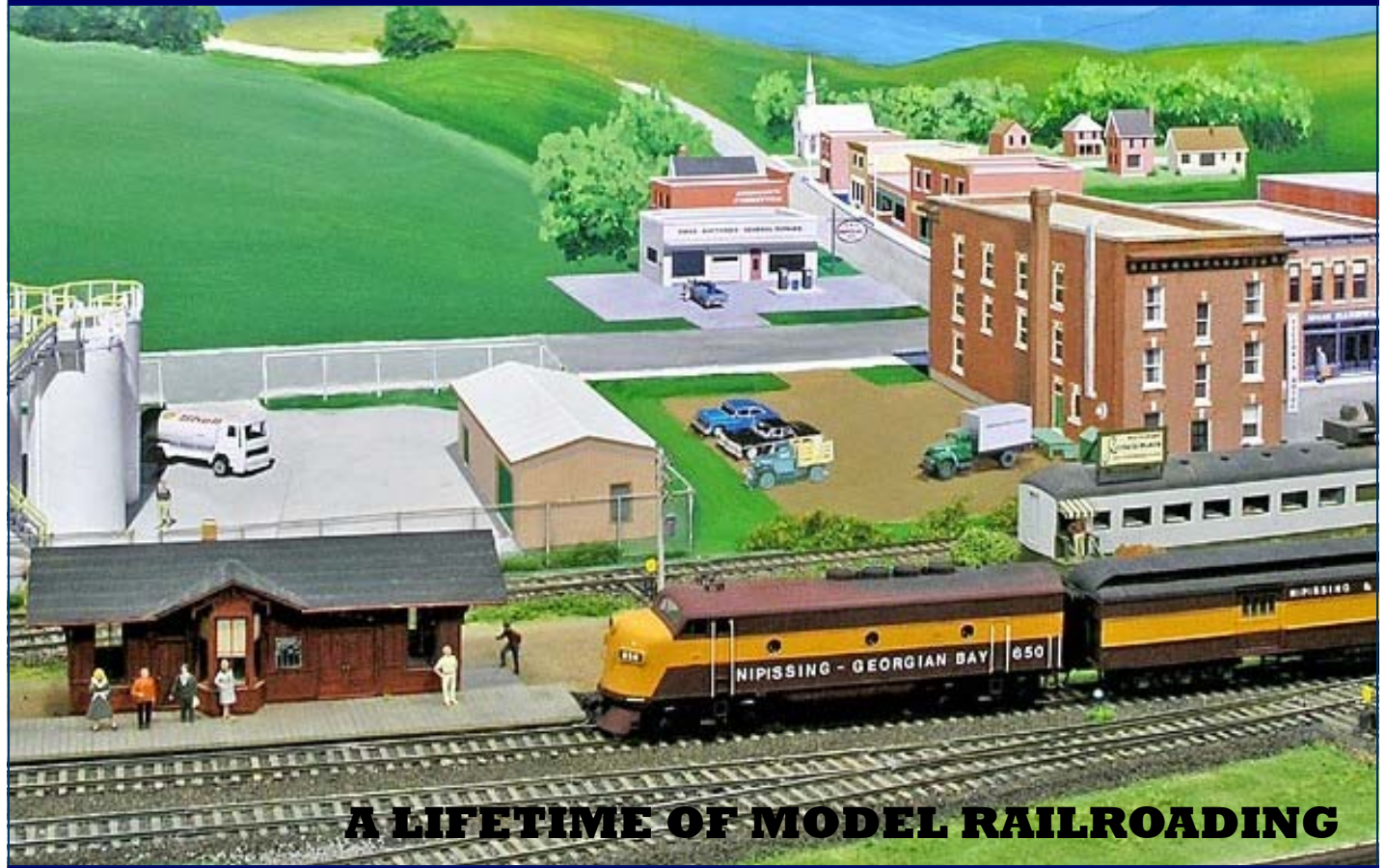


**ANNUAL GENERAL MEETING  
NOVEMBER 11, COPETOWN, ONTARIO**



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



## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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## MEMBERS AREA PASSWORD

**USERNAME: caboose**  
**PASSWORD: engine**

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## FRONT COVER

**Photo Top by Walter Noble:** The Nipissing and Georgian Bay daily passenger, proudly displaying its newly acquired paint scheme, approaches Wolf River station with F3A 650 in the lead.

**Photo Bottom by Ted Rafuse:** The Streamway Valley Railway set up in the nursing home. The church in the background is an Osborne Models kit. All the other structures in this view are from Kanamodel





# observation platform

## john johnston: editor

### READERS COMMENTS ON THE LAST ISSUE:

A very good issue, John. I especially liked the article on the Ontario Northland. It would have been even better if it had included a map of the railroad's system, together with a scale that enables the reader to see how large the system is relative to the few people it serves. Please include this with every future installment of this story. Thanks. **John Kennedy (Editor's note: included in this issue on page 21)**

Received my Summer Issue of The Canadian. Nice content! Thanks, **Ron Pope.**

To John and Ted, congratulation on writing and publishing this very fine article and story of Bill Enscoff's layout. Special thanks to the Northumberland Round Robin Modellers for their fine work and contribution to a most worthy project. . If there is an award for this type of group effort, the Northumberland group certainly deserves it. This article deserves and should be published to wider audience in Canada , USA, and England at least.

I wish to forward this article to friends who are not members of CARM and other hobby organizations to show them how important the hobby organizations are to ALL OF US. I was not a member of CARM until the past few years as I had always belonged to NMRA since I was very young. I am now a member of both organizations, and now especially very proud to be a member of CARM because of the work of all of the CARM volunteers since the very beginning of CARM, that brought this heart warming story to us through their excellent "The Canadian" magazine. Sincerely, **Bob Winterton.**

**PERSONAL RECOLLECTIONS OF THE ONR:** Found your ONR article interesting, bringing to mind several recollections. Before I was a model railroader and a railfan, I was a user of the ONR in the early to mid 1960s. My family at the time lived in Haileybury and for the first two years of my university career I was often a user of the CNR, CPR, ONR service. I attended Bishop's University in Lennoxville, PQ, just outside Sherbrooke. When going to or coming from home, I used the ONR to get to North Bay and once there, depending upon the time and the delay of the eastbound continentals, I caught either CN or CP to Montreal where once again a choice could be made between CN or CP to Sherbrooke.

Our house in Haileybury was one of only three to survive the forest fire of 1922 that burned every other building in town. It was located one block east of the ONR station down the hill towards Lake Temiscaming. Unfortunately I don't recall much about the station except that it was a single story building. I don't recall track there but again think there was a passing siding, Don't recall one way or another if there were other tracks there at the time.

Cobalt station I perhaps saw more times than the one in Haileybury. From your location when taking the picture, scan to your right and follow the track around that portion of the lake. As it turns north, a road crossing passes over the r-o-w. This marks the location very nearly where Fred LaRose threw a hammer at a fox. The hammer struck a rock cropping and exposed silver and as they say the rest is history. LaRose opened a mine just beyond the eastern side of the rail cut. I worked that mine one summer as a student night watchman for the mill which at that time was processing ore from other mines nearby. Wages weren't great but the few samples of raw silver that I have from the water tables are a reminder of that lonely, but historical, location.

