



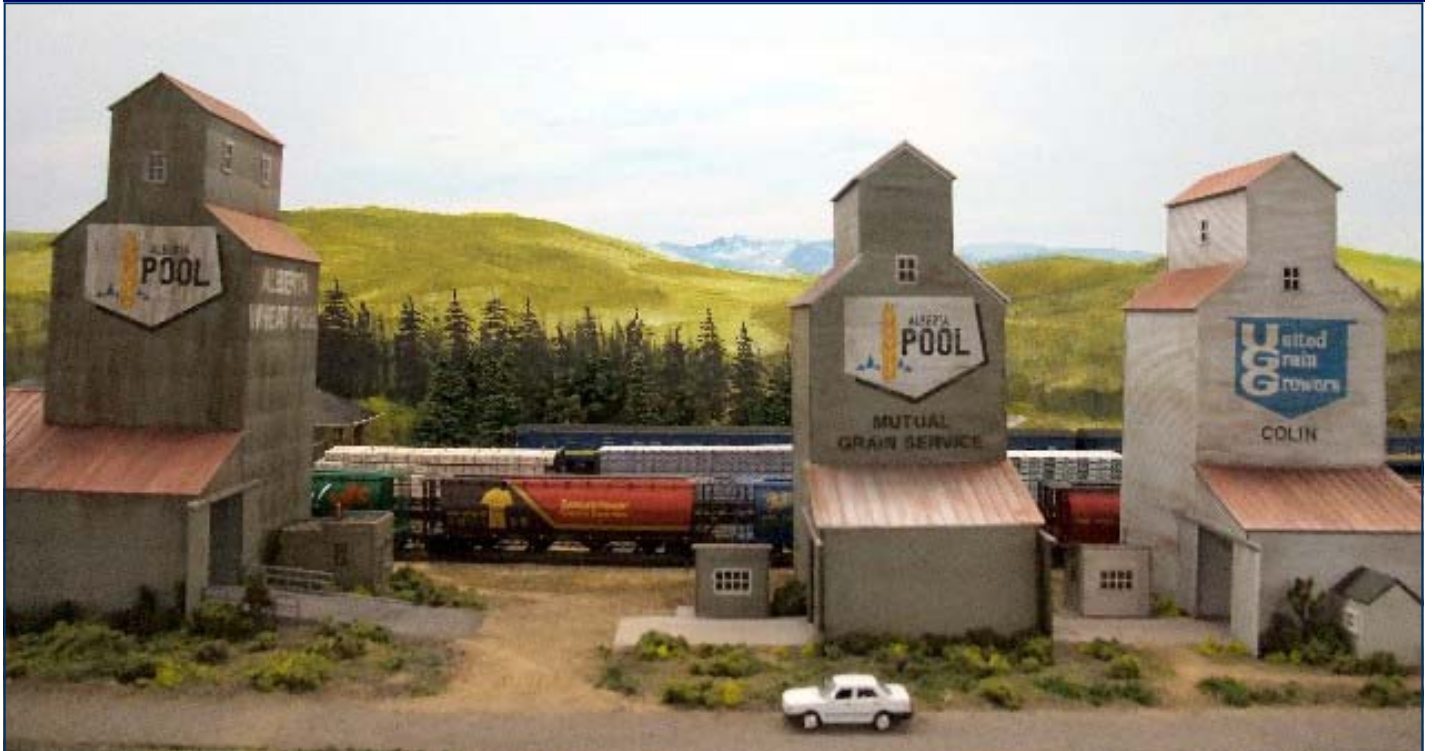
THE "CANADIAN"

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FALL 2011 ISSUE #37

MATERIAL NEEDED FOR CANADIAN & CALENDAR



a quarterly publication of the "Canadian Association of Railway Modellers"



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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observation platform

john johnston: editor

THIS IS YOUR NEWSLETTER I NEED YOUR HELP

I have been editing this newsletter since its founding in October 2003 and this is the first time that I had literally *no material* on hand for publication. As a result, you have an extensive article on the thinking behind my new layout. While, it may seem or sound pretentious or self promoting, or both, my preference would certainly have been not to have used up this much of the newsletter to talk about myself and my own painful attempts to create a model railroad. I do wish to thank Ian McIntosh who came through with some excellent photographs of the layouts in Ottawa.

The role of a newsletter is two fold. Report on the activities of the organization to its members, and publish material that members wish to share with other members. It is with the latter that I need your help. If this newsletter is to be both interesting and successful, I need you to send me material.

Unlike the commercial press, we have no minimum standards which you are required to meet. Over the last 8 years and 36 issues, I can only recall two articles which I didn't use. In one case, the photos were just too bad to be printable, even with the software I have available to me, and in the other, I just didn't think the material had value. You can send me written material by mail, or typed material by email. If you send it by email, all I ask is that it either be in the body of the email or in MS Word. I simply don't have the capability of translating other word processing software. Some of you have created your own pdf's with the photo's already embedded. I would ask that you don't do that, it is a lot more work to take it apart to put into my publishing software.

Photographs can be sent by email or in hardcopy. I can scan hardcopy photographs or slides, so that is not a problem. If you send digital photos, please send the originals. DO NOT reduce them in size. This makes them very grainy when they are used in

a printed publication. Also, do not crop the photos. Even though it may make them look better, I may in fact be looking for a vertical photo where you have cropped it horizontal, and I think you can appreciate the difficulties that creates.

Though, it is always on the bottom of Page 2, I am going to re-iterate my addresses if you have something you wish to send in.

John Johnston
41 Glenview Place
Hamilton, ON
L9C 6H9

By email at editor@caorm.org

PROTOTYPE OR FREELANCE? RESPONSES

I received two very nice responses to my article on debating whether to start proto-freelancing and re-visiting the thoughts of John Armstrong and Allen McClelland on layout design.

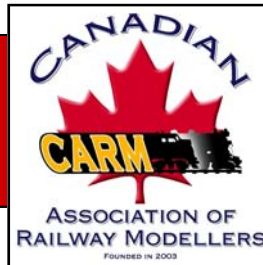
Ted Rafuse sent a very supportive email encouraging me to continue in the direction of doing what I felt was right for me. I also received a very nice note from Arthur Selby, who is a CARM Member in the U.S. and was a close friend of John Armstrong's. He said "In the observation platform, you spoke of one of my close friends John Armstrong and the influence he had on your hobby. I now live in Fairfield, Pa. but I was part of John's Friday night round robin group, and like you John was a great influence to me. When I moved to Pa. John designed my railroad that is featured in the Kalmbach Publication *Modeling Railroads of the 1950s*. (pages 79-85) *Moving Appalachian coal in O scale*. I owe a lot to John and all of the other members of that group. I am attaching a picture of John's Erie F7s that he willed to me after his death. Most of the Friday night group have most of John's layout and rolling stock."

Thankyou both, your notes and thoughts were really appreciated. **John Johnston, Editor**



John Armstrong's O Scale Erie F7's on Arthur Selby's layout.

CHAPTER REPORTS



MEMBERSHIP REPORT

TORONTO CHAPTER MEETING

Recent meetings were a double visit to Tony Robert's beautiful layout in May, the Annual BBQ and Meeting in June (electing William Waithe Chair and Joan McIntosh Secretary-Treasurer), and a visit to Joe Mortilano's large backyard layout in August. The chapter also had a table at the September LMRA Flea Market, selling surplus equipment and magazines and promoting CARM and the Regina convention.

Upcoming meetings are:

- October 11 – Visit Gerald Harper's office layouts and discuss a proposed layout show.
- November – Visit Richard Morrison's expanded layout
- December 3 and 6 – Visit William Waithe for a presentation on operations using computer-generated switch lists, followed by hands-on layout operation.
- January – Visit Panther Hobbies back room N and On30 layouts.

