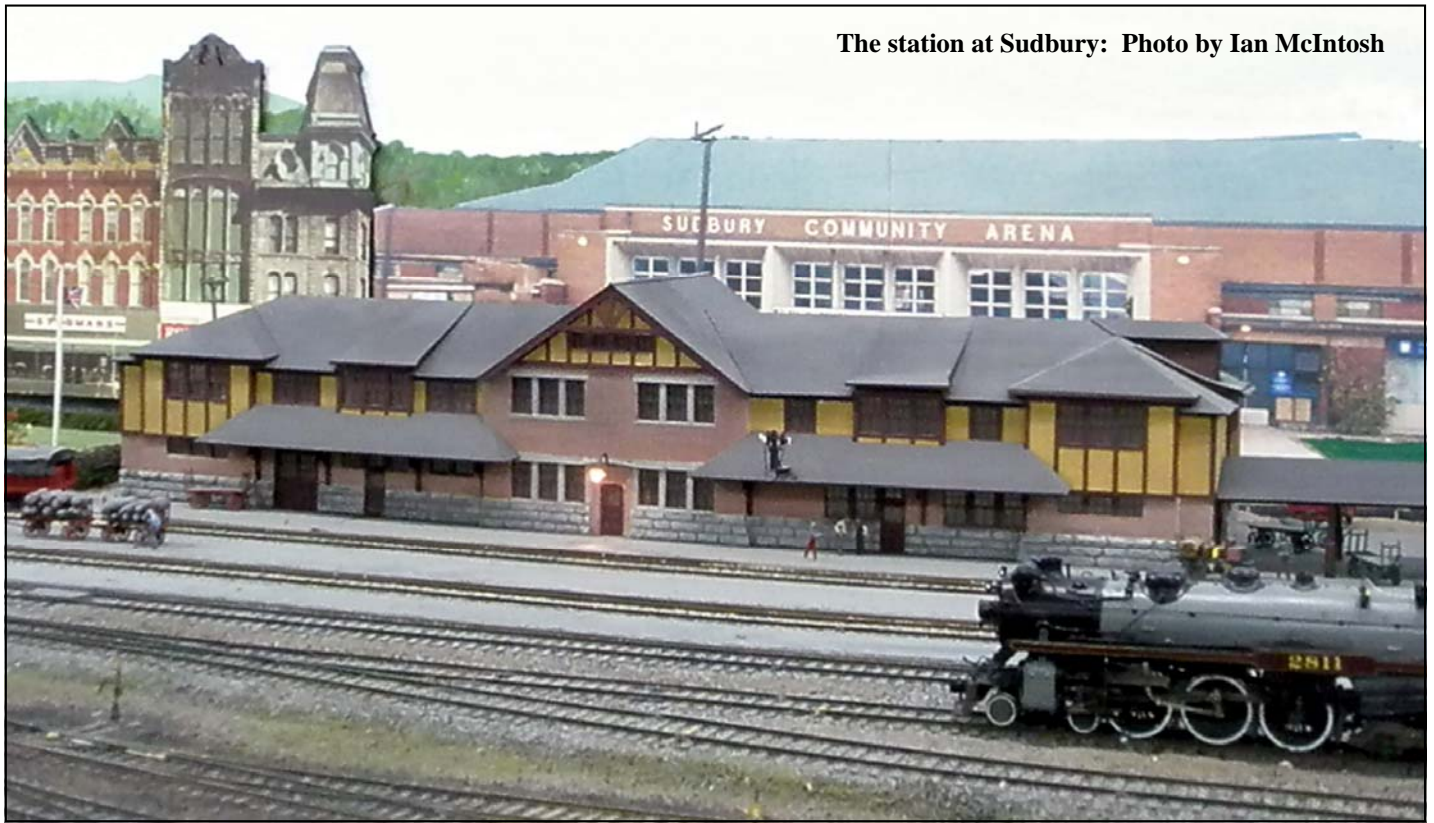


**The cooling tower
at Chemsford:
Photo by Ian
McIntosh**



LAYOUTS OF THE TORONTO CONVENTION

The station at Sudbury: Photo by Ian McIntosh



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a story of building and rebuilding the sweetgrass sub version 2

Article and Photos by Gerald Harper

The limitations of a basement in an older home in Toronto that has to be shared with other members of the family is that you wish you had started collecting N Scale models instead of HO. However a solution was at hand as my company had moved into a new, open plan premises in 2001. The office contents included a large number of four drawer filing cabinets and it dawned on me that a shoulder height layout running around the tops of the filing cabinets provided great potential for many feet of track. Knowing that rented offices have to be vacated the layout was designed in a modular fashion, or at least initially that was the intention. There was a strong incentive to get it built as the NMRA Convention was to be held in Toronto in 2003 and I put my name forward as having a layout available for that convention's tours. The haste in construction meant that the ideal world of modules fell by the wayside, but the layout did get finished in time for the NMRA tours. Scenery was almost 100% and the only problems were with some track laying which made unmonitored train running unwise.