An interesting by product of silver in this area was arsenic. It was inert when still part of the silver ore. I recall only one refinery in operation at the time, to the south of the town, near where the current highway 11 heads straight north, but the old Hwy 11 veers to the east to go through the Tri Towns. I met a fellow who worked in that refinery: he had lost one lung to arsenic poisoning and the disease was at work on his second lung. No idea what happened to him but could never understand why he continued to work there. I worked there for a day and a half in a suit that at the time resembled the suits being prepared for the moon walks. My eyes were swollen almost shut after a day and one half, even though I wore a full head mask and suit. I quit after less than two days on the job!

On one memorable trip between North Bay and Haileybury, near Christmas, one coach was nearly full of students returning to home for Christmas to towns all along the line. Someone had a guitar and began strumming and ultimately to singing, an impromptu hootenanny. It wasn't long before the conductor entered the car to ascertain what was happening. Almost immediately he joined in the frivolity and was still singing when I detrained in Haileybury I always found the personnel to be very friendly. **Ted Rafuse.**

### ANNUAL GENERAL MEETING:

Following up on my Editorial from last month, the Executive Board has agreed to hold a National Board Meeting in conjunction with the Annual General Meeting and to financially support Directors who must travel a considerable distance to attend. The Annual General Meeting will be held at 12 noon on Sunday, November 11, 2012 at the Copetown Lions Club Hall. Those who have attended the Copetown Train Show will be familiar with the facility and the ad for the meeting has a map of the location. Also taking place that day, about 2 kms west of this location is the TH&B Model Railroad Flea Market at the Ancaster Fairgrounds, so those of you who have to travel a fair distance will have two reasons to attend.



# CHAIRMAN'S REPORT

## Anniversaries

About the time you will be receiving this newsletter CARM will have completed 9 years, mid-October. We have seen many things happen in CARM over these years but the one thing that stands out in my mind is all the great people I've met. Like many start up organizations we came out of the gate back in 2003 like gang busters but after the first few years our membership started to drop. We now have seemed to have stabilized our membership and we have accomplished something that many new organizations fail to do, we are still here! If we continue down the path that we have been following so far eventually this organization would cease to exist. The Founders that are currently involved, John, Pete and I, realized this a while back. We talked and met many times about this and worked on a plan to bring more people into the active leadership roles. First we added some new people to take over some of the responsibilities that the Founders were handling. This has been helpful, appreciated and needed. Next we held elections where you along with the other members of CARM elected the new group of Directors to get involved in running CARM. All of these people combined will form the Board.

This new group of Directors along with others will be getting much more involved in moving CARM in the direction that the membership would like to head. This will not be easy or quick as real change takes time. Part of the information our new Board will need is to get the pulse of the membership and this can only be done through two way dialogue with as many members as possible.

The first formal opportunity for this will be happening in November at the AGM, Annual General Meeting, which will be taking place in Copetown, Ontario. This will be at the same location that the CARM Manufacturers Show is located. Look for the announcement in this newsletter for the date, time, directions and other information. I look forward to seeing as many of you as possible that can make this meeting. Just in case you are not too keen on traveling to Copetown for just a meeting you may wish to take in the TH&B Flea Market in Ancaster, Ontario. This show is located at the Ancaster Fair Grounds and is less than 15 minutes away by car.

Again this year we are in need of your pictures for use in the CARM Calendar. I have received a few images but both model and prototype images are needed. As in the past I will be looking for the best quality images for

our calendar and for a wide variety of topics. Model railway images can be anything from any railway from any member's layout. Prototype images can be anything with a railway theme from any location in Canada, after all this a Canadian organization. Before I get any hate mail from members outside of Canada I do know that each and every one of you have interest in Canadian railways. All images need to be of very good quality in respect to clarity, focus and interest. I would encourage you to email me a small (reduced in file size) image of what you would like to submit for consideration. Other information I would like to receive along with the image is a description of what is in the image. Include railway name, equipment type, buildings, location, date taken, photographer, owner, camera settings, scale and anything else you can think of to go along with it. Don't worry about giving me too much information as I can edit it down if needed. Also you don't need to edit the high resolution image as I will need to crop and colour correction the image anyways for printing. Send your images to me at [chair@caorm.org](mailto:chair@caorm.org) or [calendar@caorm.org](mailto:calendar@caorm.org).

Before I finish up let me just mention my own model railway. Work is continuing on my Colorado & Wyoming Railway, CWRy, with the current focus being controls added to the staging yards. I am using servos, like the ones used in RC helicopters, to operate the turnouts. There has been both good and bad trials with this operation but I am now working on the good. I am using Tam Valley Depot control boards and have wired these into my Programmable Logic Controller along with front mounted controls and route indicators. This has been working so well that I will be adding this to the rest of the layout in the future. My current goal is to have the staging yards fully operational by November. I will follow up this work with an article for this publication with John choosing when to publish it. To have a look at what is going on with my layout check my website at [www.kingerland.com](http://www.kingerland.com) and follow the model railroading link.

At the start of this column I mentioned that CARM is now 9 years young so another way of thinking of this is that CARM is starting its' 10<sup>th</sup> year. If this were a wedding anniversary the gift would be celebrated with something made of tin but since this is for CARM maybe we should have it be something railway themed, think about it...

**Stay on the right track**  
**David King**



## ONTARIO MIDWESTERN CHAPTER:

Steve Hoshel and Randy Schnarr were recently out promoting CARM and model railroading with the "Switching Challenge". They had phenomenal response at the Mount Forest Fire Works Festival again this year. There were about 40 Junior Engineer certificates granted.

On August 11, Randy and Steve had good interest at Palmerston for the 100th Anniversary of the Pedestrian Bridge. The traffic was slower, but the quality of participants was rewarding. They responded to a request to display a model railroad layout and showed their 16" x 72" portable layout "Switching Challenge". They were given space in the station waiting room, a bright windowed area. Traffic was limited, but those who ventured to our site had a very good time working to beat the "switching challenge". Our next scheduled venue is the Grey Central Model Train Show at Holland Center.

**Annual Fall Meeting:** October 21, 2012 at the Nottawasaga Model railroad Club in Wasaga Beach. Details to follow.

## Model Trains at Palmerston Railway Museum 100th Anniversary of Pedestrian Bridge





# *The Switching Challenge* At the Mount Forest Fireworks Festival





## TORONTO CHAPTER:

We were saddened to hear of the death of Ray Stacey, a Chapter member and an active member of the Scarborough Model Railroaders. I first met Ray on a visit to the club and had the privilege of having him operate on my layout. I remember him as a warm, friendly person who always had a smile on his face. He was also in the Scarborough Model Railroad Club for over 20 years, where he was like and respected by all and was key in arranging the club's purchase of their own building. He loved travelling, especially to where he could ride and run steam trains. Those who knew him are still in shock.