A chapter members' survey is underway, the Toronto Chapter CAORM-TC Yahoo group is more active, and clinics, railfanning and a museum trip are being considered.

MEMBERSHIP MATTERS

And membership in CARM certainly does matter! This will begin a series about membership: Joining, renewing, reminders, key statistics, and chapters. A week before the Annual Meeting in May, we had 434 active members. That counts each person in a family membership, and "active" includes some who haven't renewed yet. The number has been dropping when it should be steady or rising.

Part of the solution is to attract new members, part is maintaining and improving what's provided to members, but it's also important to avoid losing members who didn't intend to leave. The envelope containing your *Canadian* has your membership expiry date, and traditionally when it's renewal time the date is highlighted and a renewal form is inside. That hasn't always been obvious enough and didn't help internet members at all, so we're doing more.

For the winter issue, overdue internet members received a special email and a renewal notice along with their *Canadian*. With their quarterly member lists, chapter officers now get a request to remind their members, and some already were or have started doing it (Thanks!). In future that will be streamlined. Both of these are important and are making a difference, but don't cover every member and might not always get done. Both chapter and national approaches are needed. So now every member will also get a specific message, emailed where possible (84%) and mailed where necessary. When you get your "*All Aboard!!!*" it's time to get on board!

Ian McIntosh, CARM Membership Manager

Toronto Chapter Layout Visits

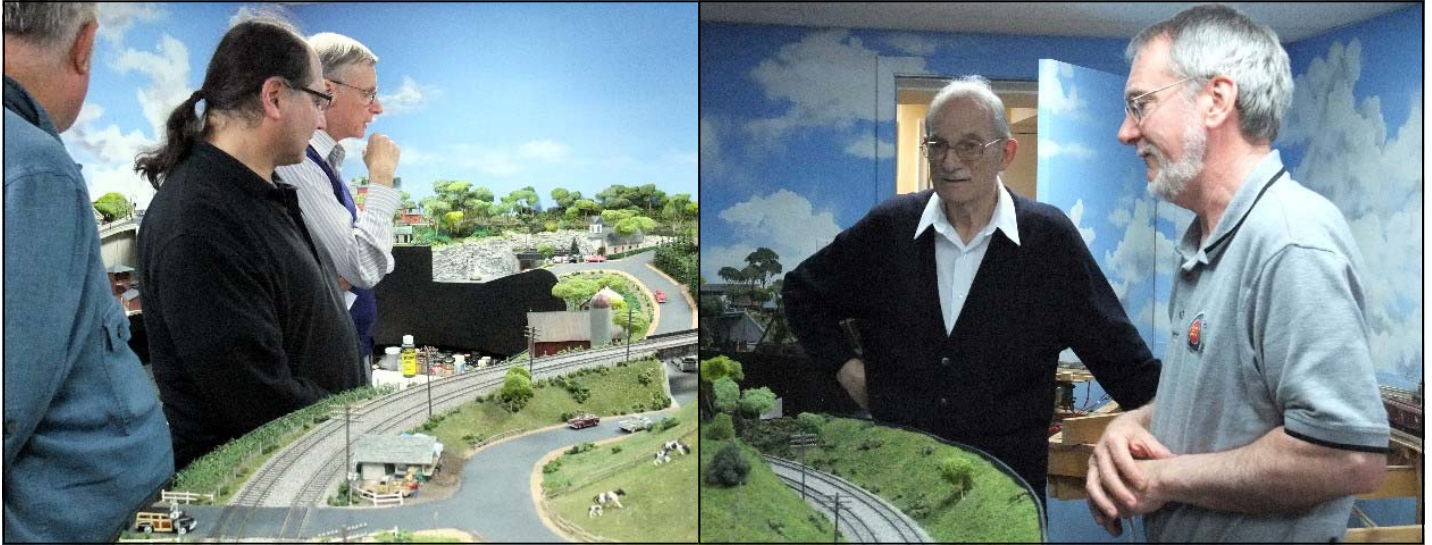
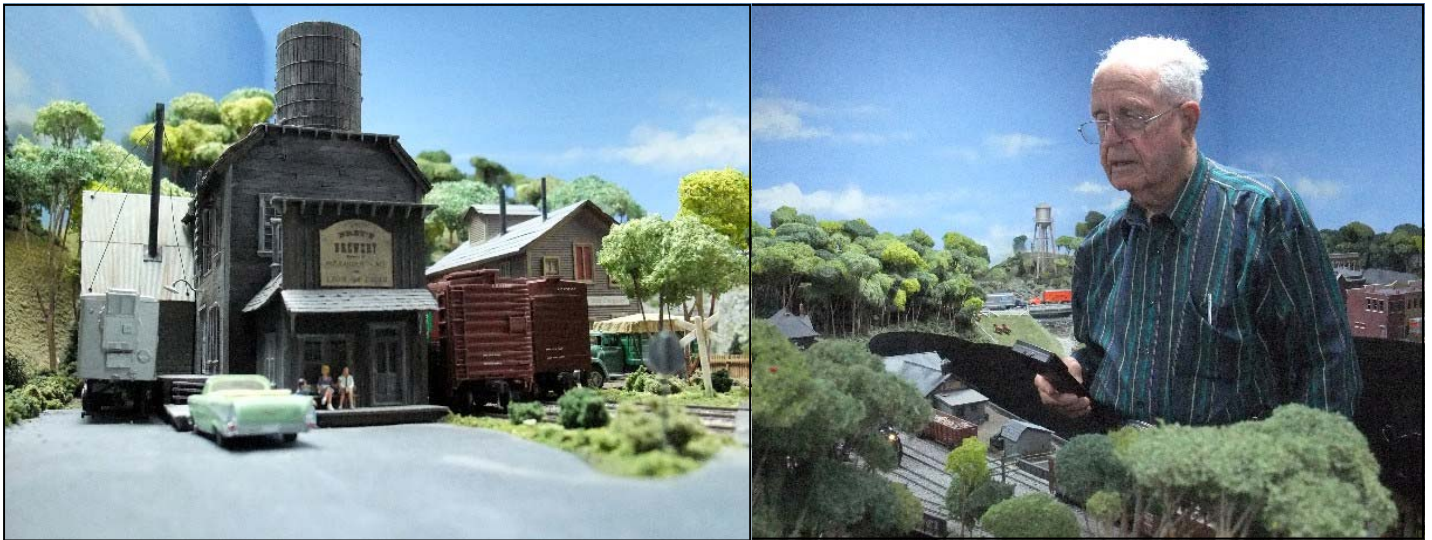


Photo above left: John Hinbest, Andy Mallette & Richard McQuade at Tony Roberts layout. Photo above right: Tony Roberts and Gerry Cornwell. Photo below left: Tony's layout. Photo below right: Doug Smith operating.



Photos below: Joe Mortillaro's garden layout.



CHAIRMAN'S REPORT

Train Season is Upon Us!

The summer sure went by quickly and it was a hot one! I hope that everyone had a great summer and found a little time for some model railroading. Outdoor layouts could be worked on as most of Canada was reasonably dry and sunshine seemed abundant. If you worked on, or just enjoyed, your layout or managed to visit an outdoor layout I am sure that the membership would like to hear about it and John could sure use an article, short story and some pictures to publish in the newsletter. The item doesn't need to be many pages long as he will look at everything you send his way.

On my layout, the Colorado & Wyoming Railway, I managed to get some work done with more drywall added, a little more track, more plywood to expand on and the start of my lumber mill. This structure is completely scratch built using my own drawings and is being built using board by board construction. This mill structure is three feet across by two feet deep with a notch cut out of one portion where it fits against the wall. In case you don't know, I model in "O" scale so this building is a scale 144 feet wide by 96 feet deep. This does take some time to build and eventually will be worked into a multi-part article for publication here. The one thing that does really surprise me is the amount of scale lumber it takes to build something this large and the amount of time it is taking just to lay a scale 10,000 square feet of flooring. Right now I'm building it on a template off of the layout but I am looking forward to seeing the building in place. I will have the building on the layout in place for an open house in November regardless of the completion level of the building.