That layout was referred to as the Sweetgrass Subdivision, named for its location in Canadian Pacific territory, south and west of Lethbridge, Alberta. The Sweetgrass Sub extended west to the Rocky Mountain foothills and south to Shelby, Montana and the former GN, now BNSF main line. The setting is mid 1990s, a period I refer to as the second transition period as second generation diesels gave way to third generation high horsepower, computerized power units. This

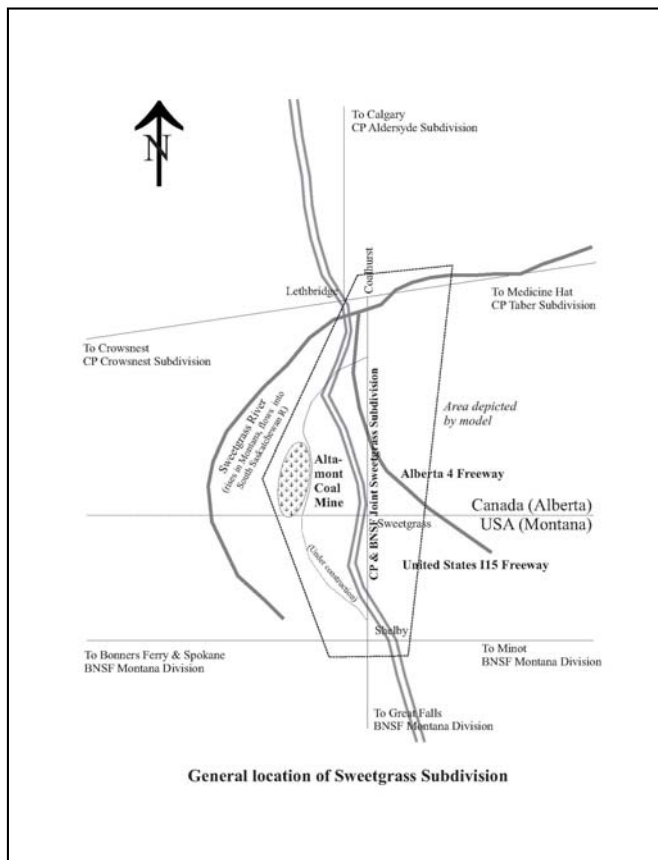
allows me to run CP and BN / BNSF trains and model the scenery that I like. Trains included through trains on each main line as well as local freights to service the oil and foothills lumbering industry and the occasional luxury restored passenger train and Executive train.

The only non-prototypical aspect of the layout is my modification of the geology to extend the Powder River Basin further north right through Montana and into the southern Alberta foothills. The coal seams here come near the surface again and also have a higher calorific value than those in Montana or Wyoming, therefore making the coal of greater marketability to power station customers to east and west in both Can-

ada and the USA. Therefore unit coal trains are a major source of traffic for both CP and BNSF. They have jointly upgraded the original Sweetgrass Subdivision to handle the weight and length of unit coal trains. Some concrete track ties are in evidence.

Shortly after the NMRA 2003 Convention I started to spend a considerable portion of my time working overseas in Asia and therefore fixing the model after the Convention lost priority. Then we received notice from the landlord that the office building was to be torn down for rezoning for condominiums. Determined that the new office should also have the facility to accommodate a layout I started reviewing options and decided to buy a yet to be constructed warehouse unit and install a mezzanine floor to provide more office space and a layout room. Timing looked as if it would all neatly coincide, but of course it didn't. When we moved out of the old building the new building was still a muddy mess with foundations barely dug. So we found a temporary office rental space for a year and rented several storage units for the excess materials including some of the model modules, which wouldn't fit in my garage.