Plans for the Fall season are: September, a talk and slide show presentation by Gerald Harper, Ian McIntosh and Walter Reid (Credit Valley chapter) on the Regina convention, including slides of convention layouts and railfanning in the Regina and Moosejaw areas. In October Andy Malette will present a clinic on building modules. In November we will make a return visit to the Scarborough Club's large N and HO scale layouts. Planned operating sessions will include Ed Freeman's free-lanced HO-scale layout based on the Nipissing Southern Railway and Willie Waithe's N-scale version of the CN Weston Subdivision in December and on Gerald Harper's CP/BNSF Joint Sweetgrass Subdivision in February. In January Ian Maynard (Credit Valley) will present a talk on his layout benchwork construction methods.

## GOLDEN HORSESHOE CHAPTER:

Next GHC Meeting – Hamilton in October. Date and Place TBA. Meeting will start at 11:30 am after a layout tour. Admission is \$2.00 Guests are welcome. There will be more to follow as soon as the date has been finalized.

## LONDON AND AREA CHAPTER:

Meetings of the London and Area Chapter are scheduled as follows: October 30/12, Rob and Jason Essery / Bob Robillard; January 22/13, John Kennedy; April 17/13, Robert Langlois.

## A Call for Image Submissions for the 2013 CARM Calendar

If you have an image that you would like to submit to us for use in the 2013 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.

Submit a small JPG image (less then 100kb in size) for consideration

Obtain all of the information about the image including:

- Location
- Date
- Photographer
- Camera stats
- Owner of items in the scene
- description of scene

Once accepted send the large file as a JPG, RAW, TIFF, etc.

Send your submissions to [chair@caorm.org](mailto:chair@caorm.org) or [calendar@caorm.org](mailto:calendar@caorm.org)



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# THE NIPISSING AND GEORGIAN BAY RAILWAY

A LIFETIME OF MODEL RAILROADING

ARTICLE AND PHOTOGRAPHS BY  
WALTER NOBLE



I am a retired architect now living in Peterborough, Ontario, with a lifelong interest in model railroading. I began as a twelve year old when I built my first O gauge, tinplate layout in the basement of the family home in Toronto. It was 1938 and I had just bought my first copy of Model Railroader magazine. I was not satisfied with the toy-like appearance of three rail

tinplate track however and converted my Lionel electric locomotive to outside third rail, then, after removing the track's centre rail, I added an outside third rail in keeping with the method that was common practice on O scale layouts at that time. Money was scarce back then and I had to make do with the small amount earned after school and on weekends with my bike as a delivery boy and usher at a local movie theatre. As a result, all of the scenery, buildings and much of the rolling stock had to be scratch built. Even my speed control was fashioned from a toaster element to provide variable resistance.

Photographs (**photos below**) taken in 1940 with an ancient Kodak camera, show me as a teenager at work on my first model railway, the Green Valley Northern.

Service in the armed forces, further education and the start of a career postponed further activity until the purchase of a new home in 1954 provided the space and opportunity to begin again; this time in HO scale. The name I gave to this layout and subsequent ones was the Nipissing and Georgian Bay.

Several moves and two model railways later found me retired in Napanee, Ontario, where I designed a two car garage in the back yard of our new home as a location for an enlarged version of the railway. It was designed to give the appearance of a railway station (**photo above**), complete with a platform and operator's bay window. While the building met the bylaw requirements and looked like a garage from the street, I never intended it to house an automobile.

Ten years later, a family member's deteriorating health required another move; this time to a condominium in Peterborough, where unavoidable space limitations would eliminate any hope of constructing another layout.

The inevitable, dismantling of the railway was a painful process, eased to some extent by a ninety-minute video I produced showing the Nipissing and Georgian Bay in operation. I was determined, at least, to salvage the memories. The filming simulated a twenty-four hour period of activity complete with sound and voice-over describing a visually developing scene that would remind me forever of what used to be.







**The station at Ludgate on my previous layout**

What could be retrieved from the layout however was substantial and after the move, much of the material was sold at a local model railway show. Some items though, prized locomotives, rolling stock and structures, I could not part with for sentimental reasons and with a never say die attitude, dared to imagine their reuse again somewhere in the future.

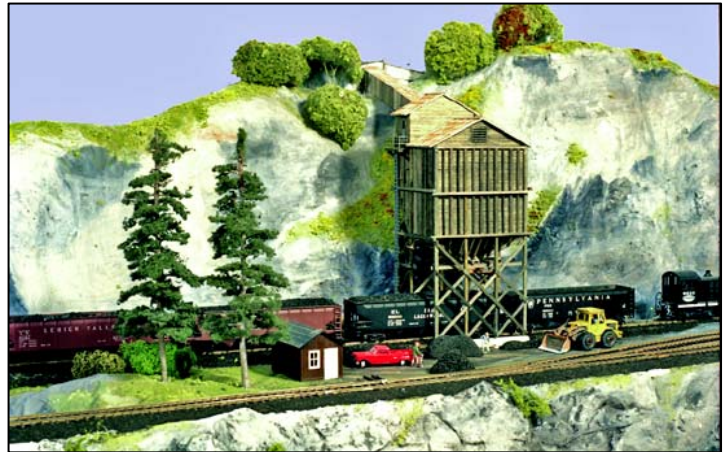
After the move I maintained my interest in the hobby by joining the Kawartha Railway Modeler's club, a group who met in each others homes once a month to run trains and talk model railroading. While I was active in club activities, I was the only one without a layout and it bothered me.

It was not until my wife passed away, following a lengthy illness, that I began to seriously consider the possibility of building again. A spare room was now available and the plan I finally settled on was a sixteen inch wide shelf layout designed for switching. Occupying only the length of one twelve foot wall, the room's usefulness could still be maintained to accommodate guests.

I began with a plan for the trackwork and angled the main line from corner to corner to provide more width at each end for buildings and scenery.

Benchwork came next, beginning with the installation of vertical wood strapping screwed to the wall studs at 32" centres from which the shelf and overhead lighting canopy were hung. **See photo right and benchwork drawing on next page.**

I used fluorescent light bulbs spaced two feet on centres for uniform coverage of illumination on the backdrop



**The coal mine trolley on the previous layout**

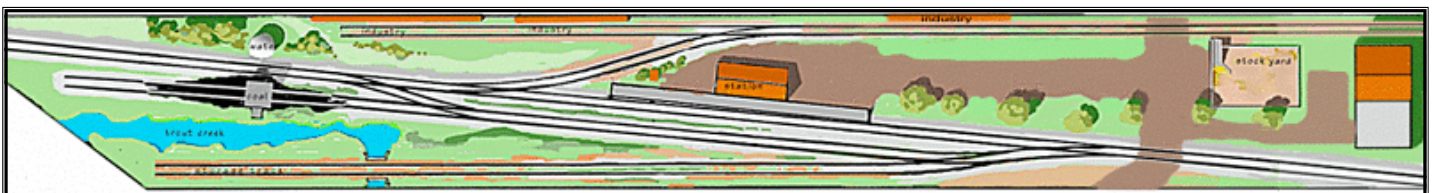
These are placed ahead of the shelf front so the face of rolling stock at the shelf edge will not be in shadow. I chose fluorescent bulbs to reduce heat, minimize power consumption and reduce the weight on the canopy support that would have occurred from the weight of the fixtures had fluorescent tube lighting been used. Rubber covered pigtail light sockets are force-fit into holes drilled in a horizontal support immediately behind the canopy facing. Electrical cable concealed behind the backdrop connects to an outlet under the layout.