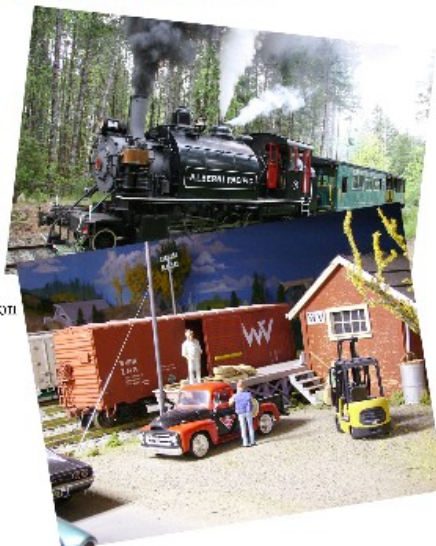
Now a little information about the website. As per the plan that was presented at the beginning of the year and its approval with modifications at the Annual General Meeting, changes are taking place. Many hours have been dedicated to updating and adding features and these will come to light sometime in October. The addition of new features such as club listings, modular group listings, archive gallery, and more. To build up the information in these new areas we will need input from you. As an example if you belong to a club or a modular group get listed and get noticed. Various on-line forms will be located throughout the site to help guide you to getting your information listed. Some of the information will be in the public area and some of it in the members only area so check both. Keep checking out the site as the month progresses and when the updates happen you will know as soon as you enter the site.

Among our other initiatives is getting more people involved in volunteer capacities. These positions will require persons with certain talents and/or drive in a particular interest that will benefit the membership and the organization. As these volunteers are added they will be announced on the website and in the newsletter. Getting more people involved will be beneficial to all of us. One last point before I end this rambling. It is now time for me to get the calendar together for printing so if you have a photo, prototype or model, that you would like to submit for consideration in the calendar send it to me quickly. The final choices will be made very soon and the owners of the images selected will be notified. Also if you have firm dates for CARM events be sure to get them to me as well so I can list it for all to see. That's all so stay on track! **David**

A Call for Image Submissions for the 2012 CARM Calendar

If you have an image that you would like to submit to us for use in the 2012 CARM calendar please read the following. We need 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes. These images need to be in sharp focus for most of the image, well light, well composed and of interest. Images should have a minimum resolution of 2000 pixels in width and 1300 pixels in height, landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. To submit an image for consideration follow these steps.

1. Submit a small JPG image (less than 100kb in size) for consideration to chair@carm.org
2. Obtain all of the information about the image including
 - a. Location
 - b. Date
 - c. Photographer
 - d. Camera stats
 - e. Owner of items in the scene
 - f. description of scene
3. Once accepted send the large file as a JPG, RAW, TIFF, etc.





A uniquely Canadian locomotive, there were 101 GMD1's built in two classes between August 1958 and April 1960. 101 of these engines were built, however only 31 on CN's roster today. Engine #1444 is seen below working at the Ford Motor Plant in Oakville on July 19, 2011. #1444 was rebuilt in February 1998. The engine had originally been #1614, built with A1A-A1A trucks. It was the first of the 1600 series to be rebuilt and received 4 wheel B-B trucks as part of the rebuild.



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BIRTH OF A RAILROAD

I have been a proponent of *Prototype Modeling* for a number of years now. However, as I outlined in the last issue of the Canadian, my prototype based layout was not meeting my operating expectations. I certainly could have given consideration to simply changing the prototype I modeled and finding one more suitable for both the space that I have and the type of operation that I wanted. Why didn't I?

It can be summed up in two words, Horseshoe Curve. The Curve has dominated my model railroad thinking for the better part of 40 years and 3 layouts. The current Curve is my second rendition in N Scale and I wanted to continue to model it. The problem is that I couldn't find a satisfactory way to meet all of my other modeling objectives while staying true to a prototypical rendition of the Pennsylvania Railroad.

My friends urged me to simply forget those considerations, design and build a layout containing all of the components that I wanted, make it Pennsy, and to hell with what anyone else thought. Good advice, but not for me. If it was going to be Pennsy it was going to be accurate. I decided to start down the path to proto-freelance a railroad.

I wrote down the components that I wanted to have in my new layout.

- 1: To the greatest extent possible I wanted to use the footprint of the current benchwork. I wasn't up to starting completely from scratch.
- 2: It had to include the Horseshoe Curve.
- 3: It had to have a Canadian component. I have always been a fan of CN/CP and I wanted to include one or both.
- 4: It needed to have at least one major industry. ie. Coal, paper, steel, etc.
- 5: It should have a small, division point yard.
- 6: If possible, the design should eliminate the duckunder that I currently have.
- 7: It should be fun to operate and require no more than 5/6 operators. The current layout requires at least 8, and that is too many for the space that I have.

At first glance, all of these components would appear to be quite a stretch, particularly, combining the Horseshoe Curve and a Canadian component. One of the keys to making a proto-freelanced layout believable is that the basic theme for the railroad must be plausible. That was going to be my challenge.

There are a number of ways to approach proto-freelancing. One of them is change a timeline. For example there are modelers out there who model a current day New York Central running AC4400's and SD70MAC's. It was an option that I considered. What if the Penn Central merger fell through? The Pennsy was allowed to go bankrupt and CN was the successful bidder when the PRR's assets were auctioned off by the courts. On a positive note, this concept allowed me to run CN engines, however, it meant that to keep the Curve the four track mainline stayed and I really hadn't changed anything except paint schemes.

A second approach is to create an entirely new railroad going through territory that is not occupied by other lines. Since I wanted to locate this railroad in northern Pennsylvania and western New York State, I looked at railroad maps of the area. To say that railroads overbuilt in this area would be a gross understatement. There were no unoccupied areas or towns that lacked railroad service. The reasons for the bankruptcies in the Northeastern U.S. are clearly apparent when you look at the duplication that existed between the Erie Lackawanna, Lehigh Valley, Delaware and Hudson, Reading, New York Central, Pennsylvania, Chessie System, and a myriad of other short lines and regional railroads. Coming up with a plausible railroad building new lines would be difficult.

A third approach is to create an extension to an existing railroad that didn't exist but which seems reasonable under the circumstances. This is the approach I would finally choose, and I will describe both how it came about and tell you about the railroad.

In preparation for a railfanning trip which we were about to take, I was rereading parts of *Ted Rafuse's* interesting book *Coal to Canada*. In his book Ted describes the operations of the Ontario Car Ferry Company between Rochester, New York, and Cobourg, Ontario. This operation was created primarily to deliver coal from Pennsylvania via the Buffalo, Rochester, and Pittsburg Rwy to the Grand Trunk Rwy for use in their steam locomotives.

Editors Note: information on Ted's books can be found at steampowerpublishing.org

This small nugget of information provided my first link between a major Canadian railroad and the coal fields of central Pennsylvania. I now began an Internet search on both the Buffalo, Rochester, and Pittsburgh, as well as the Grand Trunk railway. The first thing that I discovered was that the BR&P had been a prosperous railroad hauling coal, paper, and glass products as well as running extensive passenger operations between its three namesake cities. In 1932 it had been bought by the Baltimore Ohio and had subsequently been owned by the Chessie System, and CSX until it was spun off to Genessee and Wyoming Industries as the Buffalo and Pittsburgh in 1988. At its height the BR&P was running in excess of 80 mainline trains per day.