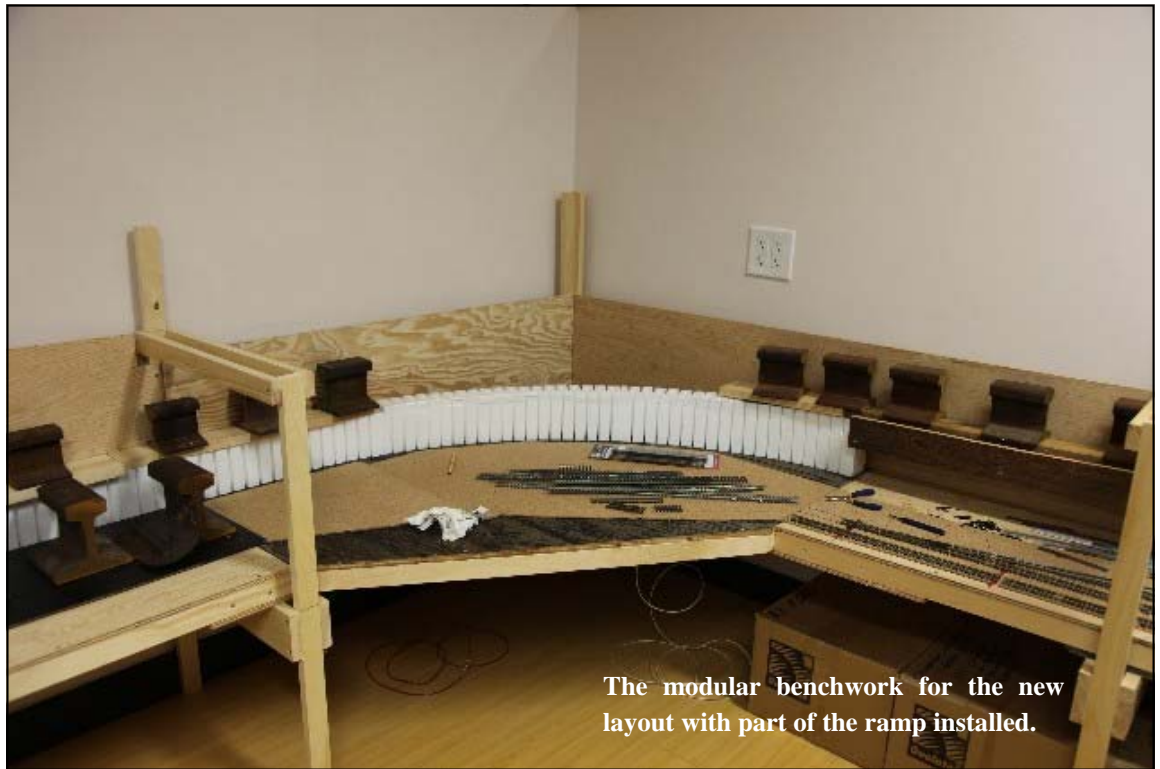
After a year and a half we finally acquired occupancy of the permanent building and then waited another 7 months while the mezzanine floor and modifications were completed. Finally in April 2009, after moving in to the new office and getting the office operational, I was able to start rethinking the layout in the room reserved for it. My continued travelling to Asia gave me lots of plane time to design



LAYOUTS OF THE TORONTO CONVENTION

layouts and I developed a double deck layout with a long inclined grade connecting them and adequate track length to run prototypical trains with single track mainline running and passing sidings. A basic 22 foot long switchyard allows storage of 6 trains comprising unit coal and grain trains, each with 35 to 40 freight cars and 2 locomotives. Unlike the old layout this one will be fully DCC and most locomotives will be equipped with sound. It will also fix the problems of the old layout and it will utilize some 30% to 40% of the modules from the old layout. It will not be shoulder height as the room is not constrained by any furniture but only by a large window in one wall which will constrain the layout benchwork to a much lower height.

At this time the new layout, dubbed "Sweetgrass II" is taking shape. It represents the same area as the former layout and there is no change to period or purpose. Once again a Convention is



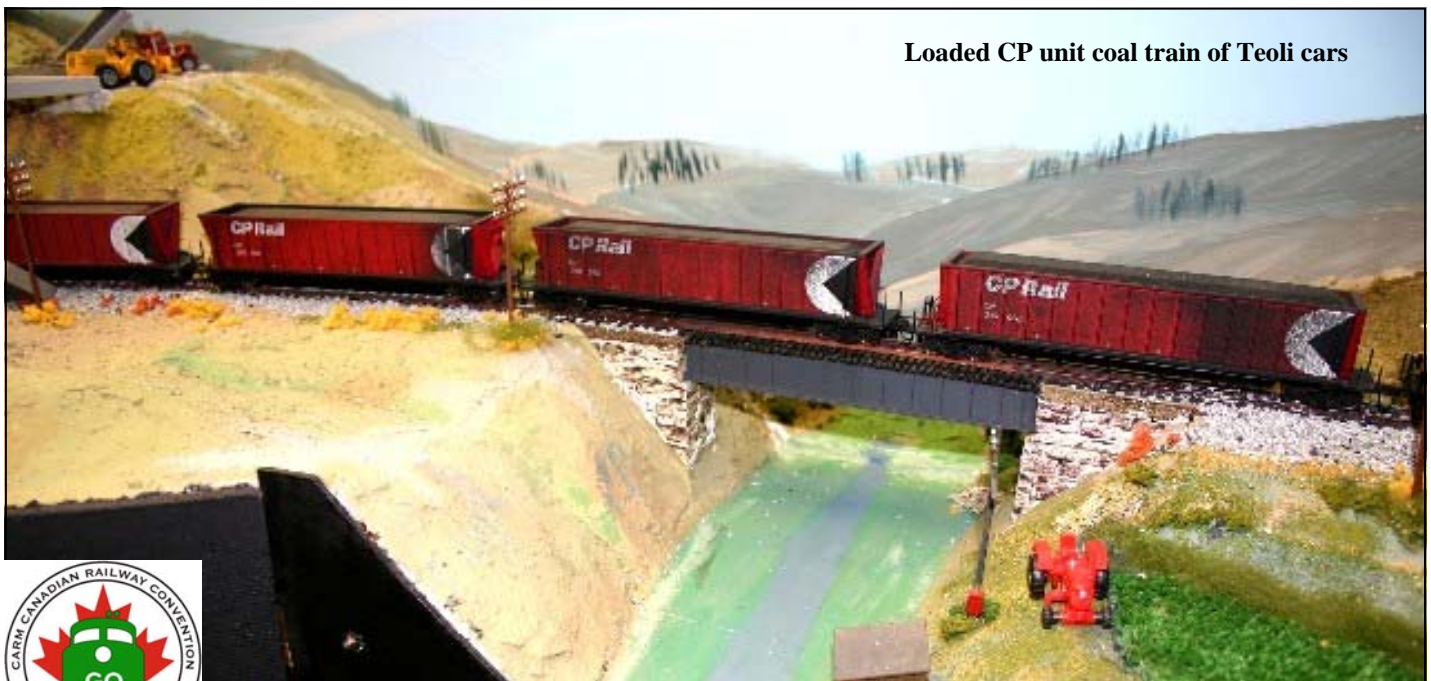
The modular benchwork for the new layout with part of the ramp installed.