The trackwork is hand laid code 70 coated rail on individual wood ties over cork roadbed. The turnouts are hand-



crafted with operating switch stands and powered by Tortoise switch machines. I have attempted to provide as many switching opportunities as possible without overcrowding the layout. With only a short passing siding

**Basic track plan showing proposed industry placement**

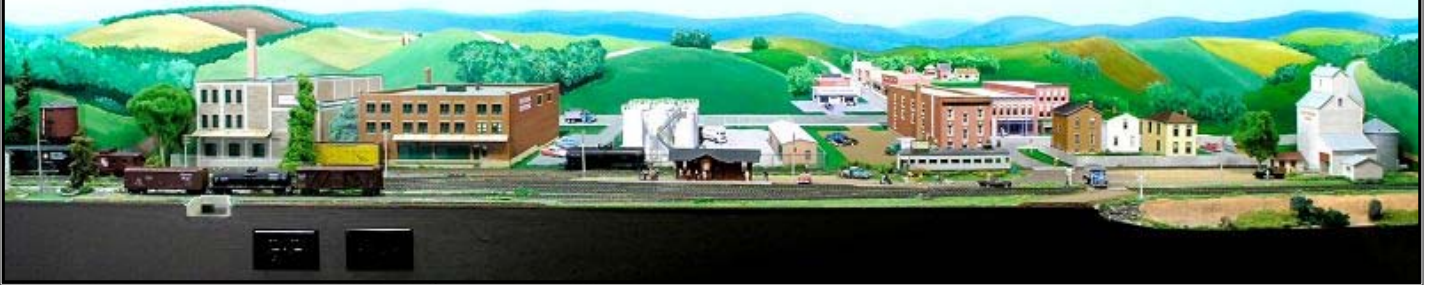






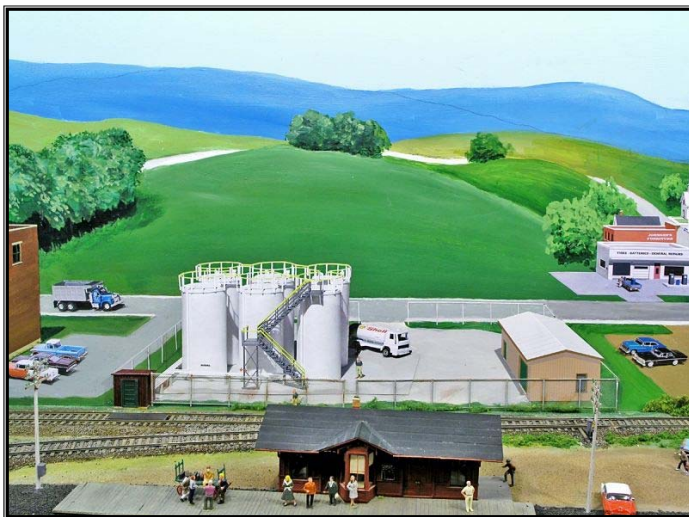


**A panoramic view of the layout showing the rendered backdrop**



the backdrop. Automobiles, seen as part of the scenery, are also photographs of scale models, photographed and reproduced in a similar manner. **Oil depot photo below.**

The coaling tower, **photo below**, is a model I built of the old concrete tower that still stands south of the Via sta-



tion in Washago, Ontario. I measured and photographed the structure in 1967 with the intention of constructing a replica for the model railway I was building at the time. Thirty seven years later I finally got around to it. The ironwork, platforms, ladders and pulleys have yet to be added. These have now been removed from the proto-



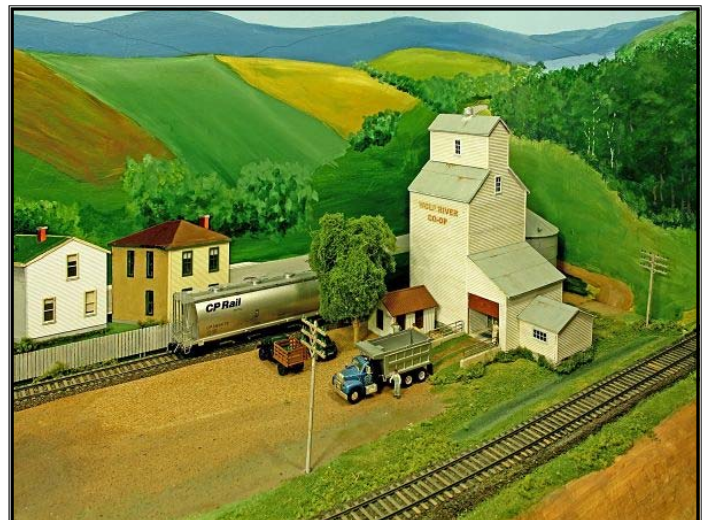
type. A similar tower I know of was built on the CN line north of South River, Ontario. There were probably many others.

The model is built from balsa, matt board and sheet styrene with the cylinder that holds the coal made from a plastic bottle that was just the right scale diameter. The banding on the sheet metal enclosure of the conveyor tower is 3/64" plastic angle from Plastruct. I used piano wire for the grill that covers the hopper below the track. Corrugated aluminum sheet covers the roof.

The grain elevator, **photo below**, located at the right end of the layout, is modeled, with some modification, from dozens of photographs of western grain elevators I researched on the internet. These were so much a part of the prairie landscape years ago.

Construction is similar to the coaling tower, but the siding used is Northeastern Models six inch scale beveled wood siding and the windows are by Grandt Line.

I used to think that a switching layout with only back and forth movement would be boring, but not any longer. Now that I have built one I have a ton of fun by myself and with others in operating the layout.



When I am the host of a club meeting, for instance, I will plan for it beforehand by first assembling a freight train on the main line approaching the town of Wolf River. It will include some cars appropriate to the loads they will



carry to the various industries in the town. Due to the length of the passing siding, an eight car freight plus caboose is the limit.

A switch list will follow indicating which cars in the train are to be set out at which industries and those industries where cars are to be picked up. One of the restrictions on the list, that adds another problem for the freight crew, refers to the caboose. Because of its wood construction, its use is forbidden in any switching move.

After the club members have arrived they are asked to draw names from a hat to determine the engineer and conductor for each crew. Each crew in turn will be given the switch list and asked to perform the train movements

indicated. A maximum scale speed of ten miles per hour is a requirement and also a "hands off" policy, since magnetic uncoupling ramps hidden under the track, are strategically placed to facilitate setouts at the various industries and on storage tracks. Each forward or backward movement of the locomotive is considered one move. The challenge is to see which crew can perform the required operation with the fewest moves. Depending on the number of members present, you can shorten or lengthen the switch list. It creates a lot of fun.



View of the commercial district and housing with scratch-built building faces in the foreground attached to the backdrop. The stores on the street behind the houses were scanned from a Walthers catalog, modified by computer for scale and perspective and glued to the backdrop after roofs and side walls were added.