Most of you are probably familiar with the history of the Grand Trunk Rwy which was one of the principal predecessors of today's Canadian National Railway. What interested me however was its relationship to its U.S. subsidiary Grand Trunk Western. Dating back to 1880, the GTW was a wholly owned subsidiary of CNR which operated primarily in Michigan and ran from Windsor and Port Huron to Chicago.

THE GRAND TRUNK SOUTHERN RAILWAY

In late 1880, a syndicate of New York and English investors created the Rochester and Pittsburgh Railroad to build south from Rochester to the coal fields of Central Pennsylvania. By the latter part of 1882 the line had been completed and the investors started construction on an extension from the division point of Salamanca to the burgeoning port city of Buffalo on Lake Erie. With completion of the Buffalo line in 1883 the name of the railroad was changed to the Buffalo, Rochester, and Pittsburgh.

As was common for the period, construction costs had pushed the railroad close to bankruptcy and additional investment was required. The English group that had invested in the BR&P included many who had invested in Canada's Grand Trunk Railway system. They had recently seen the Grand Trunk invest in a subsidiary the Grand Trunk Western in order to reach the U.S. western gateway of Chicago, and in the BR&P they saw an opportunity for the Grand Trunk to reach south for connections to the important eastern U.S. cities of Pittsburgh, Philadelphia, Baltimore, and New York. The English investment group bought out their American counterparts and then quickly sold their interest in the BR&P to the Grand Trunk at a premium, which they of course pocketed.

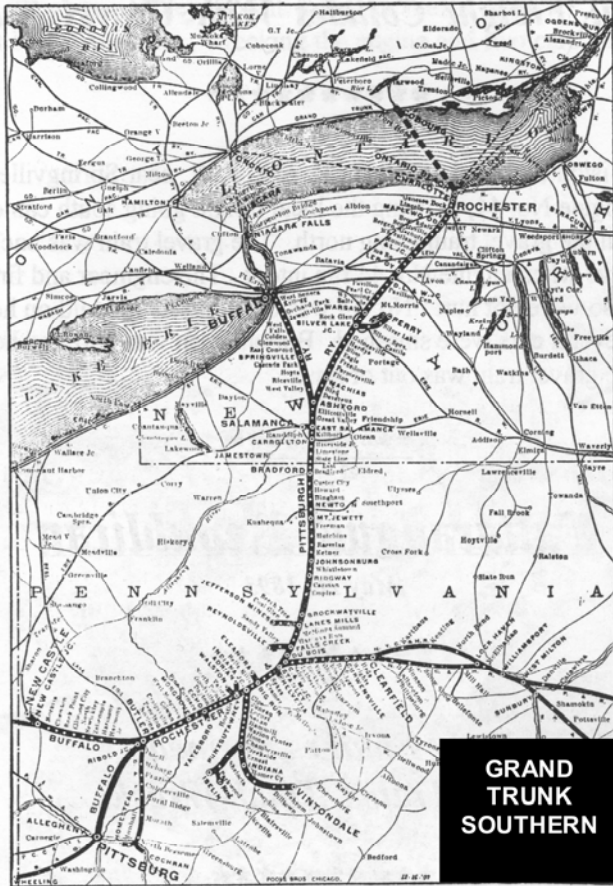
In 1885 the Buffalo, Rochester, and Pittsburgh was renamed the *Grand Trunk Southern*. One last hurdle remained for the Grand Trunk and that was a direct connection between the Grand Trunk Southern and their lines in southern Ontario. In 1873 the Grand Trunk had constructed the International Railway Bridge to connect their yard in Fort Erie, Ontario with their Black Rock Yard across the Niagara River in Buffalo, New York.



Photo above: International Bridge 1905, photo from Library of Congress files, public domain.

The Delaware Lackawanna and Western ran into the Black Rock Yard to interchange with the Grand Trunk and it also ran to the Buffalo Creek Yard of the Buffalo, Rochester, and Pittsburgh (now Grand Trunk Southern). Trackage rights were negotiated in September 1885, and on October 1st 1885 the

first Grand Trunk Southern train from Punxsutawney, Pennsylvania reached the Grand Trunk at Fort Erie for interchange with parent Grand Trunk.



Above: Grand Trunk Southern route map from 1907

Only one major problem still remained with the birth of the Grand Trunk Southern and that was my connection to the Horseshoe Curve and how it would be included in the new layout. I developed all kinds of rationales for running Grand Trunk Southern trains over the Curve and down to Altoona, but truth be told, they all sounded far fetched and stretched the bounds of credulity. In my ongoing efforts to research the BR&P as a prototype I had ordered in all 3 volumes of the Buffalo Rochester and Pittsburgh Railway by Mike Zollitsch and published by Morning Sun Books. The answer to my dilemma was found in Volume 2. The Buffalo, Rochester and Pittsburgh (aka the Grand Trunk Southern) had its own Horseshoe Curve known as Droney's Curve and located just west of Lewis Run, Pa. It had been double tracked for most of the years between 1940 and 1990 but was now a single track line.

Photo right: aerial photograph of Droney's Curve,

It was time to review my needs and see if the new **Grand Trunk Southern** would meet them.

- 1: To the greatest extent possible I wanted to use the footprint of the current benchwork. I wasn't up to starting completely from scratch. **The new design would keep the existing benchwork footprint including the Horseshoe Curve and the two existing staging yards.**
- 2: It had to include the Horseshoe Curve. **The existing Horseshoe Curve would remain and become Droney's Curve on the Grand Trunk Southern. The GTS wouldn't have required a four track main but I could justify 3 tracks meaning that I could model the Curve as it existed in the Conrail years and still justify its existence.**
- 3: It had to have a Canadian component. I have always been a fan of CN/CP and I wanted to include one or both. **The Grand Trunk Southern is a wholly owned subsidiary of CN and in the sections dealing with motive power and operations I will explain in more detail the Canadianization of the layout.**
- 4: It needed to have at least one major industry. ie. Coal, paper, steel, etc. **The line includes major oil refineries, paper mills, and glass plants, as well as significant coal production in the years modeled.**
- 5: It should have a small, division point yard. **Salamanca was a division point yard where the real BR&P divided and amalgamated**



traffic from both Buffalo and Rochester as well as interchanged with the Erie Lackawanna. Johnsonburg, site of a large paper mill is also a serious possibility as a division point since the BR&P interchanged with the Erie Lackawanna and the PRR and the EL had trackage rights in this area.

- 6: If possible, the design should eliminate the duckunder that I currently have. **I was unable to meet this requirement, however, since my duckunder is really a stoop under, this is not a major problem.**
- 7: It should be fun to operate and require no more than 5/6 operators. The current layout requires at least 8, and that is too many for the space that I have. **Being primarily a single track mainline, the railroad could get by with 2 yard/industry operators and 3 mainline operators, thus satisfying this requirement. In addition, if I wanted to operate by myself, the industry and yard operations would be satisfying for a single operator.**

OPERATIONS AND DESIGN

The design of the layout is well underway and will include a number of major components of the real railroad. The line will start at Fort Erie, Ontario which is a staging yard and the major interchange with Canadian National. The International Bridge will be modeled since it is a very visual component of the connection to Canada. The next stop on the line will be a small town based on Mount Jewett, Pennsylvania.



Photo above: Siding at Mount Jewett, Pa. Main Street buildings can be seen in the background.



Photo above: Local road crosses the siding at Mount Jewett, Pa. Interesting to note how the road disappears into the background. Perfect for modelling.



Photo above: Main Street Mount Jewett, Pa. Town runs at 45 degrees to track.



Photo above: Glue factory near Mount Jewett, Pa. Glue is sent through the pipeline on the right to a large plywood facility about 1/4 mile to the right.