looming and I have determined to make the layout available for the layout tours of the CARM Toronto Convention in May 2010. However this time I have determined that it is more important to build it right the first time than to fix after the fact. It will be entirely modular and consistent dimensionally.

It will have rigidly enforced curve radii, gradients etc. and it will only use the old modules that conform with the new standards. If it is not all sceniced in time for

the open house tours then it will have to be accepted as is, or withdrawn. Recently the Asian assignment came to an end which has allowed me more time to work on the layout and on a more consistent basis.

My friend and construction partner, Tim Harrison was willing to help with this 2nd version of the Sweetgrass Subdivision and we both believe that ultimately the taking of a chainsaw to the first version will give a better final result.

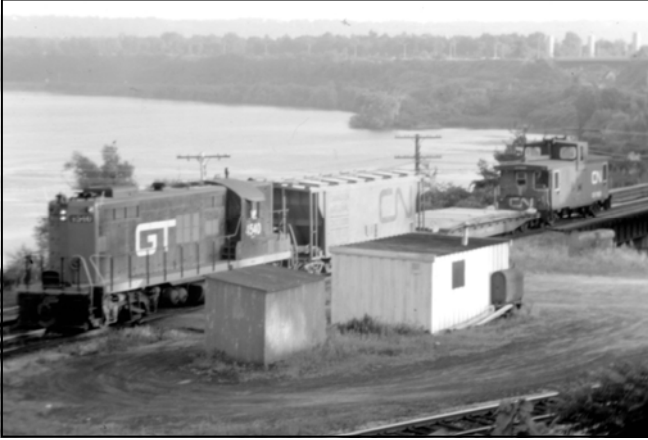


Loaded CP unit coal train of Teoli cars



LAYOUTS OF THE TORONTO CONVENTION

FROM THE ARCHIVES OF THE EDITOR



The winter day in 1971 was cold as I trudged around in the snow and worked my way up the east leg of the wye at Bayview. I had just purchased a Canon FTb, my first SLR and I was still learning how to use it. I had probably parked my car in the middle of the wye which would quickly draw the ire of the CN Police these days. I saw the headlight coming and moved slightly up the hill in knee deep snow to catch this photo of a Windsor to Toronto CN passenger train behind one of their FPA's. While not a big fan of the zebra stripe paint scheme, I always thought it suited these units particularly well and highlighted that famous Alco nose.

It is summer 1972 and the sun is beginning to set as I wait patiently for the Starlight to come out from the TH&B's Aberdeen Yard. The Starlight was always interesting to watch as the power was TH&B Geeps one day, CP Rail Alco's the next, and then Penn Central would take a turn and use whatever they could find from RS3's to GP9B's. Before the Starlight arrives, a short CN local freight goes through powered by a Grand Trunk Geep running long nose forward. Behind the CN local comes the Starlight with today's power, 2 CP Rail Alcos, just in time because the shadows are getting long.





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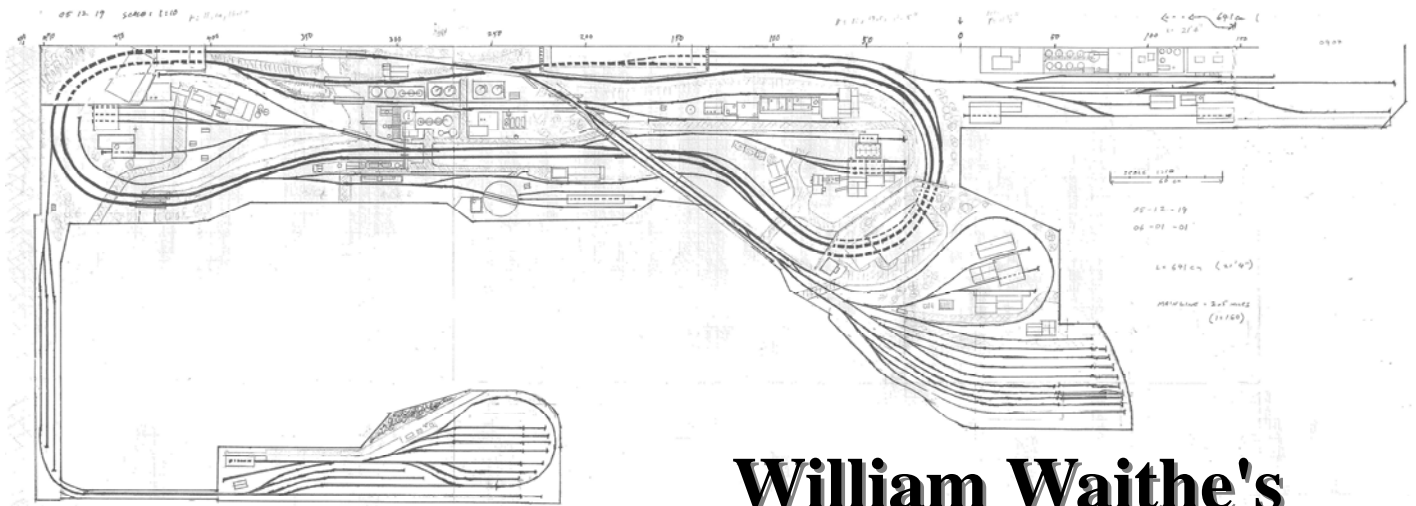