## PUBLICATION SCHEDULE FOR *THE CANADIAN*

*The Canadian* is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

Spring Issue: March 1

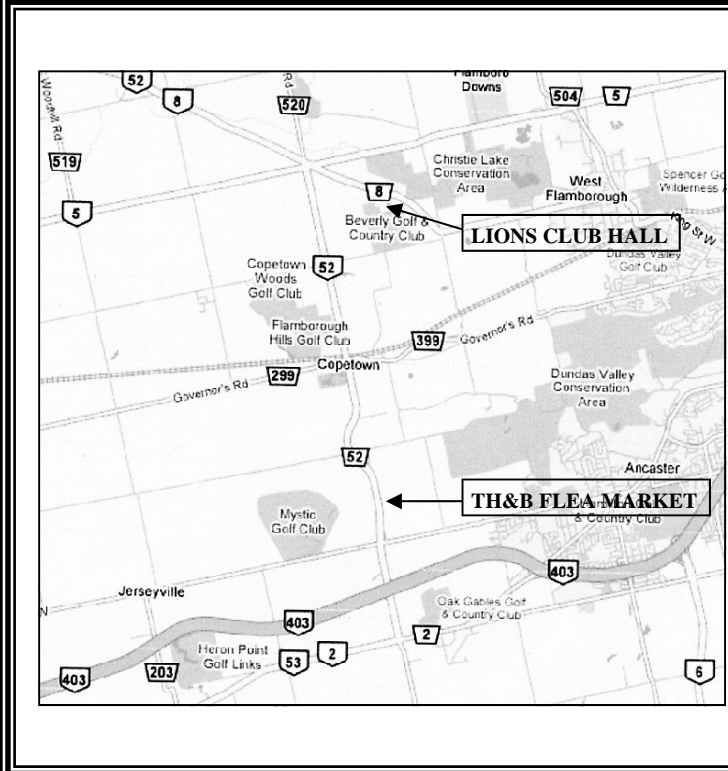
Summer Issue: June 1

Fall Issue: September 1

Winter Issue: December 1



# COMING EVENTS



**CANADIAN CARM**  
ASSOCIATION OF RAILWAY MODELLERS

**CARM ANNUAL GENERAL MEETING**

**SUNDAY, NOVEMBER 11, 2012  
12:00 NOON**

**COPETOWN LIONS CLUB HALL  
COPETOWN, ONTARIO**

**ALL MODEL RAILROADERS  
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**Bowmanville, Ontario, October 13 & 14:** Soper Valley Model Railroad Association 26th Annual Model Railroad Show. Bowmanville High School, 49 Liberty Street North, (from Hwy 401 take exit 432 north onto Liberty St., show is on the right past King St.), operating layouts, static displays, vendors. Adults \$6, Seniors \$5, Families \$12. 10am to 4:30 pm both days. For info contact Gary Jeffery gjeffrey@xplornet.com or 905-263-8734

**Hamilton, Ontario, November 3:** The HOMES Club announces that the 12th Annual Hamilton & District Layout Tour will be held on Saturday, November 3, 2012. We will have more than 20 layouts in various scales, including several that have never been on the tour before, from Burlington to Beamsville, and Smithville to Caledonia, plus Hamilton itself. The tour will include the last public running of Richard Chrysler's great Hamilton-

Port Dover layout. Admission \$5.00. Guide books will be available at local model railway shops in mid October, and from the HOMES Club on the day of the tour (460 Wentworth St North in Hamilton). For more information, contact Brad Peters 289-656-0499 or visit our website at [www.trainweb.org/homesclub](http://www.trainweb.org/homesclub)

**Ancaster, Ontario, November 11:** 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

**Copetown, Ontario, November 11:** CARM Annual General Meeting (see ad above)

*Material for the Canadian should be sent to:*

**John Johnston, 41 Glenview Place, Hamilton, Ontario, L9C 6H9**

**or by**

**e-mail at [editor@caorm.org](mailto:editor@caorm.org)**

# 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](mailto: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

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## The Streamway Valley Railway A Marvel in Model Layout Construction



**Modelling by George Parker  
Text and Images by Ted Rafuse**

**The layout stored behind the door of George Parker's mother's room, out of the way along a wall with the outrigger tucked beneath the bottom edge of the layout.**

Not too long ago George Parker was confronted with a mentally vexing situation. His mother is incapacitated and a resident of a nursing care facility. Spending many hours with her was not mentally stimulating. While he was content to assist in his mother's care there were long periods of essentially non motivating time. His wits wandered aimlessly to experiences past. Thoughts began to focus on the prairie railways close to his childhood home. Perhaps he thought model railroading could satisfy the long time frames while prompting a stimulating mental challenge. Perhaps he could accomplish model construction while sitting with his mother.

That mental process agitated his brain cells for a short time. Exploring the possibility and potential he learned that a few of the more able residents had past associations with trains. He then approached the administration of the nursing home to determine if it might be possible to set up a model railroad in the facility under certain

caveats. Included in those caveats were that there was to be no cost to the nursing home, that there were no facilities for a permanent display, that the model railway had to be portable and that it had to be able to be stored in his mother's room without interfering in the regular nursing routine. A tall order all these caveats.

Now mentally stimulated to the task, George added more caveats of his own. The layout had to be designed to be able to be operated by some residents of the facility. This meant the controls had to be simple and reliable to operate by those whose physical dexterity might not be the norm. The layout had to be visible by a wheelchair occupant, thus it had to be constructed to a lower than normal height. The layout had to be 'portable' by one person, George.

The construction of the HO Streamway Valley Railway was left to the design of the novice model railroader,



George. The layout is built on a 4 by 8 foot sheet of plywood. This may ring a note of familiarity with many model railroaders and their first foray into the hobby. Beyond that, George's ingenuity departs from that typical scene.

A wooden frame, constructed of Ikea 'Ivar' pine shelving standards, provides rigidity and a 2 inch depth to the 4 by 8 foot base. On top Atlas code 100 flex track was laid including a number of electric Atlas turnouts. All the turnouts are wired to a permanent control panel along one long side of the plywood. The panel has a track diagram and momentary double pole, double throw, centre off switches which control the switch machine movement.