Mount Jewett will permit way freight operation and will be typical of small towns with perhaps a lumber dealer, farmer's co-op, and a team track. I am undecided whether to try and include the glue factory. Mount Jewett was also the site of an interchange with the Erie, subsequently Erie Lackawanna Railroad and I am giving serious consideration to trying to include this interchange. Mount Jewett will also be the site where a small branch originates and runs to the area above the current helix. The branch will run to a generating plant run by Pennsylvania Power and Light. PP&L has plants throughout Pennsylvania, most of them coal fired, and it gives me a destination for my PP&L unit train. These cars, owned by the utility, would never have run to Fort Erie.

Continuing south the line will then run around Droney's Curve (the existing Horseshoe Curve). In the steam era the BR&P had utilized helpers on Clarion Hill which led into the Curve, and on the Curve itself. In the diesel era, the B&O seemed to prefer putting all of the power on the front of the train and it was not unusual to see lashups of 6 to 8 units on the head end of trains. The exception appeared to be coal trains which in addition to the 6 to 8 units on the front would get a 2 unit helper set on the rear. I will utilize helpers on the layout.

Upon leaving Droney's Curve trains will enter the town of Johnsonburg. Interesting that the real town has my last name (albeit spelled slightly differently). Johnsonburg is the site of a large paper mill which in the years I model was owned by a company called PennTech. One of the most striking features in Johnsonburg is the railroad trestle which cuts through the centre of the paper mill and then crosses the Clarion River. Further south the town of Brockway is the site of a major glass plant. My model version will incorporate both of these facilities in the same town. Since the layout will be set in the late 60's, early 70's, I am also giving consideration to including a turntable and small roundhouse, many of which were not only still standing, but were still being used. Even though it is tempting to call the town Johnsonburg, I will undoubtedly rename it since it will be a consolidation of a number of towns in the area. Johnsonburg was also the site of interchanges with the Pennsylvania Railroad and the Erie Lackawanna Railroad. I will be retaining and in fact enhancing these interchange operations.



Photo above: Looking north at the railroad trestle as it cuts through the paper mill.



Photo above: Looking south at the railroad trestle as it crosses the Clarion River.



Photo above: Looking into the older part of the paper mill. Boxcars are being loaded with paper in the enclosed loading area.

From Johnsonburg the railroad will then continue into the existing helix and down to the existing lower level staging yard.

One of the more interesting little nuggets which I uncovered in my research into these railroads was an ore train which ran from Northern Ontario to the steel mills at Aliquippa, Pennsylvania, just outside of Pittsburgh. In real life this train ran to Fort Erie with Ontario Northland units most of the time and then I couldn't track it from there. On my railroad it will be a joint CN/CP operation with the train being turned over to the Grand Trunk Southern. It gives me a plausible excuse for some run through CP SD40's.

Passenger operations were gone on this line in the mid 1950's, however, two trains will run on the Grand Trunk Southern. A local which runs from Toronto to Pittsburgh with stops at just about every place of any size along the line. The other train will be the first class *Maple Leaf*. The *Maple Leaf* is a Toronto to St. Louis train which is routed via CN, Grand Trunk Southern, and Pennsylvania Railroad with connections to the Santa Fe, Frisco and Missouri Pacific in St. Louis in order to reach destination in the U.S. South and West Coast.

MOTIVE POWER

In approaching the question of motive power, I realized that the appearance of the railroads engines would go a long way toward the Grand Trunk Southern meeting the plausibility bar. My first step was to look at how the Grand Trunk Western paint schemes had developed and also the Grand Trunk lines on the east coast, the Central Vermont, and the Duluth, Winnipeg, and Pacific. Prior to the advent of the *noodle* all of these lines had followed CN's gold and yellow scheme. With the advent of the *noodle*, this pattern continued. Road switchers were painted in the black and orange with a large GT on the long hood. Car body units carried the *sargeant stripe scheme*. In 1971, Grand Trunk Western broke with past tradition and began to receive delivery of locomotives in the blue and orange paint scheme. In my scenario this change occurred in 1969 and was begun by the Grand Trunk Southern which replaced the traditional CN black with green while retaining the family image. Units carried a large GT with a smaller GTS on the cab. This underscored the move by CN in 1969 to consolidate

all of its U.S. lines into a single holding company the Grand Trunk Corporation. Cab units would continue to be in the black and red with white sargeant stripes scheme.

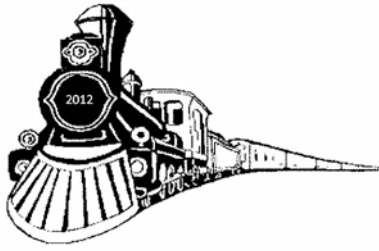
CONCLUSION

As the story behind the Grand Trunk Southern has gelled I have become quite excited about creating this railroad and maintaining a CN "family" look to everything. I will continue to share what I learn as layout construction moves forward.



Photos above and below: Examples of Grand Trunk Southern railway stations.





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For more information go to:
livingskiesexpress2012.ca



Photos by Doug Johnson and Wayne Wessner - taken at the Echo Valley Railroad Guild



LIVING SKIES EXPRESS

The South Saskatchewan chapter of CARM is pleased to host the 2012 Canadian Railway Convention "Living Skies Express" in Regina, Saskatchewan. The convention will be held at the University of Regina from Thursday, June 28 to Sunday, July 1. The organizing committee is planning an informative and fun-filled event.

The convention will begin on Thursday evening with a meet and greet session at the University. Friday will feature clinics and prototype tours and an evening barbeque and layout open house hosted by the Echo Valley Railroad Guild. As a special event, the committee is planning an extended "Modelling with the Masters" type of clinic.

On Saturday there will be more clinics as well as layout tours and a public show. Sunday will feature the CARM annual meeting and more layout tours, clinics and prototype tours. There will be an evening banquet followed by a mammoth July 1 fireworks display in the Wascana Centre park adjacent to the university.

Accommodation will be available in the university residences

located in modern high-rise buildings in the centre of the campus, which have covered access to the clinics and meeting rooms. Units containing two, three and four bedrooms will be available, all with full kitchens.

The committee encourages convention attendees to consider spending a few days in southern Saskatchewan before or after the convention. There is a lot to see and do in the Regina area, including:

- RCMP Heritage Centre
- Government House Museum
- Royal Saskatchewan Museum
- MacKenzie Art Gallery
- Casino Regina (former Canadian Pacific station)
- Saskatchewan Science Centre and IMAX Theatre
- Provincial Legislative Building
- Wascana Centre – the largest urban park in NA

Further information is available on these and other attractions at www.sasktourism.com.

We look forward to seeing you in 2012!

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CALL FOR CONVENTION SUBMISSIONS

Conventions are one of the things that most CARM members have indicated are important to them and the survival of the CARM organization. Our annual convention gives us the members not only the chance to get together but the opportunity to learn and exchange ideas. Upcoming years are in need of CARM members or Chapters to host our annual conventions. If your CARM group or chapter has an interest, needs some assistance hosting or has questions on how to host a convention please contact me at wwessner@accesscomm.ca. I will be contacting all chapters at summer's end so that you can take it forward to your members at your next chapter meeting. Remember together we are strong.

Wayne Wessner, Convention Coordinator

**Clinicians
Needed**



We will be looking for additional clinicians for the Living Skies Convention. Anyone who is interested should contact Ron Coburn at rdcoburn@accesscomm.ca or Wayne Wessner at wwessner@accesscomm.ca.

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COMING EVENTS



2012 CARM NATIONAL CONVENTION Regina, Saskatchewan

June 28th to July 1st
University of Regina
livingskiesexpress2012.ca



Ontario, Copetown, Feb 12, 2012: Copetown Train Show, Sunday, February 12, 2012, 10 am to 4pm Copetown and District Community Centre 1950 Governor's Road, just east of Hwy. 52. Operating Canadian prototype layouts. Displays by model craftsmen. Railway Special Interest Groups. Canadian Model Manufacturers Displays and Sales.