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William Waithe's CN Weston Sub

By Ian McIntosh & William Waithe

This N-scale industrial switching layout represents a portion of the CN Weston Subdivision in Toronto, from Keele Street to an industrial complex at Etobicoke North, approximately 8 miles northwest of Keele Street.

The time is summer, late 1980s. Local freight trains (turns) serve several industries at Etobicoke North and Runnymede Junction, and yard transfer runs carry incoming and outgoing cars between the Keele Street and Runnymede yards.

The layout area (see plan) is approximately 8 feet 5 inches by 24 feet. The single track 2.5 scale mile mainline is a folded dogbone, with a ruling grade of 2%. Reversing loops are located in the Runnymede and Keele Street yards.

There are three passing sidings that can accommodate over twenty cars.

The layout is good to look at, but the reason it exists is to be operated. There's enough traffic between the yards and the industries by them and along the main line to keep four engineers and their crews busy for hours. O'Shea Shipping and Aurora Metal Salvage at Runnymede Junction, Anik Metals and Messner Petrochemicals A on Dixon Road, Messner B on Belfield Road, Dauphinais Printing and Loeb Foods on Martin Grove Road, Dorney's Meat Packers on St. Clair Avenue, La Farge Cement on Bethridge Road, Keele Industries on Keele Street. The freight

houses all have regular shipments, and both yards are busy handling them.

What feels like an hour or so is in fact an entire afternoon of switching and running. Operating a switching layout in N scale meant a compromise you hardly notice – some of the 3 digit reporting marks are over-scale for readability. Operations are based on switchlists generated by Ship It!. Control is by DCC (Lenz). Both work well. So do the block occupancy detector circuits that William's neighbour Bill O'Shea designed.

Bill helped build and wire the layout, and is one of the regular operators. The Toronto Chapter of CARM has been lucky enough to have multiple operating sessions, and William and Bill are frequently visited by others from around the city. Now it's your turn – this layout will be on the Toronto 2010 convention layout tour.

All trains run as extras, although a schedule is used to establish sequence and yard access priority. Local trains are numbered according to CN practice: 500 series are wayfreights, even numbers are east-bound and odd numbers are west-bound. Westbound traffic has priority. The main line may be used during switching operations, but main line traffic (west or east bound) has priority over switching moves. Engineers must check with other operators or the dispatcher before entering the main line when switching industries.



LAYOUTS OF THE TORONTO CONVENTION



Toronto 2010

The Canadian Railway Convention

This will be the first CARM convention held in Toronto, Canada's largest city, and a major vacation destination in its own right. As the convention offers the benefit of an extremely reasonable accommodation rate with easy access to the whole city you may want to consider adding some days to your trip to take in more of the city. Some of the options to keep you occupied are listed below along with the convention information.

DATE:

Friday May 21st, 2010 to Sunday May 23rd, 2010.

PLACE:

Humber Institute of Technology and Advanced Learning, Lakeshore Campus, Toronto, Ontario.

REGISTRATION:

The full registration package will be included with The Canadian in December. Simultaneously, we will be posting the registration documents on the website.

ACCOMODATION:

Accommodation has been secured at Humber Lakeshore in the Residence adjoining the registration and convention areas. Meals will be available subject to booking in advance.

CONVENTION VENUE:

All on site activities will be held inside the Humber Lakeshore complex, all connected under cover so no one need leave the building except for tours. Parking is available adjacent to the convention building.

CLINICS

All clinics will be held in adjoining class rooms on the same building level so that moving between clinics will be easy. Likely clinics will include a wide variety of presentations on the whole spectrum of modelling and railways. Some of the possible clinics are:

Bill Bradford:

Steam engine conversion and building HO locomotives

Andrew Malette:

Building and converting brass locomotives

Bill O'Shea:

Digital block occupancy detection

Zen Pozniak:

Kitbashing Intermountain cylindrical hoppers

Ralph Renzetti:

Weathering rail cars

Jay Rotsch:

Using moulds

Jason Shron:

An inside look at Rapido Trains and the MR industry

Juris Zvidris:

Prototype Railways

William Waithe:

Modelling suburban light industries

LAYOUTS

There are a vast number of layouts in the greater Toronto area. A full program of self guided layout tours is being provided. Many of the layouts which will be available for viewing have appeared in the pages of *The Canadian* as well as other railroad modelling magazines. The models on display will cover the range of scales and periods and include clubs as well as private layouts. Some of the layouts likely to be on display appear in this issue of *The Canadian* and we hope to provide snapshots of more of the layouts in the next issue of *The Canadian* so as to assist delegates in their selection of tours.