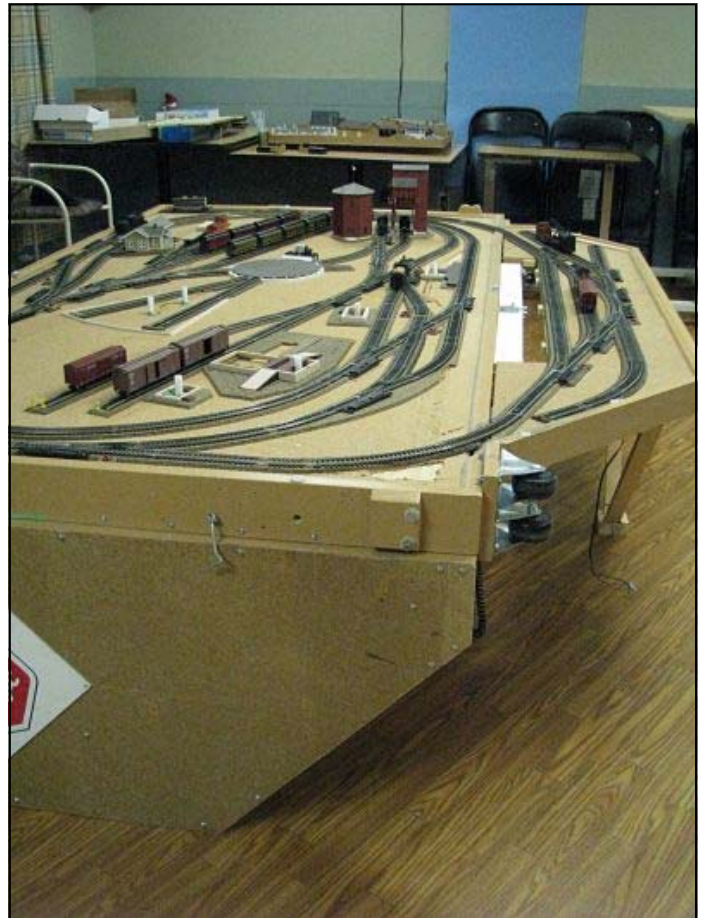
All of the mainline turnouts have a red light atop the plywood so that the route of the switch can be readily apparent to the dispatcher, usually George. The 12 volt lights are activated by Atlas relays wired to the electric switch machines. Two loops circle near the outside portion of the plywood. Inside these are several spurs for

car storage and spotting. An Atlas motorized turntable and engine facility provide locomotive servicing and turning.

For ease of operation, George determined that an NCE DCC tethered sound system with two smaller auxiliary hand throttles would suffice. The main throttle is tethered near the control panel for the dispatcher's use. The two auxiliary throttles are tethered to the opposite (viewing) side of the layout. These are set on rolling, height adjustable tables found in most nursing situations. George created a Masonite fixture that fits over the table top. Velcro is attached to this fixture. The back of the auxiliary throttles have Velcro which when attached to the table fixture prevents the unit from moving thereby aiding the residents in the use of the throttle with one hand. The speed knob has been modified slightly to prevent excessive speed to minimize cornfield meets and out of control locomotives. The throttles thus mounted are easy for wheelchair occupants to manipulate.



**Storage is vitally important on the Streamway Valley Railway. Rolling stock is stored in cardboard boxes with cardboard slats to separate various pieces. The NCE throttles are stored in a wooden box. The two throttles shown are the 'small' throttles that have been modified with Velcro tape on the bottom, small u-shaped holders at the top to prevent throttle from wandering on the table surface. Stops have been added provide the residents with a better idea of where the 'stop' position is as well as to prevent the throttle from being turned to full speed ahead!**



**The two sets of wheels visible support the entire layout when it is turned on its side for storage. A single pivoting wheel is at the opposite end allows the unit to be steered. The layout expansion to the right side folds under the layout and is bolted in that position for storage. In order to facilitate moving the layout to a vertical position the side support has been cut at a 45 degree angle. Two sections of track are removed where the main and addition parts of the layout meet.**



George decided after a modest false start that he prefers the turn of the 20<sup>th</sup> century for his modelling era. He likes truss rods and small steam engines. For the SVR he uses three Bachmann, factory installed sound DCC, Richmond based 4-4-0 steam locomotives. These have to date provided flawless operation in the hands of multiple operators with a variety of challenges. The operators of course love the sounds emanating from the tender speakers which often bring them to recall times past in their own lives. Rolling stock was purchased from a variety of manufacturers including Roundhouse, True Line Trains and Tichy.

Placing permanent structures on the layout was impossible as the layout had to be compact and occupy as small a vertical foot print as possible. Structures had to be removed for storage. To that end each structure has only its foundation on the base plywood. George is fond of Kanamodel kits and all but one of the structures that he has built come from that company. Many of the structures have interior lighting. These lights are controlled from the main panel and light up the interiors of some structures to the delight of the residents.

On an operating session, George is the orchestrator. He indicates to a resident which locomotive they will use, which cars they will move to which siding and the work commences. George manipulates the turnouts to accommodate the locomotive movements and only rarely has to revert to the emergency stop button. For the most part he can move the turnouts from the outer loop to the inner loop and its turnouts without causing alarm for the

operators or for himself. When a car has to be dropped at a particular spot, uncoupling is performed by the magic of a long wooden skewer.

To add more interest, George added a small wing to the resident's side of the layout with additional spurs and a larger loop to the outside loop of the original track plan.

Operating sessions are held every two weeks on Saturday afternoons – a time that is attractive to residents and also to any family members who may be visiting at the time. Removing the rolling stock and structures from the layout, folding the various wings, and preparing the whole for movement incurs about half an hour of time. By then the layout is vertical, enclosed and rolled into his mother's room for storage. Rolling stock, structures and control systems are stored on high shelves along one wall to prevent any problems due to nursing or resident movement.

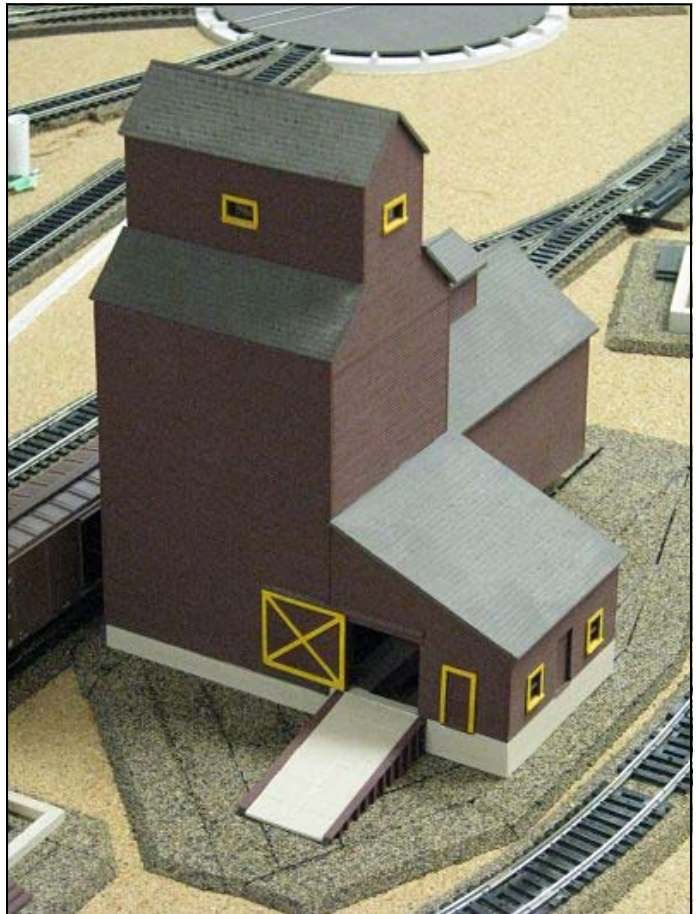
What George had created is a marvel in model layout base construction. Further he has provided himself with purposeful mental stimulation. Not only has he enjoyed this foray into a new venture he has provided a new source of mental stimulation for others in a situation where there is little opportunity to divert from the mind numbing routine.