Photo Vendors. Refreshments available on site

Ontario, Aberfoyle, Oct. 15/16, Oct 22/23, Oct. 29/30, Dec.3/4: Aberfoyle Junction O Scale Model Railway Show, Brock Road in the village of Aberfoyle. From Hwy 401, take exit 299 north and watch for roadside signs. One of Canada's most detailed model railway in full operation. Open 10 am to 4:30 pm both days. Adults \$8, Children \$5, Seniors and Students \$6. Refreshments available, well stocked gift shop. For info: www.aberfoylejunction.com

Ontario, Ottawa, Oct. 15/16: Railfair 34, Algonquin College, Woodroffe Ave., Open 11 am to 5 pm. Featuring a dozen operating layouts. Commercial booths selling new and used model railway items. For info: Dave Venables 613-829-1377 or dave.venables@ca.inter.net

Ontario, Bowmanville, Oct. 15/16: 25th Annual Model

Railroad Show. Bowmanville High School, 49 Liberty Street North, Bowmanville. Operating layouts, static displays, and vendors. Refreshments available. Adults \$5, Seniors \$4, Family \$10. For info, R.J. Radcliffe rjr.kse@sympatico.ca

Ontario, Harriston, Oct 29: Annual "BOOMERS" Auction of model railroad equipment and materials at the Harriston Community Centre. Admission \$5.00 (includes door prize draws). Tables available at 8:00am. Auction starts at 10:00am. For additional Information contact Harold G. Jones, 16 Conroy Cres, Guelph, ON N1G 2V6, Canada. 519-821-2454. Email: hgjones@execulink.com

Ontario, Hamilton, Nov. 5: H.O. Model Engineers Society (HOMES) Greater Hamilton & Area 11th Annual Layout Tour, 9:00 AM to 4:00PM. Admission \$5.00, tickets available at local hobby shops. For more information, contact Brad Peters 289-656-0499 or visit our website at www.trainweb.org/homesclub

Ontario, Sudbury, Nov 5/6: Sudbury Train & Hobby Show, Howard Johnson on Bradey St. Vendors, layouts, displays. Sat. 10 am to 5 pm. Sun. 11 am to 4 pm. Adults \$5 Children \$3 Families \$10. Info at sudburymodelrailroading.com

Ontario, Ancaster, Nov. 13, Jan 29: TH&B Flea Market, Marritt Hall, Ancaster Fair Grounds. Exit from Hwy 403 to Hwy 52 south. Follow Hwy52/Trinity Road to Fairgrounds. 10 am to 3:30 pm. Over 120 tables of new and used equipment, books, and memorabilia. Admission \$5, Children under 12 Free. For info: John Henwood 905-335-9112

Ontario, Kitchener, Nov. 6: Kitchener Model Train Show. Bingeman's Marshall Hall, 425 Bingeman Centre Drive. 10 am to 3 pm. 150 vendor tables, operating layouts, refreshments. Adults \$5 Children under 12 free. For info. Www.kitchenertrainshow.blogspot.com

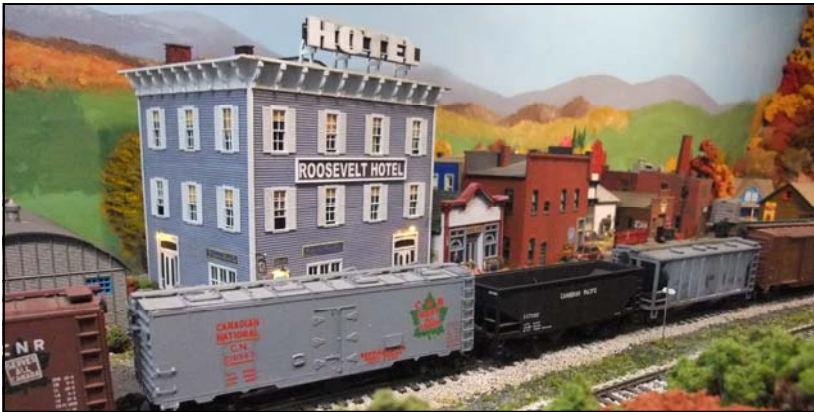
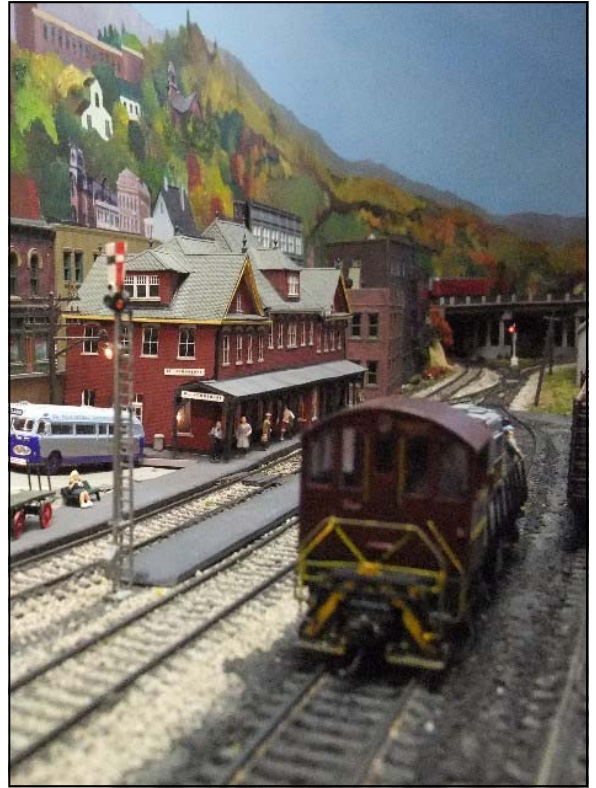
Ontario, Whitby, Nov. 19/20: Model Railway Show sponsored by Pine Ridge Railroaders. 1020 Dryden Blvd., Whitby. 10 am to 4 pm. Features numerous display layouts and vendors of new and used equipment and collectibles. For info: Stephen Pees. 905-728-3218 or www.trainweb.org/prrc

Ontario, Belleville, Dec. 3/4: Quinte Secondary School, 45 College St. W., take Exit 543 south off Hwy 401 and follow the yellow signs. 10 am to 4 pm. 11,000 sq. ft of vendors. For info: Rick Potter 613-398-7260 or rckp@reach.net

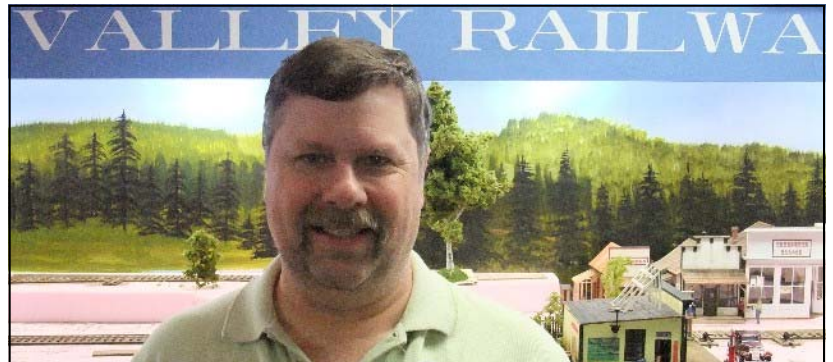
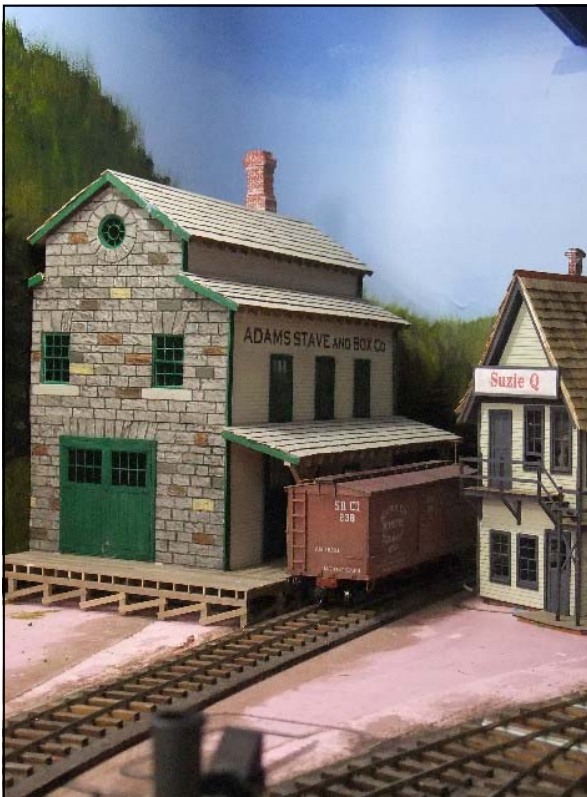
Ontario, Dundas, Feb. 11: DMRC Fleamarket. Branch 36, Royal Canadian Legion, 280 King St. W. 10 am to 3 pm. Model trains, books, photos, and train memorabilia. Model planes, cars, sailing ships, warships, die cast. Dealers and individuals welcome. Adults \$3, children under 12 Free. For info: Tom Allen 905-575-9326 or home.cogeco.ca/~dmrc