Some layouts likely to be on display include:

Roy Audas (HO) Canadian Pacific Sudbury Division

Dave Etlin (HO) Etlin Gorge

Gerald Harper (HO) Sweetgrass Subdivision II

Reg Laprise and Ian Maynard (N) Algoma Central Railway

Model Railroad Club of Toronto (O) Central Ontario Railway

Panther Hobbies (HO and N)

Scarborough Model Railway Club (HO and N)

William Waithe and Bill O'Shea (N) CN Weston Subdivision

A car pool program will be organized for those who do not have transportation.

PROTOTYPE TOURS

Toronto is a hub for most of the railways in Canada and, in spite of its reputation as a financial centre, still has a vast amount of rail served and rail dependent industry ranging across a full spectrum. It is the origin or destination for huge numbers of containers, hosts the fifth largest passenger railway system in North America, the longest continuously running streetcar system in North America, a classic Union Station and one of the largest roundhouses in the country. We hope to offer a range of prototype tours to several of these operations and facilities.

NON RAIL TOURS

Toronto is home to shopping, theatres, restaurants, museums, galleries, gardens, historic and futuristic sites that will keep you occupied for much longer than the three days of the convention. We will have knowledgeable people available at the registration desk with quantities of information to assist you in making your choice of what to do and see, whether it is day or evening, indoor or outdoor.

Humber Lakeshore has the advantage of a TTC street car line passing immediately outside its front entrance thereby allowing you to travel to anywhere in the city from the convention for a single fare. As the only city in Canada where street cars survived and have been in continuous service for more than one hundred years, you will be surprised how modern the equipment is.

ADDITIONAL INFORMATION

BANQUET

A banquet is planned for Saturday night to allow everyone to meet friends and fellow hobbyists, remember previous banquets and be entertained by an eminent speaker.

PARKING

Ample parking is available at Humber Lakeshore.

MEALS

Breakfast and lunch meals will be available in the cafeteria for those choosing them on the registration form. Packed lunches will be an option for those selecting tours during the lunch period. Several restaurants are nearby for those choosing to eat off campus.

MODEL RAILWAY STORES

Greater Toronto is home to several of the largest and most comprehensive model railway stores in Canada and we will provide notes on how to get to them as well as vouchers and other inducements provided by them.

RAIL FAN SITES

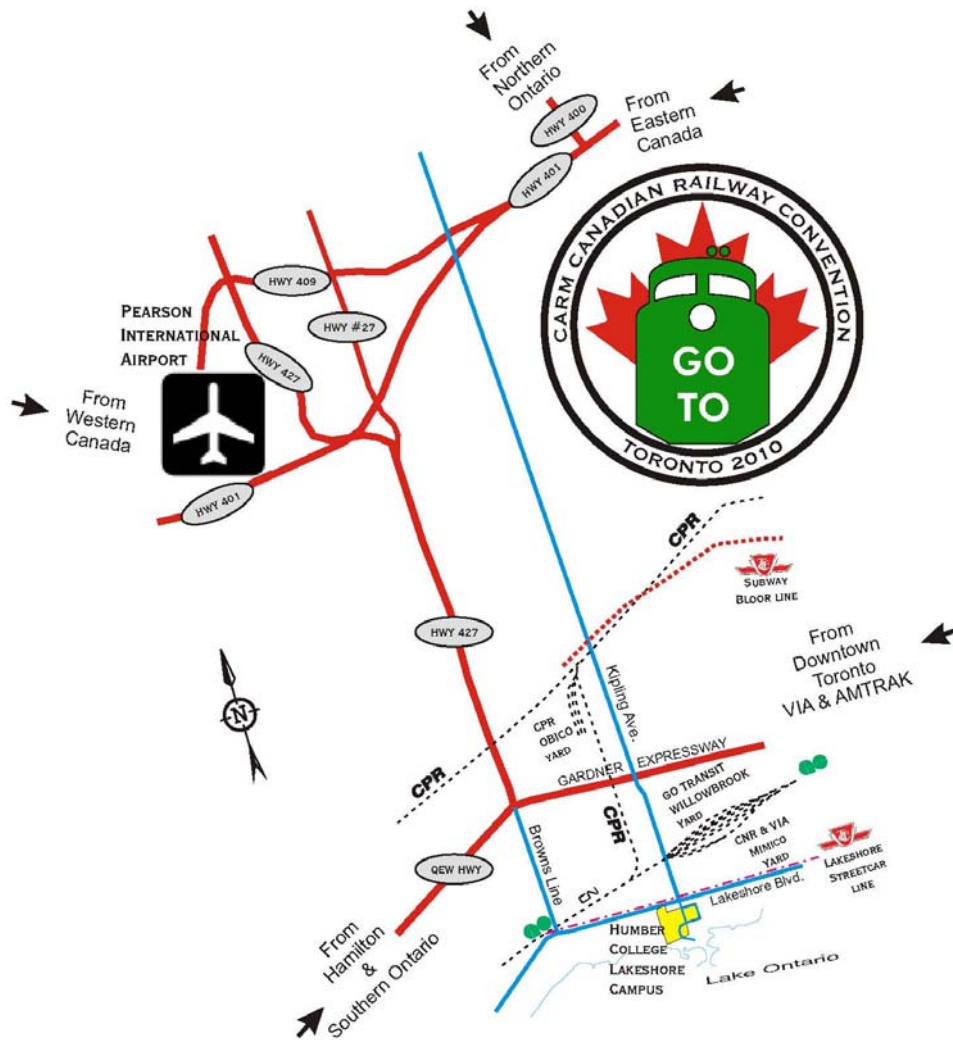
Toronto has great opportunities to view many of these facilities from public overpasses and viewing sites that might have been purpose built for just that objective. We are preparing a guide and notes for those wishing to undertake self guided prototype tours and facilities tours. This guide to rail fanning sites will be limited to those that are safe, on public property and/or open to rail fans. It will provide notes on locations, accessibility, availability of parking and information on what may be seen from the site. With some surface rail lines in and around Toronto accommodating upwards of 50 trains per day on week days there is always something to see, including some that are unique to the Toronto area. Toronto's subway and streetcar lines provide the possibility of seeing 50 per hour, so there won't be long to wait.