Model railroading on the HO Streamway Valley Railway has provided many residents and visitors with many hours of active enjoyment. The reader always knows there is a reason, a multitude of reasons for a model railway! This article is George's reason.



**Photo Above:** The beige strips denote the foundation lines of a structure to be added. The white tube houses a 12 volt light that provides interior illumination for the structure. Several of the buildings that are placed on the layout have similar lighting within their foundation perimeter.

**Photo Right:** The elevator set on its foundation. George is partial to Kanamodel Kits and this structure is one of their offerings.





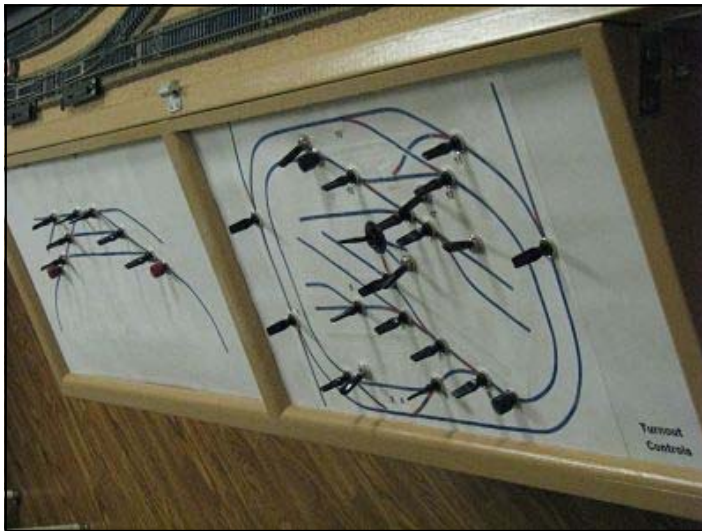


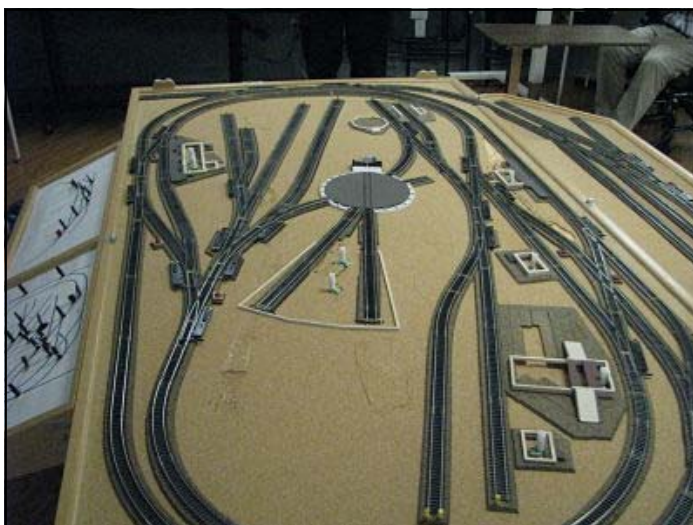
Photo Above: The nearest control panel indicates the track plan on the 4x8 sheet of plywood. Most of the toggles control the movement of Atlas electrical switch machines at turnouts. Several others control the interior lighting in buildings. The far panel controls the switches on the addition.



Photo Above: An overall view of the layout. George plans to make the base appear as a Prairie landscape with very gently rolling undulations and waving wheat and grasses. There will be no trees as they would add to the set up and take down time. As well there are few trees on the open Prairie of the West. All the braces that appear in the image fold up inside the layout for storage.



Photo Left: A resident, in wheel chair, with a throttle mounted on a moveable table as described in the text, operates a locomotive and train which are beyond the lens of the camera.



A bird's eye view of the layout stripped of all railway features save for the track.

Photo Below: George on the left is explaining to Bob, a visiting member of the Thursday Night Gang Model Railroaders, the fine points of DCC throttle operation. Bob is changing scale from N Scale to HO and is particularly interested in the 4-4-0 locomotives that are used on the Streamway Villa Railway





A wheelchair view of the Streamway Villa Railway

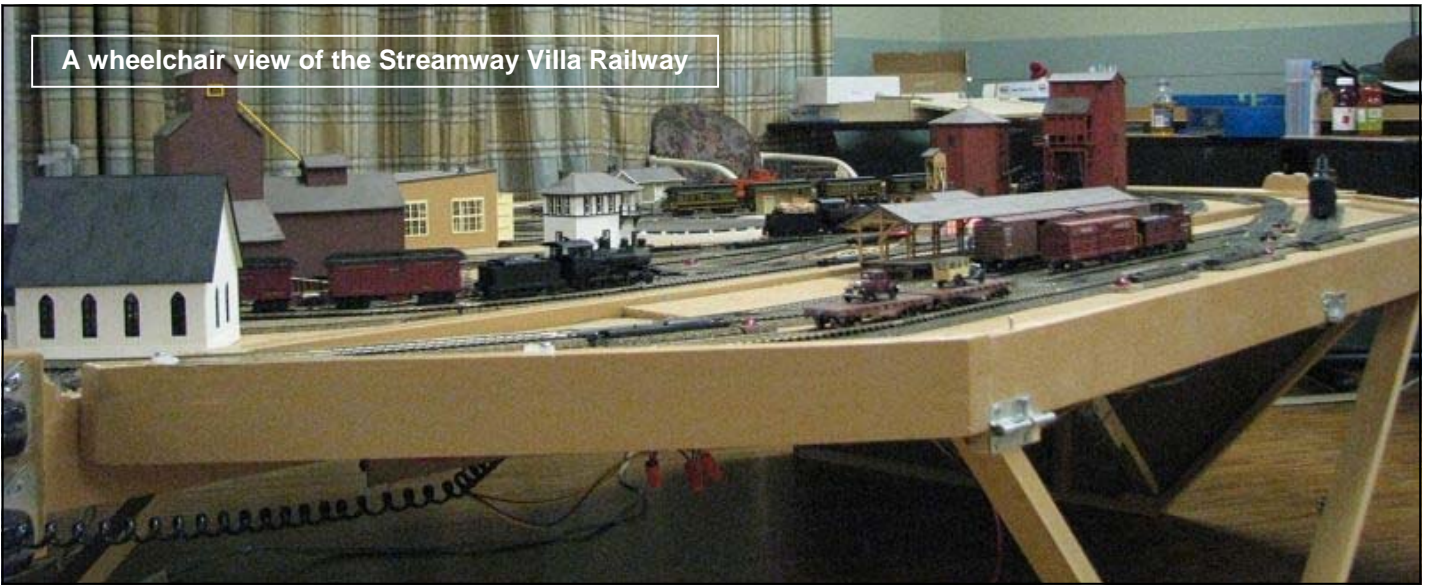


Photo Above: The layout in its vertical storage position. The sheet is stabilized by two wire supports attached to the outrigger on wheels which stabilizes all for the trip to storage.

Photo Below: George and Bob are moving the layout to George's mother's room down the hall. That's George's mother supervising the pair.