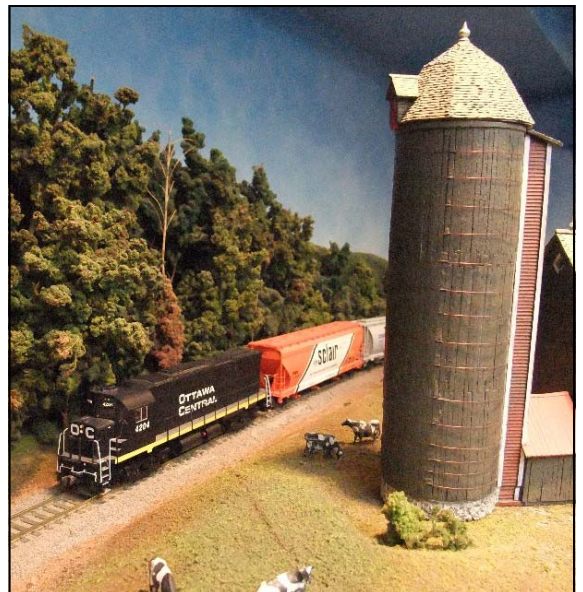
Ian McIntosh visits the Layouts of Ottawa

Photos by Ian McIntosh



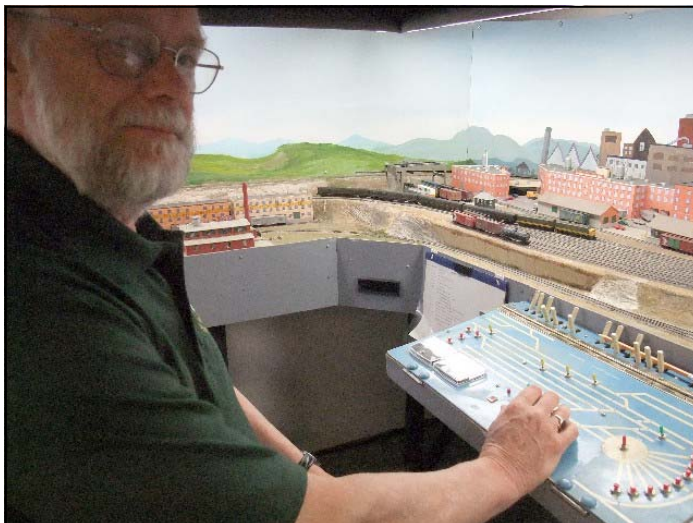
Photos above: Dave Primeau's CPR Lyndonville Sub/B&M Connecticut River Line
Photos below: Ron Newby's Clearwater Valley Railway Company