SILENT AUCTION

A silent auction will run throughout the duration of the convention with winners to be announced at the banquet on Saturday night.

WELCOMING RECEPTION

The convention will kick off on Friday evening with a welcoming reception so everyone can meet their friends and arrange groups for tours, examine the comprehensive programme, ask questions of the organizers and plan their next busy days.



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COMING EVENTS

UPCOMING CARM EVENTS

2010 CARM NATIONAL CONVENTION: Toronto, Ontario.

2011 CARM NATIONAL CONVENTION: Ottawa, Ontario.

2012 CARM NATIONAL CONVENTION: Regina, Saskatchewan

Ontario, Brampton, October 3 & 4: Brampton Fairgrounds, 12942 Heart Lake Road, Brampton, Sat: 10am to 4:30 pm Sun: 10am to 4pm. Admission Adults \$5. Seniors & Students \$4. Children under 12 free. Families \$10. 33,000 square feet of model railroads. Operating layouts in many scales. Vendor tables with model railroad items, memorabilia and collectables. Clinics. Free parking. Food counter. Proceeds to be donated to the Boys and Girls Club of Peel Region. **Contact** Dean Beech: (905) 454-5853 or bmrs@canadasouthern.com

Ontario, Toronto, October 5: Lakeshore Model Railroaders' Open House, Under Lakeshore Signs 3411 Lakeshore Blvd. in the basement. 7 pm to 11pm. Free donations welcome, This is our first ever open house. Large Club layout under construction. Trains are running but the scenery is not complete. We run both DC and DCC control, no real prototype. There is a 20 step flight of stairs. We are on the south side of Lakeshore Blvd. near 30th Street between Brownsline and Kipling Ave. **Contact** Info Steven McCoy (416) 817-4015 or supertraindude@yahoo.ca

Ontario, Aberfoyle, Oct 17, 18, 24, 25, 31 and Nov 1: Christmas Shows Dec 5, & 6: Aberfoyle Junction O Scale Model Railway Show. #128 Brock Road, Village of Aberfoyle. 1.5 km north of Hwy 401 exit #299. Quonset hut at southern village limits. 10

am to 4:30 pm Large "O" Scale layout. Adults \$8, Students & Seniors \$6, Children \$5. For info Craig Webb 905-527-5474 or www.aberfoylejunction.com

Ontario, Bowmanville, October 17 & 18: 23rd Annual Model Railway Show, Bowmanville High School, 49 Liberty Street North, Bowmanville, 10 am to 4:30 pm; both days, Adults \$5.00 Seniors \$4.00. Come and enjoy the show sponsored by the Soper Valley Model Railroad Association **Contact** Info Ron Radcliffe 905-987-3099 rjr.kse@sympatico.ca

Ontario, Ottawa, October 17 & 18: Rail-fair 32, Algonquin College, 984 Eiffel Avenue, Ottawa, Saturday 11am to 5pm; Sunday 10am to 4pm Adults \$8.00 Teens, Seniors \$5.00, Children 5-12 years \$1.00, Children under 5 years Free. Free Parking, Over 10 Operating Layouts; All Popular Scales, Over 40 Exhibits and Vendors; Books, Videos, Photos, Memorabilia; Demonstrations, Clinics, Advice; Operate a Train. Sponsored by the Ottawa Valley Associated Railroaders (OVAR) and the British Railway Modellers of North America (BRMNA)! **Contact** Info Fred Adams BRMNA fmadams@rogers.com Website <http://home.ca.inter.net/~brmna/railfair.htm>