Photo Above: The layout halfway to its vertical position. The 45 degree angle cut allows George to pause at this stage prior to elevating the layout to its next position, another 45 degrees. The layout addition is firmly bolted in place on the underside of the main layout. The braces are held in place by nuts and bolts and when removed the braces and the panel fold to the underside of the layout.

Photo Below: Bob assisting George in placing layout structures high up on a shelf, out of the way for the routine nursing care that must occur.







# The Ontario Northland

Part 2: Cochrane, Hearst & Moosonee  
A Photo Essay by John Johnston

Cochrane is the centre of ONR operations in the far north. From here a line goes west to Hearst and another line goes north to Moosonee on Hudson's Bay. The **photo below** shows the large ONR Station in downtown Cochrane. The upper level has been converted to a hotel and the station also contains a very nice family style restaurant. Needless to say, the hotel in the station would be our abode for our 3 day stay. Clean, neat, and reasonably priced, there is the added dimension of just walking downstairs to the platform to watch both freight and passenger switching in the yard. Food in the restaurant was plentiful, inexpensive, home cooked, and excellent.

**Photo Top:** We are sitting at the very end of the road north of Cochrane as the Polar Bear Express roars by on its way to Moosonee on Hudson's Bay. Beyond this point, the Polar Bear is the only means of travel across the barren muskeg. Today The Polar Bear is led by GP40-2 #2202 and GP9 #1603.

**Photo Bottom:** The station in Cochrane. The top floor is now the Station Inn. At one time the CNR ran on the other side of the station. The restaurant is located in the old baggage area to the left in this photo.





Two things stand out to me about the yard at Cochrane, one good, one bad. First the bad. The yard contains very few freight cars, and those that are there are primarily Ontario Northland, many of them maintenance of way cars. For those of us who understand the economics of railroads, it is the strongest indication possible of just how much trouble the ONR and Northern Ontario are in economically.

Now for the good. Watching the ONR crews put together the Polar Bear Express each morning and take it apart each evening is an absolute joy. In the morning the crews get their power, usually a GP40-2 and GP9, and come down to the station from the car shops with the passenger cars for the train including the ex Milwaukee Road, ex BC Rail, full length Budd dome. Leaving the cars in front of the station, the units proceed to get any headend cars that are waiting to head north. Once the head end cars have been added to the consist the next step is to get the 85 foot flats which transport automobiles headed north. There can be anywhere from 1 to 4 of these flat cars added to the head end. The consist is then assembled and brought to the station track for passenger loading.

For those of you unfamiliar with northern Ontario and in particular Moosonee, there are two reasons for the movement of personal automobiles. The first and most obvious one is for ground transportation once you reach Cochrane. My brother law, who was an OPP Officer did a nine year stint in Moosonee and was part of the North-West patrol. He would bring his car south on the train before driving the 770 kms south to visit us in Hamilton. The second and more important reason is the high cost of goods in Moosonee since everything has to be brought in by train. Residents who are coming south, load their cars on the train and then do their shopping in the south and load their cars to the roof with goods to take back home. The cost savings from shopping in the south far outweighs the cost of transporting their car on the train. Unloading the cars is an interesting operation to watch as it harkens back to the early days of TOFC in the 50's, *circus unloading*. For those of you unfamiliar with this, it involves backing the cars up to a ramp, joining them with the drop down ramps at the end of each car, and then driving the autos across the railroad cars and down the ramp. For the



**Photo Top Right: ONR System Map**

**Photo Centre Right: The crew of the Polar Bear Express brings the passenger cars down from the shops.**

**Photo Bottom Right: Crewman on the ground gives instructions over the radio to the road crew of the Polar Bear Express who are bringing the head end and automobile flatcars from the loading area to couple onto the front of the passenger cars which can be seen to the right of the train. The fully assembled train will then be brought forward to the station for passenger loading.**



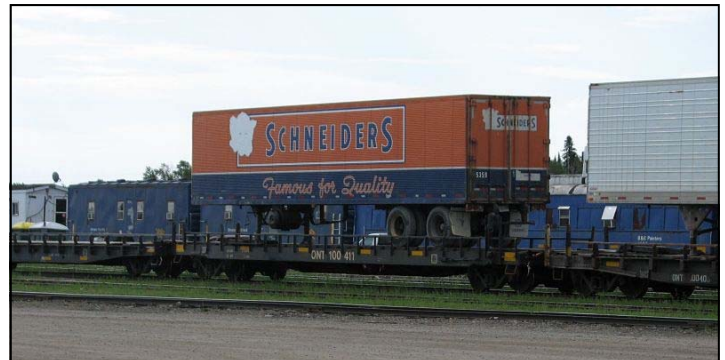
ONR crews in Cochrane this is a highly synchronized ballet that they accomplish every day. From the time the train arrives until the first car comes down the ramp is less than 30 minutes. At one time Canadian National Railways also ran through Cochrane, Their trackage ran on the opposite side of the station from that of the ONR. The CNR trackage was originally part of the National Transcontinental Railway which along with the Canadian Northern Railway became of a part of the nationalized CNR in 1918. In 1993 CN decided to abandon this line and ONR took over the portion that ran from Cochrane to Hearst. At that time there were paper mills in Hearst, Kapuskasing, and Smooth Rock Falls as well as some mining activity. There was also a connection with the Algoma Central at Hearst. The Algoma Central would be absorbed by the Wisconsin Central which in turn was bought by CN and so the ONR again has a connection to CN at its northern extremity. The economic downturn in the north has hit the paper industry hard, and the mill at Smooth Rock Falls shut down and was subsequently demolished. The others are still functioning but with greatly reduced capacity.

The future of the railway is tied to the natural resources of the area it serves. The future success of these natural resources and the mills are tied to the railway. Only time will tell how this story unfolds.



**Photo Above:** The Polar Bear has for years had a baggage car devoted to carrying canoes into the north for hunting and fishing expeditions. In recent years the canoes are often carried in a boxcar at the front of the train. This sign in the station window shows the schedule for canoe loading.

**Photo Below:** Trailers waiting to be coupled onto the Polar Bear Express. Re-affirms the prototype for the Atlas 50ft. flat car with trailer.



**Photo Above Right:** Ballast Train led by GP38-2 #1806 leaves Cochrane for Kapuskasing.  
**Photo Below Left:** The Kapuskasing Local led by GP40-2 prepares to pass the Northlander at the station as it heads out to Kapuskasing where it will interchange with its sister local running east from Hearst.  
**Photo Below Right:** The local from Hearst to Kapuskasing with GP38-2 #1804 in the lead.







**Photos Above: Most of the trackage between Hearst and Kapuskasing has a 10 mph speed limit on it. By car it is just a little over an hours trip, while the train will take almost 5 hours for the one way journey. Along the way we saw this ONR work train sitting in a siding and enjoyed a lengthy discussion with the crew while we waited for the local to go by. ONR inherited the bad track from the CN and according to the crew only had sufficient funds to make the track safe and not to upgrade its speed.**



**Photos Above Centre: Two photos of the Tembec Paper Mill operation in Kapuskasing.**



**ONR Caboose in Kapuskasing**



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