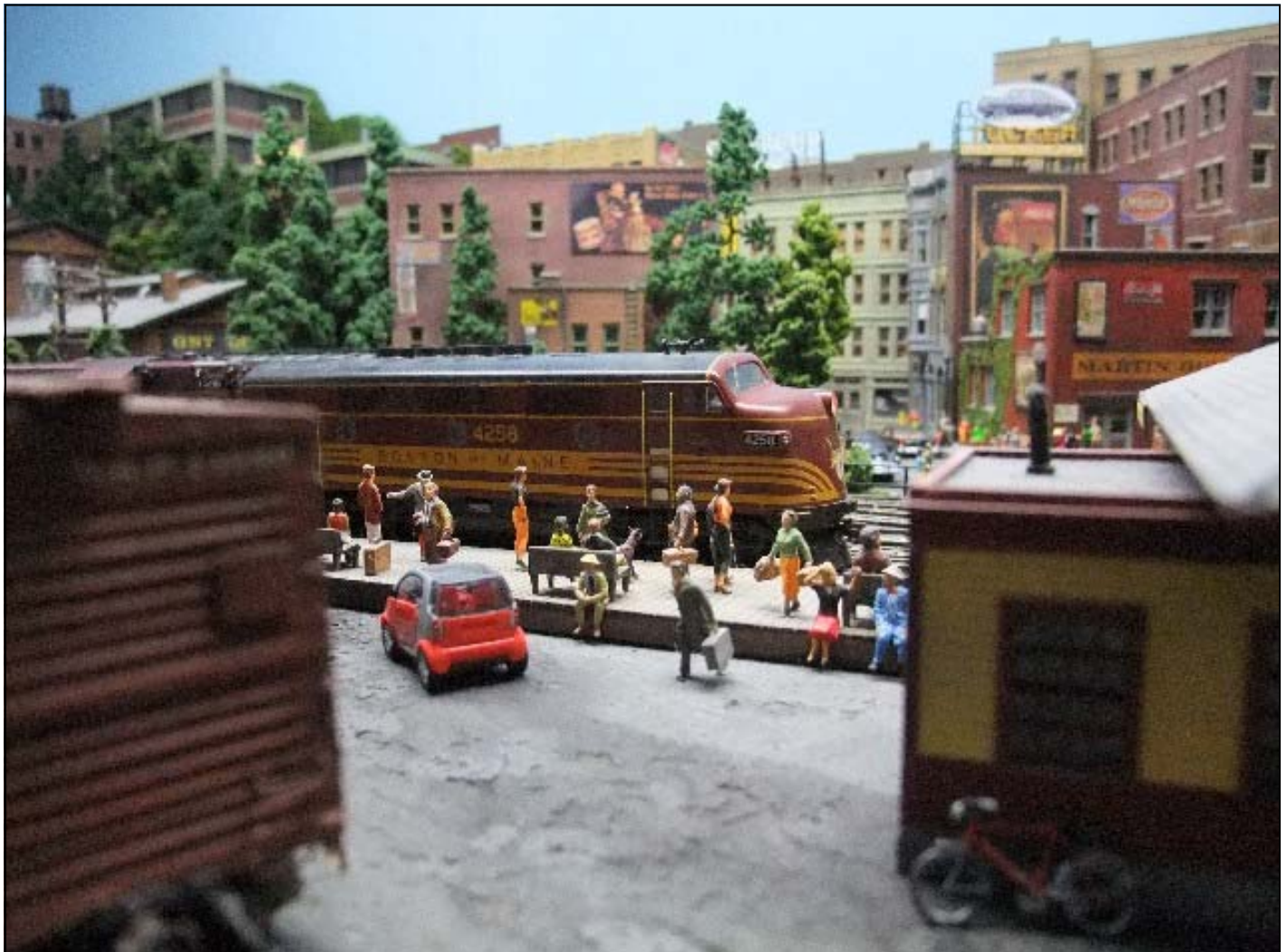




Photos above: Dave Meek's Ontario L'Orignal Railway

Photos below: David Venable's St. Francis Valley Railroad





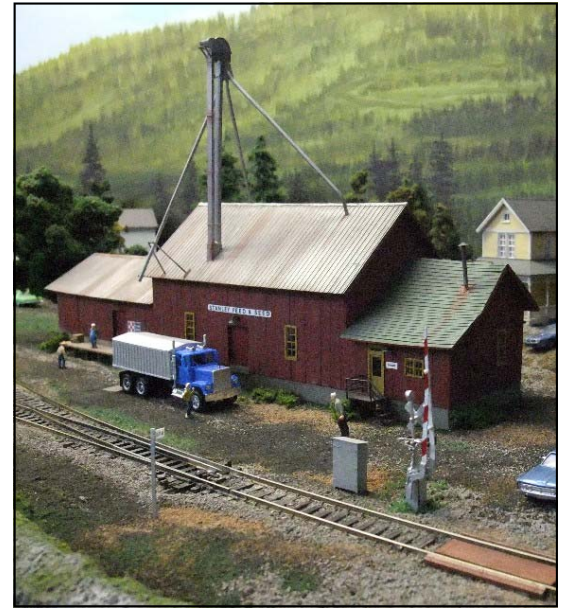
Photos above & below: Mike Hamer's Boston & Maine Western Route





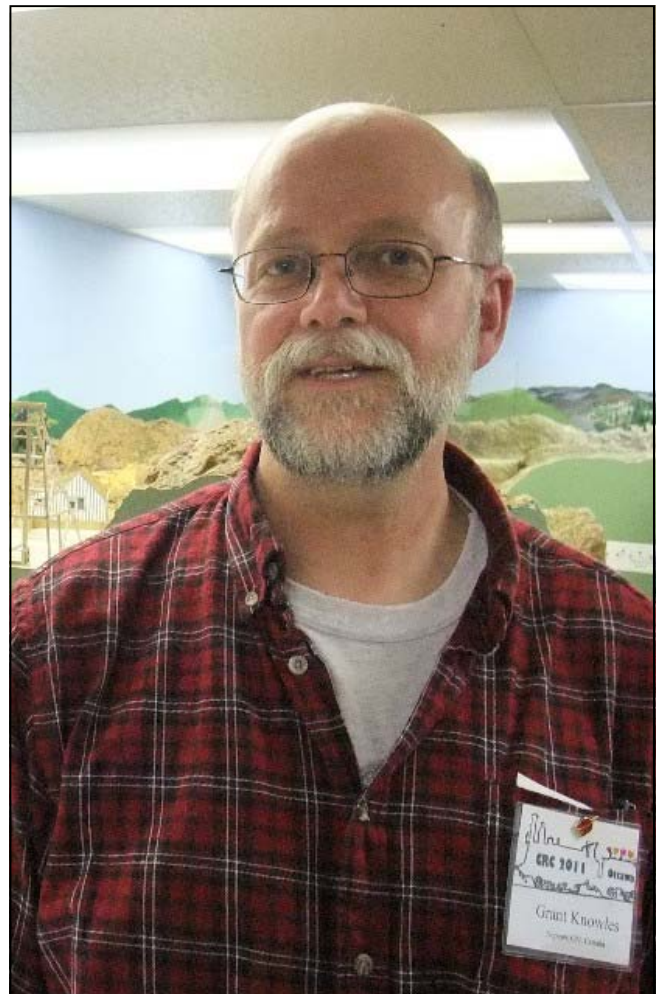
Photos above & below: Chris Lyon's Lyon Valley Northern

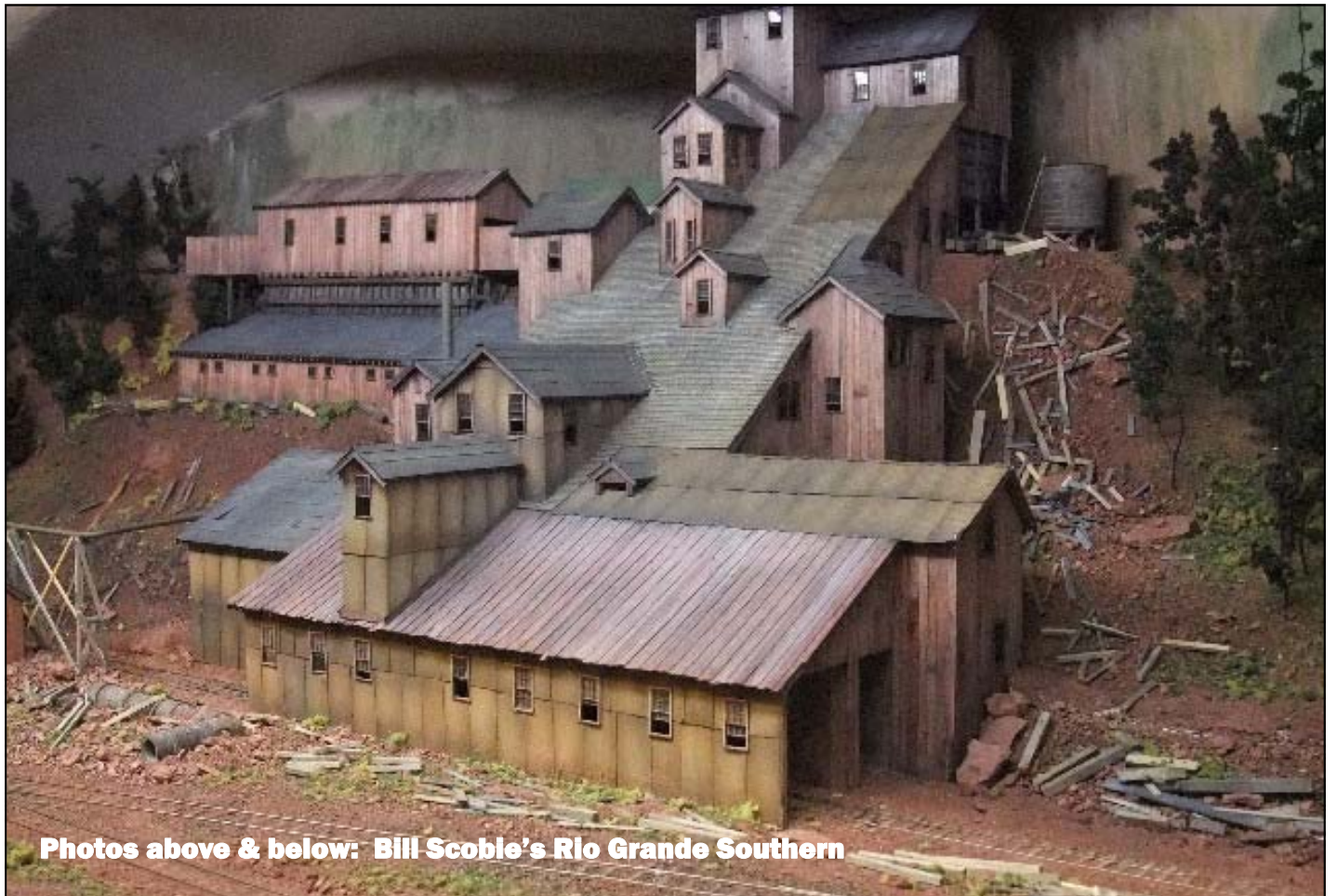




Photos above: Michel Boucher's Delaware & Hudson Adirondack Branch

Photos below: Grant Knowles' Colorado and Southern





Photos above & below: Bill Scoble's Rio Grande Southern



Bill Scobie's RIO GRANDE SOUTHERN

Photos by Ian McIntosh