British Columbia, Squamish, October 27 to 30: Halloween at the Park, West Coast Heritage Park, 39645 Government Rd, Squamish. Come to the West Coast Railway Heritage Park for spooky rides on the Mini Rail and other ghoulish activities for the kids. **Contact** Info 604-898-9336 Website <http://www.wcra.org>

Ontario, Hamilton, November 7th: H.O.Model Engineers Society Hamilton & District 9th Annual Layout Tour 9:00 AM to 4:00 PM Admission \$5.00. Tickets available at all local Hobby Shops or contact George Ziemer 905-385-1407. For more information see our web site at www.trainweb.org/homesclub

Ontario, Fenwick, November 14 to 22: Greater Niagara Model Railroad Engineers Clubhouse, 1141 Maple Street, Fenwick, ON, 12 Noon to 4:30pm each day, FREE--donations appreciated for the layout. A 25'x35' model railroad with 4 mainline trains dispatched from a central board. Switching runs are computerized with a large sorting yard. Some minor sales available. Map on website, Website:

www.gnmre.ca Dave at (905) 892-2767.

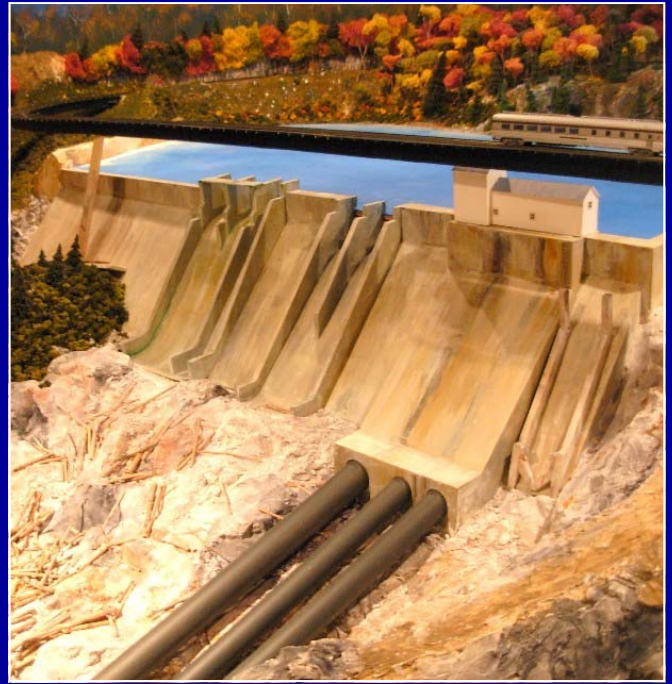
Ontario, Ancaster, November 15: TH&B Flea Market, Marritt Hall, Ancaster Fairgrounds, 630 Trinity Road, Ancaster. 10 am to 3:30 pm. Admission \$5 Children under 12 free. **Contact** John Henwood 905-335-9112

Ontario, Whitby, November 21 & 22: Pine Ridge Model Railroad Show, Father Leo J. Austin School, 1020 Dryden Blvd. (near Anderson St.), Whitby, Sat: 10am to 4:30pm, Sun: 10am to 4pm Adults \$5.00, Children under 14 \$2.00, Children under 5 FREE, Pine Ridge Railroaders are celebrating their 40th Anniversary this year. There will be plenty of Display layouts, exhibits and vendors at the show. Directions From east: Exit Hwy 401 at Thickson Rd. North on Thickson to Rossland Road. West (left) Rossland to Anderson St. North (right) to Dryden. West (left) to the school on right. From west: Hwy 401 exit Brock St. Whitby. North Brock to Dryden Blvd. East (right) on Dryden to the school on left. **Contact** Info Stephen Pees 905-728-3218 Website <http://www.trainweb.org/prrc>

British Columbia, Squamish, December 5 & 6: Annual Christmas light display, West Coast Heritage Park, 39645 Government Rd, Squamish, BC. 10th Annual Christmas Lights in the Park **Contact** Info 604-898-9336 Website www.wcra.org

Ontario, Belleville, December 5 & 6: Belleville and Brighton Model Train Show, Quinte Secondary School, 45 College St. West, Belleville,. 10am to 4pm both days. Adults \$5.00, Seniors / Students \$4.00, Children \$2.00, Family rate \$10.00 Largest Model Train Show east of Toronto to the Quebec Border. (Montreal). Over 40 Layouts (all scales) & Vendors, Free Parking, Directions Hwy 401 exit # 543 south (Front St. Hwy #62) to College St. W., turn right to Quinte Secondary School. Hwy # 2 Dundas St. Eastbound to Sidney, turn left (north) to College St. West, turn right to Quinte Secondary School. **Contact** Info Paul Marte Phone:1-613-968-9270 e-mail: pmartel@cogeco.ca

Ontario, Paris, January 17, 2010: Paris Junction Model Train Show, 10am to 4pm, Paris Fairgrounds, Silver St., Paris. Admission, General \$4, WOD members \$3, Children under 10 Free. **Contact** John Moseley 519-455-1311 or j.moseley@sympatico.ca



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